

Masterplan Strategies

5

Masterplan Strategies

Street Hierarchy

The Movement Strategy set out in the DLS builds upon the principles established through the Movement & Access parameter plan.

In accordance with that strategy, the proposed street hierarchy within RM area 12 provides active travel corridors, high quality residential streets and footpath and cycling connections to provide a legible, safe and permeable network for pedestrians, cyclists and vehicles.

Using the clear hierarchy of streets identified in the outline planning permission and the Design and Landscape Strategy, the character of the streetscape is defined by:

- The width and finish of the movement corridor
- Number and location of street trees
- The formality of building line
- Grouping of buildings to create Architectural Rhythm
- Response to topography
- Relationship to the landscaped character at the edges of the site
- Parking typologies
- Frontage boundary treatments
- Architectural language and materials



- Secondary Street
- Teritary Street
- Shared Surface Street
- Shared Private Drive
- Pedestrian Route



Proposed Masterplan for RM12 showing the different street types

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Street Hierarchy - Secondary Street

- *Formal Streetscape:* Features a predominantly linear arrangement of homes that establishes a formal, consistent architectural language across the secondary network.
- *Building Rhythm:* Grouped pairs of 2.5 storey semi-detached homes sit along a consistent building line, creating a regular visual rhythm.
- *Corner Landmarks:* Prominent 3 storey apartment buildings serve as strategically placed “marker buildings” at key corners and junctions, adding visual presence and a sense of movement to the site.
- *Boundary Definition:* A clear threshold between the public realm and private drives is established using estate railings backed by hedges.
- *Discrete Parking:* Vehicles are kept tucked away, with resident parking located on-plot behind the front building line, or inside rear parking courts for the apartment blocks.
- *Green Corridors:* Semi-mature trees line both sides of the carriageway within dedicated landscaped verges, interspersed with integrated, on-street visitor parking spaces.



Secondary Street

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Street Hierarchy - Tertiary Street

- *Low-Volume, Informal Character:* Designed specifically for minimal vehicle traffic, these streets feature narrow, highly informal layouts that adapt organically to parking needs, landscaping, and a wide variety of housing types.
- *Integrated Level Paving & Varied Widths:* Footpaths are kept level with the main street surface and subtly defined using distinct paving color changes, while the roadway width varies naturally to accommodate passing points, vehicle movement, and localized tree planting.
- *Informal Greenery & Visitor Parking:* Incorporates thoughtfully planned, informal verges and street trees that integrate naturally alongside parallel visitor parking bays to soften the built environment.
- *Varied Frontages & Parking:* Features highly adaptable frontages with varying front garden depths, allowing the streetscape to seamlessly blend different house typologies with customized parking strategies.



Tertiary Street

Masterplan Strategies

Street Hierarchy - Shared Access Street

- *Informal & Varied Character:* Designed for lower traffic than the secondary street, these streets feature a narrower carriageway and a highly flexible, informal streetscape that accommodates a wide mix of housing typologies and front garden depths.
- *Connected Streets:* Safely accommodates pedestrians, vehicles, and cyclists within a clearly defined network of footways and roadways, using strategic crossing points and junctions to guide traffic smoothly into development parcels while keeping cycling integrated within the main carriageway.
- *Informal Green Verges:* Integrates carefully planned, informal verges with street tree planting, which work alongside parallel visitor parking bays to soften the streetscape.
- *Flexible Parking Strategies:* Combines a varied built frontage with a range of tailored parking approaches, allowing the street to adapt organically to different house designs.



Shared Access Street

Masterplan Strategies

Street Hierarchy - Private Drives

- *Connected Layout:* Designed to serve only a very small number of dwellings, these private drives are accessed via tertiary streets or shared access streets to connect seamlessly with the wider street network.
- *Informal Streetscape:* Features a highly informal character where building positions, front setbacks, and driving widths vary naturally to accommodate vehicle movement, parking, and integrated landscaping.
- *Servicing & Refuse Access:* Incorporates dedicated space within the adopted (public) streetscape for service vehicles to turn safely, ensuring that required walking distances for household refuse and recycling collection are maintained..



