



An artistic illustration of a pond scene. In the upper left, a person wearing a white hat and a yellow shirt is sitting on a wooden platform, fishing with a red net. A pink hat sits on the platform next to them. In the center, three white swans are swimming in the teal water. To the right, there are dark red, elongated leaves on a branch. In the bottom center, a black and white bee is flying. The background features soft, wavy lines in shades of teal and yellow, suggesting a natural setting.

SECTION B

Built Form Principles

B. Built Form Principles

Introduction to Character Areas

Three broad areas of distinct character have been identified in the Development Areas Character Parameter Plan submitted as part of the application.

1. Mini Masterplan Urban Extension

Sensitive extensions of Barnham and Eastergate that respect the settlement, 'Green Gap' between the two villages. These areas of development are grouped into one character area due to their low density approach, their cohesive response to the existing Public Right of Way (the Green Link) to the south and their sympathetic response to the existing neighbouring settlements.

2. New Neighbourhoods

This area of development will be a new settlement in a landscape setting that responds to the diverse character of the public realm and infrastructure it sits within. Whilst being broken up by elements of landscape and infrastructure, 'New Neighbourhoods' will incorporate a cohesive approach in terms of its variation in density from low to medium, and built form character.

3. The Neighbourhood Core

The higher density area of the development accommodates the mixed use Neighbourhood Square. This character area will respond appropriately to the adjoining character of 'New Neighbourhoods' as well as the infrastructure and mix of uses within it. The following pages in this section provide design guidelines for each character area focussing on layout principles and built form character.

KEY

 Planning Application Boundary

CHARACTER AREAS

 Mini Masterplan Urban Extension

 New Neighbourhoods

 Neighbourhood Core (including primary school and playing fields (F1) and Care Home/Senior Extra Care Facility (C2/C3))

