

Masterplan Principles

*“This section of the DAS
provides a comprehensive
description of the design
principles and strategies to
inform future reserved matters
applications.”*



10. Concept Rationale

10.1 Underpinning the application masterplan are three design drivers (A-C), which combine to provide a highly contextual design response for the Site. All of these pick up on the countryside/village-edge character of the Site as well as its context within the ASN2 draft allocation. These concepts are specific responses to particular Site features, wider design

aspirations and best practice design approaches for new development. The concepts support comprehensive planning in order to not prejudice the future development of adjoining land. The concepts provide the rationale for the approach advanced in the application masterplan (Figure 3) for the Site.

A. Integrating nature and biodiversity and a quality open space experience

Ashington is a village squeezed against the A24. The rural hinterland to the north and west is therefore the natural ‘escape’ for the village. New development on Rectory Lane can provide an integrated, biodiverse and playful resource for new and existing residents in the peaceful fringe area, while designing an attractive and appropriate outlooks towards the countryside.

- 1 The entire northern edge of the Site has been designed as a linear landscape. This will feature play space, recreation and enhance local biodiversity.
- 2 A kick-about space will be integrated into areas of fringe planting and woodland edge habitat to create an attractive glade and destination for fun, away from the nearest homes, yet well surveilled and within nature.
- 3 The existing corridors of mature trees help to sub-divide the Site, creating a familiar village scale of parcel/neighbourhood, and help assist with wayfinding and identity as well as provide landscape presence,

- 4 The existing hedges will be enhanced and feature planting that is appropriate to the brook edges of this tributary of the Lancing Brook. This natural feature provides a physical boundary to the Site, as well as local nature interest and value.
- 5 Attenuation basins will be largely dry and contribute to open spaces. During the wetter winter months, these will be designed to flood. Marginal habitats will signify the damp ground and provide aesthetic interest and biodiversity value.

Figure 13. Landscape Concept



Figure 14. Access Concept



Figure 15. Development Character Concept



B. An attractive network of streets and paths

- 1 There will be a main vehicular access point off Rectory Lane, serving the two eastern parcels and accommodating active travel. A secondary access will be provided to the west along Rectory Lane.
- 2 An active travel route will lead directly northwards towards open space and wider ASN2 draft allocation.
- 3 Leisure paths within the edge landscape lead along green corridors and allow easy access to nature from the doorstep.
- 4 Links to the existing footpath network will be integrated to broaden accessibility and support off-site links to the primary school and Ashington community cluster and London Road.

C. Character responding to edge conditions

Land at Rectory Lane is an edge of settlement Site, subservient in form to the village core. However, the development should seek to establish a clear character and respond to the adjoining landscape.

- 1 Define set-pieces around SuDS ponds and focal spaces which should be designed to create spaces with imagination and an attractive place to be.
- 2 Buildings with contrasting materiality should be used to demarcate corners.
- 3 Frontage towards Rectory Lane should allow managed views of new homes through a 'veil of green'.

11. Land Use, Amount & Scale

11.1 The distribution of land uses and their relationships is shown at Figure 14 and the development areas are set out in Table 2. The arrangement of uses has been guided by the Site features analysis (Section 5) and are described below.

Table 2. Land Use Budget

Land Use	Area	
	Ha	Ac
Development Area A	1.55	3.74
Development Area B	0.71	1.71
Development Area C	1.20	2.89
Open Space and landscape	3.83	9.23
Infrastructure	0.10	0.24
Total	7.39	17.81

Residential

11.2 The proposal principally comprises up to 125 residential dwellings on a net development area of 3.46 ha. The average density is approximately 36 dwellings per hectare based upon the numbers set out above.

11.3 An indicative dwelling mix has been proposed for the Site which will deliver a mix of house types, sizes and tenures. This mix has been proposed in response to local market analysis. The final housing mix will be agreed with the Council as part of the detailed layout stages of reserved matters.

