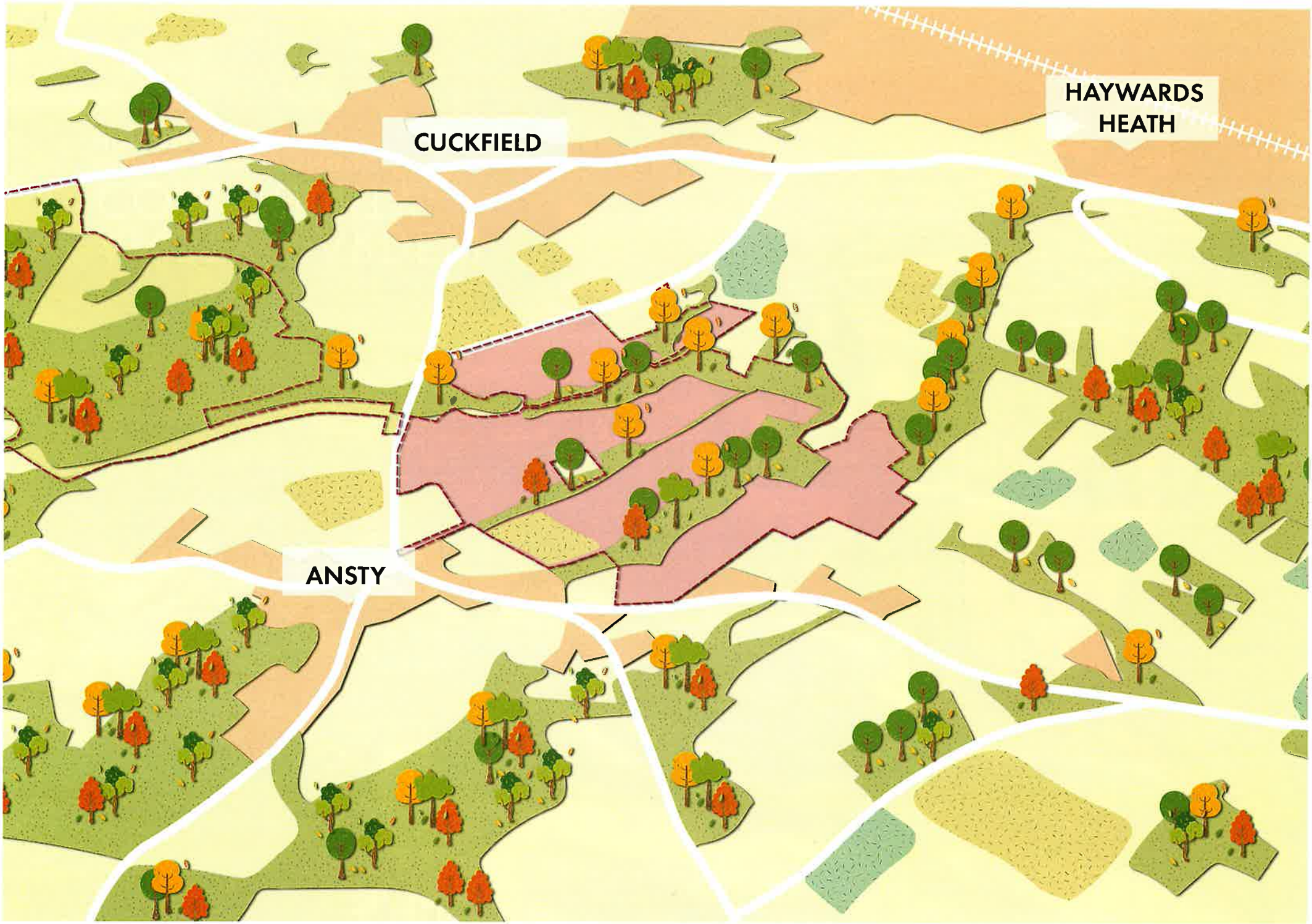
ANSTY GARDEN COMMUNITY

DESIGN & ACCESS STATEMENT
NOVEMBER 2023

fabrik

Fairfax


CUCKFIELD
HAYWARDS HEATH
ANSTY

CONTENTS

PART A: UNDERSTANDING THE SITE

PART B: ANSTY GARDEN COMMUNITY

PART C: SUMMARY & CONCLUSION

PROJECT NUMBER D3012
VERSION D017
VERSION DATE 2 NOVEMBER 2023
COMMENT FINAL

OUR VISION

INTRODUCTION

Why 'Ansty Garden Community'? Whilst the scheme is not of a scale to warrant the name 'Garden Village', typically between 1,500 - 10,000 homes, 'Garden Community' has been chosen to represent something smaller, but that nevertheless aims to incorporate the essence of garden villages, namely a place that enhances the natural environment and creates a beautiful, healthy and sociable place, with the right opportunities for employment, community facilities and range of homes. Further, rather than being a new settlement, it will be an extension of the existing village of Ansty, aiming to benefit and welcome the existing residents into the scheme just as much as the new. Our vision explains the key principles, which inform the design approach to the masterplan, defining the type of place that will be created here.

OUR VISION

Ansty Garden Community (AGC) will be a place which has evolved from the existing village of Ansty, flourishing into a new, sustainable and self-sufficient place to live healthy and active lives.

In an era where urbanisation continues to shape our communities, the importance of creating spaces that promote physical and mental well-being cannot be overstated. Designing a new development with a focus on creating healthy places through a coordinated approach to landscape, streetscape and movement, and built form design is a visionary approach that not only enhances the quality of life for residents, but also fosters a sense of community and sustainability. AGC will be designed according to healthy places principles, which provide overarching and cross-disciplinary elements throughout the scheme, as illustrated by the plan overleaf. The new community will also be supported by a newly designated Parkland Reserve to the north-west, which will provide further benefits relating to access to nature and biodiversity net gain. This will be brought forward as a separate planning application.