Private Road

Masterplan Strategies

Car parking strategy

Across the masterplan, parking has been designed in accordance with a variety of typologies set out in the DLS so as to not dominate the street:

- Parking courts to apartment buildings
- On plot parking behind the building line with a clear number of spaces provided.
- On street parking with a run of 4 spaces before a landscape strip is provided (for houses and BTR apartment buildings).
- Parallel visitor parking bays on street with a maximum of 3 in a row (20% spaces/dwelling is provided)

The amount of parking has been proposed in line with the adopted policy set out by West Sussex County Council as set out below:

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Policy parking requirement = 518.3 residential spaces
+ 55 visitor spaces
TOTAL = 573.3

Parking provided = 545 residential spaces
+ 55 visitor spaces
TOTAL = 600

Disabled parking provision has been provided to 5% of the visitor parking bays and 5% of affordable parking bays.

Each dwelling has an allocated electric vehicle charging point.

North Horsham - RM12	
Parking Space Types	
Reference	Count
On plot residential parking bay	259
On plot residential parking bay with car port	12
On plot residential single garage *	38
On plot residential single garage (large) *	2
On plot residential double garage *	3
On street residential parking bay	177
Parking court residential parking bay	54
Visitor parking bay	55

RM12 Parking Spaces Total	600
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Wheelchair Parking		
Reference	Type	Count
	Visitor wheelchair parking bay **	3
	Affordable wheelchair parking bay ***	2
	BTR wheelchair parking bay ***	6

RM12 Wheelchair Parking Total	11
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** 5% of visitor parking to have wheelchair parking
*** 5% of affordable homes to have wheelchair parking

EV Car Charging Point		
Reference	Type	Count
	Charging point - side of dwelling	121
	Charging point in garage	8
	Dual charging point - on street for dwelling	107
	Floor mounted charging point for dwelling	9

RM12 Charging Point Total	149
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Proposed Masterplan for RM12 showing the parking arrangement

Masterplan Strategies

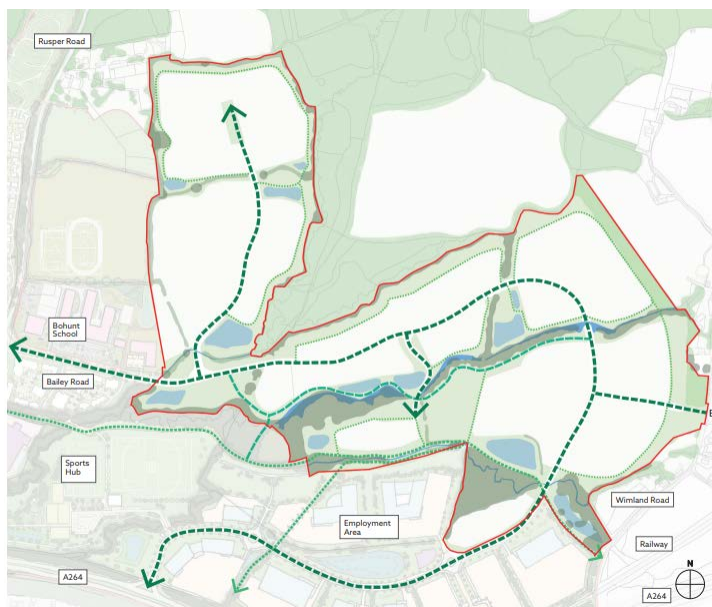
Pedestrian Connections & Cycle Strategy

The Movement Strategy set out in the DLS builds upon the principles established through the Movement & Access parameter plan.

The layout has been designed to be as permeable as possible for pedestrians and cyclists. The key principle footpath connections that run North South along the greenways to the Hillside are provided as shared routes with dedicated connections into and across these key green corridors and into Green Park.

The North South connecting route along the Western edge sits within this parcel until the southern edge when it runs within the green corridor due to technical constraints in this area.

A key cycle route is provided along the spine road, with cyclists sharing the carriageway on the secondary street within this phase. In line with the DLS, the street's residential character, low vehicle speeds, and the number of direct driveway accesses make on-road cycling the safer and more appropriate solution than a segregated cycle route.



- Pedestrian Route
- Cycle and Pedestrian Route within street



Proposed Masterplan for RM12 showing the pedestrian and cycle movement

Masterplan Strategies

Refuse Collection Strategy

The street layout has been tracked to confirm access arrangements for West Sussex refuse collection vehicles.