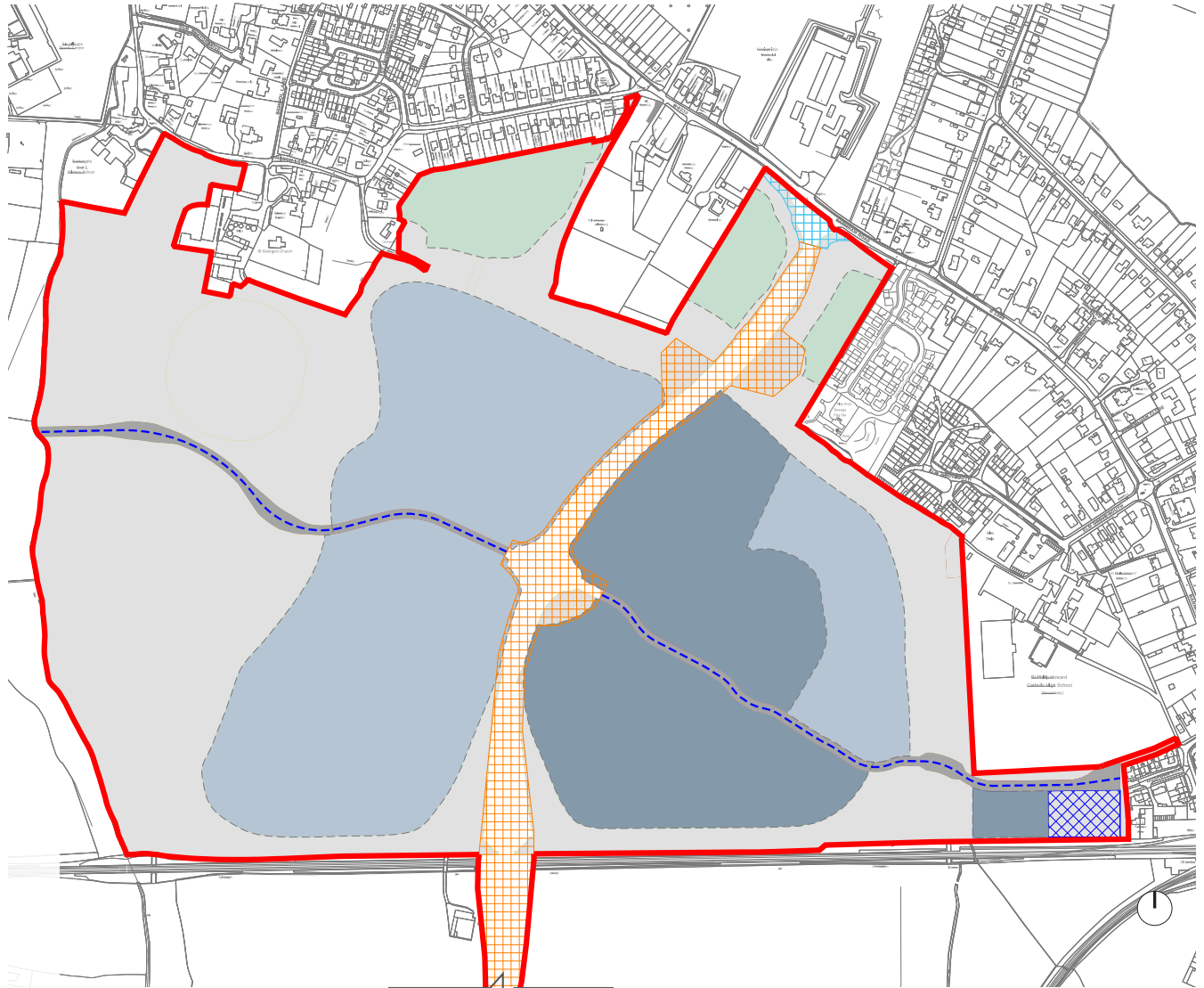
ROAD INFRASTRUCTURE

 A29 Strategic Road Corridor (refer to detailed highways drawings)

 Approved WSCC A29 Scheme Reference (WSCC/052/20)

 Primary Road Corridor

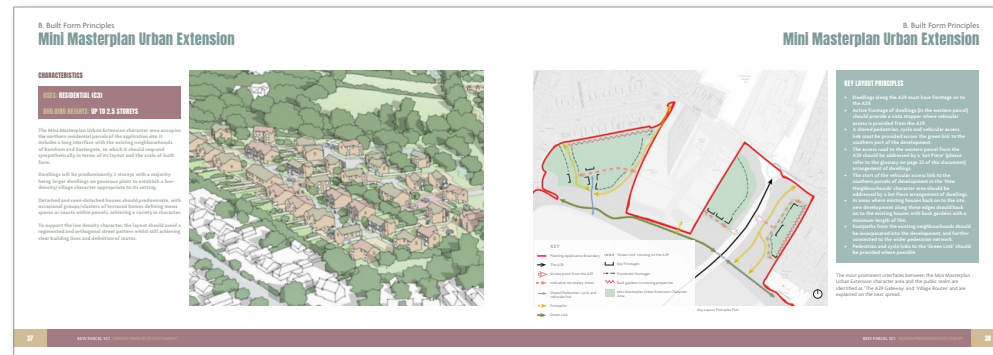
 Proposed Additional Barnham Railway Station Car Park and Drop-Off Facility (approximately 200 spaces)



Character Areas Parameter Plan

B. Built Form Principles

The pages in this section describe each character area in a format as follows:



The first spread sets out key characteristics of the area defined by the parameter plans, an artist's impression to provide a visual of the proposed character, and a series of layout principles illustrated in the form of a diagram.



The next spread(s) identifies prominent interfaces between the character area and the public realm and establishes principles for the corresponding built form reflecting their location and role in the overall structure of the masterplan.

The principles address the relationship between the front of dwellings and the public realm including adjacent street or open space and are categorised as Building Line, Frontage (including parking), and broad typologies.

B. Built Form Principles

Mini Masterplan Urban Extension

CHARACTERISTICS

USES: RESIDENTIAL (C3)

BUILDING HEIGHTS: UP TO 2.5 STOREYS

The Mini Masterplan Urban Extension character area occupies the northern residential parcels of the application site. It includes a long interface with the existing neighbourhoods of Barnham and Eastergate, to which it should respond sympathetically in terms of its layout and the scale of built form.

Dwellings will be predominantly 2 storeys with a majority being larger dwellings on generous plots to establish a low-density/village character appropriate to its setting.

Detached and semi-detached houses should predominate, with occasional groups/clusters of terraced homes defining mews spaces or courts within parcels, achieving a variety in character.

To support the low density character, the layout should avoid a regimented and orthogonal street pattern whilst still achieving clear building lines and definition of routes.



