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**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK**

**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK
TO 2018**

**Land West of Horsham
Design Principles and
Character Areas**

**Draft Supplementary
Planning Document**

October 2008

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CHAPTER 1: INTRODUCTION

Role of this Supplementary Planning Document

- 1.1 The aim of this document is to provide guidance on design matters for developers and others preparing planning applications and for those considering applications. Site specific design guidance which amplifies the policies of the LDF and the draft West of Horsham Masterplan SPD will help to ensure that the future development of this site is of high quality and appropriate to its context. The guidance is intended to amplify Policy CP7 of the adopted Local Development Framework (LDF) Core Strategy 2007 and other policies within the Core Strategy and adopted LDF General Development Control Policies document that relate to design.
- 1.2 It is intended that the document will provide an appropriate brief to developers which clearly sets out the Council's expectations in relation to matters such as building design and scale, layout and landscape strategy. The principles involved in designing character areas are set out in Section 3 and these have been applied to five new interlinking character areas which are explained in Section 4. This SPD does not seek to design the scheme nor the detailed design and layout of the character areas. It does however identify and develop the principles involved and provides design guidance that will be a mechanism for good design across the whole site.
- 1.3 The developers when preparing their detailed Masterplans and accompanying application documents will need to address the guidance and requirements of both the Masterplan SPD and this Design SPD and all the relevant policies of the adopted LDF as part of the design process.
- 1.4 The Core Strategy is the overarching document in the LDF and Policy CP7 sets out the broad development principles for the strategic location West of Horsham. This strategic location will provide 2000 homes and will account for a substantial proportion of the District's housing provision to 2018. The Council is consequently seeking to achieve an exemplary development of high quality design and layout.
- 1.5 There are various design related references within Policy CP7, i.e.
 - *'the development should be integrated with Horsham and Broadbridge Heath whilst taking account of their separate identities and should reflect the needs of the communities in terms of their facilities and services;*



- *the current western part of the A264 Broadbridge Heath bypass will be closed or downgraded in order to help integrate the new development with the existing community;*
- *the opportunities provided by the comprehensive approach to the development of this area should be maximised to enhance the environment, including the quality of open spaces and links to the countryside beyond (including to Denne Hill and the River Arun as a key part of the setting of the town), and enhancements to habitats and the local landscape generally;*

- 1.6** In addition to CP7, this Supplementary Planning Document (SPD) supplements Policy CP3 in seeking to improve the quality of new development; complement the varying character of the District; contribute to a sense of place and optimise the potential of the site to accommodate development, including high quality open spaces.
- 1.7** The adopted LDF General Development Control Policies document (GDGP) sets out the detailed development control policies against which planning applications are judged. This SPD supplements Policy DC2 of the GDGP in respect of protection/conservation of the key characteristics of the existing landscape character of the area and also Policy DC9 which provides a series of development principles that must be taken into account in the preparation of proposals for development.

Relationship to the Masterplan SPD

- 1.8** The West of Horsham strategic location is the subject of a draft Supplementary Planning Document (SPD) 'Draft West of Horsham Masterplan' which was published for consultation purposes ending on 5 November 2007. Since then there has been significant ongoing work with stakeholders, including representatives of the local community. It is anticipated that the final Masterplan SPD will be adopted by the Council in October 2008.
- 1.9** The draft Masterplan SPD has been prepared to accord with the principles of development set out in Policy CP7 and reflects the Council's visions for the development of this land. The draft Masterplan SPD therefore provides the overall vision and planning requirements whilst the Design Principles SPD provides additional detail in relation to the key design and layout principles that developers will be expected to follow. The Design Principles SPD supplements the draft Masterplan and should be read alongside it.



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Objectives

1.10 This SPD aims to provide an analysis of the landscape and visual characteristics of the site as a whole within the context of its setting south of Broadbridge Heath and on the western edge of the urban area of Horsham.

1.11 In light of this analysis and the site constraints referred to in the draft West of Horsham Masterplan SPD, individual 'character areas' are identified within the site. For each character area, specific design guidance is provided. A series of generic design principles covering a range of topics are also outlined to guide future development proposals.

1.12 The design principles set out in this guidance aim to:

- Achieve a high quality, attractive, accessible and safe environment;
- Promote innovation and initiative in design so that contemporary and traditional design approaches are proposed where appropriate;
- Achieve a high level of integration between the existing communities and new development and ensure that the new development is part of a cohesive whole;
- Create a sense of place within each character area and reinforce local distinctiveness where appropriate;
- Create a legible layout with buildings addressing road frontages, public area frontages and a coherent structure of buildings, open space and routes for movement (walking, cycling, public transport, private car);
- Ensure that a mix of housing types and styles are provided across the site and therefore a diversity of building forms and a varied streetscene;
- Ensure that the 'gateways' to the site, including the new A24 junction and east/west route are handled sensitively in landscape terms;
- Ensure that new development respects the scale, massing and proportions of buildings within the adjoining residential areas of Broadbridge Heath and Denne;
- Achieve an average density of about 45 dwellings per hectare within a range of densities that vary across the site in response to the site context, characteristics and constraints;
- Secure attractive and clearly defined public and private spaces that will enable retention and enhancement of the existing landscape, trees and vegetation.

1.13 This guidance will be an important material consideration in the determination of subsequent planning applications for development of this land. It will be relevant to outline applications as it is intended to steer the broad form and layout of the development. Outline applications will need



to be accompanied by sufficient detail to show that this guidance has been taken into account in preparing the scheme. It will also be particularly applicable to applications for detailed planning permission (either full applications or applications for approval of reserved matters).

- 1.14** The planning applications (including the outline applications) will need to be accompanied by detailed Design and Access Statements (DAS) which are a statutory part of the planning process. The Council will expect the outline applications, including the DAS and supporting plans, to contain sufficiently detailed information to demonstrate that the design approach proposed has been informed by this guidance and that it is capable of being followed through to more detailed applications, whether submitted by the original developers or others.

The Importance of Design

- 1.15** In recent years there has been a significant shift in the importance attached to design and design related issues, both in relation to the quality of design of new buildings and the overall design and layout of places. Design related statements can now be found throughout national government policy and guidance.

- 1.16** Of particular relevance, PPS1 'Delivering Sustainable Development' advises that 'Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development'. The PPS makes it clear that the visual appearance of new buildings should be appropriate to their context and should create or reflect local distinctiveness. Planning authorities should also aim to achieve well mixed developments that integrate well into the locality respecting the existing urban form and the natural environment through high quality and inclusive design.

- 1.17** Many documents include references to the importance of good design, for example, 'By Design – Urban design in the planning system: towards better practice' (DETR/CABE 2000) and 'By Design - Better places to live' (DTLR 2001). Both documents set out seven design principles that are now well recognised amongst the profession and are the basis of many design related policies, including those in the LDF General Development Control Policies document. These objectives are as follows:

- Character – A place with its own identity
- Continuity and enclosure – A place where public and private spaces are clearly distinguished
- Quality of the public realm – A place with attractive and successful outdoor areas
- Ease of movement – A place that is easy to get to and move through



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- Legibility – A place that has a clear image and is easy to understand
- Adaptability – A place that can change easily
- Diversity – A place with variety and choice.

1.18 Government guidance on street design is contained in Manual for Streets (DCLG and DfT 2007).

1.19 The Draft Horsham Town Design Statement provides local level detailed design guidance.

1.20 In light of this guidance, the Council will expect developers to adopt a robust design approach to the development of this site, which demonstrates how the principles set out above and elsewhere in this guidance have been incorporated into the scheme. This should include pre application discussions between the Council and developers and any other parties, as appropriate, at both the outline application and subsequent detailed application stages. Consequently, standardised housing layouts and house designs unrelated to local character and the local context will not be acceptable. Design and Access statements and other supporting details submitted with future planning applications will be expected to demonstrate how development proposals for the site have addressed the design principles set out in this SPD.

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INTRODUCTION



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CHAPTER 2: THE HORSHAM CONTEXT - CONSTRAINTS AND OPPORTUNITIES

- 2.1** In order to identify potential new character areas at the site it is important to begin by outlining the visible features and constraints that are already present across the development area and its relationship with the surrounding built and natural environment. There are of course constraints that are not visible but may indirectly have the same impact on the creation of character areas within the development such as the high pressure gas pipeline that will also be taken into account, but primarily it is the existing visual aspects and relationships with surrounding areas that will be used as a basis to start developing potential character areas and their layouts and designs. (See Map 1: Constraints, of the Land West of Horsham Draft Masterplan SPD).
- 2.2** The land west of Horsham strategic allocation spans 99 hectares (ha) and is divided primarily into two development areas land to the east of the A24 adjoining the western side of Horsham (50ha) and land to the west of the A24 south of Broadbridge Heath (49ha). These areas have been categorised by the Horsham District Landscape Character Assessment. The assessment describes land to the west of the A24 as medium to large scale arable fields and sparsely distributed woodland, and land to the east of the A24 as an area of small drained irregularly shaped pastures with tightly meandering and steeply banked river and stream courses.

Land to the East of the A24

Topography

- 2.3** The most dominant topographical feature of this development area is the River Arun and its floodplain. It is joined by the Boldings Brook tributary in the central section of the site effectively splitting the area of development into two. The northern most section is undulating, generally rising from north to south until it reaches the floodplain where the land drops away to the river. The southern most section gently rises from the river in the north, then gradually drops away in the central section before rising again in the south of the development area.

Hedges and trees

- 2.4** The northern section of the development area is characterised by large fields with few hedgerows that are able to significantly affect the overall character. The southern section on the other hand is clearly sub-divided



into smaller fields by a series of mature hedgerows that deceptively conceal the extent of the land. Large trees line the river and the confluence of the tributary clearly dividing the two sections of the development area.

Public rights of way

- 2.5 Two footpaths connect the development area with the land west of the A24. One path runs from east to west across the northern section of the site past Tanbridge House School linking the site with the rest of Horsham. The other path links the southern section of the development area with the land to the west of the A24 using an underpass. The path then runs south through an underpass in the railway line and links with the wider district footpath network. A strategic link between the site, the shopping outlets and the leisure centre in Broadbridge Heath exists via a footbridge that crosses the A24 in the north-west corner of the development area. This has the potential to be an important link between the two development areas that will also help to characterise this section of the site.

Waterways

- 2.6 The river and the brook are dominant features in this development area and are of great significance when determining and developing the character areas. They both generally have steep banks and deep courses that meander across the site providing a natural boundary for different character areas that will each have varying relationships with a range of frontages. Aside from dividing the site into two areas from the west to the east, the brook and its floodplain run from north to south along Hills Farm Lane effectively dampening the relationships and links in character there may be between the Denne neighbourhood and the northern section of the new development area.