Each house has allocated space for domestic bins within the rear gardens. Where houses are in semi detached configuration with parking on street, they have a shared pathway to drag bins to a collection point on the street

Communal flats have an internal communal bin store located adjacent to the building entrance for convenient use of the residents.

For properties on private roads inaccessible to refuse vehicles, a communal collection point is provided in accordance with WSCC requirements. It is located within 30m of the furthest dwelling and 25m of the collection vehicle and is used only on collection days, with bins otherwise stored on individual plots.

The proposed masterplan shows the refuse vehicle movement and refuse strategy within RM12.

- Refuse vehicle route
- Internal apartment refuse store
- External refuse collection point
- Refuse collector walking distance (does not exceed 25m)



Proposed Masterplan for RM12 showing the refuse collection strategy

Adaptable Dwellings

To align with policy requirements, 5% of the affordable homes are designed as M4(3) wheelchair adaptable.

The key plan shows the distribution of M4(3) dwellings across the RM12 masterplan.

A typical adaptable dwelling plan shows how the design complies with the regulatory requirements.



Apartment block containing M4(3) homes



1. Level landing with a minimum width + depth of 1500mm.
2. There is a minimum 1500mm clear turning circle inside the entrance area.
3. Minimum of 2m² of storage space.
4. Every bedroom to provide a clear 1200 x 1200mm manoeuvring space inside the doorway.
5. Every bedroom provides 1000mm wide clear access zone to the either side or foot of bed (both for principal bedrooms).
6. Principal double bedroom has a minimum floor area of 13.5m² and minimum width of 3m.
7. Room storage provided within bedrooms
8. Every bedroom to provide a minimum 750mm clear access route from doorway to window.
9. Every single bedroom has a minimum floor area of 8.5m² and minimum width of 2.4m.
10. Bathrooms to provide a bathroom that contains a WC, basin and installed level access shower with the potential for a bath.
11. Minimum width of kitchen worktop length - 4730mm
12. 2200mm section of worktop to be height adjustable.
13. A minimum clear access zone of 1500mm in front of all kitchen units is provided.
14. Wheelchair storage (1100x1700mm) and transfer space (1200x1700mm).
15. Minimum combined floor area for living, dining and kitchen space of 27m².
16. Outdoor spaces provide a minimum clear width of 1500mm and a 1500mm clear turning circle, free of any door swing.
17. A minimum 300mm nib is provided to the leading edge of the door (maintained for 1800mm for front doors).

Masterplan Strategies

Landscape

Planting

The planting strategy aims to provide structure throughout the development, helping to define spaces and guide character.

A stronger emphasis on native planting is placed along the site edges and within the Ancient Woodland buffer, where it will reinforce existing vegetation and support integration with the surrounding landscape.

Within the residential areas, a more ornamental planting palette is used to provide seasonal interest and help define the character of these key spaces.

Tree planting plays an important role in reinforcing street hierarchy with species selection responding to the varying function and scale of routes across the development. This helps strengthen legibility and support wayfinding.

Trees also form an important component of the open space and play area, providing natural shade, improving comfort and contributing to the climate resilience of these spaces.

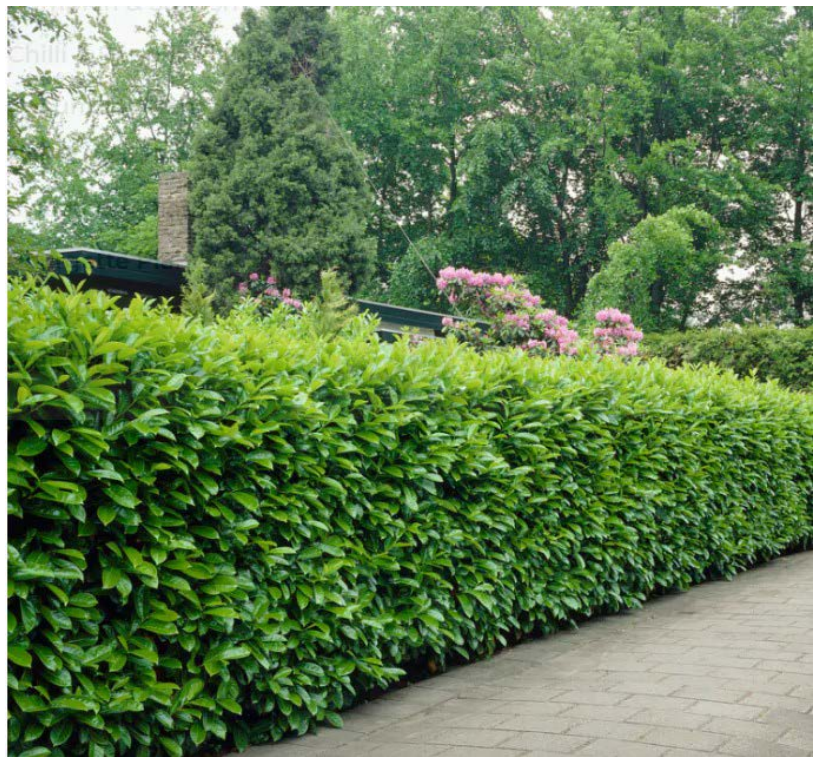
Feature trees are proposed at key locations, with larger species incorporated into open spaces where appropriate.