Mini Masterplan Urban Extension



KEY LAYOUT PRINCIPLES

- Dwellings along the A29 must have frontage on to the A29.
- Active frontage of dwellings (in the western parcel) should provide a vista stopper where vehicular access is provided from the A29.
- A shared pedestrian, cycle and vehicular access link must be provided across the green link to the southern part of the development.
- The access road to the western parcel from the A29 should be addressed by a 'Set Piece' (please refer to the glossary on page 22 of this document) arrangement of dwellings.
- The start of the vehicular access link to the southern parcels of development in the 'New Neighbourhoods' character area should be addressed by a Set Piece arrangement of dwellings.
- In areas where existing houses back on to the site, new development along these edges should back on to the existing houses with back gardens with a minimum length of 10m.
- Footpaths from the existing neighbourhoods should be incorporated into the development, and further connected to the wider pedestrian network.
- Pedestrian and cycle links to the 'Green Link' should be provided where possible.

The most prominent interfaces between the Mini Masterplan Urban Extension character area and the public realm are identified as 'The A29 Gateway' and 'Village Routes' and are explained on the next spread.

B. Built Form Principles

Mini Masterplan Urban Extension

THE A29 GATEWAY

Residential development along these edges should be semi-formal in character and address the significant movement corridor of the A29 as well as reflect the neighbouring built form characteristics. Dwellings should adopt a linear arrangement characterised by consistency, repetition and rhythm.



A29 Gateway Key Plan

Building Line

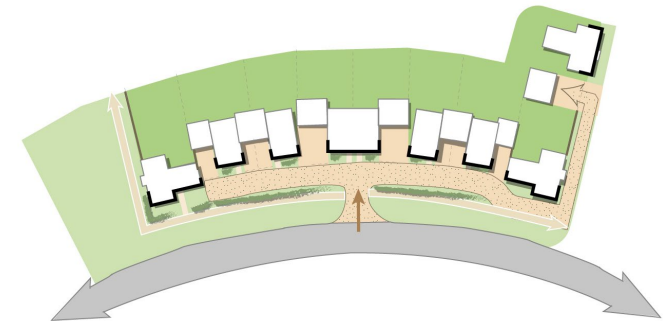
- Dwellings should create a continuous frontage along the A29 adopting a linear building line to achieve a sense of formality. Individual buildings should be parallel to the street with any set backs to dwellings to be consistent except in situations with 'book-end' buildings to the grouping.
- Building spacing will be regular and set out to achieve rhythm.
- Where dwellings are grouped along private driveways their grouping will be symmetrical.

Access

- A selection of direct parking/garage access from shared drives, on plot between dwellings, and on-plot corner parking (please refer to the Parking Typologies Library in Section C)
- Parking spaces must be set behind the front building line.
- Where two garages adjoin, they should adopt the same building line and no more than two single garages or one double garage should be located in one place.

Housing Typologies

- The range of housing typologies featured along this frontage should be limited to define a character of repetition, rhythm and order.
- House typologies should be limited to predominantly semi-detached and large detached including L-shaped corner dwellings with two principal frontages at 90 degrees to one another.
- Terraced dwellings will be acceptable if they form part of a set piece formal arrangement.



Example Arrangement along A29 Gateway

B. Built Form Principles

Mini Masterplan Urban Extension

VILLAGE ROUTES

These edges should be informal in character and respond to the interface with existing mature vegetation, proposed public open space including surface water attenuation features and existing footpaths. Buildings should have a variety of dwelling types compared to the New Neighbourhoods.



Village Routes Key Plan

Building Line

- Development edge should follow informal irregular building line.
- Dwellings should have varied setbacks and subtle differences to the angle of dwellings relative to the street to stagger the building line.
- Building spacing can vary but should have a rationale relating to the size and shape of the house.

Frontage Access

- A selection of frontage access typologies should be adopted including shared drives, on-plot between dwellings and on-plot corner parking.
- Access roads should be designed to minimise their visual impact along the open space edge, with private and shared driveways used where appropriate.

Housing Typologies

- House typologies should be limited predominantly to semi-detached and detached (wide and narrow fronted) including L-shaped corner dwellings with two principal frontages at 90 degrees to one another.
- Terraced dwellings will be acceptable if they form part of a Set Piece formal arrangement.



Example Arrangement along Village Routes

B. Built Form Principles

New Neighbourhoods

CHARACTERISTICS

USES: RESIDENTIAL (C3)

**BUILDING HEIGHTS: RANGE FROM 2 TO 3 STOREYS
WITH UP TO 4 STOREYS IN KEY AREAS**

The New Neighbourhoods Character Area is the largest identified within BEW Parcel SC1. Its size results in a range of interfaces with existing site elements and proposed infrastructure.

Despite varying edge conditions, 'New Neighbourhoods' is unified in its character of increased overall density compared to the 'Mini Masterplan Urban Extension' character area.

