Masterplan Strategies
-RM Area 15

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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 15 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*



Movement diagram for RM area 15 *(Taken from Phase 2 DLS)*



Proposed Masterplan for RM Area 15 showing the different street types

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Masterplan Strategies

Street Hierarchy - Primary Street

- *Formal Streetscape: The primary street accommodates all modes of movement — pedestrian, cycle and vehicular, including buses — with clearly defined carriageways, footways and cycleways connecting to the development parcels and wider active travel network.*
- *Building Rhythm: Strong frontages of semi-detached homes and apartment buildings establish a consistent, legible rhythm of built form along the primary street.*
- *Corner Landmarks: Prominent three-storey apartment buildings act as marker buildings at key corners and junctions, adding visual presence and aiding legibility.*
- *Boundary Definition: Frontages either adjoin the footway or are set back behind a shared surface access lane, with a clearly articulated transition between public and private realm.*
- *Parking: Parking is provided to the rear where frontages adjoin the footway; shared surface lanes enable direct frontage access, with vehicles entering the carriageway in forward gear only.*
- *Green Corridors: Street trees within soft verges create a green corridor, supporting the character and amenity of the primary route*







Primary Street

Masterplan Strategies

Street Hierarchy - Secondary Street



- F*ormal 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 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 on one side 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, 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

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Street Hierarchy - Shared Access Street



- *Informal & Varied Character: Designed for lower traffic than the tertiary 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

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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 Drives

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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 apartment buildings).*
- *Parallel visitor parking bays on street with a maximum of 2 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 = 270 residential spaces
+ 25 visitor spaces
TOTAL = 295

Parking provided = 281 residential spaces
+ 25 visitor spaces
TOTAL = 306

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.



Proposed Masterplan for RM Area 15 showing the parking arrangement

North Horsham - RM15	
Parking Space Types	
Reference	Count
On plot residential parking bay	169
On plot residential parking bay with car port	3
On plot residential single garage *	31.5
On plot residential single garage (large) *	3.5
On street residential parking bay	40
Parking court residential parking bay	34
Visitor parking bay	25
RM18 Parking Spaces Total	**306**

** 1 garage space counts as 0.5 spaces*

Wheelchair Parking		
Reference	Type	Count
	Affordable wheelchair parking bay **	1
RM13 Wheelchair Parking Total		**1**

*** 5% of affordable homes to have wheelchair parking*

EV Car Charging Point		
Reference	Type	Count
	Charging point - side of dwelling	77
	Charging point in garage	7
	Charging point for dwelling - on street - perpendicular parking bay	41
	Charging point for dwelling - on street - parallel parking bay	3
RM15 Charging Point Total		**128**

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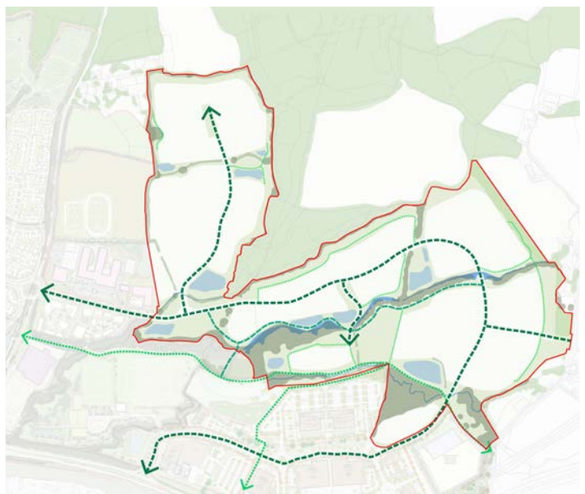
Masterplan Strategies
Pedestrian Connections & Cycle Strategy

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 maximise permeability for pedestrians and cyclists, ensuring that neighbouring parcels and existing road networks are highly accessible and integrated into the wider movement network.

Dedicated links connecting into the adjoining NEAP help to establish it as a key recreational and social focus for the neighbourhood.

A key shared cycle and footway route is provided along the primary street.





Proposed Masterplan for RM Area 15 showing the pedestrian and cycle movement

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Masterplan Strategies
Refuse Collection Strategy

The street layout has been tracked to confirm access arrangments 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

Both apartments block 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 RM Area 15.



Proposed Masterplan for RM Area 15 showing the refuse collection strategy

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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 RM Area 15 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).