Overall, the planting strategy will contribute to biodiversity improvements and enhance the amenity value of the development, creating a resilient, varied and attractive landscape that supports both people and wildlife.

Climate Resilience & Biosecurity

A diverse selection of species fosters a more climate resilient environment that can better adapt to the extreme weather events we are experiencing. This has been kept in mind in specifying the proposed planting material.

In addition, for biosecurity purposes, all plant stock should be sourced from a supplier certified to be pest and disease free and in accordance with Plant Passport / Animal and Plant Health Agency (APHA) and current DEFRA requirements.



Examples of plants to be used throughout RM12

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Landscape

Materials and furniture

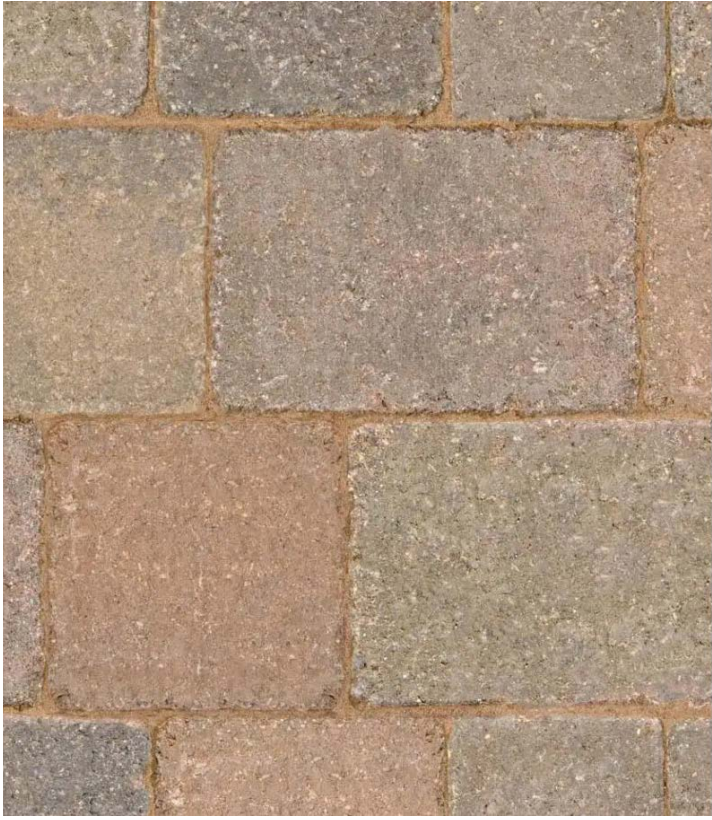
The materials proposed are consistent with the Phase 2 DLS.

Tarmac is proposed for main routes through the parcel, with block paving used in courtyards, driveways and shared streets.

Within the open space self binding gravel is used for the pathways.

Street furniture and play equipment use a simple palette of natural materials and finishes to suit the rural edge location.

Hedges are used along the secondary streets to define front gardens with brick walls at key locations and courtyards. Timber fencing is proposed to form internal garden boundaries.



Examples of landscape furniture and materials to be used throughout RM12

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Together, Stitch and Broadway Malyan offer both an innovative approach to design for complex sites, with the capacity to deliver full service project design, providing a golden thread of continuity and de-risking projects for clients.

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