11.4 All new dwellings will be accessible and adaptable in accordance with M4(2) of the Building Regulations. HDLP Policy 40 seeks a minimum of 5% of affordable dwellings to meet M4(3) in addition to all dwellings meeting M4(2) standards.

11.5 All homes will meet the Nationally Described Space Standards for minimum internal space

11.6 Up to 35% of the proposed new dwellings are to be provided as affordable homes, with an anticipated mix as follows:

Table 3. Affordable Mix

	Affordable Ownership	Affordable Rented
1 Bed	25%	35%
2 Bed	40%	30%
3 Bed	25%	25%
4+ Bed	10%	10%

11.7 The final mix and tenure of affordable homes will be agreed with the Council at reserved matters stage.

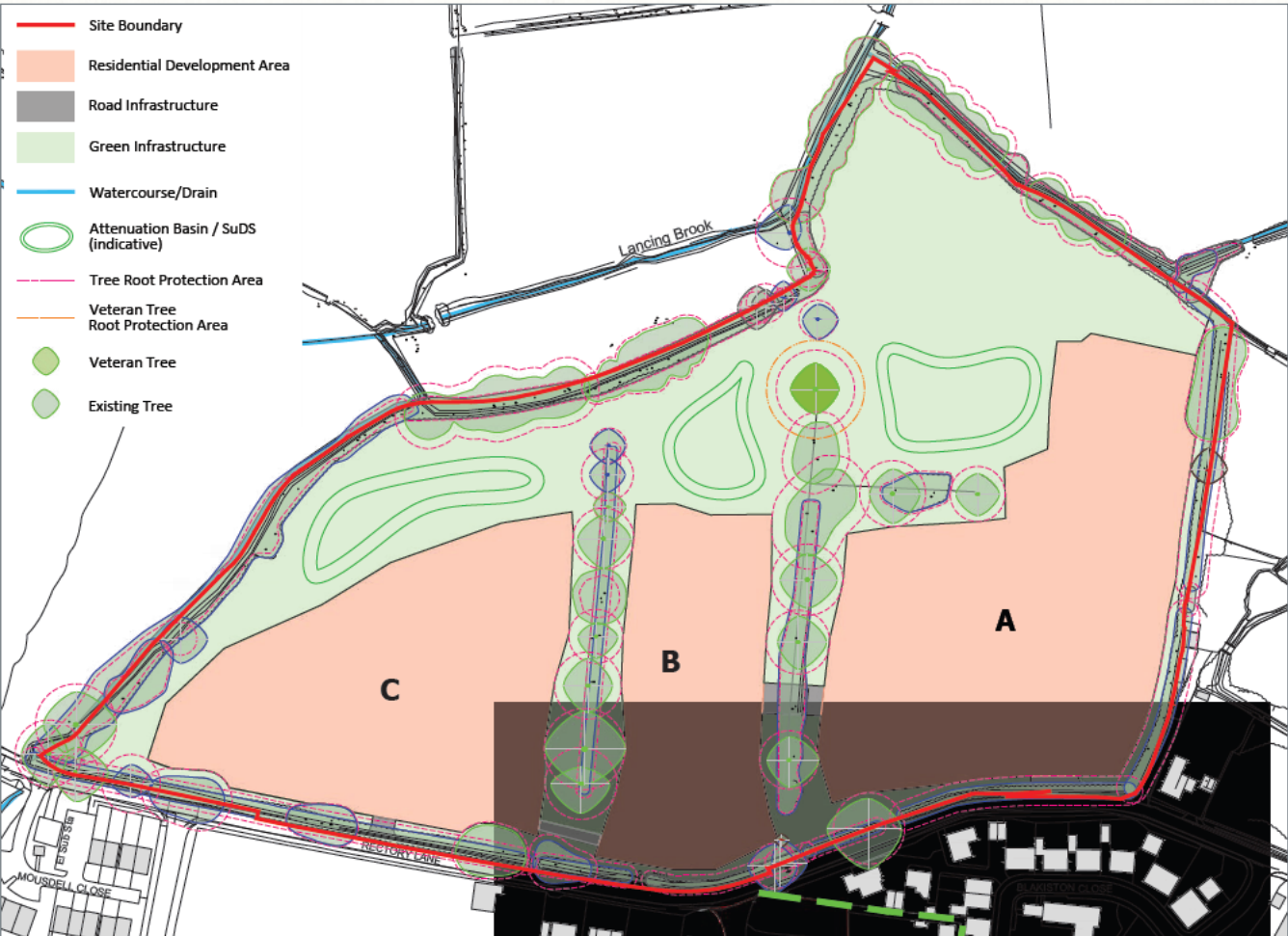


Figure 16. Land Use Plan



Open Space and Landscape

11.8 The 2024 Horsham District Local Plan (Submission Version) defines green infrastructure as "a multi-functional and connected network of green spaces, water and other natural features in urban and rural areas. It includes trees, parks, road verges, allotments, cemeteries, residential gardens, woodlands, rivers, wetlands, and green corridors including public rights of way".

11.9 The benefits of well-designed and planned green infrastructure include the positive effects living close to green spaces has on the health and well-being of a local population. Access to abundant green infrastructure brings many social, environmental and economic benefits. Developers are expected to play their part in the delivery of characterful and vibrant green living space.

11.10 The Council has set out its standards for the provision of public open space in its Open Space, Sport & Recreation Review (2021).

11.11 Table 4 in Section 14 (Landscape Strategy) sets out these requirements and relates the quantity standards to the proposed development at Rectory Lane (based on the anticipated provision of up to 125 homes at 2.4 people per household).

11.12 On-site amenity green space will, include informal growing spaces, kick-about spaces and play for people of all ages and abilities.

Infrastructure

11.13 Aside from green infrastructure and SuDS, on-site infrastructure will largely be provided as part of in-parcel road and street networks. The exception to this is the initial length of the main accesses from Rectory Lane which constitutes an overall area of 0.04ha.

Building Heights

11.14 The approach to the proposed scale of the development follows the principles set out below. These have been derived from a thorough understanding of Site characteristics, context and delivering a design response based on best practice principles, as follows:

- The Site shall be predominantly 2 storeys, respectful of the edge of village location and responding to market demand;
- A small proportion of properties may be 2.5 to 3 storeys high, reflecting this pre-existing typology in the adjacent neighbourhood and allowing for efficient provision of smaller homes.
- The development of 2.5 storeys high should be permitted to provide choice and variation within the urban form and roofscape, punctuating key views and helping to provide urban structure;
- A small number of buildings will act as focal points and may be of larger scale than the surrounding development to aid legibility and way-finding. These are indicated on the Site masterplan overleaf.

Building Massing

11.15 The details of building massing will follow at the reserved matters stage. However, reference to the illustrative masterplan at Figure 15 provides a 2D indication of the building massing that is expected to be delivered on the Site.

Figure 17. Illustrative Masterplan





12. The Masterplan

Design Evolution

12.1 The design concept has been heavily influenced by the wider masterplanning context and the existing field pattern and subdivision. This helps form three distinct neighbourhoods separated by trees and hedges.

12.2 The north-sloping topography has determined the location for public open space and the primary attenuation basins which are to be designed as a single landscape, providing an offset to the countryside and an attractive edge.

12.3 Within the Site, there will be opportunity for landmark features, a simple street hierarchy and active travel network, and for sustainability features such as linear rain gardens.

12.4 Open spaces will provide for play and recreation, along with Biodiversity Net Gain (BNG). All these principles are to be developed through the outline application into detail at reserved matters.

Organic Growth

12.5 The development extents have been informed by the natural-historic edge of the village which connects stands of woodlands via hedgerows and streams, providing a defensible boundary and well-contained village edge

12.6 The land at Rectory Lane is not the first development site to extend into this 'mantle' surrounding the village, and does so sensitively, affording a transitional green edge to the countryside, respecting and retaining critical green infrastructure, linking the Site with the existing settlement.