Development will predominantly be 2 to 2.5 storeys with key corners and Marker Buildings of up to 3 storeys along the Lidsey Rife Linear Park and buildings within Key Groupings, and up to 4 storeys along the East-West Link Road and east of the A29.

A range of housetypes should be proposed in this area to achieve a formal arrangement of streets as well as instances of informal layouts responding to their location and changes in street character.



B. Built Form Principles

New Neighbourhoods



New Neighbourhoods Layout Principles Plan

KEY LAYOUT PRINCIPLES

- The East-West Link Road should have active frontages along its length with Marker Buildings at each end along the Lidsey Rife Linear Park and along the eastern edge of the development.
- Development addressing the roundabout should have active frontages and serve to terminate long range views along the East-West Link Road and A29. Please refer to 'The Roundabout' Key Grouping on page 23.
- Where secondary streets meet the East-West Link Road, active frontage of dwellings should provide a vista stopper across the road.
- A shared pedestrian, cycle and vehicular access route must be provided across the Green Link to the north, linking to the 'Mini Masterplan Urban Extension' area.
- Proposed dwellings should back on to the boundary with the school.
- Dwellings should be positioned along the edge of parcels to provide prominent, positive frontage onto adjacent open space.
- The interface with 'The Neighbourhood Core' character area should be a secondary or tertiary street with dwellings fronting on to the street.

KEY

	Planning Application Boundary		The 'New Neighbourhoods' Character Area
	The A29		The Roundabout Key Grouping
	East-West Link Road		Barnham Station Link Key Grouping
	Indicative secondary streets		Key Building Frontage
	Shared pedestrian, cycle and vehicular access across Green Link		Gateway Buildings
	Green Link		Marker Buildings
	Prominent frontage		

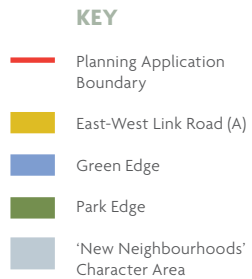
B. Built Form Principles

New Neighbourhoods

Three most prominent interfaces between this character area and the public realm are identified:

The East-West Link Road (A)
Green Edge
Park Edge

The following pages provide design guidance for built form along each of the above interfaces.



New Neighbourhoods Development Edges Location Plan

EAST-WEST LINK ROAD (A)

Residential development along this edge should be clearly defined to address the street character of the East-West Link Road as well as reflect the character of a medium density neighbourhood. Dwelling arrangements should combine a broadly consistent building line, order, and a high degree of enclosure.



East-West Link Road (A) Key Plan

Building Line

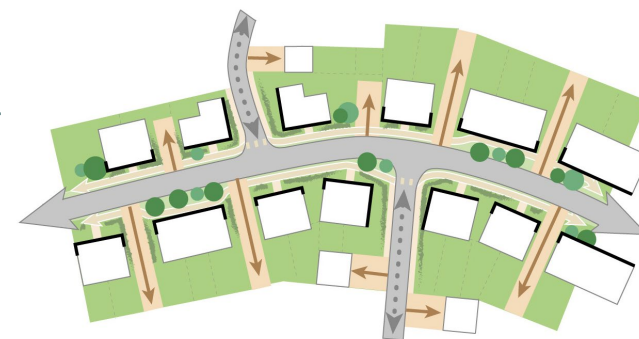
- Dwellings should be set out with subtle set-backs.
- Spacing between buildings should be consistent and kept to a minimum to achieve enclosure.
- Building alignment should be parallel to the East-West Link Road.
- Key buildings and frontages that positively address the public realm to be utilised on all corners where secondary streets connect to the East-West Link Road.
- Frontage treatment of landscape and wall features to all plots should emphasise rhythm and order intended along this edge.

Frontage Access

- Where direct access is provided, predominantly pairs of driveways should be combined together with only limited instances of single drives.
- While direct access to plots is allowed along the street, on-plot corner and rear shared parking should be utilised to avoid too many interruptions to incidental landscaped verges.
- No parking in front of the dwelling should be permitted to enable dwellings to be closer to the street.

Housing Typologies

- The number of building typologies featured along this edge will be limited to define a character of rhythm and order.
- House typologies should predominantly include narrow fronted terraced and semi detached typologies with a small number of large detached dwellings occurring at key corners.
- Apartment blocks will be acceptable in locations identified for Marker Buildings or as part of Key Groupings.