Relationship with the surrounding area

- 2.7 On the eastern boundary of the southern section of the development area there is a direct relationship with the existing development off Henderson Way. The design of the new development will be sympathetic to this relationship and ensure a smooth transition between new and old, however it is not envisaged that the existing character of Henderson Way will strongly influence the more rural character of the new development. On the northern boundary of the southern section there will be a strong relationship with the river that will influence the character of development in this area.



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- 2.8** In the northern section there is a direct relationship with Tanbridge House School on the northernmost boundary which will need to be carefully considered in this part of the character area. The pedestrian bridge connection and footpath between this part of the site and the leisure and commercial uses on the west side of the A24 will also need to be integrated into the character area.

Land to the West of the A24

Topography

- 2.9** The land to the west of the A24 gently slopes from the north to the south of the site with the most prominent feature being High Wood Hill which rises to 25 metres from the southern edge of the development area southwards. High Wood Hill is an important local landscape feature and the new development will be highly visible from the top of this hill; it is important that character areas take this into account.

Hedges and Trees

- 2.10** The arable farmland is mainly divided by mature hedgerows and trees, most notably either side of the northern section of Mill Lane, west of Old Wickhurst Lane, around Heath Barn Farm and within the field north east of Newbridge Nurseries. There is one Tree Preservation Order immediately south of Broadbridge Heath leisure centre. There are also a number of trees and groupings of trees that are visually significant and of amenity value and the presumption is that these will be retained other than for exceptional reasons. These trees offer the opportunity to enhance new open space; provide a setting for the character areas and lend instant maturity to the development.

Public rights of way

- 2.11** Old Wickhurst Lane and Mill Lane are a footpath and bridleway respectively, which are potentially important links with the new development and the existing Broadbridge Heath Village. Another strategically significant footpath runs from the southern end of Old Wickhurst Lane eastwards to the A24 and links with the Land to the east of the A24 development area and Horsham beyond via an underpass. These rights of way also link with a wider network of local routes across the District, most notably from the south of the development area to attractive footpaths that run alongside the River Arun.



Waterways

- 2.12** A large part of the southern boundary of the development area is dominated by the floodplain of the River Arun, which runs from the west of Newbridge Nurseries to Broadbridge Farm. The relationship this area of new development will have with the River is likely to determine its prospective character. There are also existing ponds on the southern boundary of the site that will form an attractive frontage for the new development and further characterise this southern area.

Relationship with the surrounding area

- 2.13** The northern boundary of the site adjoins the existing Broadbridge Heath Village and the built form and grain of the settlement will influence the resulting character areas. The north eastern section of the development area is flanked by the village boundary, the site of the new neighbourhood centre and the leisure centre. The character of this area is likely to be more dense and urban to reflect the heart of the new settlement.
- 2.14** The southern section of the development area has a much more rural setting and new development will have a relationship with the River Arun, the existing ponds and the attractive Broadbridge Farm, Broadbridge Heath Mill and surrounding buildings, and High Wood Hill.

Other Constraints

- 2.15** Other constraints and features in the development areas that may have an impact on the evolution of character areas include a high pressure gas pipeline which runs across the whole site and is subject to a range of restrictions regarding what may or may not be built over or close to it that will affect housing densities. There are also several areas of archaeological importance within (and outside) the site mainly related to World War II, such as pill boxes and anti tank blockades. These will need to be the subject of archaeological investigation, evaluation and mitigation. Whilst there are no listed buildings within the site, there are listed buildings at Broadbridge Farm and Parthings Farm, the setting of which will need to be safeguarded.
- 2.16** The Horsham sewage treatment works is currently a source of odour pollution which affects the development potential of the south westerly corner of the land to the east of the A24. Appropriate odour mitigation measures may extend the developable area of the site for residential purposes and therefore have an impact on the form of the character area in this part of the site.



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CHAPTER 3: DESIGN PRINCIPLES

- 3.1** This section sets out a series of design principles and requirements which are intended to guide the design of the development as a whole and the design concept for each character area. They are set out under a series of sub headings for ease of reference.

Designing Character Areas

- 3.2** The housing layout for each character area will be expected to create an overall structure to the expanded village and neighbourhood which reflects local settlement patterns. This will need to be demonstrated via an analysis of settlements in the area.
- 3.3** Designing the layout around character areas will promote variety in design and layout and help to 'break down' the site into smaller areas with a sense of identity. Character areas (or sub areas) should include at least one focal point to create a sense of place and individuality. The following are examples of the design measures that can be used to create areas within the site of individual character and identity. These characteristics are developed further in Section 4 for each individual character area. The developers will be expected to apply these design measures or alternatively demonstrate how the new character areas will meet the objectives of this guidance.

Design theme

- 3.4** Providing continuity in the design theme within a character area, e.g. through buildings of similar appearance or external materials will help to give each area an identity. This can be emphasised by using buildings of strong or individual design character within all or part of a character area. When combined with changes in the design theme between different areas or variations in the width, alignment or surface treatment of streets, a sense of moving between areas of contrasting character can be created. Changes in the landscape appearance of different areas, e.g. 'open plan' housing layouts as an alternative to enclosed curtilages (e.g. by low walls or railings) will also be sought provided such variations are logical and well planned.

Focal points and landmark buildings

- 3.5** The provision of landmark buildings in appropriate locations will provide a focus to the character areas and reinforce a sense of place. They will be used to create and close vistas and help link parts of the character area together. Landmarks need to be suited to the character area; for example,



prominent mixed use or commercial buildings are likely to be appropriate in the neighbourhood character area; landmarks or focal points in more rural parts of the site will need to be sensitive to their location whilst achieving the same objective.

- 3.6** Other buildings such as the new community building for Denne should be designed and located as a focus for the community and well related to new areas of open space and sports pitches. New landscape features and public art may also be used as a focal point.

Gateways

- 3.7** 'Gateways' will help define the entrance and exit to the character areas. The Council will expect 'gateways' between character areas and between different parts of the site to be identified and emphasised through suitable design measures. Gateways have been identified where the site adjoins the open countryside, e.g. in Character Areas 4 and 5 (see Section 4) but could also be used to define the extent of different character areas. Gateways will need to be treated sensitively by buildings of appropriate design and scale and good quality landscaping. Within the site, gateways may be achieved through building design or landscape, for example by:

- the provision of pairs of identical buildings of distinctive design or scale (e.g. lodge or gatehouses) on either side of a street;
- street narrowing to create a more intimate environment;
- the siting of non residential uses (e.g. school/community buildings) or landscaped areas to break up different areas of residential development;
- use of existing natural features such as the floodplain between Character Areas 1 and 2, where a bridge crossing will be required;
- Changes in surface materials e.g. at the entrance to home zones where lower traffic speeds may apply.

Enclosure

- 3.8** The use of terraces or other building forms to define and enclose streets will contribute to a sense of identity for the character areas. Developers will be expected to provide continuity of design elements such as windows, doors, porches and external lights as this will contribute to a sense of place. The Council will expect to see buildings designed to 'turn the corner' so as to enhance legibility of the street. It will be appropriate in some instances for corner buildings to be higher than others nearby to provide visual interest and emphasise the corner/junction location.



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- 3.9** Changes in the density and scale of buildings within individual character areas will be appropriate provided the development has a cohesive appearance as this will contribute to variation in the degree of enclosure of streets and a varied streetscape.

Public Realm

- 3.10** The development will include substantial areas of new informal and formal open space. The Masterplan SPD identifies the required provision within the scheme for grassed sports pitches; amenity green spaces (for informal recreation and to enhance visual amenity and the setting of the buildings) and natural green space, comprising existing areas of biodiversity or landscape value such as the river corridor. It is important that these areas are properly planned and integrated into the development and are not left as an afterthought. These areas will be within or will adjoin the character areas and in the case of areas such as the riverside open space within Denne will have routes passing through it. New open space will therefore provide a setting for some of the character areas, e.g. Character Areas 1 and 2 and the developers will be expected to design these character areas with well designed public open space as an integral part.

Design, layout and scale

- 3.11** The housing layouts will wherever possible, have dwellings addressing streets, footpaths and other public routes. This will maximise natural surveillance and safety; encourage walking and cycling and help achieve a more interesting and attractive streetscape. The principle that the Council will expect developers to adhere to (as explained in Manual for Streets) is 'public frontages and private backs'. This means that front doors should open onto front gardens, streets or other public areas including open space and back gardens should adjoin other back gardens or a secure communal space. Safety and security considerations are an essential element of good design and new development is unlikely to be permitted if the layout is arranged so that new housing turns its back on new or existing streets. The degree of set back of buildings from the street or other public areas will however vary depending on the detailed pattern of development within particular areas of the site. In considering the detailed design and layout of the development, developers should also seek to maximise passive solar gain where possible.
- 3.12** Wherever possible, blank elevations at street corners should be avoided. Windows should be incorporated in side elevations or the building should be designed to turn the corner so that visual interest is maintained. Alternatively, this effect can be achieved by a series of buildings, e.g. a terrace which follows the alignment of the street and turns the corner.



- 3.13** Variety in building scale, design and roofscape will be sought both within and between different character areas. It may be appropriate for the character areas to exhibit a particular design theme or continuity in design e.g. by use of a limited number of building types, perhaps with varying elevational treatment. Monotony should be avoided by creating a certain amount of variety of building height and roof form. Whichever approaches are adopted should be based on an understanding of local distinctiveness and design elements that are common to the area.
- 3.14** Other than in an area that has been designed with a particularly strong individual character where there may be repetition in the appearance and scale of buildings, areas of dwellings of single design or limited design variation will not be permitted. Additionally, arbitrary changes or distinctions in the style, form and appearance of dwellings should not be apparent as a result of the development of parts of a character area by different developers.
- 3.15** Development in the neighbourhood centre character area will be expected to have more continuous street frontages with height variations of up to 3 storeys. A mixture of short terraces, semi detached and occasional detached dwellings of 2 - 2½ storeys will be appropriate in residential 'distributor' streets. Within residential streets lower down the street hierarchy, which may include home or community zones, dwellings will be 2 - 2½ storeys high and the environment will be of a more intimate character with narrower streets and associated landscaping.
- 3.16** As stated in Policy CP3 of the Core Strategy 2007, improving the quality of development means providing a safe and adaptable environment. The design and layout of the development should be permeable whilst addressing safety and crime prevention by taking account of the Police 'Secured by Design' initiative wherever possible.'

Streets, footpaths, cycle routes and legibility

- 3.17** The scheme should be designed with a network of streets (with no or few cul de sacs) which are connected as far as possible to create a layout which is legible, permeable and promotes walking, cycling and the use of public transport. 'Filtered' cul de sacs and home zones which provide a pedestrian/cycle route through them may be an acceptable alternative. Streets should be designed to encourage choice in the mode of transport used by future occupiers and should include good pedestrian and cycle access to the new facilities and services in both Broadbridge Heath and Denne. They should also be designed to link conveniently with existing



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streets, footpaths and rights of way, e.g. to promote pedestrian links into the adjoining countryside in order to take advantage of the extensive rural right of way network.

