



# BRAMBER

## Neighbourhood Plan Design Guidelines

**Final Report**

September 2019

## Limitations

This document has been prepared by AECOM Limited (“AECOM”) in accordance with its contract with Locality (the “Client”) and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Copyright © 2019 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

All maps reproduced courtesy of Ordnance Survey @ Crown copyright and database rights 2019 Ordnance Survey 0100040726

## Quality information

Project role	Name	Position	Action summary	Signature	Date
Qualifying body	Bramber Parish Council	Bramber Parish Council	Review		05.08.2019
Director / QA	Ben Castell	Technical Director	Revision and Approval of Report	BC	05.09.2019
Researcher	Giuseppe Verdone	Principal Urban Designer	Research, Site Visit and Drawings	GV	05.09.2019
	Yanny Tsang	Graduate Urban Planner		YT	

# Contents

<b>1. Introduction .....</b>	<b>6</b>	3.6. Household Extensions.....	30
1.1. Introduction.....	6	3.7. Streets Design.....	32
1.2. Objectives.....	6	3.10. Parking .....	42
1.3. Process.....	6	3.12. Landscape and Green Space.....	48
1.4. Area of Study.....	6	3.13. Views and Landmarks/Setting .....	50
1.5. Policy Context.....	8	3.14. Biodiversity .....	52
1.6. Strategic Issues .....	9	3.15. Sustainability and Eco Design .....	54
<b>2. Local Character Analysis .....</b>	<b>12</b>	<b>4. General issues to consider when presented with development proposals.....</b>	<b>64</b>
2.1. Character Areas and Settlement Pattern.....	12	<b>5. Delivery .....</b>	<b>70</b>
2.2. Heritage Assets and Environmental Designations.....	16	5.1. Delivery .....	70
<b>3. Design Guidance .....</b>	<b>20</b>		
3.1. Introduction.....	20		
3.2. Settlement Edges.....	20		
3.3. Building Forms.....	22		
3.4. Building Materials and Architectural Details .....	26		
3.5. Contemporary Take on Traditional Architecture.....	28		





Introduction

01

# 1. Introduction

This section provides general information of the Design Guideline and notes the locational and planning context of Bramber Village.

## 1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Bramber Parish Council in producing the Bramber Neighbourhood Plan.

## 1.2. Objectives

The main objectives of this report are (1) to develop design guidelines for the neighbourhood plan and in turn (2) to inform the design of future planning applications and residential developments in Bramber.

## 1.3. Process

Following an inception call and a site visit with members of the Neighbourhood Plan Steering Group, AECOM carried out a high level assessment of the village. The following steps were agreed with the Group to produce this report:

- Initial meeting and site visit;
- Urban design analysis;
- Desktop research;
- Preparation of design principles and guidelines to be used to inform future developments;
- Draft report with design guidelines, subsequently revised in response to feedback provided by Bramber Parish council; and
- Submission of final report.

This work complements a Housing Needs Assessment (HNA) prepared by AECOM for Bramber Parish Council in August 2018. The findings of the HNA are summarised in a separate study and will not be the subject of this report.

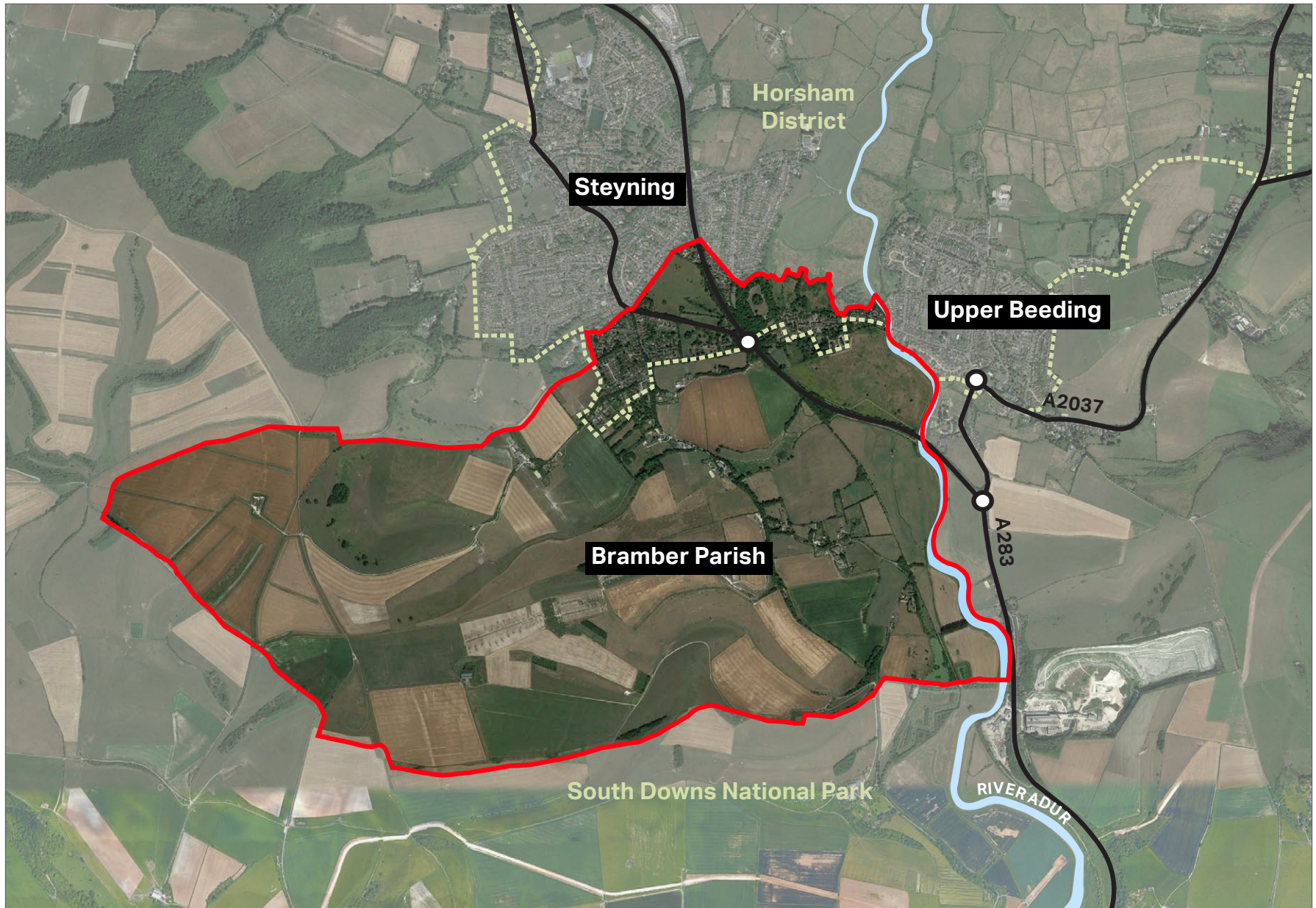
## 1.4. Area of Study

The parish and historic village of Bramber lies about 6km north of Shoreham-by-Sea, 14km northwest of Brighton and 20km south of Horsham. It benefits from a close connection to multiple strategic roads including the A283. At the 2011 census the village consisted of 350 dwellings.

The majority of the parish area falls within the South Downs National Park and is protected from intensive development for their landscape, wildlife and cultural value.

The main settlement, dating from just after the Norman Conquest, is centred around the Street at the northeastern corner of the parish, between the settlements of Steyning and Upper Beeding. The historic centre is designated as a Conservation Area. Leading off the main historic core are cul-de-sac neighbourhoods of different eras including Maudlyn to west and the hamlets of Annington and Botolphs to the south.

The village sits alongside the River Adur which forms its eastern boundary.



Designated Neighbourhood Area of Bramber Parish, shown in red (Source: Google Earth)

## 1.5. Policy Context

The Parish of Bramber is located within the administrative boundaries of Horsham District Council and the South Downs National Park Authority. The Bramber Neighbourhood Plan would therefore need to be in general conformity with the strategic policies of the Local Plan and have due regard to the emerging development documents of both authorities.

### 1.5.1. National Planning Policies

**Paragraph 172** of the revised NPPF (February 2019) attaches great weight to conserving and enhancing landscape and scenic beauty in National Parks. The scale and extent of development within these designated areas should be limited.

**Paragraph 194** of the revised NPPF also states that substantial harm to or loss of scheduled monuments should be wholly exceptional.

### 1.5.2. Horsham District Planning Framework 2015 and Local Plan Review

The Horsham District Planning Framework (HDPF) adopted in November 2015 is the most up-to-date Local Plan for the Horsham District, excluding the South Downs National Park Authority.

It sets out the planning strategy to deliver the social, economic and environmental needs of the plan area. This includes the provision of at least 16,000 homes at an average of 800 homes per annum between 2011–2031, with 1,500 homes allocated through Neighbourhood Planning in accordance with the settlement hierarchy (in addition to 750 windfall units, i.e. those arising without the need for allocations in the Local or neighbourhood plans). The policies of particular relevance to this document are highlighted below:

**Policy 3 Strategic Policy: Development Hierarchy –** supports development within towns and villages which have defined built-up areas but requires any infilling and redevelopment to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy. Bramber along with Upper Beeding is identified as the second of the settlement hierarchy as ‘small towns and large villages’.

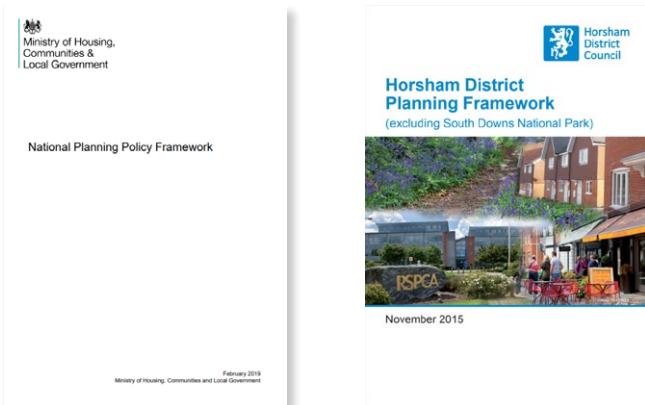
**Policy 15 Strategic Policy: Housing Provision –** expects to deliver at least 16,000 homes and associated infrastructure within the period of 2011 to 2031, at an average of 800 homes per annum within Horsham District.

**Policy 25 Strategic Policy : The Natural Environment and Landscape Character –** seeks to protect the natural environment and landscape character of the District, including the landscape, landform and development pattern, together with protected landscapes and habitats against inappropriate development.

**Policy 26 Strategic Policy: Countryside Protection –** Outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to its countryside location, and in addition meet one of the following criteria, including the provision for quite informal recreational use and enable the sustainable development of rural areas. Proposals must also be at a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, and/or conserves, and/or enhances the key features and characteristics of the landscape character area in which it is located, including:

- the development pattern of the area, its historical and ecological qualities, tranquillity and sensitivity to change;
- the pattern of woodlands, fields, hedgerows, trees, waterbodies and other features; and
- the landform of the area.

**Policy 27 Strategic Policy: Settlement Coalescence –** resists developments on landscape between settlements unless it can be demonstrated that :



The National Planning Policy Framework (Left) and the Horsham District Planning Framework (Right)



- there is no significant reduction in the openness and 'break' between settlements;
- it does not generate urbanising effects with the settlement gaps, including artificial lighting, development along key road corridors, and traffic movements;
- redevelopment of existing sites that seek to reduce the existing urbanised character and appearance of an area between settlements, particularly along road corridors, will be supported; and
- proposals that contribute to the conservation, enhancement and amenity of the countryside, including where appropriate enhancements to the Green Infrastructure network or opportunities for quiet informal recreation.

**Policy 31 Green Infrastructure and Biodiversity** – resists development that would result in the loss of existing green infrastructure unless it can be demonstrated that new opportunities will be provided that mitigate or compensate for this loss, and ensures that the ecosystem services of the area are retained.

Horsham District Council is currently reviewing its Local Plan. Once completed, the reviewed Local Plan would be adopted for the period to 2036 as the new 'Horsham District Local Plan'. A draft Issues and Options document concerning employment, tourism and sustainable rural development sections of the HDPF was published for consultation from April 2018 to May 2018. Downland Park Caravan Park in Bramber is proposed to be included in the updated built-up area boundaries.

### 1.5.3. South Downs Local Plan 2014-2033

The South Downs National Park Authority has recently adopted its first Local Plan in July 2019. The policy of particular relevance to this document is **Policy SD5 Design**, which requires development to be landscape-led, of sensitive and high quality design and make positive contributions to the overall character and appearance of the area. It also requires development to achieve effective and high quality routes for people and wildlife. The Plan also notes the significance of historic buildings of Bramber village which marks the northern entrance to the national park.