Our approach to placemaking is focused on three design principles - **'Living With Nature'**, **'A Cohesive Place'** and **'Distinctively Local'** - which reflect what makes Ansty unique, as well as aligning with best practice enshrined in national policy and guidance documents, such as the National Design Guide, National Planning Policy Framework, Building Better Building Beautiful, Building With Nature, Building for a Healthy Life, amongst others.

It is important to remember the holistic objective of these principles. Taken together, they form an indivisible and interlocking framework for the delivery of a high-quality, well-designed place, with people and place at its heart. The outcome will enable the curation of a vibrant, prosperous, self-sustaining, diverse community, which fosters happy and healthy lives for all ages. It will become a place of enduring quality and choice, a place of beauty.

LIVING WITH NATURE

A landscape of **ridges and valleys, woodland and streams** currently occupies the site, along with its flora and fauna inhabitants. This is the primary layer of **identity** at Ansty Garden Community, and will therefore rightly be **protected, enhanced and celebrated** within the new community's green spaces and corridors.

Open spaces will weave through the new neighbourhoods, connecting into this existing landscape framework and ensuring all residents are within a short walk of a park or green corridor. **Multi-functional green spaces** will cater for both nature and people, ensuring significant **biodiversity net gain** is achieved, whilst serving the local community as a **highly-valued amenity**. Easy access to nature and different types of open space is essential for both the **physical and mental health** of the residents of AGC, and will create a truly inclusive environment for all ages and abilities.

A COHESIVE PLACE

The small settlement of Ansty will grow and become part of something much larger, where **all daily needs** can be met and a spectrum of daily life can occur. At its heart, a new **mixed-use centre** will incorporate local shops, shared work spaces, a GP surgery and allied healthcare provision, and leisure uses, co-located with two schools and housing for the elderly, curating a **9am to 9pm culture**. These uses will be reachable within easy walking and cycling distance from new and existing residents, adhering to a **20-minute neighbourhood** model. This diversity of use will bring a new vibrancy to Ansty, fostering social interaction, encouraging active travel, and directly catering to healthcare needs, all contributing to the healthy places agenda.