3.18 Housing layouts will be expected to incorporate the principles set out in Manual for Streets and in relation to layout considerations should consider including the following:

- Prioritising access by pedestrians and cyclists over cars;
- Footpaths/cycleways should generally share streets with vehicles especially in streets where traffic speeds and volumes will be low;
- Dedicated cycleways should be integrated into the development and lit; they should also avoid sharp turns and be softened by landscaped verges;
- Use of short, curved or irregular streets, including narrowing of carriageways, particularly in residential areas, to provide variety and create a sense of place;
- Use of low kerbs to street edges and under engineered (landscaped) 'roundabouts' (traffic calming features) where appropriate to reduce traffic speeds and create intimacy in surroundings;
- Footpaths and green verges should be designed to create an impression of continuous landscaped space to avoid physical or visual barriers;
- Use of landscaped areas to split traffic flows and give an impression of priority to pedestrians, e.g. at the intersection of streets and pathways;
- Pedestrian short cuts between housing areas where appropriate and certainly between any cul de sacs, which should be overlooked and adequately lit.

3.19 Additionally, West Sussex County Council has produced Supplementary Guidance in the form of a Local Design Guide to provide clarification as to how Manual for Streets will be applied in West Sussex. The design and layout of the developers Masterplan(s) and the streets, footways and cycleways should be in accordance with this guidance.

Building design and form

3.20 Whilst the development should respect the scale and massing of existing dwellings in Broadbridge Heath and Denne; particularly those adjoining and near the site, it is not necessary for the development to reflect the character or style of the existing housing. Such an approach would be unnecessarily restrictive, would not encourage or promote innovation and initiative in design and architectural style and would not promote opportunities for achieving high design standards.



- 3.21** Traditional architecture in Horsham District is characterised by buildings of domestic scale, typically two storeys in height, steeply pitched roofs with narrow gable widths and window openings that are generally small and vertical in proportion. Variation in building forms and styles will be required in order to provide visual interest such as a wide range of colours and rendering. The provision of a variety of housing types will also contribute to a variation in densities and engender a sense that the development has grown more organically. An innovative approach to building design will be encouraged and whilst pastiche building forms should be avoided, the development will be expected to respect the proportions of traditional vernacular architecture in the area, whether a contemporary or more traditional design approach is adopted for particular character areas.
- 3.22** In order to promote local distinctiveness, it may be appropriate for the design of some buildings to reflect elements of the character features commonly found in the area including porches, single and two storey bay windows, chimneys or external detailing.
- 3.23** The Design and Access Statements submitted with the planning applications should include illustrative material, including photographs where appropriate, to explain and justify the design approach for individual building types, including any examples from which cues have been drawn.

Elevational treatment, roofs and chimneys

- 3.24** The elevational treatment and roofscape of buildings will be expected to pay regard to traditional vernacular styles and materials found in the area. Appendix A shows that dwellings in both Broadbridge Heath and Denne are commonly brick faced with many examples of contrasting brickwork in the form of brick quoins, raised decorative brick courses and banding and brick detailing around windows and doors. There are also many local examples, particularly in Broadbridge Heath of the use of decorative tile hanging, particularly at first floor level and between ground and first floor bay windows, and to a lesser extent, use of weatherboarding and painted brickwork and render.
- 3.25** An appropriate materials palette will be essential to the creation of a successful development and to avoid a monotonous environment. The Council will expect a selection of traditional facing materials to be incorporated into the design of the new buildings, including stock bricks, vertical tile hanging using plain tiles, weatherboarding and limited use of render.
- 3.26** Roofscape will be important to the visual quality and appearance of the development, including from long views such as from Highwood Hill. Generally roofs should be simple and symmetrical in form. Modern as well



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as more traditional roof forms will be acceptable provided the scale, form and appearance of buildings relate sympathetically to the surrounding area. For pitched roofs, pitches will normally be at least 40 degrees and a standard pitch will not be acceptable. Hipped roofs and hipped gables will be appropriate in places to add variety and create gaps between buildings. Roof eaves should have a reasonable projection. Additionally, the use of small dormer windows will be acceptable in order to add visual interest and enable more efficient use of building plots by use of the roofspace for habitable purposes. Dormers should have a gable or hipped roof or curved or flat roof if clad in lead. They should be in proportion to the roof and should not result in a cluttered appearance. Dormer windows should not be an unduly prominent feature of the development.

- 3.27** Roofs, including porches and other building projections should be covered in plain tiles (machine made clay or concrete) although the use of slate as an alternative material (natural or closely resembling artificial) will also be acceptable provided its use is subordinate to the principal use of plain tiles. Interlocking tiles including large format tiles will not be acceptable. To provide interest, a variety of colours should be used, based on warm red and brown colours.
- 3.28** Window design should be in keeping with local vernacular types and will generally be expected to be casement pattern or sliding sash in either hard wood or painted soft wood frames.

Garages and parking

- 3.29** Off street parking should be provided to West Sussex County Council (WSCC) standards as set out in the WSCC Supplementary Planning Guidance 'Revised Parking Standards and Transport Contributions Methodology'. This should however be seen in the context of the Council's sustainable development and travel objectives for the scheme as explained in the West of Horsham Masterplan SPD.
- 3.30** A combination of parking spaces allocated to individual dwelling plots and unallocated communal parking should be incorporated into the development in order to provide flexibility in its use, e.g. to enable communal spaces to be used for visitor parking.
- 3.31** Parking spaces should be provided so that they do not dominate the streetscene, whilst being as accessible to the dwellings to which they serve as possible. The preference is for parking to be provided within courtyards accessed off residential streets. Courtyards should each serve a limited number of dwellings and should be overlooked to provide natural



surveillance of parked vehicles. Some on-plot parking will be acceptable and well designed on-street parking spaces may also form part of the provision.

- 3.32 Where garages are proposed, they should either be constructed integrally with the house, be freestanding or within courtyards, preferably with direct access to the dwellings. To help integrate garages into the development, they should have pitched rather than flat roofs.
- 3.33 The Council will need to be satisfied that garages are of a size that means that they are likely to be used for parking and not storage alone. Garages should therefore be a minimum of 6m long and 3m wide. Car ports will also be acceptable and will count towards overall parking provision. The WSCC Local Design Guide provides more detail in relation to parking and cycle provision. Extracts from the WSCC SPG which indicate the residential parking and cycle parking standards are attached as Appendix B.

Cycle and recycling/refuse storage

- 3.34 Cycle storage facilities should be provided for all dwellings in a form that is secure, covered and weatherproof. For houses, storage facilities should be on-plot and where garages are provided for this purpose, they will need to be able to accommodate both vehicles and cycles. For flats, storage facilities may take the form of one or more buildings, which should be sited conveniently in relation to the entrance to the flats and in positions that are well screened from public view. The Council will expect the County cycle parking standards to be met, including that for visitor provision.
- 3.35 The Council provides a weekly domestic refuse and recycling collection service from the kerbside involving the use of wheeled bins and recycling baskets. For houses, the scheme layout will need to demonstrate that the bins and baskets can be satisfactorily accommodated within each curtilage. For flats, suitable communal storage facilities should be provided within the curtilage and it may also be necessary to provide space in the layout for a collection point adjacent to the highway for the storage of bins and baskets on collection day. This may involve a partial widening of the footway or access to the flats. A collection point may also be necessary where several houses are accessed from a private drive. Domestic refuse and recycling storage facilities including collection points where necessary should be designed into the scheme from the outset.



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Boundary treatment

- 3.36** Where front gardens are to be enclosed, this should be achieved by traditional means of enclosure, e.g. dwarf walls, hedges, post and rail or low palisade fencing or wrought iron railings.
- 3.37** Where rear gardens abut public areas, including footpaths and courtyards, they should be screened by a wall of suitable height to maintain privacy (i.e. 1.8m -2m high). This should normally be of brick sympathetic to the dwelling(s) in order to maintain the character of the streetscene and include piers and detailing if long sections of walling are needed. Other wall materials (e.g. stone) may be appropriate depending on circumstances but fencing will not be acceptable where it fronts any area visible to public view. An area of soft landscaping should be provided on the street or footpath side of any walling to soften its appearance. Appendix C provides examples of the approach to sympathetic boundary treatment that will be expected by the Council.
- 3.38** The boundaries between the rear gardens of individual plots should be defined by timber fences, to a height of 1.8m for at least the first 2m from the rear of the dwelling.

Landscape/public realm

- 3.39** The development will be expected to retain existing trees of amenity value and other significant vegetation such as hedges and other wildlife habitats and to provide for their future ecological management. The retention of existing mature vegetation will provide an immediate landscape setting for the new homes and help to integrate the development into its surroundings.
- 3.40** Where appropriate, those parts of the development adjoining the countryside and major roads such as the A24 will be expected to incorporate a landscape buffer to assist in screening the development from the countryside and reducing its visual impact. Existing trees and vegetation on the site boundaries should be retained wherever possible for this purpose (Appendix D).
- 3.41** A comprehensive landscape design strategy together with landscape management arrangements for the site as a whole will be required as an integral part of the outline applications. This will need to address landscape and open space design for the open spaces, woodland, trees and other vegetation to be retained and proposed, including the new areas of open space within the floodplain both sides of the River Arun and adjacent to Boldings Brook. Proposals to maintain and strengthen the existing ecological corridors, including the watercourses will be required.



- 3.42** The landscape design strategy together with landscape management and maintenance proposals will be incorporated into a Section 106 agreement and will be binding on subsequent reserved matters or detailed applications so that the approach agreed by the Council at the outline stage is not undermined or diluted by subsequent applications. Specific landscape design guidance is included in Section 4 for each character area.

Street lighting and furniture

- 3.43** Street lighting is an important component of the development. Street lighting design should be considered from the outset and addressed as part of the planning application process and not treated as an issue to be resolved once planning applications have been determined by the Council. Technical guidance can be obtained from West Sussex County Council and further details are available in the Local Design Guide prepared by the County Council.
- 3.44** Street lights should be carefully sited to avoid street clutter and to minimise light pollution being experienced by occupiers of the new dwellings. Selection of columns, brackets and types of lighting should be discussed with the District and County Councils' at an early stage to ensure that technical, maintenance and amenity considerations can be met satisfactorily.
- 3.45** Other street furniture such as street name plates, bollards, railings and litter bins shall be of a co-ordinated and high quality style and design, compatible with the design of the street lighting. Concrete bollards will not be acceptable.