## 1.6. Strategic Issues

Members of the neighbourhood planning group were invited to share their knowledge of the Bramber Parish during an inception meeting and site visit on 12th June 2019. The observations made along with the results from a recent residents survey have been used to inform this Design Guide.

Three key aspirations for Bramber identified are summarized below:

- Providing a variety of homes to meet the needs of an ageing population and young families;
- Maintaining and enhancing the unique character and identity of Bramber's vernacular heritage and tranquil landscape; and
- Improving accessibility to services through the provision of active travel infrastructure and public transport.

These strategic issues have informed the preparation of this Design Guideline.





**Local Character Analysis**

**02**

## 2. Local Character Analysis

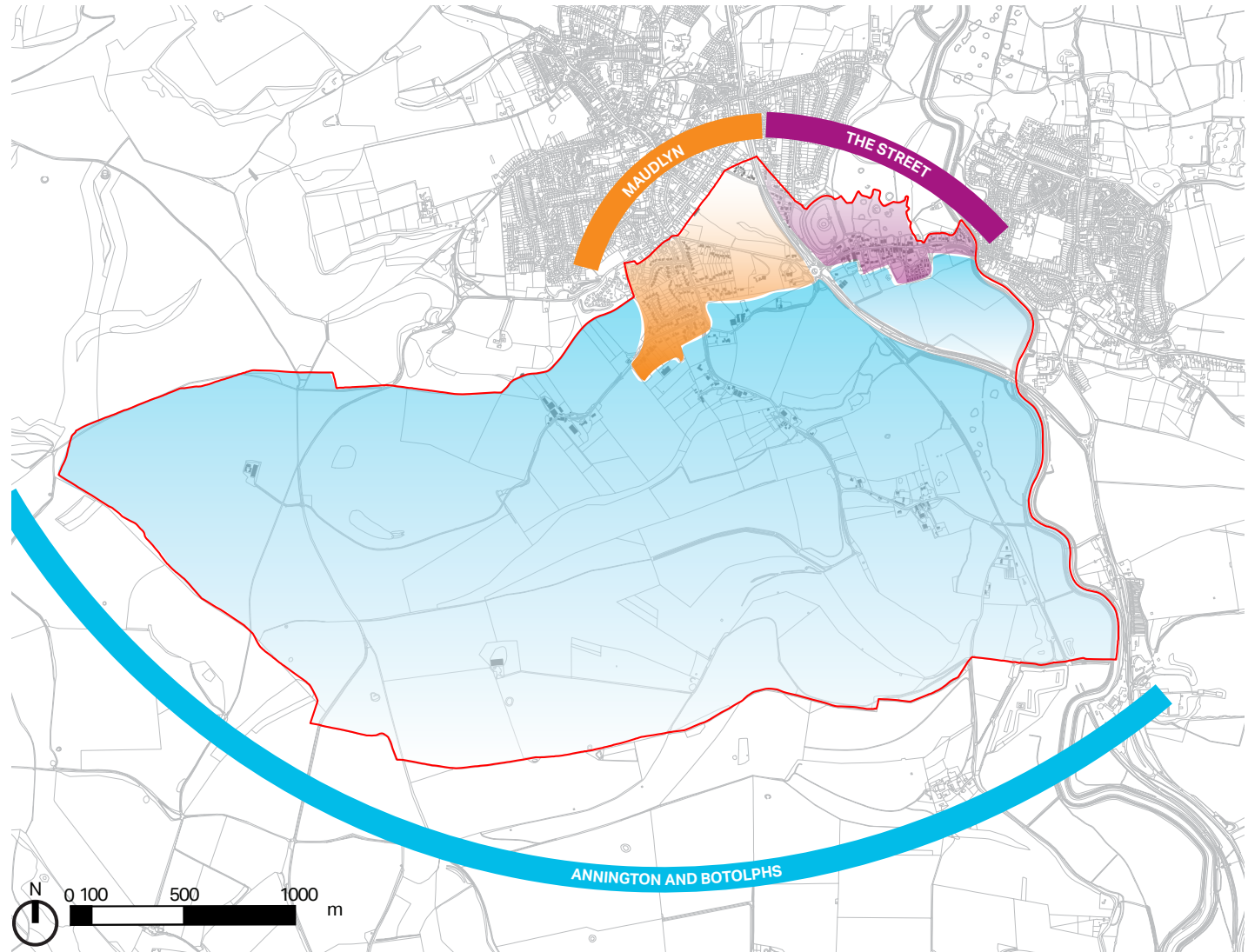
This section outlines the spatial and contextual character of Bramber.

### 2.1. Character Areas and Settlement Pattern

Three distinct areas have been identified within the Bramber Neighbourhood Plan Area based on their landscape and townscape characters. The character areas are:

- **The Street**, the historic core of Bramber;
- **Maudlyn**, a residential neighbourhood west of the A283; and
- **Annington and Botolphs**, which consists of the rolling landscape of the South Downs National Park and dispersed farmsteads.

The morphology and key features of each Character Area are detailed below.



Character Areas in Bramber

## The Street

The historic centre of Bramber is a linear and narrow settlement formed along an ancient causeway named 'the Street'. Its development pattern is heavily influenced by Bramber's hilly topography and various natural features, including the River Adur to the east and Bramber Brooks to the north. It is contained from further development by trees and ditches to the north and south.

This part of the village exhibits a strong townscape character as evident from its designation as a Conservation Area and various heritage listings within the neighbourhood. One of the most prominent landmarks is Bramber Castle, which is a Grade I listed structure and a Scheduled Monument of Norman Origin. It is set on a small hill and can be viewed from afar including from the South Downs National Park. Along the Street are buildings of a variety of styles and ages, including vernacular houses from the 16th and 17th century and well-designed modern infill developments and extensions which provides visual contrast. They are often with no or little setbacks and provide a sense of enclosure to the Street. Where buildings are set back from the road with driveways and enclosed gardens, it is bordered with hedges, low stone walls and soft landscaping.

The curvilinear layout of the Street provides an unfolding and sequential view. Spaces between buildings and wooded areas also allow important glimpses across to the Downs.

This area contains churches, restaurants, hotels, a public car park and residential dwellings.



Use of low stone walls as boundaries along the Street



The Street exhibits buildings of a variety of styles and ages



Enclosed neighbourhood formed along the Street in a linear pattern

## Maudlyn

Maudlyn is a relatively dense neighbourhood west of the A283. It predominantly consists of large modern residential dwellings of cul-de-sacs branching away from the main road. It was originally known as Bidlington. The common housing typologies are bungalows, semi-detached and detached housing. Recesses of varying depths in the building line enable the formation of some large front gardens or yards. Access roads in the Maudlyn area are usually enclosed by tall trees and hedges on both sides.

Towards the A283 are predominantly Grade II farmhouses and houses in extremely large land plots, including Burletts, Maudlin Cottage and Maudlin Farmhouse.

The neighbourhood is marked by two wooded green spaces, Home Lane and Mount park.



Bungalows in Maudlyn



Large private gardens in Maudlyn



Maudlyn as a residential neighbourhood with cul-de-sacs layout

### Annington and Botolphs

Outside the main built-up areas of Bramber are the neighbourhoods of Annington and Botolphs which are characterised by dispersed farmsteads. Apart from the strong presence of a farming community, there are also some large private houses clustered in Botolphs along Annington Road and a small business park. This part of the parish falls within the South Downs National Park and is of high landscape value.



Large private houses in Botolphs



Grade I Listed Parish Church of St Botolph

## 2.2. Heritage Assets and Environmental Designations

The historic centre of Bramber to the north was designated as a Conservation Area in 1997. It contains several listed buildings and structures, including three Grade I listed buildings of the Bramber Castle Ruins (which is also a Scheduled Monument), the Parish Church of St Nicholas and St Mary's House. To the immediate north of the Bramber Conservation Area is a group of Salterns and a possible moat which are safeguarded as Scheduled Monuments.

Outside of the Conservation Area, the neighbourhood of Maudlyn and Annington also contains several Grade II listed houses. The Grade I listed St Botolph's Church is also located in this part of the Parish.

To the south of the Conservation Area are gentle rolling farmlands of the South Downs National Park.

Areas adjacent to River Adur to the east of the Parish falls within Flood Zone 3 and are subject to high probability of flooding .



The Parish Church of St Nicholas



St Mary's House, timber-framed.



Bramber Castle gatehouse-keep





Map showing the Conservation Area of Bramber



BRAMBER  
FOX

The Castle Inn Hotel  
Kitchen & Bar  
Open All Day From 07:00  
Teas & Coffees in or out  
Breakfast | Lunch | Dinner  
All Rooms En-Suite

HOTEL

Castle Inn Hotel



**Design Guidance**

**03**

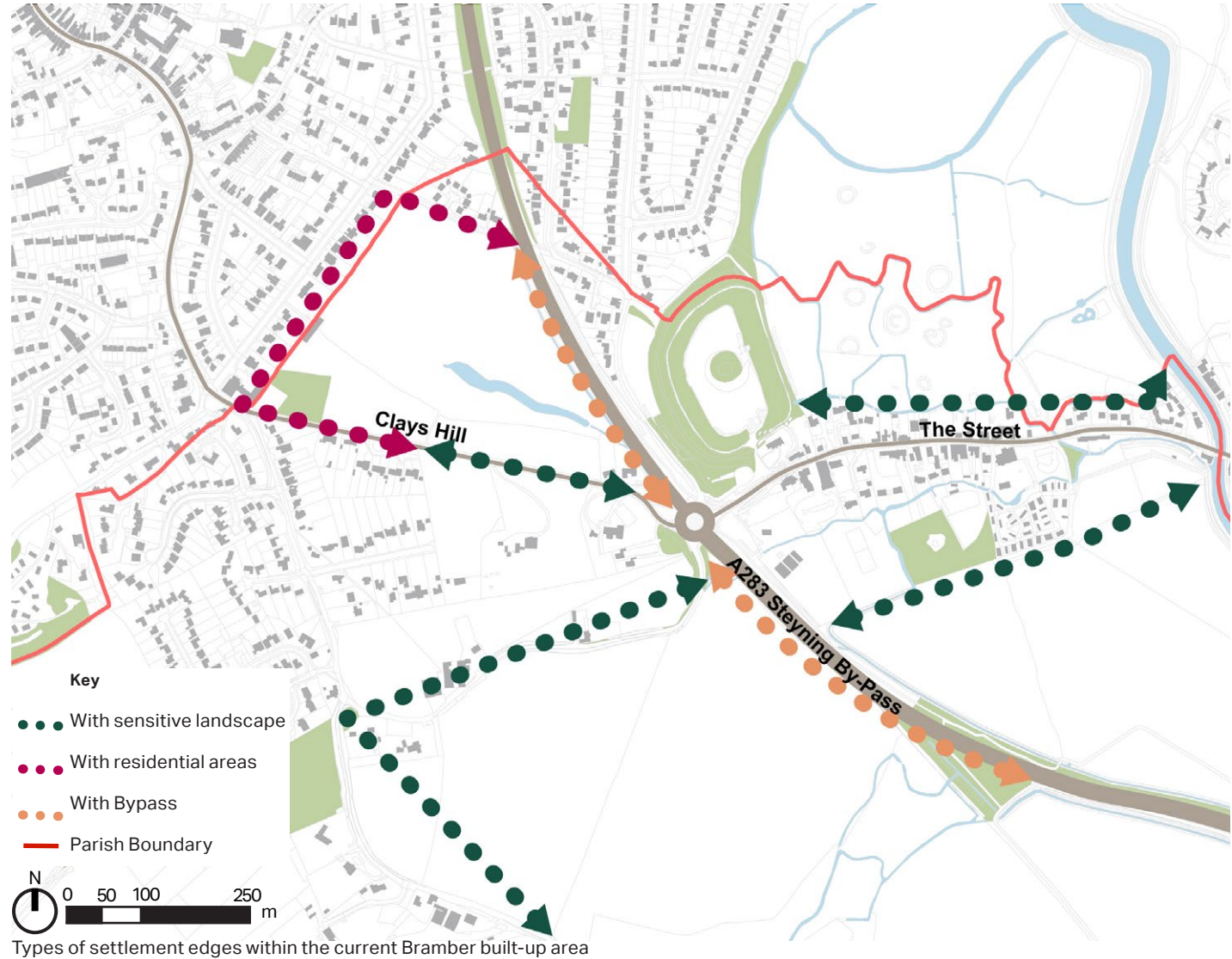
# 3. Design Guidance

## 3.1. Introduction

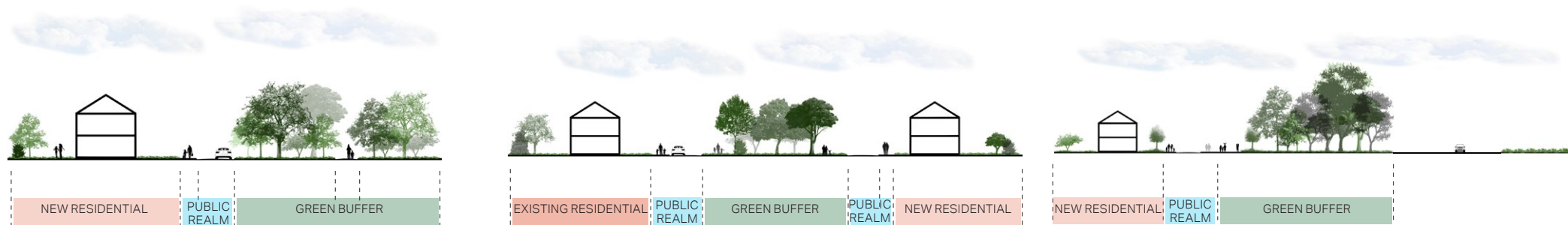
The aim of this Design Guidance is to ensure that future development considers local character and gives thought as to how it might enhance the existing tranquil character of Bramber by creating high quality places, thriving communities and prosperous places to live. These guidelines advocate character-led design which responds to and enhances the existing townscape. Reference to context does not mean to copy or replicate in a pastiche manner but refers to taking inspiration and influence from surrounding precedence and forming a contemporary design synthesis in harmony with the surroundings and the local vernacular.