12.7 The two woodland corridors serve to naturally sub-divide the Site into 3 clusters of development, each smaller than recently consented development south of Rectory Lane, and recognising the edge of settlement need to define 'cells' each with a direct relationship with the countryside and fully enclosed by existing green infrastructure.

12.8 The development as a whole benefits from a positive relationship with Rectory Lane, allowing filtered views and two accesses into the Site, helping to better integrate the development into the pattern and layout of the village, reflecting growth on the south side of the lane, and northwards through active travel links to draft allocation ASN2.

12.9 Along the northern boundary of the Site, topography will accommodate a string of SuDS basins, sitting within a natural linear landscape, including play, neighbourhood growing spaces, areas for BNG, and amenity green space.

12.10 The sloping topography of the Site, suggests that this landscape area could be visible from a majority of properties on the Site, helping to provide a sensation of 'living in green' and cementing the Site as a landscape-led development, providing doorstep greenspace and a positive resource for recreation and well-being.



13. Layout & Appearance Principles

13.1 The development proposals are seeking to deliver an attractive and high quality extension to the village that is successfully integrated with the existing structure and character of Ashington.

13.2 A combination of the following layout and appearance principles are proposed to ensure Land at Rectory Lane delivers value for new and existing residents and is of benefit to the village:

- Urban Form Design Principles
- Street Design Principles

13.3 The principles of each of these elements are set out in the following pages. The accompanying design code details further character principles.



Figure 18. Artistic perspective view of entrance and frontage along Rectory Lane (View 1 see page 42)

- ① Material variation to demarcate landmark buildings at Site entrance
- ② Soft landscape boundary treatment to ensure green transition from Rectory Lane
- ③ Roadside hedge retained to act as a 'foil' to the new development edge
- ④ Supplementary woodland under-storey planting to increase biodiversity
- ⑤ Mature trees retained to ensure development is well-embedded in the landscape

Character Statement

13.4 This Design and Access Statement is seeking to provide principles and guidance, which, when read in conjunction with the Design Code as a supplement to the overarching principles, will indicate the look and feel of Land at Rectory Lane, Ashington, as a complementary edge of village extension as part of draft allocation ASN2 which will provide new homes and public open space.

13.5 Density, street form, house types and materials have been combined for the Rectory Lane Site to create a design and place that is sympathetic to its surroundings. This means being cognisant of the edge of settlement setting, while contributing to a strategic masterplan for the whole of the ASN2 draft allocation.

13.6 Furthermore, specific design considerations have been adopted directly from the Ashington Neighbourhood Plan, such as the co-locating of SuDS and recreational space on the edge of the Site to create a buffer to the countryside.

13.7 Whether front garden enclosure by hedgerows, the use of signature hung-tile to demarcate landmark buildings, or the location specific frontage design along Rectory Lane, the character of development on the Site has been designed to fit into the village, and recognise its rural edge of settlement location through a more informal layout and integration of existing landscape features.



Figure 19. Artistic perspective view of edge frontage and open space (View 2 see page 42)

- ① Loose development edge towards the wider landscape with a range of properties
- ② Soft landscape boundary treatment to ensure green transition to countryside
- ③ Active travel routes located immediately on the doorstep of new homes
- ④ Play on the way and natural play equipment to ensure rural character of spaces
- ⑤ Avenues of mature trees retained to ensure development is well-embedded in the landscape

Urban Form Design Principles

Key Frontages:

Key frontages will be defined along the access street and countryside edges. Minor frontages of local importance (e.g. towards Rectory Lane) will relate to green spaces within or on the edge of parcels. Key attributes of these frontages are to be as follows:

- Access street frontage of more continuous building form with limited set back to the street. This may be integrated with linear rain garden features.
- Formal compositions of complementary and similar house types, with defined landmark or corner-turner homes at junctions and Site entrances.
- Countryside edge frontages are to be more informal, with activate corner elevations to spaces and treed corridors, feature deeper front gardens with hedging and other planting to minimise the impact of parked cars on the street-scene.