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CHAPTER 4: THE DEVELOPMENT OF CHARACTER AREAS

- 4.1** In that the site comprises largely undeveloped land with sporadic residential development and a commercial use (Newbridge Nurseries), there are no existing 'character areas' within the site with which to influence the approach to design. The analysis (in Section 2) of the visual characteristics of the site; the existing built form and the natural and built environment of the surrounding area, has enabled a number of new 'character areas' to be defined within this large site.
- 4.2** Identifying separate character areas across the site provides an opportunity to create an attractive, legible layout where it is possible to move between different parts of the site and experience places which have an identity and provide a sense of place. It promotes variety in design and layout and the integration of a mix of house types and sizes, incorporating affordable housing grouped in clusters so as to achieve mixed and balanced communities in a development form that is sensitive to its edge of town location. This approach is therefore considered to be an important element in achieving a high quality development.
- 4.3** In defining the character areas, cues have been drawn from the relationship of different parts of the site to:
- the urban form of the neighbouring settlements of Broadbridge Heath and Denne neighbourhood;
 - existing built development adjoining the site;
 - the principal roads and the railway line adjacent to the site;
 - the countryside, including Highwood Hill and the existing rights of way;
 - the watercourses and their floodplains;
 - and the new junction on the A24 and the new east/west route.
- 4.4** 6 new character areas are suggested for the site as a whole. The plan attached as Appendix E illustrates the character areas. This section provides an explanation of their key features and the design guidance specific to each character area.

LAND TO THE EAST OF THE A24

- 4.5** This part of the overall site extends between TanbridgeHouseSchool to the north and the mainline railway line to the south. The draft Masterplan SPD shows an area of about 23 ha of land in this location for residential development, divided roughly equally into two areas either side of the River



Arun which straddles the site running east/west, effectively cutting it into two. Given the natural division of the land by the river with its floodplain and the substantial size, shape and length of this part of the site, it is considered that it would divide naturally into two separate character areas. This approach also provides the means to break down this large area of land so as to create a legible layout with suitable focal points within each character area.

Character Area 1 - Land between Tanbridge House School and the River Arun

- 4.6 The land falls gently from the north towards the river and is bounded by a combination of built and natural features which, it is considered, will influence the form of development that would be appropriate in this character area.
- 4.7 The character area would be visually contained by TanbridgeHouseSchool and its grounds to the north; the A24 which runs north/south adjacent to the site to the west and the new grade separated junction onto the A24 which would be a significant visual and urbanising feature in the character area. The Tesco's store and its car park, linked by a footbridge across the A24, also has an urbanising effect on the northern part of this land. To the east is Hills Farm Lane; existing residential properties here are visually divorced from the site by Boldings Brook, the existing riverside walk and the mature trees planted on either side of the watercourse which form a firm natural boundary. So although the eastern boundary of the site is relatively close to an existing residential area it still maintains a rural character.
- 4.8 To the south-east and south, the character area would adjoin the River Arun with its associated floodplain, which is at its widest at this point, and this, together with the rising land further south towards the railway, including longer views towards Highwood Hill, gives a more rural feel to this part of the character area. The River Arun forms a natural 'boundary' to the character area.

Significant landscape features:

- Existing trees; generally mature Oaks, mostly in good condition some over-mature;
- Older mixed native hedgerows;
- Highwood Hill; the rising topography provides a significant visual link to open countryside beyond the A24;
- Existing vegetation associated with the river corridor and Boldings Brook;



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- Existing pond; surrounded by mature trees and connected into the network of existing hedgerows;
- Earthworks relating to Fulling Mill and the WWII pill box. The pill box, not clearly evident due to the existing tree and shrub vegetation, appears to be located close to a lower lying wet/boggy area;
- Natural topography; the generally low lying nature of the area allocated to housing serves to localise views;
- Existing vegetation adjacent to the A24 which filters views into the development site.

Potential threats to landscape character:

- Visual and landscape impact of the new road junction, especially the impact on views to and from Highwood Hill;
- Loss of significant trees;
- Loss of older hedgerows;
- Impact of development adjacent to river corridor and Boldings Brook;
- Visual impact of the new road junction and development as perceived from the A24, i.e. encroachment of the urban area into previously green buffer zones;
- Loss of existing vegetation adjacent to the A24 opening up views of the development from the road.

4.9 Given these characteristics, it is anticipated that development of this land will be of a predominantly suburban form reflecting the town edge location with medium densities to an average of about 40 dwellings per ha. Densities in the western part of the character area should be lower to respect the countryside edge.

4.10 The south-eastern and southern edges of the character area should provide a 'soft edge' to the river and floodplain which is expected to be laid out as informal open space. Consequently, it will be expected that development on the edges should be more modest in scale, of lower density (about 30 - 35 dwellings per ha) and of a less intensive form.

Character Area 1

Design Guidance

- Densities of about 40 - 50 dwellings per ha;
- Lower densities in the western portion and in the vicinity of the watercourses;



- Dwellings 2 - 2½ storeys high;
- 3 - 4 storey dwellings or apartments in vicinity of new junction onto A24;
- Mainly terraced and semi detached dwellings and small apartment blocks with potential for a small amount of detached housing to soften densities;
- Dwellings arranged to front public areas including streets, footpaths and the watercourses/informal open space;
- Key focal points or landmark buildings max. 2-3 storeys;
- Provision of space for planting to soften streetscene;
- Retention and enhancement of the existing right of way (FP1633);
- Retention/reinstatement of the foot/cycle path from the A24 footbridge to the bridge over Boldings Brook;
- Variety in design including roof form and materials, colouring should be sympathetic to locality but not detract from innovative design;
- Unallocated parking for some smaller units e.g. in overlooked communal courts;
- Open spaces could be designed around existing trees to ensure their long term retention is feasible and so that they contribute to the local amenity;
- Roads off new A24 junction to be set down in the landscape as far as possible to help reduce visual impact. Sympathetic earthworks could be designed to help localise views of the junction and alleviate some of the road noise;
- Adequate planting to screen and reduce the visual impact of the new road junction and development as perceived from offsite views, including views from Highwood Hill and the A24;
- Highways lighting to be sympathetic to countryside edge setting and designed to try to avoid any unnecessary glare;
- Potential buffer planting between the new road junction and the proposed housing to help reduce the impact of the road junction on individual properties;
- Exploit the natural low lying and undulating topography to advantage; i.e. sympathetic roofscapes and judicious use of tree planting to help to visually contain the built form;
- Landscape enhancement of the open space adjacent to the river corridor and Boldings Brook.



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Character Area 2 - Land between the River Arun and the railway line

- 4.11** This large area of land adjoins Henderson Way/Windrum Close and the edge of Denne Neighbourhood to the east but is visually more remote from the urban edge of Horsham as it extends southwards, towards the railway line. The rising topography of the land to the south continues beyond the railway line such that there are strong visual links with the countryside beyond. There are also strong physical links as right of way FP1634 traverses this land east/west, crossing both the railway line and the A24 via underpasses.
- 4.12** It is expected that this footpath, which provides easy access to the wider countryside, including Highwood Hill will be maintained and enhanced. Overall therefore, the lack of any significant built development to the boundaries of this character area (other than to the limited extent by Henderson Way), renders this land an open, rural and attractive character. The scale, siting and form of new buildings will need to take these characteristics into account.

Significant landscape features:

- Existing trees; generally mature Oaks, mostly in good condition some over-mature;
- Older mixed native hedgerows;
- The southern view of Highwood Hill; the rising topography provides a significant visual link to the countryside on the other side of the A24;
- Existing vegetation associated with the river corridor and Boldings Brook
- Existing vegetation adjacent to the A24 which filters views into the development site from the road;
- Parthings Hill; ridge line serves to localise views of the development and provide a visual link with the countryside beyond the rail line.

Potential threats to landscape character:

- Loss of significant trees;
- Loss of older hedgerows;
- Impact of development adjacent to river corridor and Boldings Brook;
- Visual impact of the development as perceived from the A24, i.e. encroachment of the urban area into previously green buffer zones;



- Possible loss of existing vegetation adjacent to the A24 opening up views of the development from the road and perception of encroachment of the urban area into countryside.
- Potential threat of damage, i.e. by trampling of flora, dog fouling, etc., to ancient woodland of Highwood Hill due to proximity to new residential areas via the A24 underpass.

4.13 It is anticipated that the new community centre will be an important feature in developing this character area. It should be a focal point and landmark that will help dictate the layout and design of the surrounding development in the character area. Development will need to be sensitive to the rural edges of this character area to the west and south; to views to and from Highwood Hill and the visual and physical linkages to the surrounding countryside and respond positively to its sloping topography. Densities will be expected to be up to an average of about 40 dwellings per hectare with lower densities in the western portion and along the southern edge of the character area to provide a sensitive transition to the countryside and also where the development addresses the River Arun to the north.



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Character Area 2

Design Guidance

- Community Centre should be a landmark and focal point;
- Densities of about 35 - 40 dwellings per ha;
- Less intensive development on rural edges;
- Mainly semi detached and detached dwellings with potential for some terraced;
- Dwellings should be predominantly 2 storey with scope for some 2½ - 3 storeys to denote key buildings and emphasis enclosures to the public realm;
- Variety in design including roof form and materials;
- Mainly informal, random layout, larger plots, gaps between dwellings and less regular building lines with scope for some structured layouts to add variety;
- Retention and enhancement of the existing right of way;
- Dwellings orientated to front public areas e.g. streets, footpaths, informal open space/sports pitches and watercourse;
- Buffer planting to A24 and railway line to minimise visual impact/provide satisfactory living environment;
- Supplement the existing A24 roadside tree and shrub planting to reduce the visual impact of the new development as perceived from offsite views, including views from Highwood Hill and the A24;
- Open spaces could be designed around existing trees to ensure their long term retention is feasible and so that they contribute to the local amenity;
- Lighting to be sympathetic to countryside edge setting and designed to try to avoid any unnecessary glare;
- Roofing materials and colour to be sympathetic to locality but not detract from innovative design;
- Enhancement and improvement of the A24 pedestrian underpass.



LAND TO THE WEST OF THE A24

4.14 This part of the overall site extends between the existing Broadbridge Heath bypass (A264) to the north, the River Arun to the south, the A24 to the east and the A264/A281 to the west. The draft Masterplan SPD shows an area of about 22ha in this location for residential development which would be concentrated to the north of the proposed east/west route, with a smaller area of residential development shown to the south of this route.

4.15 In developing character areas in this part of the site, the visual, physical and natural characteristics likely to influence the form of development that might be appropriate are considered to be:

1. the existing built edge of the village;
2. the Tesco/Leisure Centre/West Sussex County Council depot 'commercial/leisure quadrant'
3. the location and uses proposed for the new neighbourhood centre and
4. the countryside edge to the south and west, including the River Arun and its floodplain.

4.16 Consequently, four new character areas have been identified. The rationale for this approach is explored further below.