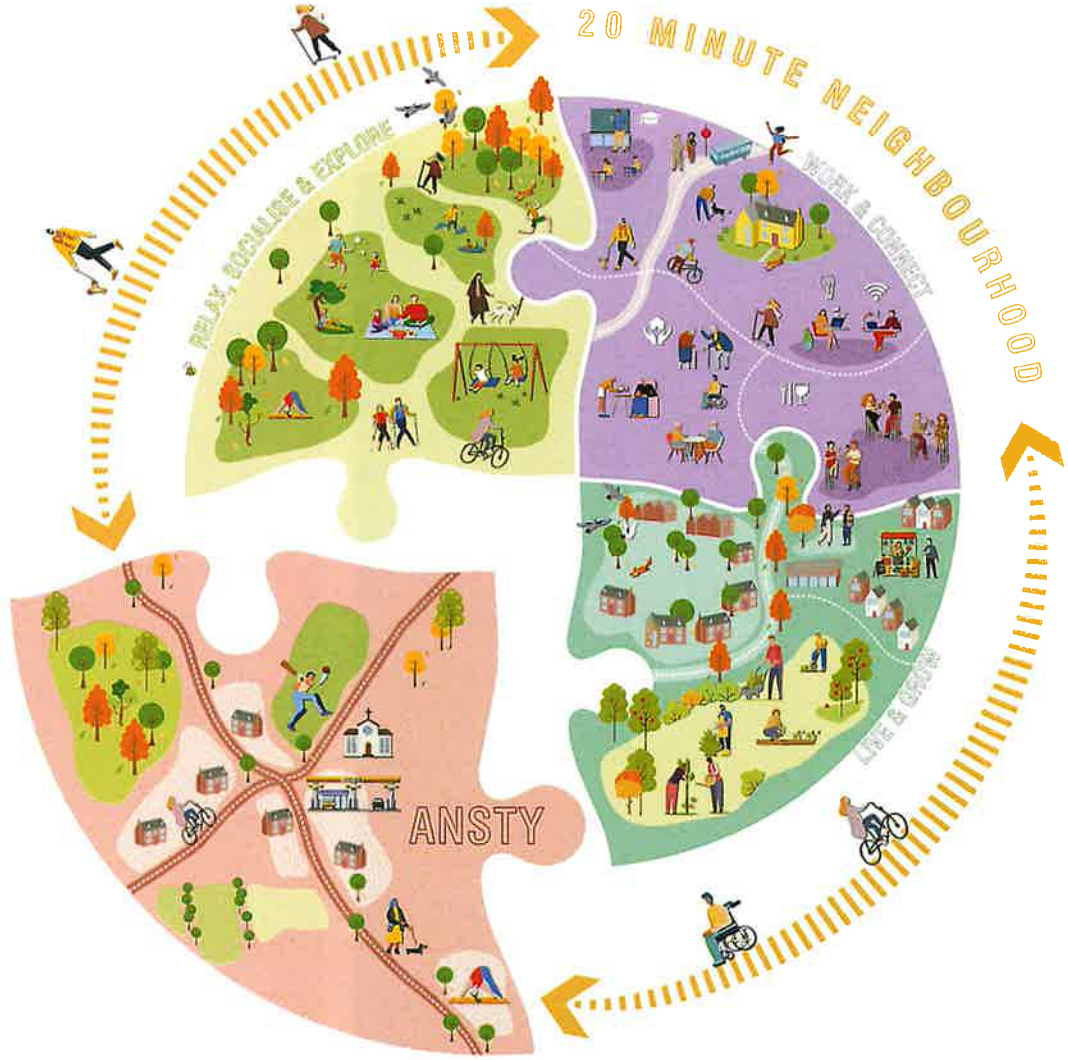
A range of dwellings will provide homes for **all generations and tenures**, grouped into neighbourhoods which each focus around village green or central square. A short hop on a bus or cycle ride will bring residents into the community's heart, containing a mobility hub, with sustainable connections to Haywards Heath and Burgess Hill. **Sustainable movement** will be at the forefront of the transport strategy, where walking and cycling come first, and the private car becomes obsolete. These elements will come together to create a holistic place, supporting a **harmonious community**, fit for the 21st century.