Key Spaces and Primary Linkages:

The development will create a series of spaces that respond to local context and surroundings. These will include:

- A linear east-west access street characterised by an edge of carriageway rain garden used to intercept rainwater at source.
- The two retained mature tree corridors which will serve to sub-divide the Site into three distinct neighbourhoods with a backdrop of mature greenspace.
- An apron space along Rectory Lane, allowing development to be set back and the Site 'space to breathe' providing an attractive internal village edge and welcome to the Site.
- The primary open space to the north will link all active travel routes with draft allocation ASN2 and the village and create foot and cycle connections leading to wider facilities.



Figure 20. Frontages and focal spaces





Figure 21. Streets and spaces

Vistas and Key Buildings:

- Vistas along streets can be successfully terminated when these are punctuated by a facing building, or open out onto a key space. Care will be taken to lay out streets and spaces in a sequence that aligns streets leading to the countryside with trees, gaps in hedges or other notable features.
- Key buildings should be used sparingly, and where they are visibly distinct from the surrounding buildings by their scale, orientation, architectural style, detailing or materials. These should be incorporated within the masterplan to complete one of several townscape functions such as:
 - » Terminating views and vistas;
 - » Creating gateways and pinch points;
 - » Creating landmark buildings to assist with way-finding through the Site;
 - » Creating a sense of scale and enclosure at key spaces;
 - » De-marking the extents of development and punctuating the end of development as part of the ensemble of the primary open space.

Streets and Spaces:

- The development will employ a clear hierarchy of streets, drawing upon local character precedents, with a legible and permeable layout. Layouts will maximise the use of shared surface streets and lanes on the development edges to achieve a more intimate character.
- Private drives and courts can be used at the edges and ends of streets. Elsewhere, the development will provide shared surfaces with a high quality finish and low-key character.
- Spaces within and on the edges of parcels should be designed with purpose. There should be no space left over after planning' (SLOAP), rather, rain gardens, play on the way and productive landscape should animate and utilise smaller greenspace.
- Parcel edges towards trees will require care to avoid overshadowing and branch drop. Siding development onto these edges, or accommodating lanes alongside trees can reduce impacts on gardens while keeping trees in the public domain for community benefit.

Street Design Principles

General Street Principles

13.8 Streets play an important role in how a place is perceived. The street design needs to be considered as an integral part of the overall layout and design of the development. The following key principles should inform future reserved matters stages:

- Create a legible layout with a clear hierarchy of streets, to include an access street, alongside internal streets comprised of side lanes, shared surface streets and private drives.
- Develop a layout that utilises the use of shared surface streets and private drives whilst ensuring safe passage for pedestrians with subtle material changes and pedestrian area delineation.
- Develop a street alignment that follows the varying building line with subtle narrowing/widening - avoid a standard parallel kerb-line for long stretches of road.
- Integrate opportunities for visitor car parking within widening of the street line where possible.

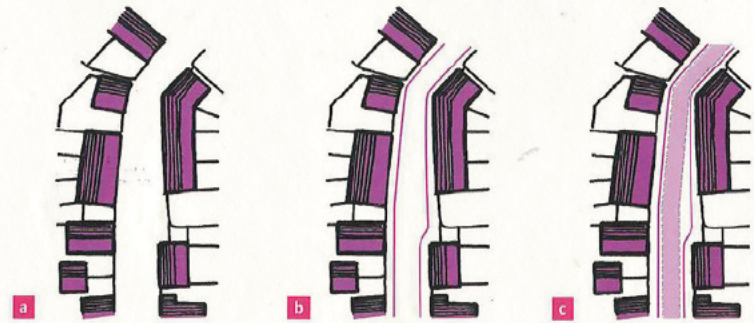


Figure 7.4 Left to right: (a) the buildings and urban edge of a street help to form the place; (b) the kerb line can be used to reinforce this; and (c) the remaining carriageway space is tracked for movement and for the provision of places where people may park their vehicles.