Character Area 3 - Neighbourhood Centre

4.17 The draft Masterplan SPD sets out the preferred approach to development south of Broadbridge Heath as taking the form of an expansion of the village to create a single larger, integrated community. The scale of the residential development is such that appropriate supporting community, retail and primary school provision is an essential element of a comprehensive approach to infrastructure provision.

4.18 A new neighbourhood centre is therefore being sought which comprises a collection of buildings including a limited number of flexible retail/quasi retail/office units, community buildings/uses and a primary school. By grouping these facilities as shown in the draft Masterplan, there is an opportunity to establish a local village centre with a sense of place which can be a focus for the expanded community.

4.19 The proposed neighbourhood centre character area is located in a position adjoining the southern edge of Broadbridge Heath and immediately west of the commercial/leisure quadrant which provides an opportunity to develop the potential for strong linkages to be created. The location of the



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neighbourhood centre shown in the draft Masterplan SPD is opposite the Broadbridge Heath village centre building and associated open space/pitches. It would also be convenient in relation to the north/south public rights of way to either side (Mill Lane and Old Wickhurst Lane).

Significant landscape features:

- Existing trees; generally mature Oaks, although the younger Oaks offer the desirable succession of ages, mostly in good condition;
- Rural “un-tampered with” nature of Old Wickhurst Lane;
- Highwood Hill; rising topography provides dominant contextual landscape feature;
- Older mixed native hedgerows.

Potential threats to landscape character:

- Loss of significant trees;
- Loss of older hedgerows;
- Impact of development adjacent to Old Wickhurst Lane;
- Visual impact of built form on higher ground close to the village centre where taller buildings and higher densities are proposed. The Neighbourhood Centre will possibly be the part of the development offering the most far reaching views, such as the tower of Christ’s Hospital;
- Potential threat of damage to ancient woodland of Highwood Hill due to proximity to new residential areas, i.e. trampling of flora, dog fouling, etc.

4.20 It is anticipated that development of this character area would be more urban in form whilst respecting the village location by sensitive design. Buildings may be up to three storeys in height and could include flats or offices above shops; buildings comprising flats and 3 storey houses in terraces. A landmark building would be appropriate and would add to the impression of creating a focus for the development. Densities of up to 60 - 65 dwellings per ha may be acceptable subject to the overall scale, height and design of buildings being appropriate.

4.21 Improved visual and physical integration between the development and the existing community is considered to be essential. The existing A264 Broadbridge Heath bypass carries high volumes of traffic and acts as a barrier dividing the village from the countryside to the south. The development will be expected to address this issue through appropriate layout and design measures which give enhanced priority to the needs of pedestrians and cyclists and redress the balance between the movement



function of the street and its 'place' function at the centre of the expanded community. In this respect, the design and layout of the development will be expected to follow the principles set out in Manual for Streets.

Character Area 3

Design Guidance

- Densities of up to 60 - 65 dwellings per ha;
- 2 - 3 storey buildings in residential or mixed use;
- Close knit development and continuous building forms with shallow front gardens and/or buildings up to back edge of pavement especially along main streets;
- Possibility of a landmark building in Neighbourhood Centre to provide focal point;
- Mix of building sizes including terraced units and apartment blocks to 'turn' corners;
- Use of shared parking courts providing natural surveillance;
- Layout of new neighbourhood centre facilities to be designed and orientated so as to integrate with existing village;
- Layout of buildings, streets and footpaths in vicinity of neighbourhood centre to be designed to give greater priority to the needs of pedestrians and cyclists;
- Retention and landscape enhancement of the existing rights of way (Old Wickhurst Lane and Mill Lane).



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Character Area 4 - Land south of Neighbourhood Centre between Mill Lane and the A24

4.22 To the south of the Neighbourhood Centre, the site is less influenced by the physical characteristics of the existing village and the commercial/leisure quadrant. In this area, the scale of the development should be reduced and its form designed to acknowledge and respect the countryside setting, including Highwood Hill to the south and the wider countryside. Consequently, it is expected that the scale of the development would be less intense, with buildings limited to two storeys in height in more spacious plots and/or with gaps between buildings, with medium densities of up to 40 - 45 dwellings per ha.

Significant landscape features:

- Existing trees; generally mature Oaks, although the younger Oaks offer the desirable succession of ages, mostly in good condition;
- Rural “un-tampered with” nature of Wickhurst Lane;
- Highwood Hill; rising topography provides dominant landscape feature overlooking all of the Character Area;
- Older mixed native hedgerows.

Potential threats to landscape character:

- Visual and landscape impact of the new road junction, especially the impact on views to and from Highwood Hill;
- Loss of significant trees;
- Loss of older hedgerows;
- Impact of development adjacent to Old Wickhurst Lane;
- Potential threat of damage to ancient woodland of Highwood Hill due to proximity to new residential areas, i.e. trampling of flora, dog fouling, etc.



Character Area 4

Design Guidance

- Transition in design and scale from Neighbourhood Centre Character Area;
- Densities of up to 40 - 45 dwellings per ha;
- Dwellings 2 - 2½ storeys (i.e. additional accommodation in roofspace) high;
- Focal point(s)/buildings or appropriate landmark features, e.g. open space, green, sports pitches or pond;
- Sensitive setting of development in vicinity of Old Wickhurst Lane and Mill Lane (rights of way) to maintain/enhance character of the lanes;
- Less intensive development on residential streets; informal street patterns and housing layouts and increased sense of enclosure to create intimate character;
- Short terraces of houses, semi detached and detached houses, along main distributor streets;
- Continuous building forms (houses and buildings of flats) and shallow front gardens along main streets;
- Dwellings set back from new east/west link road, e.g. by shared access/private drives and landscaping/hedging;
- Open spaces could be designed around existing trees to ensure their long term retention is feasible and so that they contribute to the local amenity;
- Roads off new A24 junction to be set down in the landscape as far as possible to help reduce visual impact;
- New east/west link road between new A24 junction and A264 to be set into small cutting to help mitigate impact;
- Highways lighting to be sympathetic to countryside edge setting and designed to try to avoid any unnecessary glare;
- Adequate planting to screen and reduce the visual impact of the new link road and the new development and help to bed it into the landscape setting, i.e. views from Highwood Hill;
- Orientate street pattern to make best advantage of public views and vistas towards Highwood Hill;
- Roofscape of new development to be sympathetic to natural topography;
- Roofing materials and colour to be sympathetic to locality but not detract from innovative design;
- Creation of high quality foot/cycle link between Mill Lane and Old Wickhurst Lane.



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Character Area 5 - Land west of Mill Lane

- 4.23** The north/south route of Mill Lane represents a logical, natural division in the land south of Broadbridge Heath. Given the size of the overall area of land between the existing bypass and the new east/west link road, it is considered that its sub division would help focus on the characteristics of the two areas concerned and encourage the design of areas of varying character and appearance.
- 4.24** Consequently, the land between Mill Lane and the A264/A281 has been identified as a separate character area from character areas 3 and 4. It is characterised by its position at the western 'gateway' to the settlement and will present road frontages to main roads on two sides.
- 4.25** This new character area will be defined by its important gateway location to Broadbridge Heath (and beyond to Horsham) from the A264 to the south and from the A281 to the north-west. The gateways to the expanded communities will need to be treated sensitively to avoid a 'hard edge' to the settlement and provide a transition between the rural areas and built development. Further, where the development meets Mill Lane, sensitive frontages with extensive new landscaping will be expected.

Significant landscape features:

- Existing trees; generally mature Oaks, although the younger Oaks offer the desirable succession of ages, mostly in good condition;
- The hedgerow of Mill Lane contains ancient woodland indicator species and evidence still barely visible on the ground suggests the route may have been an old trackway or Drovers Lane with a hedge or woodland copse on each side. Historical maps dated 1863-1895 (West Sussex County Council) support this possibility as they indicate that there was a woodland copse of some width along much of the length of Mill Lane.

Threats to landscape character:

- Impact of the new east/west link road, i.e. noise, visual impact, severance of neighbourhoods;
 - Impact of development at the countryside edge;
 - Loss of significant trees;
 - Loss of hedgerow and associated trees along Mill Lane.
- 4.26** In the centre of the character area, medium densities (40 - 45 dwellings per ha) are likely to be appropriate and there will be a presumption that the layout incorporates the line of existing mature trees which will form an



attractive focus and setting for the new buildings. An appropriate design theme(s) and/or elements of distinctiveness will be required so that this character area provides continuity in design, variety in scale and elevational treatment and a recognisable sense of place.

- 4.27** The western part of this character area should be developed to a more modest density, particularly on the rural edge and more spacious development is therefore anticipated (30 – 35 dwellings per ha). Existing hedges should be retained wherever possible and new hedges and trees proposed to help integrate the buildings into their surroundings so that the gateway approach to the village provides a transition from sensitive lower densities to medium density development further to the east.



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Character Area 5

Design Guidance

- Densities of up to 40 - 45 dwellings per ha;
- Lower densities (30 - 35 dwellings per ha) on the western edge including the 'gateways' from the A264 to provide visual transition from countryside to village;
- Transition in design and scale from Neighbourhood Centre Character Area;
- 2 storey buildings along A264 (Billingshurst Road) set back to retain existing frontage trees and vegetation;
- Short terraces of 2-2½ storey houses mixed with detached and semi detached buildings along main distributor streets;
- Streets of varying width including narrower residential streets to create intimate character;
- Retention and enhancement of mature trees and hedges on field boundaries to provide soft setting and focus for new development;
- Any development of land adjoining southern edge of village should achieve enhanced visual integration e.g. by 'back to back' orientation with existing dwellings and spacing between buildings;
- Sensitive setting of development in vicinity of Mill Lane to maintain/enhance its character;
- Open spaces could be designed around existing trees to ensure their long term retention is feasible and so that they contribute to the local amenity;
- New east/west link road to be set down into the topography to help mitigate impact;
- This character area is reasonably low lying and provided the character of the countryside edge is strictly controlled, it may have the capacity to absorb slightly taller buildings and higher densities in less sensitive parts of the area. Sections of the development abutting countryside edges would need to have planting buffers, tapering roof heights and a "softer" balance between the architecture.



Character Area 6 - Land north of Broadbridge Farm

- 4.28** It is anticipated that the land south of the new east/west link road will form a natural character area by virtue of its location away from the bulk of the development to the north of this street. There are also various rural influences on this area which need to be taken into account in establishing an appropriate form of development for this character area.
- 4.29** On its south-western edge is the River Arun with mature tree cover along this boundary. Broadbridge Farm lies at the eastern end of the character area and includes a number of former agricultural buildings which have now been converted, together with The Mill House and Mill Cottage. The area around Broadbridge Farm has a rural, tranquil character, focused around a pond at the point where the rights of way which runs north/south through the site (Old Wickhurst Lane and Mill Lane) converge. Whilst Broadbridge Farm is just outside the development site, it is considered that residential development in the vicinity of this area should be sensitive to the rural character of these surroundings.

