





Appendix



Design Code Checklist



PLACEMAKING	YES	PARTIAL	NO	N/A
PERMEABLE AND INTERCONNECTED STREET NETWORK				
New housing proposals in the Northern Arc must provide permeable layouts within the development sites, as well as connecting to the wider area and to public footpath networks beyond.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The network should provide direct and attractive connections between neighbourhoods and to local facilities such as neighbourhood centres, schools and public transport.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The design of the street network should establish a clear and legible layout with a strong structure, and avoid being formed around the technical demands of traffic.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The layout should respond to the topography, natural desire lines and access to the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians and cyclists must be able to move freely between all parts of the development and have easy access to the surrounding street networks and key destinations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
When creating the internal street network, vehicle movement should be kept to a maximum level of permeability. Where it is not possible, pedestrian and cycle links should maintain the permeability.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEGIBILITY AND WAYFINDING				
The Northern Arc should have a clear and uncomplicated urban structure, enabling residents and visitors to easily describe where they live or work.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In the Northern Arc, landmarks, gateways and focal points should be clearly identifiable in order to create visual links and a clear hierarchy should be established between places.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential areas should be designed around a series of nodal points, and a variety in the types of articulations and the relationship to the landscape should help them to be more memorable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DEVELOPMENT BLOCKS				
The use of perimeter blocks must be employed consistently throughout the Northern Arc development. Their sizes and shapes should respond to the use, existing landscape features, topography, character and density.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLACEMAKING	YES	PARTIAL	NO	N/A
DEVELOPMENT BLOCKS				
Internal courtyards and mews should be robustly landscaped with trees, and car parking and other servicing requirements should not dominate the space. These courtyards should also be designed to contribute to the biodiversity network of the Northern Arc, as well as to sustainable drainage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
EDGES				
Buildings must positively address the public realm with building frontages facing site boundaries providing natural surveillance.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The scale, mass and typologies of buildings must appropriately respond to the topography, existing landscape and context of the area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Architectural and public realm material must be chosen sympathetically to the landscape character.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An integrated landscape design approach must be used, combining ecological enhancement principles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FRONTS AND BACKS				
A clear distinction should be made between public fronts and private/semi-private backs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fronting the public space with blank walls, high fences and hedges which block the view of the public spaces must be avoided. Ambiguous spaces that are neither fully public nor fully private should also be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blocks that contain narrow lanes and pedestrian and cycle routes should ensure that they are overlooked to create natural surveillance and a sense of security.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENCLOSURE				
Buildings and/or large trees should define and enclose spaces that lie in between them. In order to achieve cohesive spaces the enclosure should be arranged in proportion with density and building heights.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High density areas such as the Northern Arc Avenue frontage should be aligned by continuous frontages and punctuated by occasional streets, lanes, squares and open spaces. The building height and street width ratio should be around 1:2 to 1:3.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The development layout must incorporate a variety of parking typologies in order to achieve a strong sense of enclosure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Building for a Healthy Life Checklist