DISTINCTIVELY LOCAL

The development will have a strong **sense of place**, drawing on the intrinsic characteristics of **Ansty and West Sussex**, ensuring the new community feels embedded into the locality and 'of its place'. Acknowledging the significance of local identity is important, and so is the opportunity to adapt and enhance the existing features of Ansty and the surrounding landscape. Rather, **change is positive and necessary**, and should incorporate elements of identity in a progressive and sustainable way. Place characteristics will be rooted in **context**, drawn from the foundations of the previous two themes, and further layered through the structure of the **streets and blocks**, and the use of **materials**, providing a familiarity to the scheme.

The **heritage assets** around the site will be **sensitively incorporated** into the new community, anchoring the site in its past, yet enabling it to look to the future. **Homes will be flexible and adaptable** to enable a lifetime of use, and will be **built to last**. Whilst acknowledging the existing context and identity, **Modern Methods of Construction** will be explored to incorporate sustainability into the built fabric of the place. **Sustainable, well-built homes, which are fit for purpose** for all ages and abilities, foster healthy and happy lives.

Culture will also play its part and spaces will be provided for it to thrive through social events, fêtes and annual celebrations, as well as offering opportunities to simply bump into neighbours. Our vision is to create a place that will **blossom**, and successfully become a place for its **inhabitants to enjoy and to be proud**.



SUSTAINABLE MASTERPLAN PRINCIPLES

Well-designed, sustainable homes and communities are essential building blocks in society. They add economic, social and environmental value to the UK. Fairfax play a role in supporting the housing sector to both deliver more sustainable homes and places and build them using more sustainable methods of construction. The adjacent principles set out how the site will deliver sustainability at each of the three levels.

The Mid Sussex District Plan (2014-2031) includes a strategic objective to **"promote development that makes the best use of resources and increases the sustainability of communities within Mid Sussex, and its ability to adapt to climate change."**

Overarching this is the National Planning Policy Framework (2023), which requires the planning system to consider three interdependent objectives (environmental, economic and social), of which the environmental objective requires the development, **"to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."**

The following principles provide a framework by which to achieve sustainability across all aspects of the scheme.

ENVIRONMENTAL

- Deliver a truly walkable community, offering new dwellings with easy and direct access to community, commercial and educational facilities, structured around a network of pedestrian, cycle and sustainable transport routes
- Support healthy lifestyles by encouraging walking and cycling and providing good access to green space
- Protect and enhance the existing landscape features
- Deliver a high-quality, multi-functional landscape that offers opportunities for amenity, play and food growing
- Provide a considerable amount of space for conserving ecology and achieving biodiversity net gain
- Seek to minimise carbon emissions by delivering environmentally-friendly homes which incorporate low-carbon technologies.

SOCIAL

- Incorporate community uses within the garden village, creating a vibrant community, which integrates with and serves the existing community within Ansty
- Support a diverse community with a range of housing tenures and typologies, including affordable housing and bungalows
- Curate spaces for social interaction, be that in public open spaces or between residents' front gardens, engendering a feeling of familiarity and security
- Create a distinct character that references the location's heritage, whilst embracing modern approaches to design
- Welcome in the existing residents within Ansty to use the new public spaces, play areas and community uses
- Provide significant financial contributions to support local community infrastructure such as schools, healthcare, highways and sustainable transport.