Significant landscape features:

- The existing trees and hedgerow alongside southern boundary of the character area;
- The southern section of the hedgerow of Mill Lane (see paragraph 4.25 above in relation to Character Area 5);
- The wider countryside setting including the river corridor, albeit hidden by trees and vegetation.

Threats to landscape character:

- Impact of the new east/west link road, i.e. noise, visual impact, severance of neighbourhoods;
 - Impact of development at the countryside edge;
 - Potential loss of existing vegetation on the southern boundary would open up the development to offsite views;
 - Loss of hedgerow and associated trees along Mill Lane.
- 4.30** Given these characteristics and the contained nature of this part of the site, it is anticipated that this character area will be developed to a structured layout with rural influences. As with Character Area 5, it also forms a gateway from the west to the expanded settlement. It is considered that development of this area should be built at appropriate lower densities of up to about 25 dwellings per ha, with areas of lower density, e.g. along the south-western boundary towards the river corridor and in the vicinity of Broadbridge Farm.



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- 4.31** Whilst the site does not directly adjoin the river (as it does with the land on the east side of the A24), the outlook and surroundings to the southwest are nevertheless attractive, dominated by vegetation, trees, fields and the wider countryside setting. It would be appropriate therefore for the development to respond to this opportunity and for part of the development of this area to be orientated towards the south and south-west.
- 4.32** It may also be appropriate for a sensitively designed landmark building to be sited in a suitable position off the east/west route to provide a new 'gateway' focal point for this character area.

Character Area 6

Design Guidance

- Densities of up to about 25 dwellings per ha;
- More spacious development interspersed with trees and vegetation;
- Larger buildings of individual design;
- Dwellings in southern part of character area to address river corridor and wider countryside setting;
- Scope to develop a structured layout with rural, possibly agricultural character, i.e. courtyards of agricultural buildings, centralised village greens, estate houses etc;
- Mixture of buildings of modest scale to respect local characteristics;
- Sensitive design and scale in proximity to existing sporadic development around Broadbridge Farm;
- New east/west link road to be set down into the topography to help mitigate impact;
- As with Character Area 5 this Character Area is low lying. Provided the character of the countryside edge is strictly controlled, it may have the capacity to absorb some slightly taller buildings and higher densities in parts of the area;
- Sensitive setting of development in vicinity of Mill Lane to maintain/enhance its character.





West of Horsham Design Principles Draft

CHAPTER 5: NEXT STEPS

- 5.1** This draft Supplementary Planning Document (SPD) has been prepared with the assistance and help of the West of Horsham Reference Group, a local group made up of representatives of Broadbridge Heath Parish Council, Denne Neighbourhood Council, local Council Members and the Cabinet Member for Strategic Planning, supported by Horsham District Council Officers. The Horsham Society has also provided input to the draft document.
- 5.2** The document is available on the Horsham District Council website or in hard copy from the District Council offices in Horsham. Following the publication of the draft SPD there is a formal 6 week period of public consultation from 31 October 2008 to 12 December 2008. Comments can be made on-line during the consultation period or in writing on a formal representation form, which is available from:

Head of Strategic and Community Planning
Horsham District Council
Park North, North Street
Horsham
West Sussex, RH12 1RL

Email: strategic.planning@horsham.gov.uk

- 5.3** Comments must be received by 4.20pm on 12 December 2008. If you wish to discuss the draft Supplementary Planning Document, please call the Strategic and Community Planning Department on 01403 215398.

Agreement of the SPD

- 5.4** Following the consultation period, representations received will be analysed and discussed with the Reference Group. The draft document may be revised in the light of the responses. It is anticipated that the final West of Horsham Design Principles and Character Areas Supplementary Planning Document will be adopted by the Council in March 2009.

PLANNING
FOR OUR FUTURE



Horsham District Local Development Framework

West of Horsham Design
Principles Draft

NEXT STEPS



West of Horsham Design Principles Draft

APPENDIX A: TRADITIONAL ARCHITECTURAL STYLES

Examples of traditional architectural styles in Broadbridge Heath and Denne.





APPENDIX A: TRADITIONAL ARCHITECTURAL STYLES





West of Horsham Design
Principles Draft



APPENDIX A: TRADITIONAL ARCHITECTURAL STYLES



APPENDIX A: TRADITIONAL ARCHITECTURAL STYLES





APPENDIX B: PARKING AND CYCLE PARKING STANDARDS

Appendix B contains the West Sussex County Council parking and cycle parking standards.

REVISED COUNTY PARKING STANDARDS AND TRANSPORT CONTRIBUTIONS METHODOLOGY

Supplementary Planning Guidance adopted by West Sussex County Council November 2003

This Supplementary Planning Guidance (SPG) document was adopted by Cabinet Member for Highways and Transport in November 2003 following consultations with District & Borough Councils, Government Departments and agencies, the building industry, other interested groups and individuals and the general public via the County Council website and a local press notice.

The SPG has been prepared in partnership with officers from each of the West Sussex District and Borough Councils. It is anticipated that the SPG will be used by the County, District and Borough Councils when considering development proposals.

The SPG sets out:

- Revised parking standards for all development use classes (these standards have been developed through two separate consultation exercises – PPG13 and PPG3 (residential) standards were approved by Cabinet Member following consultation in July 2003. Parking standards for all ‘other’ use classes were approved by Cabinet Member following consultation in November 2003);
- A contributions methodology to be applied to commercial and residential development.

The SPG is supplemental to policies DEV3, DEV4 and DEV5 of the Deposit Draft West Sussex Structure Plan 2001 – 2016 and policies T14 and G4 of the adopted West Sussex Structure Plan 1993. The SPG also complements Supplementary Guidance adopted in July 1999 – ‘The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1’

Additional copies of this document can be obtained from West Sussex County Council, Highways and Transport, Development Control Group, The Grange, Tower Street, Chichester, West Sussex, PO19 1RH.

Telephone 01243 777155.

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SECTION 1 – BACKGROUND

Parking Standards

- 1.1 Parking Standards set the levels of parking provision permitted in association with new development. Previous County standards were set in 1995 and are now no longer consistent with national guidance.
- 1.2 Transport policy and recent planning guidance recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys. Planning Policy Guidance Note 13 : Transport:
 - requires that maximum standards be set for broad classes of development;
 - sets out maximum standards, for some use classes, which should be applied nationally;
 - allows more rigorous standards to be adopted locally;
 - suggests that revised parking standards should be used as part of a package of measures to promote sustainable travel choices.
- 1.3 National planning guidance requires that local authorities review their parking standards with a view to reducing the level of parking permitted at new developments.
- 1.4 Revised maximum standards proposed in this SPG reflect the aims and objectives of national guidance.

Contributions Methodology

- 1.5 SPG adopted in July 1999 stresses that developers will be required to provide improvements, or contribute towards the costs, of ensuring that development is acceptable in terms of capacity, safety and sustainable travel.
- 1.6 PPG13 now makes it clear that it is inappropriate for a local authority to seek commuted payments based on the lack of parking provided at a site. However, it is still appropriate to seek contributions to secure transport improvements to mitigate the impact of development and improve accessibility by all modes, in particular public transport, walking and cycling.
- 1.7 County and District officers have developed an alternative contributions methodology, set out in this SPG, which will increase the consistency with which contributions are sought, conforms with the objectives of national and local policy and guidance and has received support from GOSE.

Planning Process

- 1.8 The approach set out in this SPG provides a framework within which the County Council (as highway authority) can work with District and Borough Councils (as local planning authorities) to manage new development to assist the achievement of transport and environmental objectives.

SECTION 2 - THE REVISED PARKING STANDARDS

- 2.1 This SPG revises all parking standards. Appendix A includes the proposed standards and details where these standards have been amended from the 1995 standard.
- 2.2 This SPG also sets out cycle parking, motorcycle parking and disabled parking requirements.
- 2.3 It is proposed that the standards will apply to all development within the associated class. Generally no thresholds are proposed with the exception of small commercial development in rural areas (see Appendix A).
- 2.4 In proposing revised standards consideration has been given to evidence from recent applications, views of Development Control officers and work progressed by other County Councils.
- 2.5 PPG13 proposes that maximum standards be reduced in accessible areas. A relaxation is proposed to permit maximum standards to be reduced based on levels of accessibility. District and Borough Councils will define accessibility zones based on the criteria set out in Appendix B. Reductions to maximum standards will be allowable to reflect the accessibility of the site and the impact that this may have on travel by car. The level of reduction will be established by the District / Borough Council in consultation with the Head of Highways and Transport and the Head of Planning Services. It is anticipated that District and Borough Councils will consult on their zoning approaches, and the consequent impacts on standards, as they are developed.

APPENDIX A

PARKING STANDARDS

1. PPG13 & RESIDENTIAL STANDARDS

Use Class	PPG13 Maximum Standard	PPG13 Threshold	West Sussex Maximum Standard	West Sussex Threshold
Food Retail	1 space per 14sqm	1000sqm	1 space per 14sqm	All development
Non Food Retail	1 space per 20sqm	1000sqm	1 space per 20sqm	All development
Cinemas and Conference Facilities	1 space per 5 seats	1000sqm	1 space per 5 seats	All development
D2 Assembly and Leisure (other than cinemas, conference facilities and stadia)	1 space per 22sqm	1000sqm	1 space per 22sqm	All development
B1 Business including office	1 space per 30sqm	2500sqm	1 space per 30sqm	500sqm in less accessible areas.
Higher and Further Education	1 space per 2 staff + 1 space per 15 students	2500sqm	1 space per 2 staff + 1 space per 15 students	All development
Stadia	1 space per 15 seats	1500 seats	1 space per 15 seats	All development
Residential – 1 bed dwellings			1 space per dwelling	All development
2 & 3 bed dwellings			2 spaces per dwelling	All development
4 bed dwellings			3 spaces per dwelling	All development

Notes

1. Threshold – the threshold from which the standard applies. For developments below the threshold of 500 sqm for B1 development the standard of 1 space per 25 sqm will be acceptable.
2. Parking provision should be reduced below that permitted by the maximum standard in accessible locations where appropriate. Accessibility criteria are set out in Appendix B. The level of parking provision appropriate for developments will be established by the District Council in consultation with the Head of Highways and Transport and the Head of Planning Services having regard to the Accessibility Criteria and other objectives such as Town Centre regeneration initiatives.
3. District Councils will monitor the application of residential standards to ensure that PPG3 requirements are met.
4. With regard to all planning applications consideration will be given to the need to restrict or manage the possibility of parking related to the development overspilling into local streets.