## 3.2. Settlement Edges

Bramber adjoins sensitive landscape and is closely situated with adjacent neighbourhoods. It is therefore important for any potential urban extensions to consider how it could enhance the gradual transition of different interfaces.



Below sets out some general guidelines that should be considered at different types of edges. The identified types of edges are:



### Edges facing sensitive landscape

- Back fences should not border the countryside in order to avoid a harsh and unattractive edge to new development;
- New development should provide a positive edge which has a clear and well defined external image;
- Frontages should have strong architectural forms and careful detailing, in view of their prominence;
- Planting should be used to soften the mass of the built form. For example, a 'semi-natural' strip of planting of around 50 metres would be adequate for 2 rows of trees with a woodland footpath between; and
- The transition from urban to rural will need to be gradual and green.

### Edges facing existing residential areas

- New buildings should respect the character, height and mass of adjacent homes;
- Green buffers can be a satisfactory transition between old and new neighbourhoods. This could take the form of a 'semi-natural' woodland strip, as above, or more formal open space like playing fields. This is particularly important where new residential buildings will face existing residential properties that until now back onto open fields;
- It may be appropriate for the back gardens of new homes to back onto existing back gardens. In these cases, there should be a minimum distance of 20 metres between the back wall of dwellings; and
- Bramber needs to be recognised as a distinctive community with its own character. Development proposals would need to avoid the village from being subsumed into adjacent neighbourhoods of Steyning and Upper Beeding.

### Edges facing the bypass

- The impact of traffic noise will need to be addressed in development proposals, ensuring there will be not be an observed adverse effect after mitigation;
- Site promoters will be expected to provide suitable noise mitigation, which could include, for example, barriers, planting or non-residential buildings; and
- The edge should be softened with planting, avoiding a harsh fence, given that this edge will be so prominent.

### 3.3. Building Forms

Bramber predominantly consists of detached houses (64% including bungalows) with some semi-detached houses (17%) of larger size. They vary between one and two storeys, although in the historic centre there are occasionally some three-storey houses and hotels.

The Housing Needs Assessment shows that there are needs for homes suited to the elderly, such as bungalows and smaller homes, that will enable older residents to downsize and release dwellings for younger households.

Roofline in Bramber varies, with a considerable mix of half-hipped, hipped, pitched and gabled roofs. The variation of architectural details reflects the historic development of Bramber and provides visual contrast. Dormer windows on the front elevation and chimneys could be found in buildings within the historic centre.

Building frontages at the Street predominantly face the road albeit examples of perpendicular placement exist. Buildings are located either directly on the road/pavement or with minimal relief afforded by small planted areas. Frontages on the whole are well maintained throughout Bramber.

Outside of the Street, dwellings predominantly include front gardens of varying depths. The contoured topography of the settlement creates an upper and lower side to houses at the Ridings and Coombe Drove, with sloped access to dwelling common place.



Historic Streetscape along the Street showing a dynamic roofline accented by the gentle rolling topography of the settlement



Contemporary semi-detached developments along the Street



Sloped access to houses at the Ridings

Below sets out general approach to buildings that apply to all character areas:

### Building mass, height and roofline

- Buildings should be sympathetic in scale to the surrounding context. In the historic centre, they should be no higher than 3 storeys. Outside of the Street, they should usually not pass 2.5 storeys;
- Subtle variation in height is encouraged to add visual interest, such as altering eaves and ridge heights. Another way of doing it could be by variation of frontage widths and plan forms. The application of a uniform building type throughout a development should be avoided;
- The massing of new buildings should ensure adequate privacy and access to natural light for their occupants, and avoid over shadowing existing buildings;
- The scale of the roof should always be in proportion with the dimension of the building itself;
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process; and
- Locally traditional roof detailing elements should be considered and implemented where possible in cases of new developments.

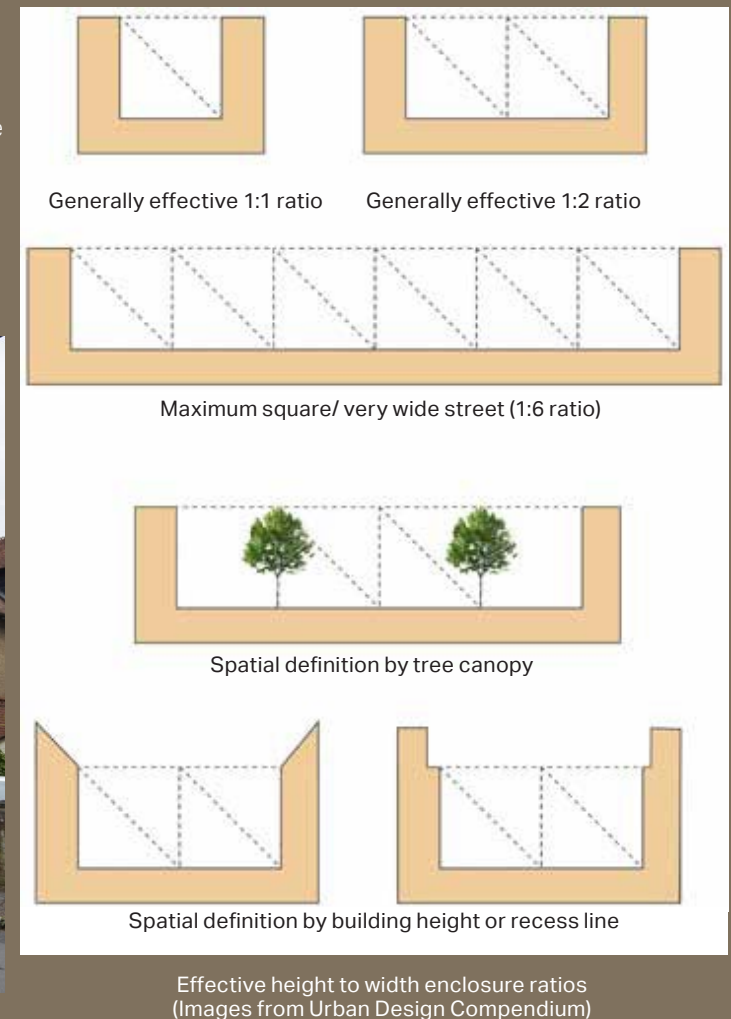
### Enclosure

Collectively buildings define proportions of public spaces and streets. Clearly defined spaces help in achieving cohesive and attractive urban form, and help in creating an appropriate sense of enclosure.

Future developments should have an appropriate ratio between the width of the street and the building height as suggested in the Urban Design Compendium (right).



Use of varied facade and roofs creates visual interest



In the existing built-up area of Bramber, which consists of the character area of **the Street** and **Maudlyn**:

### Building Line and Frontage

- Buildings should be aligned along the street with their main facade and entrance facing it where possible to ensure that streets and public spaces have good levels of natural surveillance. The use of blank and passive façades should be avoided;
- Building lines should be responsive to settlement topography. It should have subtle variations in the form of recesses and protrusions but generally form a unified whole;
- Soft landscaping, such as the use of grass verges, should be incorporated into new development in areas where buildings are set back from the road. Front gardens should be included where this is characteristic of the area, particularly in Maudlyn; and
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers.

### Corner Treatment

- When buildings face onto the corner, there should be habitable room windows, and where possible entrance doors, facing both sides to create activity and surveillance by overlooking the street; and
- Buildings at the corner, if appropriate, can be taller or decorated with distinctive architecture element.



Soft landscaping in Maudlyn contributes to its suburban character

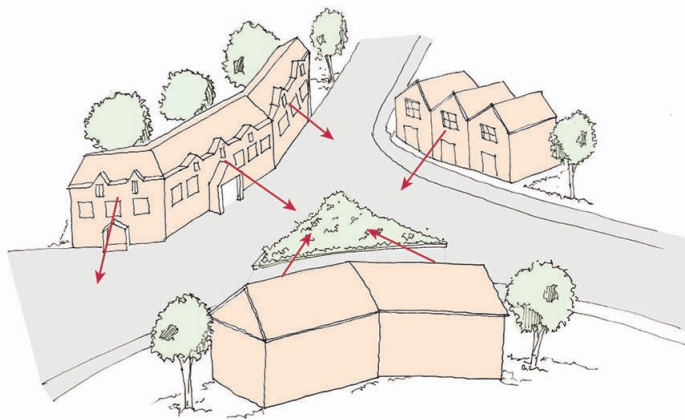


Active frontages and generally continuous building line along the Street provides a sense of enclosure





Example of effective corner treatment in Bramber



Active corner treatments provides natural surveillance



Linked dwellings at the corner with articulation of the built form and windows opening onto both frontages

## 3.4. Building Materials and Architectural Details

The materials and architectural detailing used throughout Bramber contribute to the historic character of the area and the local vernacular. The common material palette used binds the aesthetics and character of developments of different ages. It is therefore important that the materials used in proposed development are of a high quality and reinforce local distinctiveness. Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

This page includes examples of building material and architectural details that contribute to the local vernacular of Bramber which could be used to inform future development.

### Roof/Upper Storey Materials and Features



HUNG TILE



PANTILES ON ROOF



HIP DORMER



PITCHED DORMER

### Facade Materials and Features



RED BRICK



FLINT INFILL WITH BRICK TRIM



HALF-TIMBER FRAME



CREAM RENDER

### Pavement Materials



HERRINGBONE BRICK



GRANITE KERB



STONE FLAGS



GRAVEL



WHITE WEATHERBOARD AND HUNG TILE ON UPPER FLOOR



USE OF VEGETATION AND FLINT WALL AS BOUNDARIES



DETAILED PORCHES



DECORATED HANGING SIGN



DETAILED FACADE



SHORT CHIMNEYS



BAY WINDOWS

### 3.5. Contemporary Take on Traditional Architecture

Within the parish there are a few examples of successful contemporary architecture. Although their design is contemporary, they demonstrate an intelligent understanding of materials, massing, and local traditional architecture that blends harmoniously with their physical context. It is suggested that this trend continues to further expand with additional eco-design features incorporated in future developments.



Contemporary detached housing development in Maudlyn in brick and render with varying protrusions, large windows and soft landscaping



Contemporary detached housing development in Botolphs in off white render using eco-design features including green roofs



Contemporary semi-detached housing development at the Street using different materials to create visual interest

## 3.6. Household Extensions

- The original building should remain the dominant element of the property regardless of the amount of extensions. The newly built extension should not overwhelm the building from any given point;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided;
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate;
- Extensions should consider the materials, architectural features, window sizes, and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building;
- In case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new; and
- In case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.

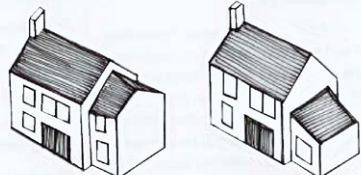


Household extension along the Street which is set back from the front of the main building (Source: Google Earth)



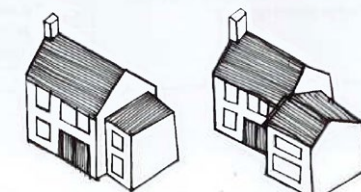
Extension at Tollgate Restaurant which uses consistent materials and architectural features to the main building (Source: Google Earth)

✓



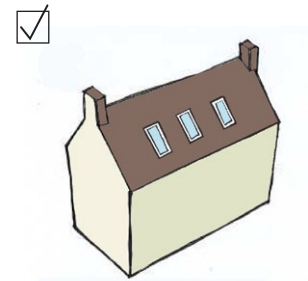
Good example for side extensions, respecting existing building scale, massing and building line.