Figure 22. Extract from Manual for Streets showing an integrated design approach for built form and streets creating a well thought through space and street-scene for adopted roads

- The street width and length will be varied according to the prominence of the route and housing density. This will allow a range of parking types to be used and will help to vary street character.
- Streets should be designed to give priority to the disabled, pedestrians and cyclists.
- Streets should be designed to integrate tree planting within rain gardens to attenuate run-off and help green the urban environment.



Figure 23. Artistic Perspective View of Access Street (View 3 see page 49)

- ① Incorporate subtle bends and narrowing in combination with rain garden / verge design to informally manage traffic speeds
- ② Organic alignment with subtle narrowing and tightened corners, asymmetric junction design
- ③ Footpath to one side of street only where permissible to minimise amount of hard surface
- ④ Utilise the use of shared surface streets and lanes
- ⑤ Integrate rain gardens into street design as linear verges or as smaller rain gardens along side garden or between parking



Figure 24. Illustrative Masterplan Extract - Street design principles

Street Hierarchy

13.9 The proposed street hierarchy applies a two-tier network of street types, reducing in scale and business as these cascade from the access street down through to private drives on development edges.

13.10 Separate details on highways geometry and street design criteria is contained within the Access and Movement Chapter of this DAS.

13.11 Further character details for each street type can be found in the accompanying design code which should be read in conjunction with this DAS.

Access Street

13.12 The 5.5m wide access street will provide the key route into and through the Site for vehicular traffic. Direct access and formal frontage will characterise the access street which will feature a range of conditions along its length.

Internal Streets and Private Drives

13.13 Internal Streets will accommodate low levels of traffic at reduced speeds providing access to individual dwellings. These should have an intimate neighbourhood character taking advantage of low traffic speeds by introducing shared surface streets, accommodating all movement across a 4.8-6m wide paved surface.

13.14 The lowest tier of the street hierarchy are private drives. Accessed directly off Access Streets or Internal Streets, these are proposed as non-adopted elements of the Site's highway infrastructure and are designed to service a small number of properties.

Active Travel

13.15 The development concept for the Site has been designed with active travel at the forefront of the proposals.

13.16 Active travel routes provide a link from the doorstep to the wider travel network. In this way sustainable movement is provided to every property or street on the Site, and when combined with on-plot storage of cycles, will help foster and encourage the take up of walking, cycling and wheeling.

13.17 Routes through the Site allow for direct connectivity to the wider draft allocation of ASN2. The provide a series of leisure routes that connect to the countryside and edge open space.

13.18 The proposed routes link into the existing footpath network at Rectory Lane and to the PRoW connecting the wider draft allocation to the primary school and community cluster.



Figure 25. Street hierarchy and active travel plan

Turning Streets into Spaces

13.19 People spend a lot of time on streets. It's where we live, interface with our neighbours, and how we access our homes.

13.20 Therefore, streets need to be designed as spaces for people, not (just) cars.

13.21 For Land at Rectory Lane, streets should seek to achieve an overall green appearance and in the village context, provide a pedestrian-friendly environment for neighbourhood interaction, encounter, and becomes spaces for tackling loneliness and social exclusion.

13.22 The treatment, interface with and enclosure of front gardens will be an important component in achieving this. The following principles should be applied to the Site:

- Maximise the use of landscaped front garden enclosures with hedges and/or shrub planting.
- Where front gardens are small or buildings are tight against footpath/shared street provide planted privacy strips of 0.3-1m.
- Use walls to link buildings along public street edges and provide a planting strip in front. Provide shrub planting, trellises and climbing plants where possible along walls to green the street-scene.
- Encourage benches and seating within gardens, or within communal doorstep green spaces for social interaction, chat and time-out.
- Use a wide range of planting and consider seasonal changes to give interest and colour throughout the year.