ECONOMIC

- Create jobs through the construction phase of the scheme, as well as the ongoing the landscape up-keep of public open spaces
- Deliver a vibrant and accessible new community and mobility hub with approximately 2,000 sqm commercial floorspace for flexible uses
- Create jobs through the provision of a primary school and Special Educational Needs and Disabilities school
- Locate non-residential uses where they can best benefit from support and patronage by the widest possible number of people, including existing residents
- Promote well-connected routes to Ansty and surrounding public transport nodes, service centres and villages through a range of travel choices.


BEECHY BOTTOM PARKLAND RESERVE OFFERS OPPORTUNITIES TO BASK IN NATURE AS WELL AS A DIRECT LINK TO THE EXTENSIVE SPORTS PROVISION AT HAYWARDS HEATH RUGBY FOOTBALL CLUB & WHITEMANS GREEN RECREATION GROUND
APPROPRIATE BUFFERS PROVIDED FROM NOISE SOURCES TO ENSURE PEACEFUL AMENITY SPACE WITHIN HOMES & GARDENS
FORMAL CHILDREN'S PLAY LOCATED THROUGHOUT THE SITE IN CLOSE PROXIMITY TO ALL HOMES
SAFE, ATTRACTIVE & WELL-LIT WALKING & CYCLING ROUTES TO THE PRIMARY & SEND SCHOOLS WITHIN THE SITE, AS WELL AS TO WARDEN PARK ACADEMY SECONDARY SCHOOL
A272
PARK RUN/LEISURE ROUTES OFFERING CIRCULAR ROUTES FOR WALKING & CYCLING
PLANTING DESIGNED TO BE CLIMATE RESILIENT, AS WELL AS OFFER CARBON SEQUESTRATION AND PROVIDE SENSORY BENEFITS TO RESIDENTS IN SIGHT, SMELL & SOUND
SPORTS FACILITIES & COMMUNITY HUB IN PAVILION
MOBILITY HUB ENCOURAGES THE USE OF SUSTAINABLE MODES OF TRAVEL, INCLUDING BUS, CYCLE & CAR CLUB FACILITIES
OPEN SPACES OF DIFFERENT SHAPES & SIZES OFFERING COMFORTABLE SPACES TO DIFFERENT ELEMENTS OF SOCIETY, INCLUDING WOMEN & GIRLS
A272
LOCAL CENTRE TO INCLUDE ALLIED HEALTHCARE SERVICES, GYM/YOGA STUDIO, SHARED WORKSPACES & A SPACE TO GATHER
SOCIAL INTERACTION ENCOURAGED BETWEEN NEIGHBOURS IN FRONT GARDENS, SHARED SURFACE STREETS & PRIVATE DRIVES, OFFERING THE OPPORTUNITY FOR CASUAL CONVERSATION, PASSIVE SURVEILLANCE OVER EACH OTHER'S WELLBEING & INFORMAL CHILDREN'S PLAY
SPECIAL EDUCATIONAL NEEDS AND DISABILITIES SCHOOL
CO-LOCATION OF SCHOOL, CARE HOME & RETIREMENT LIVING, FOSTERING MULTI-GENERATIONAL INTERACTION & SUPPORT
MULTI-FUNCTIONAL PUBLIC OPEN SPACE FOR RECREATION, COMMUNITY GATHERING & EVENTS
THE PLACE
DIRECT FOOT & CYCLE LINK TO ANSTY CRICKET CLUB
COPYHOLD LANE
SAFE & ATTRACTIVE WALKING & CYCLING COMMUTING ROUTES
ANSTY
SUSTAINABILITY IN HOMES THROUGH CONSTRUCTION, MATERIALS, ENERGY GENERATION & USE, WATER CONSUMPTION & ADAPTABILITY TO NEW TECHNOLOGIES IN THE FUTURE/ CHANGING LIFESTYLES
GREEN LINKS THROUGHOUT THE NEW COMMUNITY. EXISTING MATURE TREES RETAINED & OFFERING SHADING QUALITIES, COMBATTING THE URBAN HEAT ISLAND EFFECT, AS WELL AS DRAWING FINGERS OF NATURE & GREENSPACE THROUGH THE DEVELOPMENT
DIRECT WALKING & CYCLING LINKS PROVIDED TO ENABLE ACCESS TO NON-RESIDENTIAL USES WITHIN A 10 MINUTE WALK OF ALL NEW DWELLINGS, AS WELL AS EXISTING DWELLINGS IN ANSTY
SUSTAINABLE DRAINAGE SYSTEMS ENABLING RESIDENTS TO CONNECT WITH WATER & LEARN ABOUT THE WATER CYCLE, AS WELL AS CONTRIBUTING TO CLIMATE RESILIENCE
B2036
WILD OPEN SPACES TO CONNECT WITH NATURE
TREE-LINED STREETS OFFERING SHELTER FROM WIND, RAIN & SUN
GREEN SPACE IN CLOSE PROXIMITY TO ALL HOMES, OFFERING A GREEN OUTLOOK, CLINICALLY PROVEN TO INCREASE MENTAL HEALTH & WELLBEING
EVERY HOME HAS ACCESS TO A PRIVATE GARDEN, OR SHARED PRIVATE GARDEN/ BALCONY FOR APARTMENTS, BENEFICIAL IN A POST-PANDEMIC WORLD
COMMUNITY GROWING SPACES TO CONNECT WITH LOCAL FOOD PRODUCTION
0
500m