✗

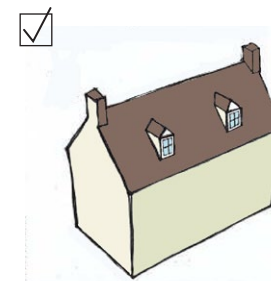


Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.

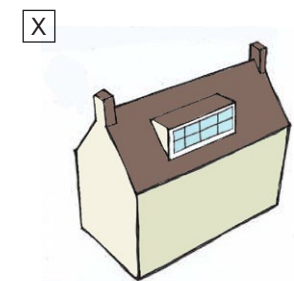
**Design treatment in case of loft conversion:**



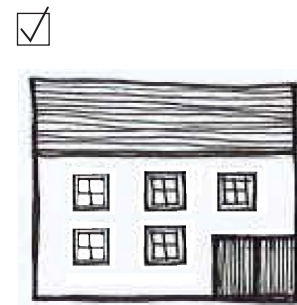
Loft conversion incorporating skylights.



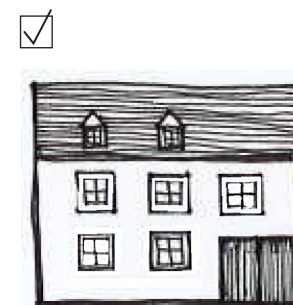
Loft conversion incorporating gabled dormers.



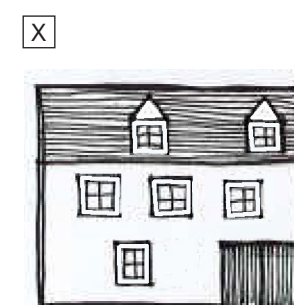
Loft conversion incorporating a long shed dormer which is out of scale with the original building.



Original roofline of an existing building.



Loft conversion incorporating gabled dormers.



Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.

### 3.7. Streets Design

Within Bramber, the street layout is reflective of its historic development and topography. The A283 Steyning By-Pass is the principal route which connects Bramber to major towns including Shoreham-by-Sea. Branching out are secondary streets of the Street, Clays Hill, Maudlyn Lane and Annington Road.

The existing street pattern in Bramber is dominated by cul-de-sacs in residential neighbourhoods, particularly in the character area of Maudlyn. A number of national trails and Public Rights of Way also run through Bramber.

Outside of the built-up area are rural narrow lanes with an enclosed character bounded by tall hedgerows.



Part of Annington Road in the rural area is enclosed with hedgerows (Source: Google Earth)



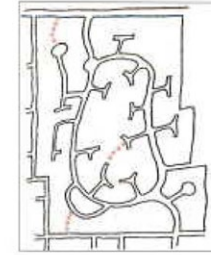
Dominance of cul-de-sacs in Bramber, particularly in Maudlyn



In this layout the journey from A to B is a long convoluted one. It does not allow for easy pedestrian journeys to neighbouring facilities, making a car trip more likely to get from A to B



In this layout the journey from A to B is short, legible and direct. It encourages pedestrian journeys to local facilities as the preferred option



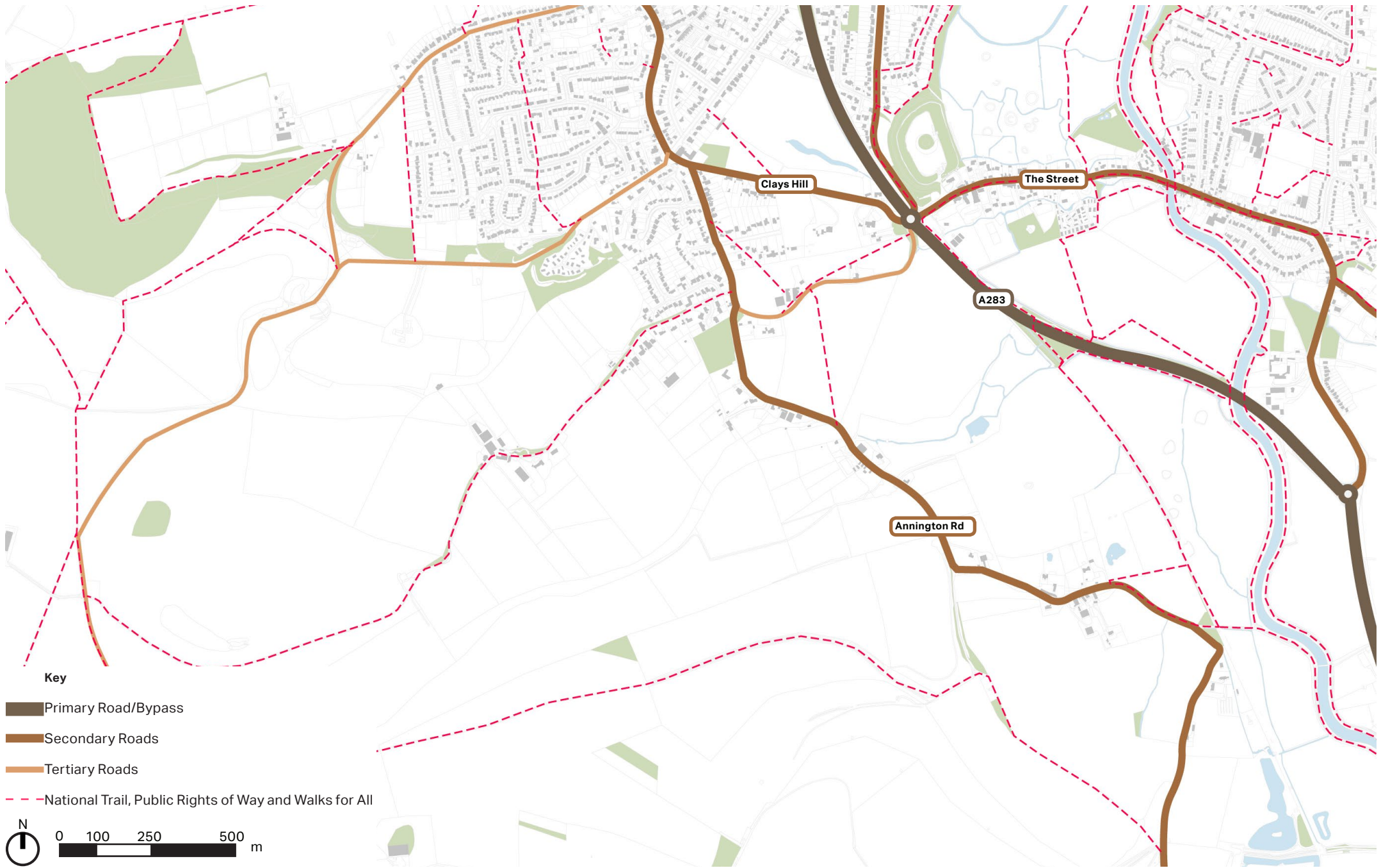
Pedestrian routes introduced to overcome poor connections often result in routes which are not overlooked and are unattractive to pedestrians



Pedestrian-only routes should be designed as an integral part of the street network, as here

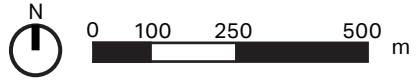
Case Studies of Street Layouts (Source: Better Places to Live)





Key

- Primary Road/Bypass
- Secondary Roads
- Tertiary Roads
- National Trail, Public Rights of Way and Walks for All



Street Hierarchy in Bramber

Although the existing street layout of Bramber is dominated by cul-de-sacs, current best practice favours a permeable and interconnected street layout. With Bramber's semi-rural character in mind, it is considered that a connected approach of future streets will remain appropriate and should be adopted where possible for the following reasons:

- An interconnected street layout allows traffic to be distributed more evenly across the network and reduce congestion, which is a long standing concern of Bramber;
- Permeable streets encourage the use of active travel including walking and cycling and generates a higher level of pedestrian activity. This would promote chances of social interactions and enhance natural surveillance at a street level. This contributes to the goal of Bramber in becoming a sustainable and walkable neighbourhood; and
- The use of a connected pattern promotes accessibility of public transport, services and emergency vehicles. It reduces operation time and speeds response times required which is considered to be important in light of the ageing population in Bramber.

Street design of new housing proposals should therefore follow the principles below:

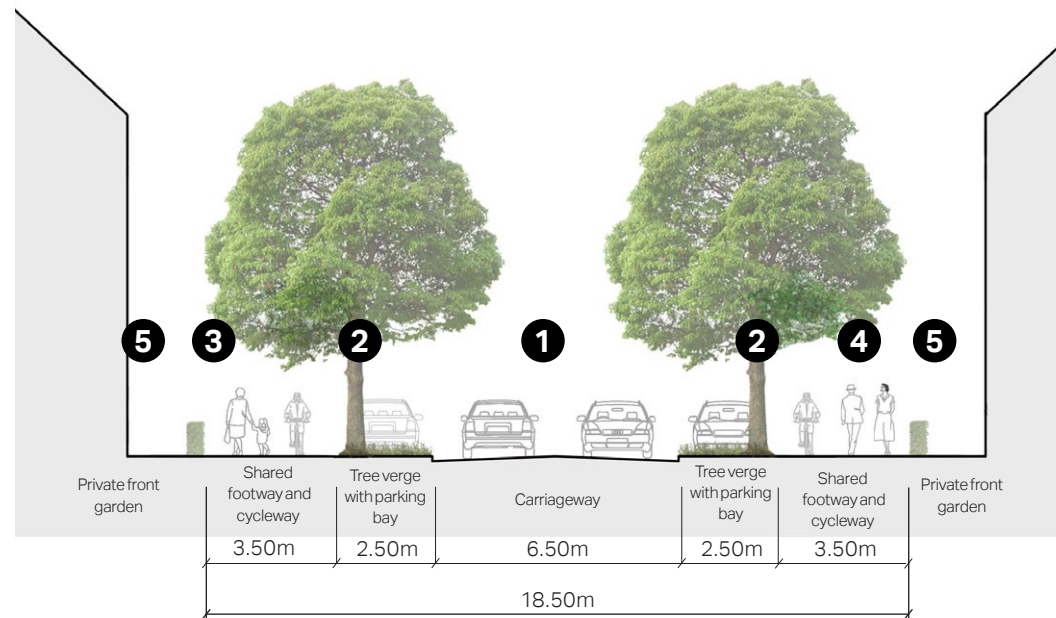
- Street layouts within development sites should be permeable where possible and should connect to the wider area and to public footpaths;
- Street layout should be clear, legible and respond to the topography of Bramber;
- Streets must meet the technical highways requirements as well as be considered a 'place' to be used by all, not just motor vehicles. It is essential that the design of new development should include streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable public transport users. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles;
- Within the settlement boundaries, streets should not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind, and may introduce a range of traffic calming measures;
- New streets should tend to be linear with gentle meandering, providing interest and evolving views while helping with orientation. Routes should be laid out in a permeable pattern allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide onward pedestrian links;

- The distribution of land uses should respect the general character of the area and street network, and take into account the degree of isolation, lack of light pollution, and levels of tranquillity. Pedestrian access to properties should be from main roads where possible; and
- Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.

The next pages introduce suggested guidelines and design features including a range of indicative dimensions for street types in the new residential areas.

## Primary Roads

- Primary roads are the widest neighbourhood roads and constitute the main accesses connecting the neighbourhoods with each other. They are also the main routes used for utility and emergency vehicles, as well as buses if any;
- The design and character of primary roads must strike an optimum balance between their place-making role at the heart of the new community and their role as supporting through routes;
- Primary roads must be defined by strong building lines with generous set-backs. Blank frontages must be avoided. The quality of the public realm must be of a high standard and consistent throughout the whole primary road, for example through the planting of trees and/or green verges along the road;
- Because primary roads are designed for comparatively higher speed and traffic volumes, they are more appropriate locations for cycle ways that are segregated from traffic, for instance in the form of green ways shared between cyclists and pedestrians; and
- Direct access to individual residential car parking must be avoided.