Example Arrangement along East-West Link Road (A)

B. Built Form Principles

New Neighbourhoods

GREEN EDGE

Development along this edge should create a semi-formal edge. Buildings should adopt a linear arrangement of dwellings characterised by consistency, repetition and rhythm. This can include stepped, symmetrical groupings with access via a shared driveway. In areas of higher densities, a higher degree of formality should be achieved.



Green Edge Key Plan

Building Line

- Dwellings should create a frontage along this edge, positively facing the adjoining public open spaces.
- Buildings should adopt a stepped building line.
- Individual buildings should be parallel to the street with any set backs to dwellings to be consistent except for when access is via a shared driveway, where 'book-end' buildings to groupings can step forward.
- Key buildings and frontages should positively address both sides around corners where roads connect to the parcel edge.

Access

- A selection of parking arrangements should occur accessed from tertiary loop streets and shared drives. These should include on plot between dwellings and on-plot corner parking.
- Parking spaces must be set behind the front building line.
- Where two garages adjoin, they should be along the same building line and no more than two should occur together.

Housing Typologies

- The range of building typologies featured along this frontage will be limited to define a character of repetition, rhythm and order along the public realm whilst satisfying the medium density requirement of this character area.
- House typologies should be limited to detached (wide fronted), semi-detached and L-shaped corner dwellings.
- An apartment block typology would be acceptable in the 'Marker Building' location on the eastern edge of the development.



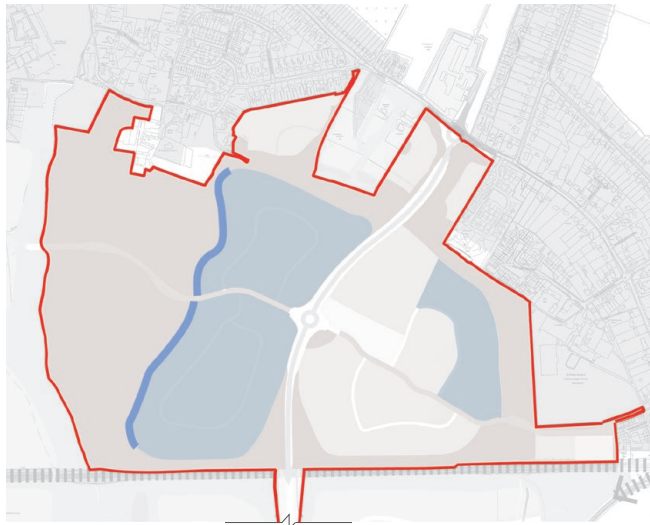
Example Arrangement along Green Edge

B. Built Form Principles

New Neighbourhoods

LINEAR PARK EDGE

This development edge overlooks the Lidsey Rife Linear Park and is a gateway to BEW parcel SC1 from the west. An informal frontage character should be adopted with a variety of dwelling types.



Linear Park Edge Key Plan

Building Line

- Development edge should follow informal irregular building line.
- Dwellings should have varied setbacks but should create an overall discernible building line.
- Subtle differences to the angle of dwellings relative to the street should be adopted to stagger the building line.
- Building spacing can vary but should have a rationale relating to the size and shape of the house.
- Buildings may form clusters (provided exposed side elevations have been designed to provide visual interest) and should be accessed primarily by shared /private drives.

Frontage Access

- A selection of frontage access typologies should be adopted from shared drives, on-plot between dwellings and on-plot corner parking.
- Access roads should be designed to minimise their visual impact along the Lidsey Rife Linear Park edge, with private and shared driveways used predominantly.
- A maximum of four parking spaces (or 2 double garages) should be used between buildings in this character area in order to create enclosure.

Housing Typologies

- House typologies should be limited to detached (wide and narrow fronted), semi-detached, and L-shaped corner dwellings with two principal frontages at 90 degrees to one another.
- Three storey dwellings in key corners will be acceptable.



Example Arrangement along the Linear Park Edge

B. Built Form Principles

The Neighbourhood Core

CHARACTERISTICS

Mixed Uses: Residential (C3); commercial, businesses and services (E); community hall (F2)

Building heights: Range from 2 to 3 storeys, with up to 5 storeys in locations deemed appropriate

The Neighbourhood Core will be urban in character compared to the other areas of the BEW parcel SC1. It occupies the core of the development and accommodates the mixed use Neighbourhood Square.

Dwellings will predominantly be 2 to 3 storeys, with key corners and frontages featuring 4 storeys where appropriate, with the potential for limited 5 storeys in the Neighbourhood Centre.