Hedges provide good consistent greening and screening, better than other low shrub/perennial planting



Narrow planting strips can still contribute to greening the street scene



Estate railings in combination with hedges or shrub planting can define key corners open space frontages



Hedges and tree planting used to soften edges in front of walls and along tight front gardens



Traffic Calming

13.23 Natural traffic calming measures should be integrated into the design of the reserved matters layout and built form to avoid the necessity for engineered solutions such as raised tables. These could include:

- The use of buildings as focal points to guide movement routes, enclose spaces and create a legible place;
- Gentle narrowing/widening in the street alignment, change in geometry at corners;
- Effectively placed pockets of on-street car parking as well as raingardens on the access street;
- Optical narrowing by creating pinch points in the built form, change of surface, flush kerblines within shared street, etc.;
- Tight bends around corners;
- Change of surface - tarmac into block paved areas, or gravel drives
- Rumble strips as part of the 6m width of shared surface areas;
- The use of asymmetric street designs, especially for junctions, but also along longer stretches of road.



Examples of subtle changes in street alignment, narrowing and widening



Examples of surface changes as a traffic calming measures - on shared surface and junctions



Traffic calming is to be accommodated along the access street through the following measures:

- In-carriageway raingardens
- On-street parking
- Tightening/widening of streets into open spaces
- Direct access/activity from driveways onto the access street



Pedestrian priority should be integral to street design with shared surface streets and footpaths running across junctions.

Traffic calming features include:

- Additions of crossings near to play spaces or where an active travel route crosses the highway
- Changes in road dimension
- Change of landscape and surface
- Change in priority



Carriageways may be narrowed over short lengths to a single lane as a traffic calming feature.

Junctions will naturally slow down the traffic. The affect of junctions slowing down the traffic will be emphasised by applying different surface treatment at junction points.

This option is appropriate for lanes and private drives.

Figure 26. Traffic Calming Examples

Parking

13.24 In accordance with best practice, a mix of on-plot and on-street parking solutions should be designed as an integrated part of the design response relevant to the chosen block typology.

13.25 The amount and type of parking should form an integral part of the character of the street avoiding a street appearance that is dominated by parked cars. Vehicles need to be surveilled from ground or upper windows.

13.26 All streets should be designed to allow a proportion of on-street visitor parking. For on-street parking there should be no more than 3 parallel spaces without a break. Where applicable, parking within courtyards should be limited to no more than 6 homes.

13.27 Parking will be provided in accordance with the requirements set out in the 2020 West Sussex County Council document: Guidance on Parking at New Developments (Parking Behaviour Zone PZB1):

- 1 bed dwellings: 1.5 spaces per dwelling
- 2 bed dwellings: 1.7 spaces per dwelling
- 3 bed dwellings: 2.2 spaces per dwelling
- 4+ bed dwellings: 2.7 spaces per dwelling



Example of an informal private drive

13.28 Para 5.4 of the standards states: To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%.

13.29 Visitor parking demand is to be met via unallocated spaces at 0.2/spaces per dwelling.



Parallel

Kerbside parking parallel to street. Bays may be marked or unmarked.

Typically unallocated (must be, if on public highway).

Can also be used in shared surfaces / home zones. Vehicles enter and leave the parking space in same direction. Marked bay generally more efficient.



Front

Surface level parking bays overlooked by fronts of dwellings. Raised slightly from the street and designed to appear part of the pedestrian area with associated greening.

Spaces can be allocated to dwellings (permanently or on limited term permit) or unallocated.

Normally well overlooked and likely to be well used.



Detached Garage/ Surface Parking to side

Garage/surface parking is located to side of house, giving indirect access to dwellings. Option of accommodation over garages. May be paired with neighbour(s).

Allocated.



Private Rear Court

Grouped car ports or hard-standings around shared court, accessed between properties.

Spaces can be allocated to dwellings or unallocated.

Recommended that court serves no more than 6 dwellings (unless for apartments).

Mix of allocated and unallocated.

Figure 27. Possible Parking Types