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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, 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, 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

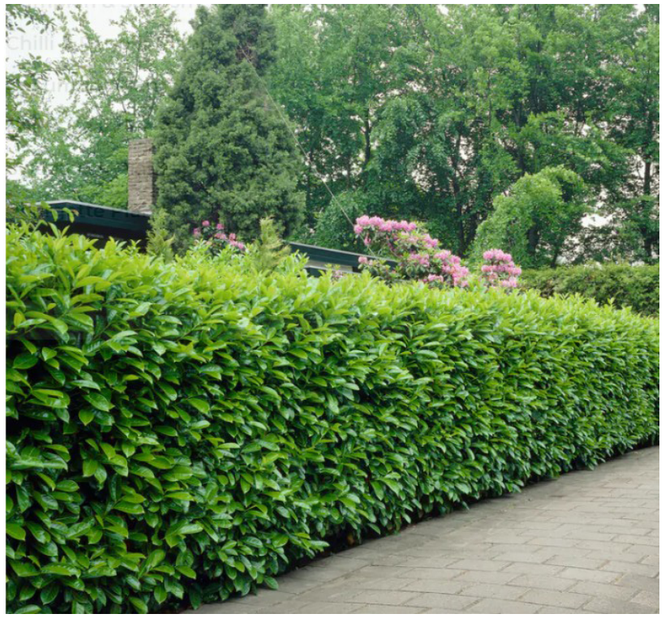
A diverse selection of species fosters a more climate resilient environment that can better adapt to the extreme weather events we are experiencing. This has been kept in mind in specifying the proposed planting material.

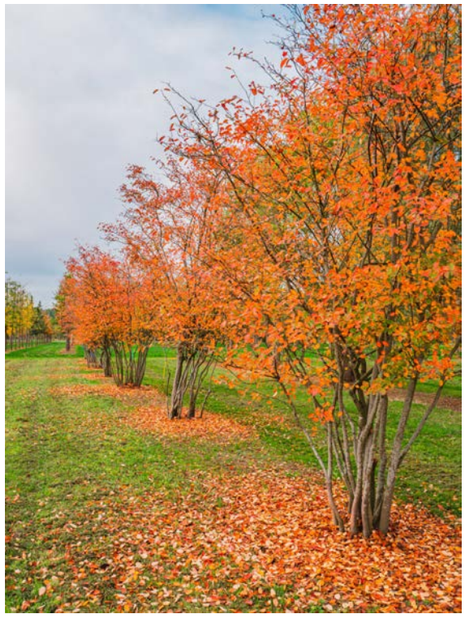
In addition, for biosecurity purposes, all plant stock should be sourced from a supplier certified to be pest and disease free and in accordance with Plant Passport / Animal and Plant Health Agency (APHA) and current DEFRA requirements.

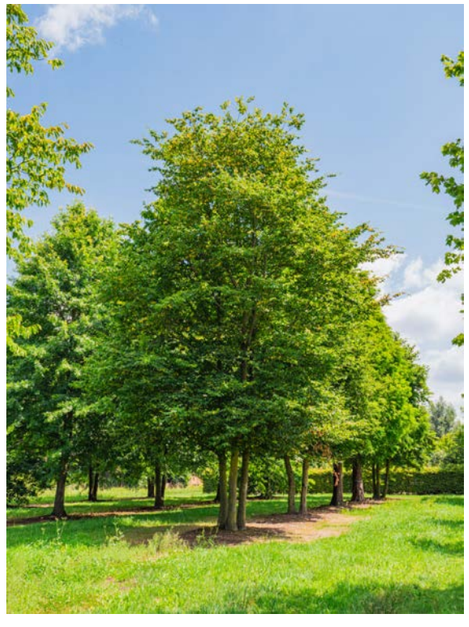












Examples of plants to be used throughout RM Area 15

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Masterplan Strategies
Landscape

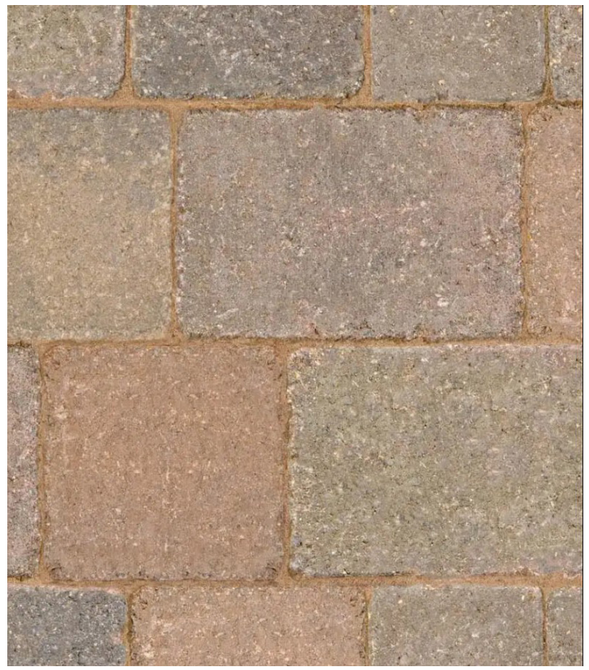
Materials and furniture

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.

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 RM Area 15

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