2. Parking Standards for Classes other than PPG13 / Residential

i) Other Residential Uses

		<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DWELLING TYPE	SPECIFIC REQUIREMENTS	TOTAL CAR PARKING PROVISION PER DWELLING	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
SHELTERED ACCOMMODATION AND FLATS FOR THE ELDERLY				
(i) Where occupation is restricted to persons of 60 or over	(a) For each flat with 2 or less habitable rooms:- 0.3 CAR SPACES and 0.2 CAR SPACES FOR VEHICLES AND SERVICE VEHICLES	0.5	No longer to be split into separate age categories. This category will apply where development is provided with internal communal facilities and warden accommodation. In other cases the residential standard will apply.	Based on recent analysis it is considered appropriate to propose a revised maximum standard of 1 space per 2 units, plus staff space. Revised standard.
(ii) Where occupation is restricted to persons of 55 or over	(b) For each flat with more than 2 habitable rooms:- 0.55 CAR SPACES and 0.2 CAR SPACES FOR VISITORS AND SERVICE VEHICLES 1 CAR SPACE AND 0.2 CAR SPACES FOR VISITORS AND SERVICE VEHICLES	0.75	1.2	

(iii) Resident staff at (i) and (ii) above.

1 CAR SPACE FOR EACH MEMBER OF RESIDENT STAFF

1 CAR SPACE FOR EACH MEMBER OF RESIDENT STAFF

i) Other Residential Uses continued

		<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
<u>DWELLING TYPE</u>	<u>SPECIFIC REQUIREMENTS</u>	<u>TOTAL CAR PARKING PROVISION PER DWELLING</u>	<u>ADOPTED MAXIMUM STANDARD 2003</u>	<u>COMMENTS ON 2003 STANDARD</u>
<u>USE CLASS C2 (CARE, NURSING, MENTALLY AND PHYSICALLY HANDICAPPED AND ELDERLY PERSONS HOMES)</u>	1 CAR SPACE FOR EVERY 20 RESIDENTS OR INCREMENT OF UP TO 20 RESIDENTS PLUS 1 CAR SPACE FOR VISITORS AT THE RATIO OF 1 SPACE FOR 8 RESIDENTS OR INCREMENTS OF UP TO 8 RESIDENTS PLUS ADDITIONAL CAR SPACE FOR STAFF BASED ON A RATE OF ONE SPACE PER FIVE RESIDENTS. (All to be provided within the layout near to dwellings) PLUS SPACE FOR SERVICE VEHICLES AS REQUIRED.		As per existing.	In reviewing the C3 use class standards it was felt that the existing standards remained appropriate maximum standards given the nature of the use. No change.
<u>HOUSES IN MULTIPLE OCCUPATION</u>	0.5 CAR SPACE PER ROOM/UNIT	0.5	As per existing.	Whilst some recent applications have had no/ little parking provision, it is not

1995 STANDARD

STANDARD
ADOPTED IN 2003

DWELLING TYPE	SPECIFIC REQUIREMENTS	TOTAL CAR PARKING PROVISION PER DWELLING	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
---------------	-----------------------	--	-------------------------------------	------------------------------

considered appropriate to have a zero standard for such a use. It is considered that there may be sites where parking can be accommodated and should be sought.

No change.

i) Other Residential Uses continued

1995 STANDARD	STANDARD ADOPTED IN 2003	DWELLING TYPE	SPECIFIC REQUIREMENTS	TOTAL CAR PARKING PROVISION PER DWELLING	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
<p><u>HOSTELS</u></p> <p>CAR SPACES FOR RESIDENTS AT THE RATIO OF 1 SPACE FOR EVERY 4 RESIDENTS PLUS CAR SPACES FOR VISITORS AT THE RATIO OF 1 SPACE FOR EVERY 20 RESIDENTS SPACES FOR SERVICE VEHICLES AS REQUIRED</p>	As per existing.					<p>In reviewing the hostel standards it was felt that the existing standards remained appropriate maximum standards given the nature of the use.</p> <p>No change.</p>

ii) Other Non Residential Uses - Associated Retail Uses

		<u>1995 Standard</u>		<u>STANDARD ADOPTED IN 2003</u>	COMMENTS 2003 STANDARD
DEVELOPMENT/ USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003		
GARDEN CENTRES					
(a) Independent	(a) 1 SPACE PER 30 SQUARE METRES of permanent sales display area	Considered on merits of proposal	a) 1 space per 20 sqm for covered sales areas and 1 space per 30sqm for uncovered areas		Following consultation standard adjusted to comply with advice from the industry and to comply with other local authorities.
(b) Attached to non-food retail warehouses	(b) 1 SPACE PER 18 SQUARE METRES	1,000 SQUARE METRES OR UNDER - 2 SPACES. OVER 1,000 SQUARE METRES - 3 SPACES	b) as above Lorry parking as existing.		Revised.

MARKETS	To be assessed individually	To be assessed individually	As per existing.	Given the varied nature of market uses and limited number of such applications within the County, it was felt that no specific standard should be set and each should be assessed on its own merits.
<u>WHOLESALE CASH AND CARRY</u> (excluding factory outlets/factory retail outlets etc)	1 SPACE PER 50 SQUARE METRES	1 SPACE PER 200 SQUARE METRES	As per existing (car and lorry).	In reviewing this standard it was felt that the existing standards remained appropriate maximum standards given the nature of the use.
				No change.

ii) Other Non Residential Uses
(Associated Retail Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/ USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
			COMMENTS ON 2003 STANDARD
CAR SALES ESTABLISHMENTS	1 SPACE PER 30 SQUARE METRES of internal and outside gross car display area	Considered on merits of proposal but provision for off- loading car transporters	As per existing but with additional criterion of 'staff parking to be clearly designated'. Lorry parking as per existing
			A key concern from Development Control and throughout the County group relates to the provision of staff parking. The existing standard is calculated to include staff parking provision but it is felt that this is sometimes used for car display pushing staff parking onto surrounding roads. By adding the criterion for the staff parking to be adequately defined it would facilitate investigations as to the use of such spaces and enable enforcement to ensure that some were retained solely for staff use.
			Revised criterion.

MOTOR REPAIR
GARAGES

(NB: This is an industrial use not retail, but as it often accompanies car sales it was felt appropriate to group these two uses).

To be assessed individually.

To be assessed individually.

1 space per 45 sq m for staff and 3 spaces per service bay (or 25sqm).

Staff parking to be clearly designated.

It is considered important to set a standard for such uses. The TIG group looked at other County standards (e.g. Hampshire) and canvassed views of DC officers. The proposed standard reflects the findings of this review and is considered to provide an adequate level of parking for this car borne activity.

New standard.

ii) Other Non Residential Uses

(Other Business and Industrial Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003

FINANCIAL/ PROFESSIONAL SERVICES (A2)

1 SPACE PER 25 SQUARE METRES

Considered on merits of proposals

1 space per 30 sqm

It is proposed that the A2 standard should be amended to 1 space per 30 sqm to bring it in line with B1 office use (previously revised in line with PPG13). In reviewing this standard it was found that other Counties were taking this approach.

As the standards are maximum standards it is no longer considered appropriate to have a different standard for the town centre. The accessibility of a site may provide justification for accepting a lower standard in appropriate circumstances.

Analysis of applications found that many A2 proposals were change of use in existing retail areas. In considering such applications account was taken of the requirements and provision of

FINANCIAL/
PROFESSIONAL
SERVICES

1 SPACE PER 20
SQUARE METRES

Considered on
merits of
proposal

(outside defined town
centre)

ii) Other Non Residential Uses

(Other Business and Industrial Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
			COMMENTS ON 2003 STANDARD

GENERAL INDUSTRY
(USE CLASS B2)

240 square metres
gross or under

Over 240 square
metres

1 SPACE PER 20
SQUARE METRES

12 SPACES PLUS 1
FOR EACH
ADDITIONAL 25
SQUARE METRES
OVER 240 SQUARE
METRES

1 SPACE

1 MINIMUM
AND 1 SPACE
PER 500
SQUARE
METRES

**1 SPACE PER
40 sqm**

**Lorry parking
as existing.**

The County TIG group looked at TRICS (Trip Rate Information Computer System) information in reviewing this standard. It was found that the trip rate generated by B2 uses was approximately 55% of the B1 trip rate. Given the change of B1 standard to 1 space per 30 sqm, the TRICS data provided a basis for reviewing this standard.

Analysis of other Counties' standards found variation between 1 per 35sqm – 50 sq m.

Given that B2 uses are less trip intensive than B1 uses it was considered that a standard of 1 per 40 sqm would be a suitable compromise based on the analysis. By undertaking consultation on these standards, other organisations may be able to provide further evidence to support this standard or suggest an alternative.

Revised standard.

**ii) Other Non Residential Uses
(Other Business and Industrial Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
	LORRY PARKING REQUIREMENT		

STORAGE AND DISTRIBUTION (USE CLASS B8)

The County TIG group looked at TRICS in reviewing this standard. It was found that the trip rate generated by B8 uses was approximately 30% of the B1 trip rate. Given the change of B1 standard to 1 space per 30 sqm, the TRICS data provided a basis for reviewing this standard.

Analysis of other Counties' standards found variation between 1 space per 70sqm – 150 sq m.

Given that B8 uses are less trip intensive than B1 and B2 uses it was considered that a standard of 1 per 100 sqm would be appropriate based on the analysis.

Revised standard.

240 square metres gross or under	1 SPACE PER 20 SQUARE METRES	1 MINIMUM	1 space per 100 sqm
Over 240 square metres	12 SPACES PLUS 1 SPACE FOR EACH ADDITIONAL 100 SQUARE METRES OVER 240 SQUARE METRES	1 MINIMUM AND 1 SPACE PER 500 SQUARE METRES	Lorry parking as existing.

OPEN STORAGE

To be assessed individually

To be assessed individually

1 space per 100 sqm

Given the nature of open storage areas it is considered that they are akin to B8 uses and thus the B8 standard should also apply here.

New standard.

Lorry parking to be assessed individually.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
TENNIS/ BADMINTON COURTS	4 SPACES PER COURT	--	COMMENTS ON 2003 STANDARD TIG group felt that logically this standard should be reduced as the existing standard assumed that every player would be driving. It is felt that this would often not be the case. No recent applications in the County in this category.
			2 spaces per court.
			Revised standard.
SQUASH COURTS	4 SPACES PER COURT	--	Comment as per tennis/ badminton.
			2 spaces per court.
			Revised standard.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
SWIMMING POOLS	1 SPACE PER 5 SQUARE METRES for other than town centre locations 1 SPACE PER 8 SQUARE METRES AREA within Worthing's defined town centre	--	1 space per 10 sqm of pool area.	There have been no recent applications for solely swimming pools in West Sussex (usually multi leisure). Analysis of other County standards found 1 space per 10 sqm of pool area. Considered appropriate standard to apply in West Sussex. As the standards are maximum standards it is no longer considered appropriate to have a different standard for the town centre. The accessibility of a site may provide justification for accepting a lower standard in appropriate circumstances. Revised standard.