PLACEMAKING	YES	PARTIAL	NO	N/A
CORNER TREATMENT				
Where corner sites are visually prominent buildings should define the corner architecturally. Two active frontages should be created by incorporating prominent entrances and windows.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BUILDING LINES AND SETBACKS				
Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To ensure sufficient street enclosure along the high density areas, private front threshold (defensible space) should have a modest depth (1 to 2m).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ACTIVE FRONTAGES				
Exposed blank façades facing the public realm must be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WELL DEFINED PUBLIC AND PRIVATE SPACE				
Primary access and principal frontages should always face onto public spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Setbacks from the street and front garden landscaping should seek to balance privacy for front living rooms with natural surveillance of the streets.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The privacy distance between the backs of the properties should be a minimum of 20m. When this is not possible, the layout should be a back-to-side arrangement, or use single-aspect buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appropriate boundary treatments must be incorporated into design proposals to clearly distinguish public and private space.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LANDMARKS, VISTAS AND FOCAL POINTS				
Landmarks should respect the existing landscape setting. They should be innovative, interesting and responsive to their surroundings in terms of style and scale. They should be located at places with a good level of visibility but must not dominate the place or create a negative impact.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Views and vistas should be used effectively to reinforce the distinctiveness and the legibility of the place. Streets should terminate at buildings or open spaces. Creating views towards car parking spaces or blank walls or fences must be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EASTERN NEIGHBOURHOOD CENTRE	YES	PARTIAL	NO	N/A
The square should offer a high-level of flexibility that can be used for street markets and community events	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should create a strongly defined gateway to the Eastern Neighbourhood Centre.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should provide residential car parking for the mixed-use building at the rear.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should create a car-free zone within the square focusing on leisure use which can also accommodate street markets and community events.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should provide car parking for visitors, workers and school drop-offs at a part of the square and on street combined with trees.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should create a high degree of enclosure along Isaac's Lane and the Northern Arc Avenue junction by using 4-5 storey buildings with strong building lines and active frontages.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should retain existing trees and significant hedgerows and integrate these within the urban layout and parks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should provide servicing for the retail units along the square to be used out of peak hours.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ACCESS, MOVEMENT AND STREETS	YES	PARTIAL	NO	N/A
SHARED ROUTES FOR MOVEMENT				
When developing network of routes consideration must be given to access for all types of user as well as their intended journey purpose.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Northern Arc Avenue should feature continuous pedestrian and cycle infrastructure along its length	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A secondary network of walking and cycling routes should be provided to offer an alternative corridor to the Northern Arc Avenue which also provides a safer movement corridor for mobility scooters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It should also integrate the new settlement and existing residents of Burgess Hill by providing substantial north-south connections.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Green Circle should provide a recreational route through the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Green Super Highway should be designed as a dedicated walking and cycling east-west route through the centre of the community.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACCESS, MOVEMENT AND STREETS	YES	PARTIAL	NO	N/A
NORTHERN ARC AVENUE				
It must be defined by strong building lines, while large set-backs and blank frontages must be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The avenue should be lined with predominantly 3-4 storeys apartment buildings and town houses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There must not be any on-plot residential car parking access provided from the avenue.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The 6.5m carriageway must be fronted by 4m green verge on the west accommodating ornamental trees interspersed with larger species with naturalistic form to integrate aesthetically with the park.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TERTIARY ROADS				
Tertiary roads must provide a minimum of 5.5m wide two lane carriageway and they should provide 2.1m wide verges on either side combined with on-street parallel car parking spaces or trees where possible. These roads should also accommodate a minimum of 2m wide footpaths at either side.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CAR AND CYCLE PARKING	YES	PARTIAL	NO	N/A
Car parking must be designed to create active streets and make the place feel lively and safe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Must provide sufficient car parking space for both residents and visitors in line with WSCC standards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Must provide car parking close to homes if possible.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Must use a combination of car parking solutions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Must design streets to accommodate on-street parking and maximise the activity on the street.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Must introduce robust landscaping around spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There should not be more than 5 spaces in a row without landscaping or tree planting.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking at the rear of the house must be accessed by a mews street. Apartments above garages must be provided to ensure natural surveillance to the street.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rear parking courtyards must be overlooked by neighbouring properties. Courtyards should be kept small in scale, limited to max. 8 cars (where possible).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sufficient secure cycle parking and storing must be provided throughout the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Design Code Checklist

BUILDING FOR A HEALTHY LIFE	YES	PARTIAL	NO	N/A
INTEGRATED NEIGHBOURHOODS				
Create places that are well integrated into the site and their wider natural and built surroundings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A range of homes that meet local community needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DISTINCTIVE PLACES				
Making the most of what's there.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create places that are memorable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and principal facades of buildings face streets and public spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use legible features to help people find their way.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STREETS FOR ALL				
Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well- designed streets will also provide sufficient and well-integrated car parking.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also key for achieving net gain in biodiversity sought by the 2020 Environment Bill.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a big impact on the quality of a place.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