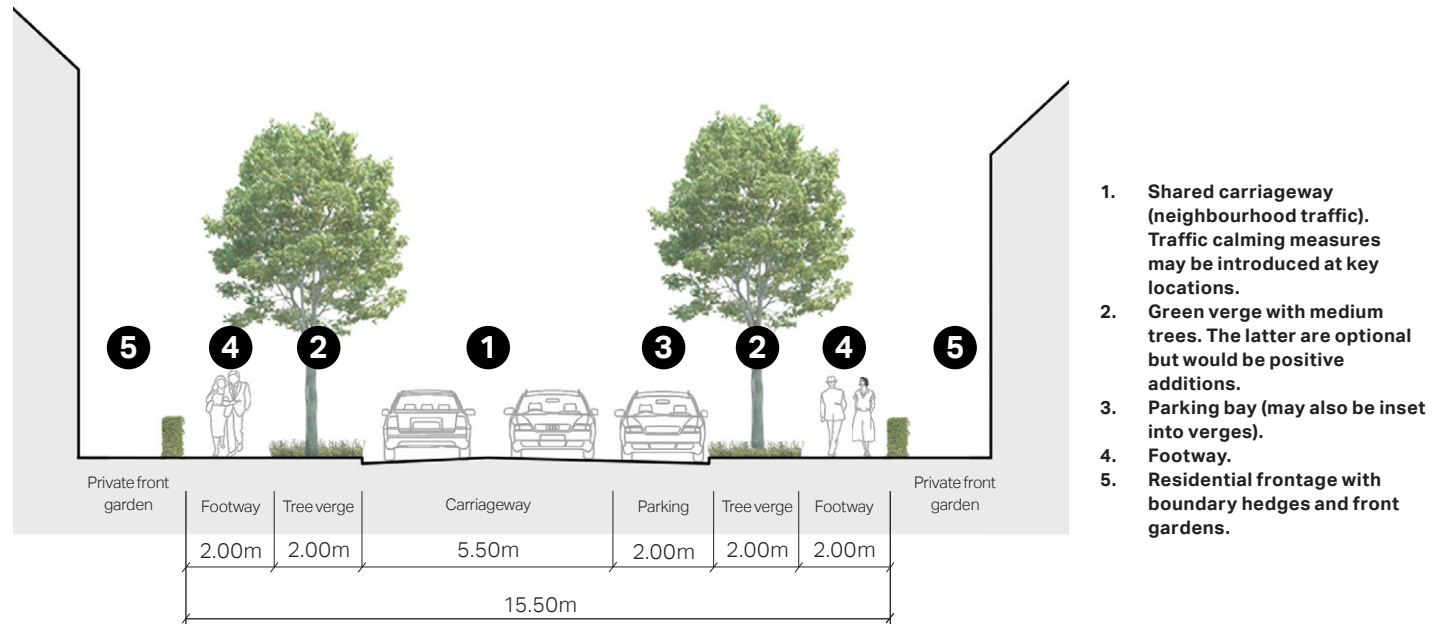


1. Carriageway (village-wide traffic).
2. Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
3. Shared footway and cycleway - cyclists to be segregated from vehicle traffic.
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

Section showing indicative dimensions for primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate.

## Secondary Roads

- Secondary roads provide access between primary roads and neighbourhoods and clusters. They should emphasise the human scale and be designed for lower traffic volumes compared to primary roads;
- Secondary roads should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. They may also include tree verges on one or both sides. On-street parking may consist either in marked bays or spaces inset into green verges; and
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.



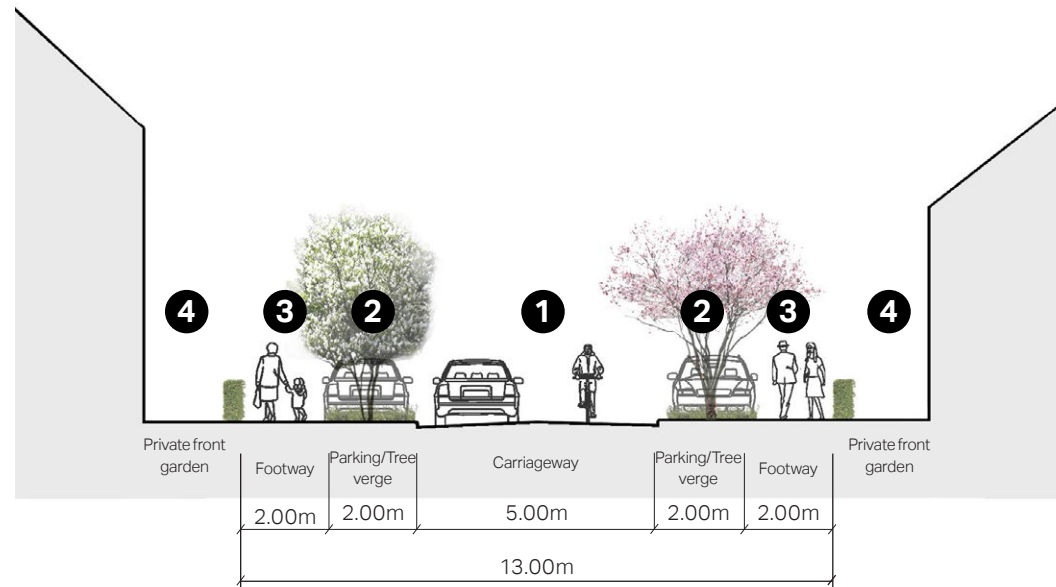
Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges.



Example of a secondary road (The Street) in Bramber (Source: Google Earth)

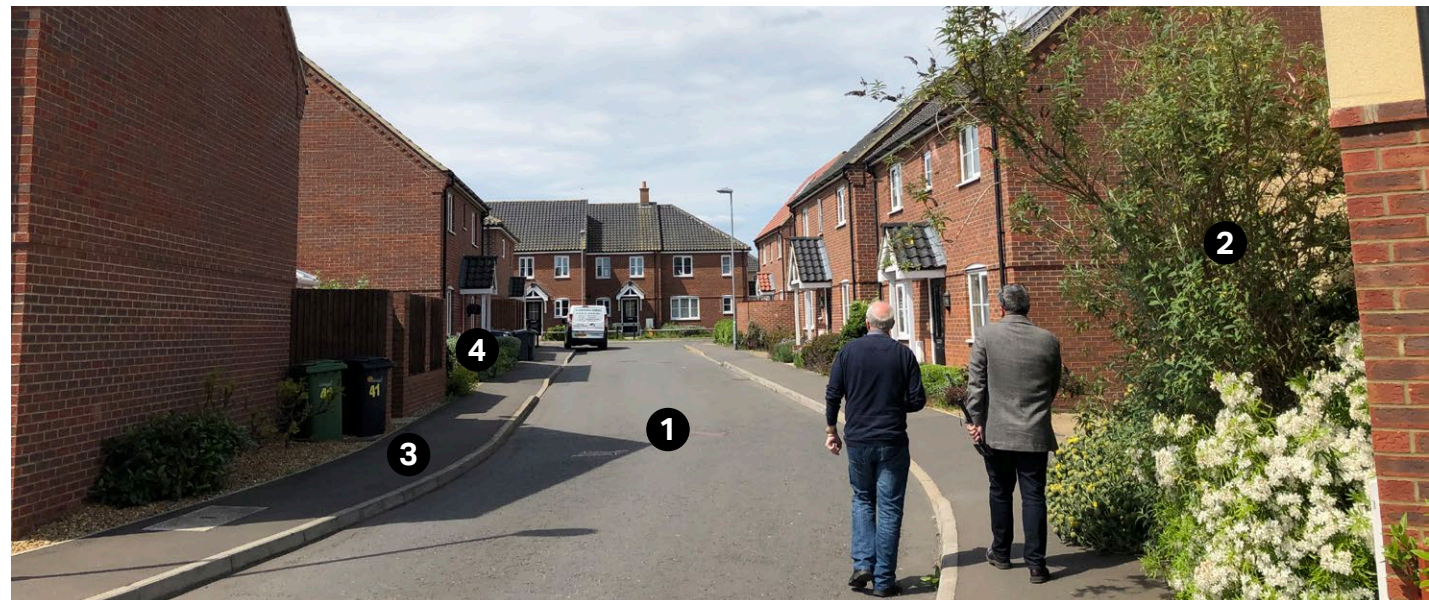
### Tertiary Roads

- Tertiary roads have a strong residential character and provide direct access to residences from the secondary roads. They should be designed for low traffic volumes and low speed; and
- Carriageways should accommodate two-way traffic and parking bays on both sides. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays. These roads should also accommodate footways with a 2m minimum width on either side, and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.



1. **Shared carriageway (local access).** Traffic calming measures may be introduced at key locations.
2. **Green verge with small trees.** The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. **Footway.**
4. **Residential frontage with boundary hedges and front gardens.**

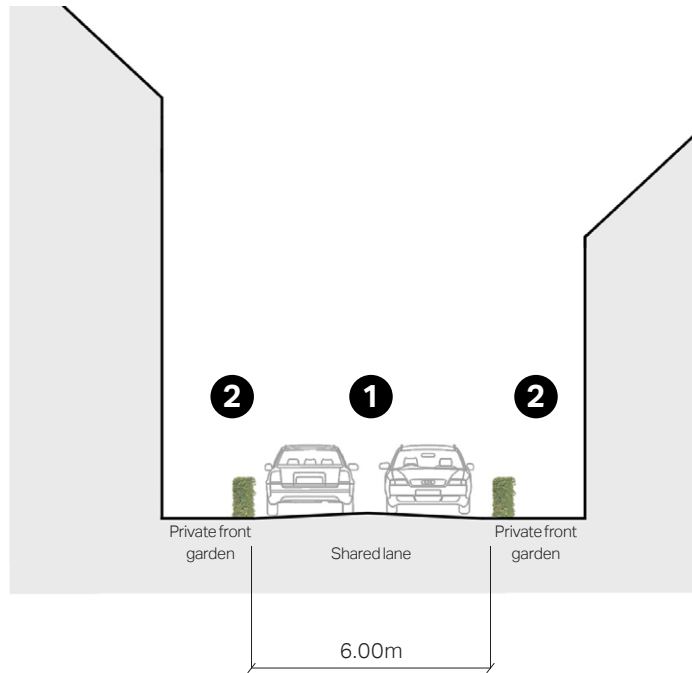
Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides.



Tertiary road framed with footpaths on both sides.

### Lanes/Private Drives

- Lanes and private drives are the access only types of streets that usually serve a small number of houses. They should be minimum 6m wide and serve all types of transport modes including walking and cycling, and allow sufficient space for parking manoeuvre; and
- Lanes and private drives should be bordered by hedges and/or private gardens to soften the landscape.



1. Shared lane (local vehicle access, cyclists, and pedestrians).
2. Residential frontage with front hedges and gardens

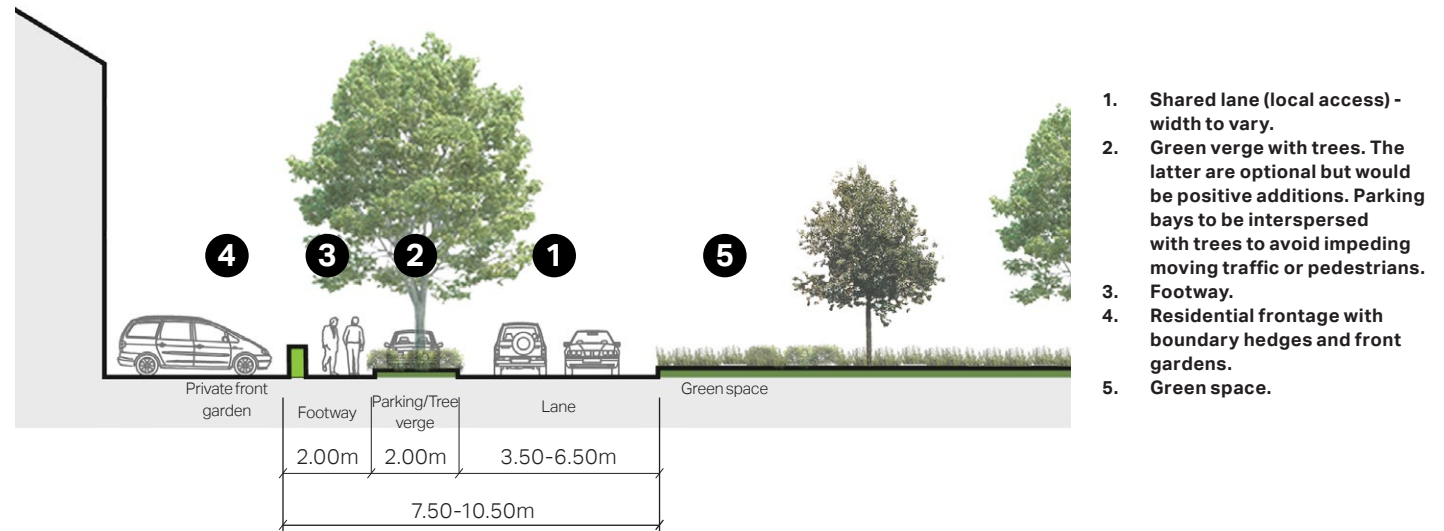
Section showing indicative dimensions for lanes and private drives.