<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>			COMMENTS ON 2003 STANDARD
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	
GOLF COURSES	4 SPACES PER HOLE	--	As per existing.	Review of other County standards also found 4 spaces per hole. No change.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	COMMENTS ON 2003 STANDARD
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
RIDING SCHOOLS/ STABLES	2 SPACES PER LOOSE BOX	--	As per existing. No evidence to support changing this standard. No change.
<u>INDOOR EQUESTRIAN CENTRES</u>	1 SPACE PER 20 SQUARE METRES OF ARENA	1 SPACE PER 150 SQUARE METRES OF ARENA FOR HORSE BOXES /TRADERS	As per existing No evidence to support changing this standard. No change.

<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>			COMMENTS ON 2003 STANDARD
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	
BOWLING (including 10-pin, outdoor and indoor)	6 SPACES RINK/LANE	--	As this is a D2 use, those standards to be applied (Part A)	As this is a D2 leisure use, the TIG group felt that the D2 standard should apply and there was not a need for a separate standard for bowling.
			1 space per 22 sqm.	Refer to D2 standards (already consulted upon as Part A standards).

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
PLAYING FIELDS (including soccer, rugby, hockey, cricket etc)	1 SPACE PER 2 PLAYERS	--	COMMENTS ON 2003 STANDARD
			Given that many pitches are used for a range of different sporting activities throughout the year it was considered by the TIG group that it can be difficult to assess parking requirement. The proposed revised standard is comparable to the existing standard with regard to sporting team games such as football, hockey.
			Revised standard.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
<u>DEVELOPMENT/USE</u>	<u>CAR PARKING REQUIREMENT</u>	<u>LORRY PARKING REQUIREMENT</u>	<u>COMMENTS ON 2003 STANDARD</u>
<u>INDOOR MULTI-PURPOSE FACILITIES</u>	1 SPACE PER 15 SQUARE METRES OF FLOOR AREA for locations outside the town centre	--	As this is a D2 leisure use, the D2 standard would be applicable.
	1 SPACE PER 20 SQUARE METRES OF FLOOR AREA within Worthing's town centre	--	As this is a D2 use, those standards should be applied (Part A)
	In addition, if regular social functions, conferences, meetings etc take place in the main hall 1 SPACE PER 8 SEATS OR 1 SPACE PER 4.5 SQUARE METRES	--	Refer to D2 standards (revised recently in line with PPG13).

<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
OTHER INDOOR LEISURE USES	Considered on merits of particular proposal	--	As this is a D2 use, those standards should be applied (Part A). 1 space per 22 sqm.
			As this is a D2 leisure use, the D2 standard would be applicable. Refer to D2 standards (revised recently in line with PPG13).
OTHER OUTDOOR LEISURE ACTIVITIES (e.g. windsurfing, angling shooting)	Considered on merits of particular proposal	-	As per existing – consider on merits.
			No recent relevant applications or other evidence to support changing this standard. No change.

ii) Other Non Residential Uses

(A3 Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
<u>USE CLASS A3- FOOD AND DRINK (PUBLIC HOUSES, RESTAURANTS, CAFES AND PRIVATE CLUBS)</u> (outside the defined town centre)	1 SPACE PER 3 SEATS and/or 1 SPACE PER 4.5 SQUARE METRES OF PUBLIC AREA. IN ADDITION, TWO SPACES PER BAR FOR STAFF ARE REQUIRED WHERE BAR(S) ARE PROPOSED	--	1 space per 5 sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff. Staff parking to be clearly designated.

COMMENTS ON 2003 STANDARD

n reviewing A3 uses it was considered that it would be more appropriate to base the parking requirement on floor and bar space rather than number of seats. This is in line with other Counties approaches. Analysis of recent application for a new A3 was found to equate to 1 space per 5 sqm.

As the standards are maximum standards it is no longer considered appropriate to have a different standard for the town centre. The accessibility of a site may provide justification for accepting a lower standard in appropriate circumstances.
 Analysis of applications found that most A3 proposals were change of use in existing retail areas. In considering such applications account was taken

1995 STANDARD

STANDARD
ADOPTED IN 2003

USE CLASS A3 -
FOOD AND DRINK
(PUBLIC HOUSES,
RESTAURANTS,
CAFES AND
PRIVATE CLUBS)

1 SPACE PER 25
SQUARE METRES

--

(within the defined
town centre)

**ii) Other Non Residential Uses
(Places of Assembly, Hotels)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
<u>PLACES OF ASSEMBLY</u> (places of worship, cinemas, theatres, concert halls, night clubs)	1 SPACE PER 8 SEATS and/or 1 SPACE PER 4.5 sqm OF PUBLIC AREA AS APPROPRIATE PLUS STAFF PROVISION	--	As these are D2 uses, those standards should be applied (Part A). 1 space per 22 sqm. For large scale places of assembly serving more than a local catchment 1 space per 15sqm.
			COMMENTS ON 2003 STANDARD As these are D2 leisure use, the D2 standard would be applicable. Refer to D2 standards (revised recently in line with PPG13).

1995 STANDARD

STANDARD
ADOPTED IN 2003

HOTELS, MOTELS
AND GUEST
HOUSES

1 SPACE PER
BEDROOM (including
staff bedrooms) except
within the Central
Accommodation Area
defined within the
Local Plan Review :
Deposit Document
where a lower standard
of 1 SPACE PER 2
BEDROOMS applies

--

As per existing.

No recent relevant applications
or other evidence to support
changing this standard.

No change.

ii) Other Non Residential Uses
(Hospitals, Doctors, Vets)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
			COMMENTS ON 2003 STANDARD
HOSPITALS	1 SPACE PER BED plus adequate staff parking	--	<p>In reviewing this standard it was felt that it can be difficult to ascertain bed or staff numbers and they can be subject to change. No recent applications to provide evidence of suitable standard. Hampshire County standards based on individual assessment and Travel Plan requirement.</p> <p>Development of Travel Plans is a central government target for all hospitals, thus requirement for this in relation to new proposals is considered appropriate.</p>

1995 STANDARD

STANDARD
ADOPTED IN 2003

		--	As per existing	No evidence to support changing this standard.
DOCTORS, DENTISTS <u>VETS AND MEDICAL</u> CENTRES	1 SPACE PER PRACTITIONER PLUS FOUR SPACES PER CONSULTING/EXAMI NATION ROOM FOR VISITORS AND STAFF, PLUS 1 SPACE PER 20 SQUARE METRES OF OFFICE SPACE FOR ADMINISTRATIVE AND SUPPORT STAFF	--	As per existing	No evidence to support changing this standard. No change.

ii) Other Non Residential Uses

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
<u>SCHOOLS, COLLEGES AND LIBRARIES</u> (See Separate Revised Standards for Further and Higher Education)	To be assessed individually	--	As per existing. But as a general guide: 1 space per 2 daytime teaching staff. Parking levels to be established within a Travel Plan
<u>CHILDREN'S NURSERIES</u>	No standard at present, assessed individually.	--	No recent relevant applications or other evidence to support changing this standard. No change but guidelines provided.
			Many nurseries are within residential areas with limited on-site parking. It is acknowledged that such uses can be problematic with regard to parking provision and especially dropping off. In undertaking an individual assessment of such proposal particular regard should be given to the provision of staff parking and dropping off areas.

ii) Other Non Residential Uses

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
CEMETERIES AND CREMATORIA	To be assessed individually	--	COMMENTS ON 2003 STANDARD
			As per existing.
			No evidence to support changing this standard.
			No change.

Other Categories of Parking Requirement

Cycle Parking

1 cycle space per 8 car parking spaces provided.
Subject to a minimum of 2 cycle spaces, apart from at large out of town retail outlets where the standard is one cycle space per 16 car parking spaces.

A1 – 1 space per 100 sqm for staff and 1 space per 100 sqm for customers

A2 – 1 space per 100 sqm for staff and 1 space per 200 sqm for customers

A3 – 1 space per 4 staff and 1 space per 25 sqm for customers

B1 – 1 space per 150 sq m for staff and 1 cycle space per 500 sqm for visitors

B2 - 1 space per 200 sq m for staff and 1 space per 500 sqm for visitors

B8 – 1 space per 500 sq m for staff and 1 space per 1000 sqm for visitors

D2 uses Leisure &

Recreation – 1 space per 4 staff plus visitor / customer cycle parking

Residential uses – none if a garage is provided and the garage is of sufficient size.

2 cycle spaces per dwelling (2 beds or more) + 1 space per 8 dwellings for visitors.

1 space per dwelling (1 bed) and 1 space per dwelling + 1 space per 8 dwellings for visitors.

Current standards calculate cycle and motorcycle based on a proportion of car parking. In reviewing the car parking standards it was apparent that the setting of maximum standards and the scope for developers to provide lower parking provision would thus mean a lowering for these other types of parking provision.

Given that lower parking standards may be considered in association with promoting more sustainable modes of transport it is considered illogical to then reduce the number of the of these spaces required.

It is thus considered more equitable that these standards are also generally calculated based upon floorspace.

The proposed cycle standards are a minimum and represent an increase in provision.

All cycle parking must be sheltered and secure and in accordance with local guidance or best practice design. However, flexibility and innovation will be encouraged. It is essential that cycle parking is considered carefully within the design of new development.

Motorcycle Parking

1 motorcycle space per 30 car parking spaces subject to a minimum of 1 space

1 space plus one space per 10 car parking spaces.
For retail uses primarily involving bulky purchases (e.g food superstores and hypermarkets) the provision may be reduced to 1 space per 25 car parking spaces.

See comments above

Disabled Parking

1 parking space for people with disabilities per 20 parking spaces of part thereof.

**Employment premises:
Individual Bays for disabled employees.**

At least one space or 5% of total car parking provision, whichever is greater.

Car parks associated with shopping areas, leisure, recreation and places open to the general public.

A minimum of one space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists.

The Department for Transport has recently published guidance entitled 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December 2002). This document includes technical advice on a range of mobility/ access related issues, including recommended standards for parking provision. Given this is a recent Central Government publication, it is considered appropriate to revise the existing disabled parking standards to bring them in line with this guidance.



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APPENDIX C: BOUNDARY TREATMENTS

Examples of suitable boundary treatments and landscaping.





APPENDIX C: BOUNDARY TREATMENTS





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APPENDIX D: LANDSCAPE BUFFERING

Examples of landscape buffering.





APPENDIX D: LANDSCAPE BUFFERING



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APPENDIX E: CHARACTER AREAS

The map in Appendix E illustrates the six Character Areas as discussed in Chapter 4.