Predominantly terraced, Urban House Types* and apartment blocks will be located within this area to ensure a high degree of enclosure, with detached or semi-detached dwellings used along parcel edges and key corners.

To support higher density, a formal arrangement of streets should be achieved, with an orthogonal street pattern where possible.

*Urban House Types are compact house types that typically create a continuous built frontage. These typologies are predominantly narrow-fronted, linked, or terraced dwellings with shorter private rear gardens or patios. Occasionally additional private amenity space is provided through upper-level terraces, side gardens, and may have access to shared or semi-private amenity spaces."



The Neighbourhood Core



Key Layout Principles Plan

KEY LAYOUT PRINCIPLES

- Development along roads, including the East-West Link Road, should have active frontages and serve as key vista stoppers. Please refer to 'The Roundabout' Key Grouping on page 23.
- Where secondary streets meet the East-West Link Road, active frontage of dwellings should provide a vista stopper across the road.
- Key frontages should be used to terminate key views.
- Development addressing the roundabout should have active frontages and serve as key vista stoppers. Please refer to 'The Roundabout' Key Grouping on page 23.
- Along the edge of parcels, dwellings should provide prominent, positive frontage on to the open space they face.
- The interface with the 'New Neighbourhoods' Character Area should be a secondary street with dwellings fronting on to the street.

KEY

	Planning Application Boundary		The Roundabout Key Grouping
	The A29		The 'Neighbourhood Centre' Key Grouping
	East-West Link Road		The 'Neighbourhood Core' Character Area
	Indicative secondary streets		Marker Buildings
	Prominent Frontage		Public access across pocket park
	Key Frontage		
	Gateway Buildings		

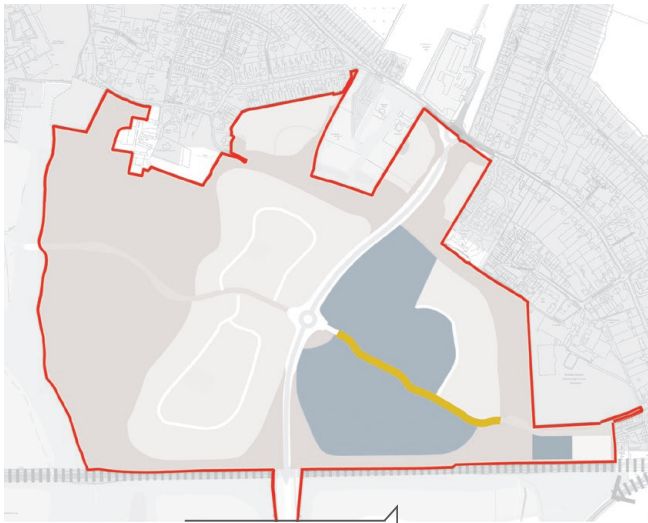
B. Built Form Principles

The Neighbourhood Core

Two distinct interfaces with the public realm are proposed in this character area. The East-West Link Road (B) and the Urban Edge facing the railway.

EAST-WEST LINK ROAD (B)

Residential development along this edge should be of a strong formal frontage character to read as a continuation of the street character of the East-West Link Road (A). However, being a higher density neighbourhood, dwelling arrangements should have a consistent building line, order, and a higher degree of enclosure to East-West Link Road (A).



East-West Link Road (B) Key Plan

Building Line

- Dwellings should be set out with a consistent set-back with occasionally deeper set back to create incidental public space or respond to road horizontal alignment.
- Spacing between buildings should be consistent and kept to a minimum to achieve enclosure.
- Building alignment should be parallel to the East-West Link Road except in areas where incidental open space is being created.
- Key buildings and frontages that positively address the public realm to be utilised on all corners where secondary streets connect to the East-West Link Road.

Access

- While direct access to plots is allowed along the Street, rear shared parking should also be considered to avoid too many interruptions to the landscaped verge. Where direct access is used, preferably two driveways should be combined together.
- Surface parking in front of building line should not occur to allow buildings to be close to street.
- Shared surface approach to access should be adopted in the mixed use Neighbourhood Square area of the development (refer to Neighbourhood Square Key Grouping on page 25).

Housing Typologies

- The number of building typologies featured along this edge will be limited to define a character of repetition and order.
- House typologies should predominantly include narrow fronted terraced and semi detached typologies.
- Apartment blocks and large detached houses should occur at key corners, in location for Marker Buildings and in Key Groupings.
- Non-residential uses should only occur on the ground floor of the mixed-use area of the 'Neighbourhood Square'.