Front gardens soften the landscape

## Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.



Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.



Examples of edge lanes in Dorchester, with low-speed roads shared between motor vehicles and cyclists, and opportunities for on-street parking (note: some localities may prefer clearly defined footways and parking bays).

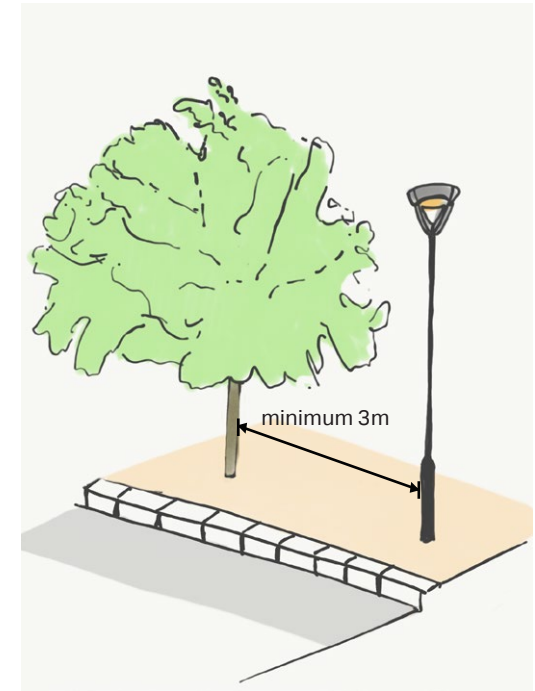
## Trees on Street

Trees on streets contributes to the suburban character of Bramber and enhance its valued landscape. While at each location the position and size of trees should be considered in detail, the following are general principles to observe while placing trees as part of the street scene:

- Aim to preserve large size trees and consider using these as landmarks where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest long term impact;
- Size of tree pit should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Allow for vehicular circulation sight lines;
- Trees should be located a minimum of three metres away from street lights;
- Create a tree palette according to the place, the tree's needs as well as the maintenance regime; and
- Aim to mix and match the species to ensure resilience and avoid cross contamination should disease break out on one type.



Diagram showing a typical neighbourhood junction with trees and their relationship with properties, parking spaces as well as tree-pit and verge sizes (dimensions shown in metres)



When placed in close proximity to street lights, trees can create areas of shadow and cause damage to the lighting due to branch movement. Lighting placed too close to the trees would also disturb the natural cycle for wildlife.



## Street Furniture and Paving Materials

- The appearance of street furniture elements should be coordinated and contribute to the overall public realm and placemaking strategy;
- Opportunities should be sought to consolidate different functions, for example by combining lighting columns with electric vehicle charging points;
- Public seating must be provided in convenient locations at regular intervals, especially in high footfall areas. The siting must not impede pedestrian desire lines or conflict with kerbside activities such as loading, refuse collection, and parking;
- Variations in materials, colours, and textures can be used to define boundaries between different highway uses - pavements, parking bays, cycleways, and carriageway. Special care should be taken when considering finishes and textures to avoid impeding the mobility and safety of disabled and visually impaired users; and
- Permeable pavements should be considered at appropriate locations to mitigate surface water flood risk and create visual harmony.



Bus stop in Bramber which also provides street lighting and flower pots



Examples of permeable paving materials

## 3.10. Parking

Car ownership in Bramber is high due to its rural location. It has led to congestion and hazards within Bramber particularly along the Street and Castle Lane, where public car parks are often full and visitors vehicles are spilled over onto the surrounding residential roads. Along the Street, this is worsened by the lack of off-street parking of some older properties.

While it is the aspiration of the Neighbourhood Plan to promote sustainable travel supported by public transport and the provision of additional walking and cycling infrastructure, an appropriate amount of resident and visitor car parking space would still be needed within Bramber.

The following principles should be considered while designing parking spaces in Bramber:

- When needed, residential car parking can be a mix of on-plot side, front, garage, and courtyard parking. If it is demonstrated appropriate, it could be complemented by on-street parking.
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable.
- Car parking design should be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving.

- When placing parking at the front, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials.
- The needs of electric vehicle charging should be considered in public car parking spaces.

The following pages provide an array of complementary car parking solutions that can be employed in Bramber.

All new parking should be designed in accordance to the policy of the relevant authorities, including but not limited to West Sussex County Council's Guidance for Parking in New Residential Developments. Within the South Downs National Park, they should be designed into the overall streetscape in accordance with Policy SD43 through landscaping features and sustainable drainage systems with minimum landscape and biodiversity impacts.



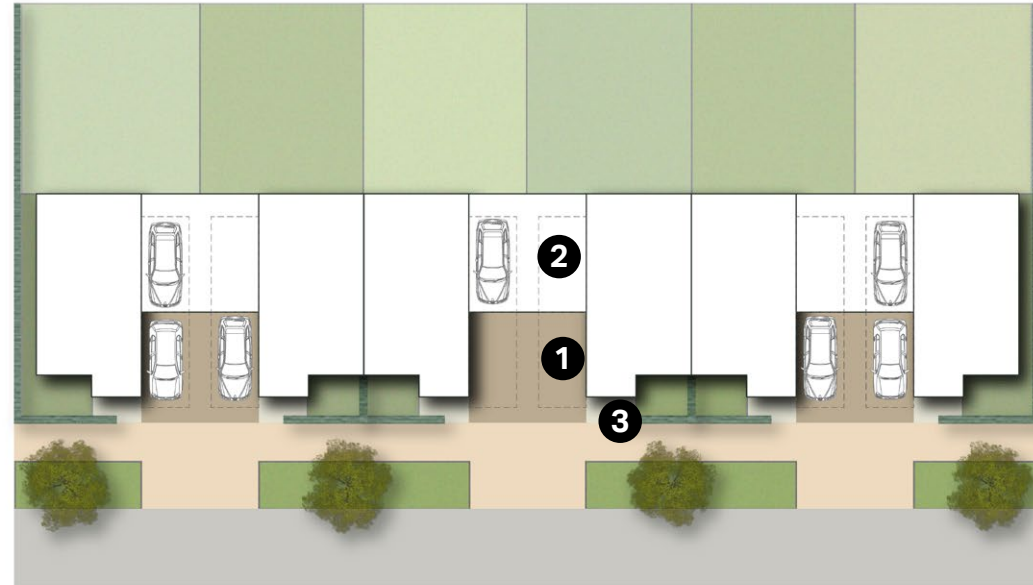
Congestion along the Street (Source: Bramber Parish Council)



Inset parking with electric vehicle charging points.

### On-Plot Garages

- Where provided, garages should be designed either as free standing structures or as additive form to the main building. In both situations, it should reflect the architectural style of the main building, and visually be an integral part of it rather than a mismatched unit;
- Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they should be designed accordingly;
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space; and
- Considerations should be given to the integration of bicycle parking and/or waste storage into garages.

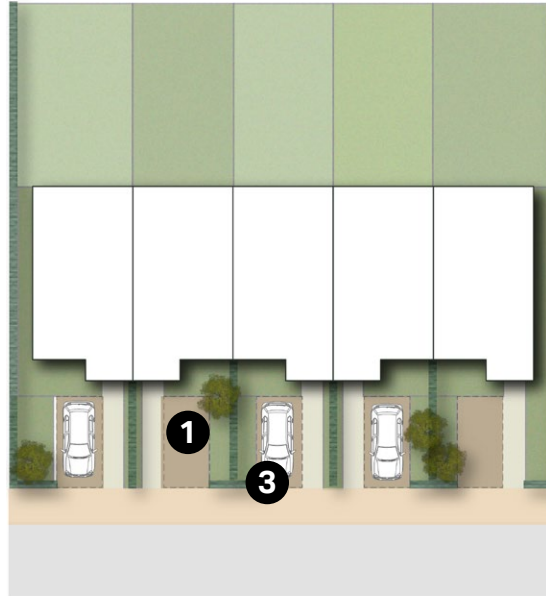


Illustrative diagram showing an indicative layout of on-plot side parking.

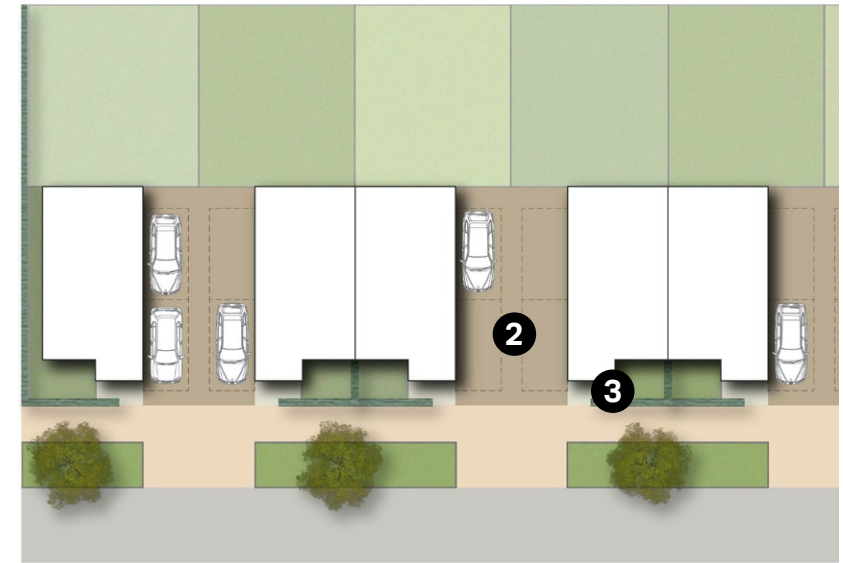
- 1. Side parking set back from the main building line. Permeable pavement to be used whenever possible.**
- 2. Garage structure set back from main building line. Height to be no higher than the main roofline.**
- 3. Boundary hedges to screen vehicles and parking spaces.**

### On-Plot Side or Front Parking

- High-quality and well-designed soft landscaping should be used to enhance the attractiveness of on-plot parking. Front garden depth from pavement back should be sufficient for a large family car;
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high quality paving materials between the private and public space; and
- Hard standing and driveways should be constructed from porous materials to minimise surface water run-off.



Illustrative diagram showing an indicative layout of on-plot front parking.



Illustrative diagram showing an indicative layout of on-plot side parking.

- 1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.**
- 2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.**
- 3. Boundary hedges to screen vehicles and parking spaces.**



Use of hedges to screen parking spaces

Adequate front plot depth for parking family cars

Low wall in flint and red brick as property boundary

Positive example of on-plot front parking along the Street

### Rear Parking Courtyards

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for apartments and townhouses fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- All parking courts should benefit from natural surveillance;
- Parking courts should be an integral part of the public realm, hence it is important that high quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with widths of 4 spaces maximum and interspersed with trees and soft landscaping to provide shade, visual interest, and to reduce both heat island effects and impervious surface areas.

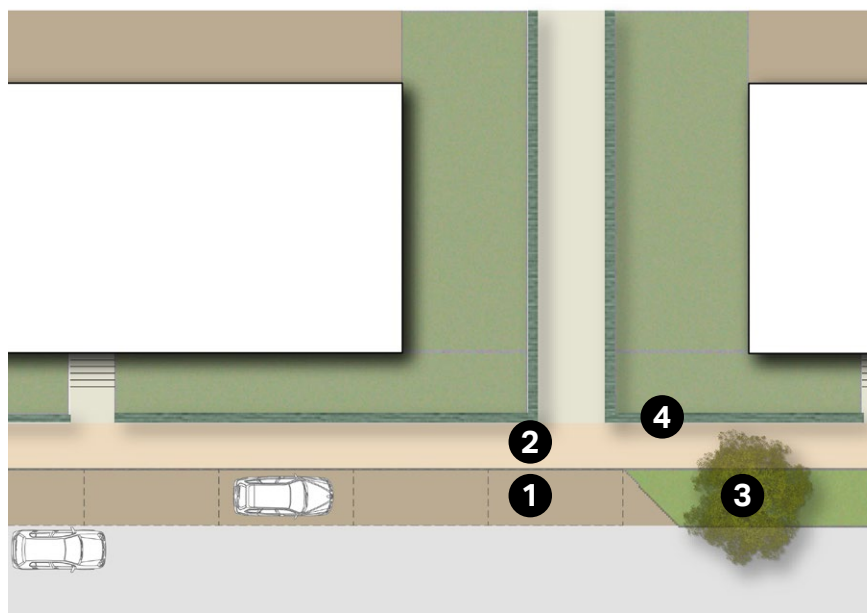


Illustrative diagram showing an indicative layout of on-plot front parking.