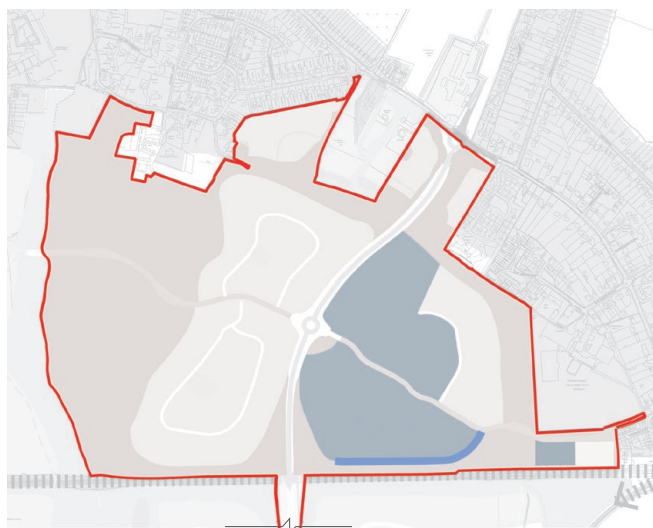
Example Arrangement along East-West Link Road (B)

The Neighbourhood Core

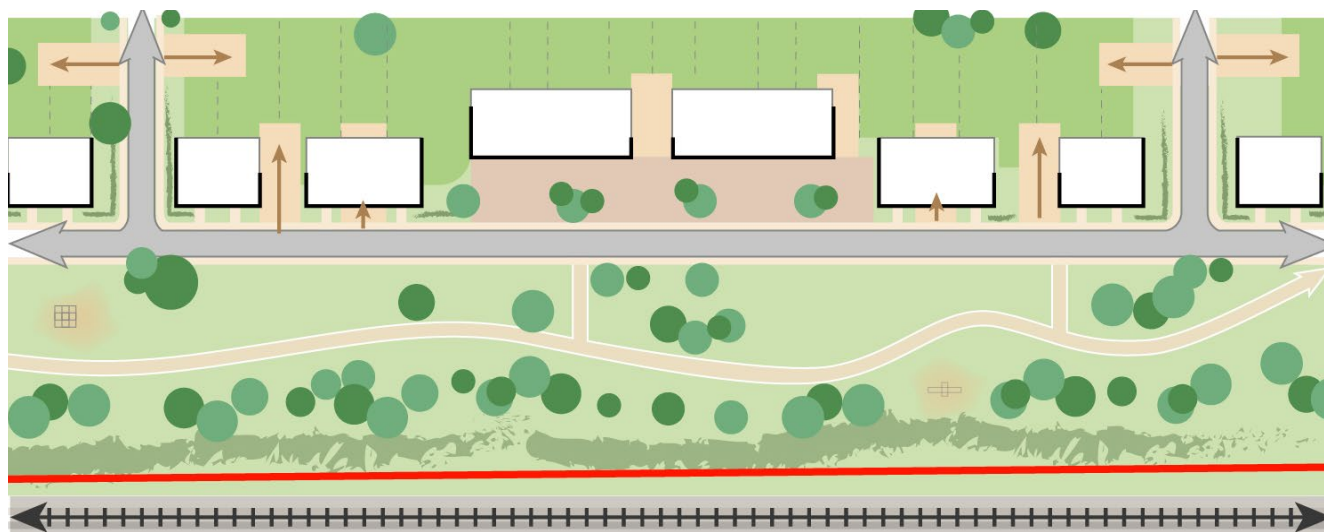
URBAN EDGE

Although positioned along the development edge, the 'Urban Edge' will be different to the 'Green Edge' set out on page 45, primarily due to the higher density character of the area.

A formal linear character will define this edge in response to the presence of linear active routes connecting further east and its interface with the existing railway.



Urban Edge Key Plan



Example arrangement along Urban Edge

Building Line

- Dwellings should positively address the public realm to the south.
- Dwellings should create a continuous frontage and adopt a linear building line with regular spacing between them, and provide a high degree of enclosure.
- Individual buildings should be parallel to the parcel edge street with a maximum of two instances where dwellings are set back.
- Where dwellings are set back, the built form should be continuous e.g. terraced dwellings to provide enclosure and increased passive surveillance.

Frontage Access

- Frontage access typologies should include a combination of on-plot garages and drives.
- Shared surface parking courts in front of dwellings should be interspersed with landscape.