1. **Rear courtyard parking with soft landscaping. Parking bays to be arranged in clusters of maximum 4 spaces maximum. Permeable pavement to be used whenever possible.**
2. **Sheltered parking space (optional).**
3. **Trees and/or soft landscaping to prevent car dominance and add shading.**
4. **Rear of residential properties - balance to be sought between natural surveillance and privacy.**
5. **Pedestrian link to main residential frontage.**
6. **Boundary hedges to screen vehicles and parking spaces.**

## On-street Parking

- On-street parking can be arranged either perpendicular or parallel to the carriageway;
- On-street parking should be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;
- Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay in order to avoid impeding traffic;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be marked by paving material changes instead of markings. This provides drivers with indications of where to park, so that parked vehicles do not impede motor vehicle or foot traffic; and
- Opportunities should be created for new public car parking spaces to include electric vehicle charging points. Such provision should be located conveniently throughout the village and designed to minimise street clutter.



Illustrative diagram showing an indicative layout of on-street inset parking.

1. **On-street parking bay inset between kerb extensions.**
2. **Footway - additional green verge if street width permits.**
3. **Planted kerb extensions - width to be sufficient to fully shelter parking bay. Trees are optional but would be positive additions.**
4. **Boundary hedges.**

## 3.12. Landscape and Green Space

Bramber contains varied landscapes as shown in the South Downs Integrated Landscape Character Assessment. The majority of the area is Open Downland, with some river floodplains, valley sides and scarp footslopes.

Despite the strong presence of open landscape of the South Downs, there is very limited public realm and few areas of designed and usable public green space. Some well-used and publicly accessible green spaces in the area are:

- Bramber Castle;
- Clays Field (note that this is not a formal public open space); and
- Garden of St Mary's House.

There are no existing designated children play spaces in Bramber.

To enhance the landscape character of Bramber:

- Developments adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (properties facing onto them to improve natural surveillance) or a soft landscaped edges;
- Any trees or woodland lost to new development must be replaced. Native trees and shrubs should be used to reinforce the more rural character of Bramber;
- The spacing of development should reflect a village character and allow for long distance views of the South Downs National Park and the countryside from the public realm. Trees and landscaping should be incorporated in the design;
- Green gaps between settlements must be retained to avoid coalescence; and
- Landscape schemes should be designed and integrated with the open fields that currently border the town;

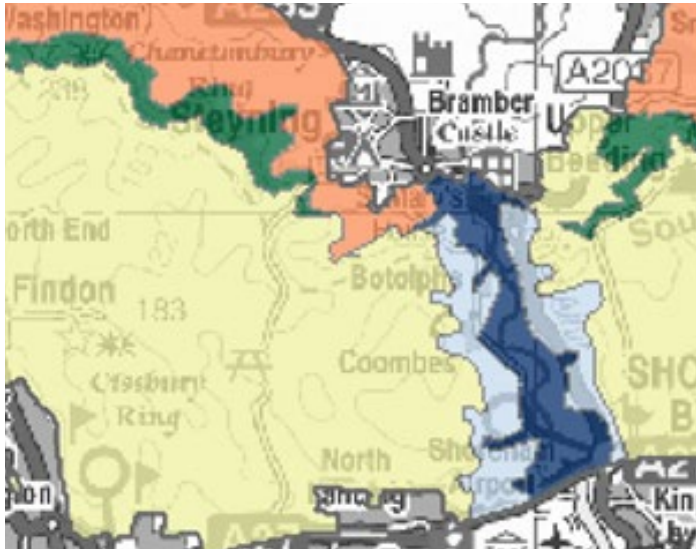
In addition, new developments which provide new open spaces and play space should consider the following principles:

- All open space should be designed of an appropriate size, location and form according to its intended purpose instead of consisting of leftover space;
- New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful for visual amenity, recreational use and wildlife corridors than

isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surface and streets. Tree lined avenues can achieve a visual and physical connection to open space;

- Open spaces need to offer choices for the needs and desires of users of all ages and abilities. These include active sports, play spaces, communal gardens and quiet spaces. It should reflect the social context within Bramber and respond to an ageing population;
- Where appropriate public spaces should be overlooked by surrounding buildings to promote natural surveillance and social gatherings. This could be achieved by placing them at the centre of the neighbourhood or part of the neighbourhood;
- Play spaces should be accessible to all children. Reference should be made to existing national guidance on inclusive play. When designing and planning play areas also consider seating areas for carers, shaded spaces and avoiding hidden spots; and
- Play areas could include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the Local Authority.





Landscape Character Area of Bramber (SDNP Authority)



South Downs National Park



Clays Field



## 3.13. Views and Landmarks/ Setting

The undulating nature of Bramber affords opportunities for distant views throughout the settlement to the tranquil landscape of the South Downs National Park. Within each character area, there are also picturesque views to local landmarks and green spaces which characterize the settlement's identity.

### The Street

A significant landmark in the historic core is Bramber Castle which occupies a commanding elevated position and can be viewed along the Street and in the South Downs National Park. It acts as a visual guide to help residents and visitors navigate through places and contributes to the local vernacular.

Spaces between buildings along the Street allow picturesque glimpses across to the Downs.

### Maudlyn

Views to garden greens and tree verges along residential lanes in Maudlyn provide an unfolding and rural character to this relatively dense neighbourhood. At the edge of Maudlyn there are occasionally expansive views of open agricultural land and long ranging views of the Downs.

### Annington and Botolphs

Annington and Botolphs is characterised by expansive views of the South Downs National Park and agricultural land, though enclosed rural roads at times restrict the view. The Church of St Botolphs is an important landmark to this character area.

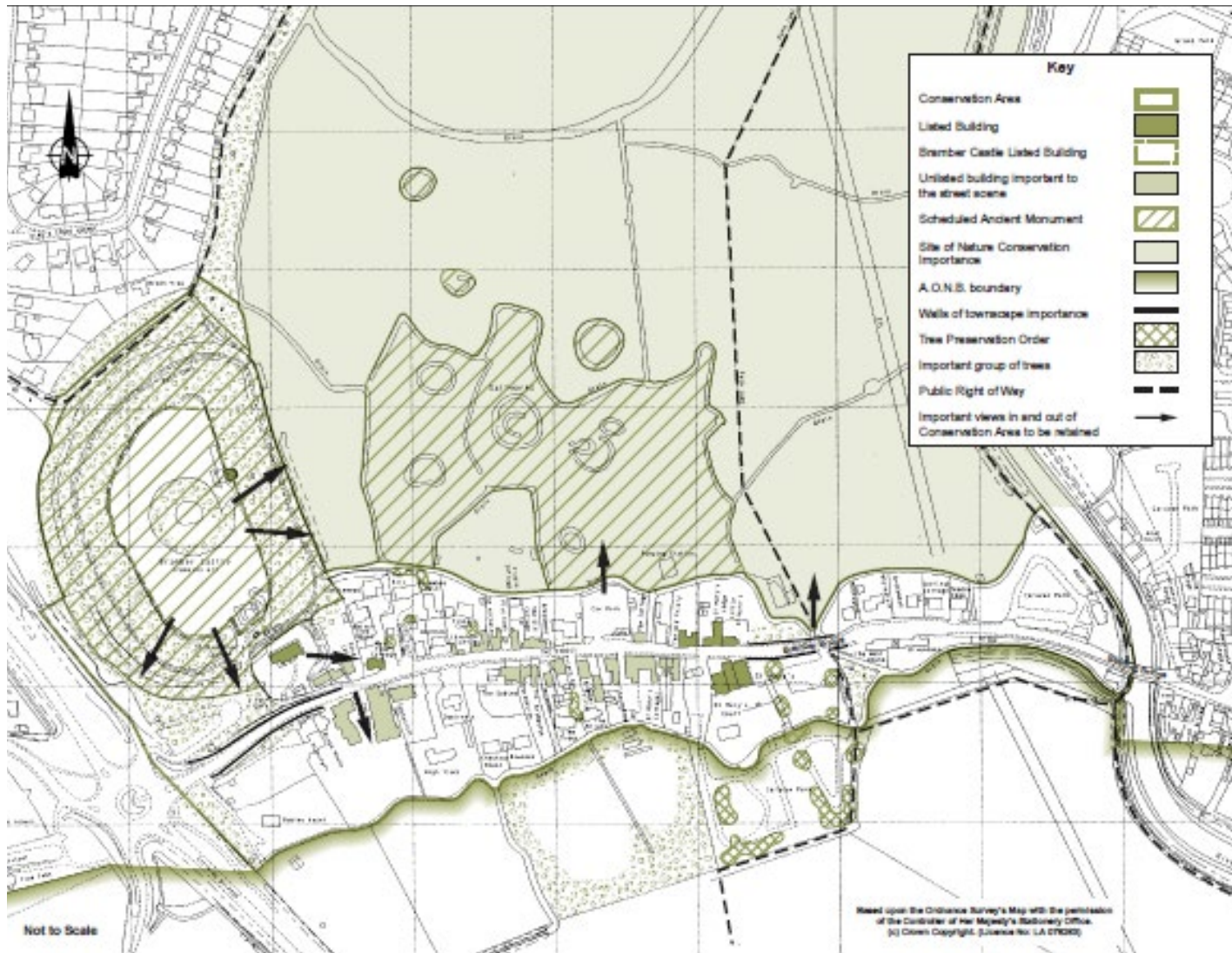
Other key views of local importance are suggested in the Conservation Area Appraisal (the Street) and the Bramber Neighbourhood Plan.

To preserve the tranquil and distinctive character of Bramber:

- Key views of settlement landmarks should be maintained and incorporated as development features to safeguard the settlement's distinctive identity;
- Development density should allow for spaces between buildings, particularly in the Street, to preserve views of the countryside setting and maintain the perceived openness of the settlement;
- Trees and landscaping should be an integral part of the design strategy to help blend and embed development with its surroundings and provide privacy. This is of particular importance in Annington and Botolphs.
- Development designs should show an understanding of its impact on key views and aim to seek opportunities to open up new views of significance; and
- Long channelled views along the road corridors, including the A-road and the Street should be enhanced where possible.



View to Bramber Castle along the Street (Google Earth)



Key views within the Conservation Area of Bramber (Horsham District Council)



Views to the South Downs from the edge of Maudlyn (Google Earth)



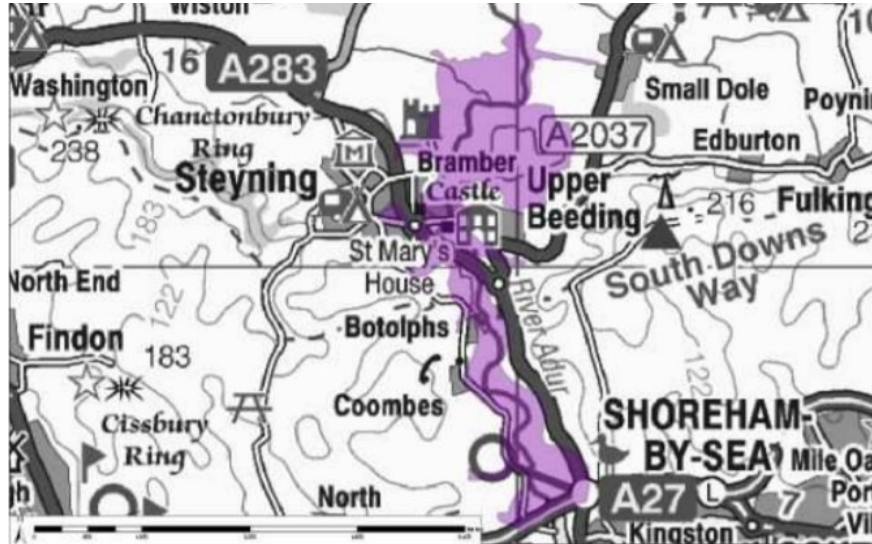
Open Agricultural Views along Annington Lane (Google Earth)

### 3.14. Biodiversity

Bramber’s diverse landscape forms important wildlife habitats. In particular, North Bramber floodplain has been designated as a Biodiversity Opportunity Area of wetland potential by Sussex Biodiversity Partnership. Ditches that bound the northern and southern boundary of the Street are also recognised for their rich biodiversity in the Bramber Conservation Area Appraisal.

To protect and enhance the biodiversity in Bramber:

- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Existing habitats and biodiversity corridors should be protected and enhanced;
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens;
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species.



Boundary of the North Bramber Floodplain BOA (Sussex Biodiversity Partnership)



Vegetation boundary in Bramber promotes wildlife



Greenspace outside Church of St Nicholas as important biodiversity habitats



Gardens play a vital role in enhancing biodiversity



Front gardens should be aligned to create a continuous greenway



Green walls along the Street



Continuous verges in Bramber create a wildlife friendly environment



Vegetation on residential walls in Maudlyn

## 3.15. Sustainability and Eco Design

Sustainability should be a key design driver for all new development and renovation work. This includes energy efficient construction, appliances and lighting together with commercially available renewable energy systems, such as solar thermal and solar photovoltaic (PV).

Building orientation and landscaping strategies should respond to local climate and environmental conditions of the site to achieve passive solar heating and cooling.

Other strategies that could improve the environmental contribution of buildings will be elaborated in this section and could be applied in retrofits, household extensions and new developments.



Examples of ecological housing using traditional and contemporary materials

### Rainwater Harvesting

This refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Some design recommendations would be to:

- Conceal tanks by cladding them in materials complementary to the main building;
- Use of contrasting but attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Consider using underground tanks;
- Utilise water bodies for storage, which in turn could be an attractive feature (e.g. pond).



Examples of rainwater harvesting solutions that are well-integrated with the building design

### Solar roof panels

The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe these diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and conservation areas, where there has been a lot of objection to setting up solar panels on visible roof areas. Thus some solutions are suggested as follows

#### On new builds:

- Design this feature from the start, forming part of the design concept. Some attractive options are: solar shingles and photovoltaic slates;
- Use the solar panels as a material in their own right;

#### On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials;
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.





### Green roofs and walls

Green roofs and walls are generally acceptable. Whether they are partially or completely covered with vegetation, their design should follow some design principles such as:

- Where applicable plan and design this feature from the start;
- Develop a green roof that is easy to reach and maintain;
- Ensure the design, materials and proportions complement the surrounding landscape;
- Helps to integrate the building with the countryside;
- Design comprehensively with other eco-solutions such as water harvesting and pavements;
- Use them to improve a dull urban element such as a blank wall.



### Waste storage

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property. Thus we recommend the following:

- Create a specific enclosure of sufficient size for all the necessary bins;
- Place it within easy access from the street and, where, possible, able to open on the pavement side to ease retrieval;
- Refer to the materials palette to analyse what would be a complementary material;
- Use it as part of the property boundary;
- Add to the green feel by incorporating a green roof element to it;
- It could be combined with cycle storage.



### Post boxes and deliveries storage

- Flats and housing (including converted houses) must be provided with lockable individual post boxes as well as secured deposit for parcel deliveries;
- Individual homes should have a post box. This could be recessed or added on. It must complement the aesthetics of the main dwelling;

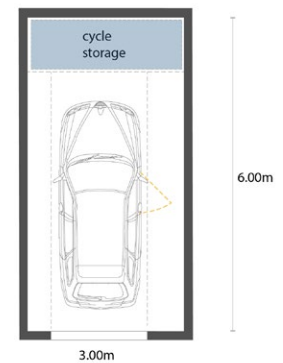


Waste storage and post box solutions that complement the aesthetics of the building through natural materials and innovative designs

- Cycle storage**
- Create a specific enclosure of sufficient size for bikes. The size will depend on the size of dwelling, but as a general rule it should be at least one space per bedroom;
  - Make sure there is sufficient security (i.e. use of locks) if cycle storage is accessible from public streets. If not built as part of an enclosure, make sure there are racks or hoops to secure the bikes;
  - Whether covered or open, place the spaces so that retrieval and manoeuvring is easy;
  - Refer to the materials palette to analyse which would be a complementary material;
  - Use it as part of the property boundary;
  - Add to the green feel by incorporating a green roof element to it;
  - It could be combined with waste storage.



Indicative layout of a bicycle and bin storage areas at the back of properties.



Indicative layout of a garage with a cycle storage area.

## Street Lighting

Artificial light provides valuable benefits to society, for example extending opportunities for sport and recreation, and can be essential to a new development.

Equally, artificial light is not always necessary, has the potential to become what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky.

This is of particular relevance at Bramber as the Dark Night Skies is one of the key assets of the South Downs National Park. It is stated in Strategic Policy SD8 of the South Downs National Park Local Plan that development proposals must demonstrate that all opportunities to reduce light pollution have been taken, and must ensure that the measured and observed sky quality in the surrounding area is not negatively affected. It is also stated in Policy SD8 that the installation of lighting should be avoided where possible.

For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time. Lighting schemes can be costly and difficult to change, so getting the design right and setting appropriate conditions at the design stage is important. The following guidelines aim to ensure there is enough consideration given at the design stage.

- In the South Downs National Park, all lighting proposals should be designed in compliance with the strategic

policies set out in the South Downs National Park Local Plan;

- Ensure that lighting schemes will not cause unacceptable levels of light pollution particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;
- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e. when a business is closed or, in outdoor areas, switching-off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this;
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);

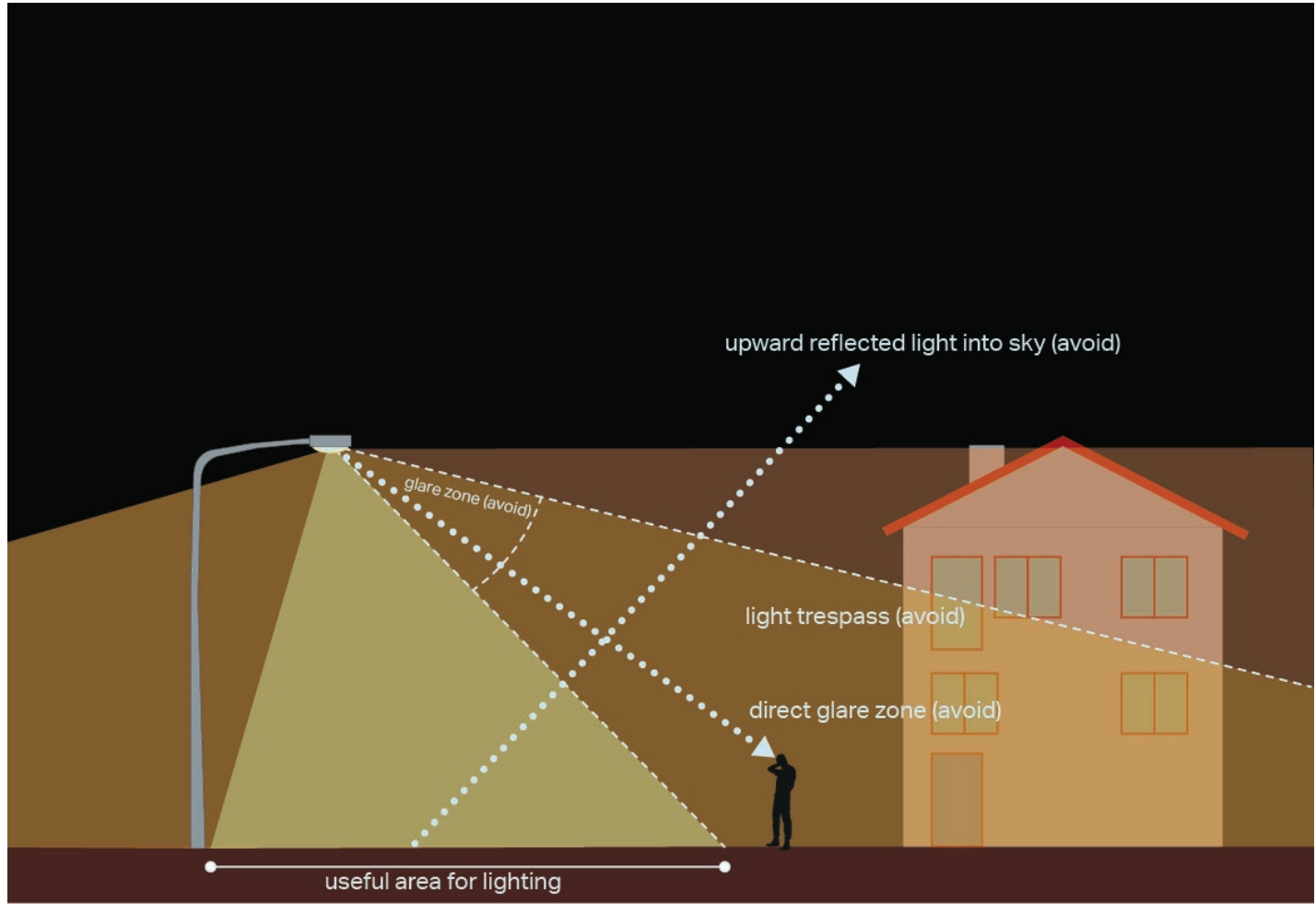
- The needs of particular individuals or groups should be considered where appropriate (e.g. the safety of pedestrians and cyclists). Schemes designed for those more likely to be older or visually impaired may require higher levels of light and enhanced contrast, together with more control, as the negative effects of glare also increase with age; and
- Consider the location of premises where high levels of light may be required for operation or security reasons.



Example of lighting columns set at heights and positions to provide light to both pedestrian areas and the carriageway. It is recommended that LED lighting is used due to higher energy efficiency and power cost savings.



Lighting columns in some places are decorated with the locality's crest, an example of the integration of lighting and other street furniture items into the town's overarching placemaking strategy.



Where street lighting is introduced, its potential impacts should be considered with regards to glare, light trespass and reflected light.



A photograph of a residential street. On the right side, there is a large, well-maintained green hedge. In the foreground, a green lamppost stands on a sidewalk. The road is paved with asphalt and gravel. In the background, a white car is parked on the street, and other houses and trees are visible under an overcast sky.

**General issues to consider when  
presented with development proposals**

**04**

## 4. General issues to consider when presented with development proposals

As the design guidelines in this report cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. It is up to the Parish Council to decide the ones that are relevant to each specific case.

As a first step there are a number of ideas or principles that should be present in the proposals. The proposals or design should:

1. Integrate with existing paths, streets, circulation networks and patterns of activity;
2. Reinforce or enhance the established village character of streets, greens, and other spaces;
3. Respect the rural character of views and gaps;
4. Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
5. Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
6. Reflect, respect, and reinforce local architecture and historic distinctiveness;
7. Retain and incorporate important existing features into the development;

8. Respect surrounding buildings in terms of scale, height, form and massing;
9. Adopt contextually appropriate materials and details;
10. Provide adequate open space for the development in terms of both quantity and quality;
11. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features, such as through draining surface water into the ditch network;
12. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
13. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on The Street scene, the local landscape or the amenities of neighbours; and
14. Positively integrate energy efficient technologies.

Following these ideas and principles, there are number of questions related to the design guidelines outlined later in the document.

### Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
- What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

### Local Green Spaces, Views and Character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?



- Has the proposal been considered in its widest context?
- Has the impact on the landscape quality of the area been taken into account?
- Has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect trees on or adjacent to the site?
- How does the proposal affect the character of a rural location?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

#### **Gateway and Access Features**

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between villages?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

#### **Buildings Layout and Grouping**

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on The Streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

#### **Building Line and Boundary Treatment**

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

#### **Building Heights and Roofline**

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing, and scale?
- If a higher than average building is proposed, what would be the reason for making the development higher?

### **Household Extensions**

- Does the proposed design respect the character of the area and the immediate neighbourhood, or does it have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extension, does it retain important gaps within The Street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?

### **Building Materials and Surface Treatment**

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?

### **Car Parking Solutions**

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?

### **Architectural Details and Contemporary Design**

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing, and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

**This page has been  
intentionally left blank**





Delivery

05

# 5. Delivery

This section concludes the report with recommendations on how to embed findings in the Neighbourhood Plan and engage with local authorities.

## 5.1. Delivery

This report considers the spatial and contextual character of Bramber and subsequently sets out the design guidelines for the Bramber Neighbourhood Plan. It demonstrates how future developments might create high quality places in a way which responds to and enhances the rich townscape and tranquil landscape of Bramber.

This Design Guideline will be a valuable tool for securing context-driven, high quality development in Bramber, especially on potential sites that might come forward in the future. They will give more certainty to both developers and the community in securing developments that are designed to the aspirations of the community and potentially speed up the planning process. They are anticipated to be used by different actors in the planning and development process in the various ways summarized in the table opposite.

The next steps for Bramber Parish Council are to (1) engage with both Horsham District Council and South Downs National Park Authority; and to (2) transpose the principles set out in this report into statutory policies within the Neighbourhood Plan. This could be done by including thematic design-based policies which address place-making, urban design, local character and environment in the emerging Neighbourhood Plan.

ACTORS	HOW THEY WILL USE THE DESIGN GUIDELINES
Applicants, developers, and landowners	As a guide to community and Local Planning Authorities expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications.  The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

**This page has been  
intentionally left blank**

**About AECOM**

AECOM is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM had revenue of approximately \$17.4 billion during fiscal year 2016. See how we deliver what others can only imagine at [aecom.com](http://aecom.com) and [@AECOM](https://twitter.com/AECOM).

**Contact****Ben Castell**

Technical Director

T +44 (0)20 7798 5137

E [ben.castell@aecom.com](mailto:ben.castell@aecom.com)**[aecom.com](http://aecom.com)**