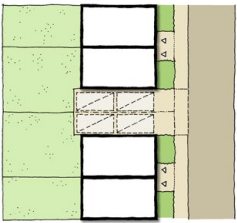
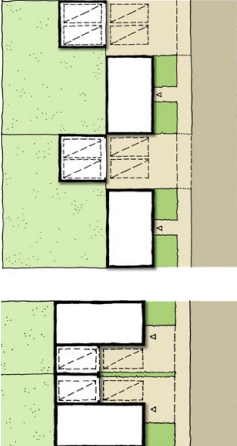
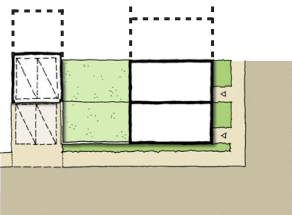
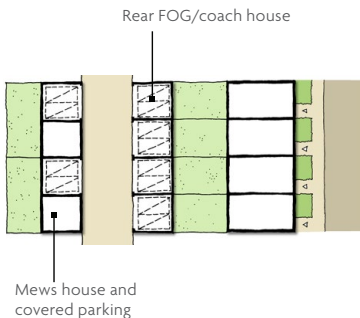
Housing Typologies

- Given the higher density character of this area, the range of building typologies featured along this frontage will predominantly be terraced, semi-detached and compact Urban House Types, with the occasional detached dwelling and apartment block on key corners.
- An apartment block should be located on the eastern edge of the development to act as a Gateway Building.

B. Built Form Principles

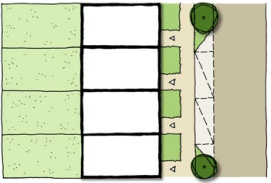
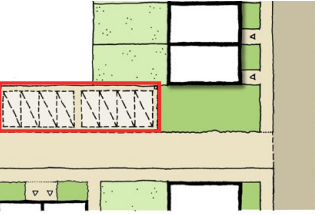
Parking Typologies Library

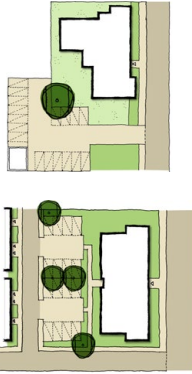
A selection of parking solutions are illustrated below. Reserved Matters Applications should demonstrate which parking solutions are used within the design, as appropriate to the relevant descriptions set out in the Built Form Principles.

TYPOLGY	DESCRIPTION / NOTES	TYPOLGY	DESCRIPTION / NOTES
On-Plot Between Dwellings  Alternative layout options: 	- Parking spaces must be set behind the front building line. - Spaces will be designed so that tandem parking will not project beyond the building line. - Windows to be provided on flank elevations from habitable rooms overlooking parking/driveways. - A maximum of two tandem spaces to be provided between dwellings. - Where two garages are adjoined, they should follow the same building line. - Sufficient space should be left between a dwelling and a garage to allow access to rear amenity space.	On-Plot Corner 	- A maximum of four spaces (or 2 double garages). - Enclosure will be provided through the use of brick walls enclosing parking bays.
		Mews 	- At least one side of the mews should have housing or flats over garages (FOGs) to ensure natural surveillance over the parking area. - For continuous mews, proposals must demonstrate good levels of activity on the street to ensure sufficient ground floor natural surveillance.

B. Built Form Principles

Parking Typologies Library

TYOLOGY	DESCRIPTION / NOTES
On Street 	• A maximum of 2 spaces before landscaping occurs unless located within the mixed use area. • Medium sized tree species to be planted no closer than 7m to the dwelling. • Designed and located to prevent unauthorised parking.
Detached Car Barns/Structures 	• No more than eight spaces in a single structure. • Frame structures are also permitted. • Natural surveillance required from proximate dwellings.

TYOLOGY	DESCRIPTION / NOTES
Rear Parking Courts  Rear FOG/coach house Alternative layouts for apartments: 	• Courts to serve no more than 6 dwellings / 12 parking spaces. For apartment blocks this may be increased, but courts must be sensitively designed with a strong framework of landscape planting. • Tandem parking within parking courts should be avoided unless adequate manoeuvring space can be demonstrated. • No more than 4 parking spaces before landscaping occurs. • Enclosure will be provided to define the access, through the use of walls. • FOGs / coach houses to accommodate on plot storage of bins and bikes. • FOGs / coach houses to not include garage doors to ensure parking space will be retained in perpetuity. • Court will be designed as a whole to create a coherent space.