PART A

UNDERSTANDING THE SITE

A1: INTRODUCTION
A2: CONTEXT
A3: BASELINE CONDITIONS

PART A OF THE DESIGN & ACCESS STATEMENT OUTLINES THE CHARACTERISTICS OF THE SITE & ITS CONTEXT, EXPLAINING HOW THIS HAS INFLUENCED THE FORM & CHARACTER OF THE APPLICATION PROPOSALS


STAPLEFORD ROAD
HIGH WEALD AONB
B2036
BEECHY BOTTOM PARKLAND RESERVE
DEAK'S LANE
CUCKFIELD
CUCKFIELD PARK
HAYWARDS HEATH
RAGGET'S WOOD
A272
A272
COPYHOLD LANE
ANSTY
ANSTY GARDEN COMMUNITY
BOLNORE
RIDDENS WOOD
B2036 HARVEST HILL
A272 BOLNEY ROAD
0
500m

A1 INTRODUCTION

PURPOSE OF THE DOCUMENT

This Design and Access Statement (DAS) has been prepared by fabrik Ltd on behalf of Fairfax Acquisitions Ltd (Fairfax) in support of an outline planning application at Ansty Garden Community, herein referred to as 'AGC', or 'the site'. A separate planning application is being prepared for Beechy Bottom Parkland Reserve.

The purpose of this document is to explain the process that has led to the proposals and, in particular, the extent to which local context, planning policy and public consultation has informed the masterplan.

The key role of the document is as follows:

- To illustrate the process that has led to the development proposal at AGC and explain the design principles and concepts that have been applied to the proposed scheme
- To introduce the masterplan and explain the rationale behind its development
- To set out design principles
- To present the parameters for the proposed development in parameter plans which form part of the planning application.

This DAS is intended to serve as a common source of information and guidance for all those involved in the future development of the site. It has been prepared in accordance with the Government's Planning Practice Guidance, which states a Design and Access statement should:

(a) **"Explain the design principles and concepts that have been applied to the proposed development**

(b) **"Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account."**

'A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed'. (Para 031, Guidance - Making an application, DCLG, 2014.)

THE SITE & ITS CONTEXT

AGC is located within the Mid Sussex District of the county of West Sussex, between Ansty immediately to the west, Cuckfield approximately 1 km (0.6 miles) to the north, and Haywards Heath approximately 2 km (1.2 miles) to the east. Burgess Hill is another notable town in the area, approximately 4 km (2.5 miles) to the south of the site. The site boundary is illustrated on the adjacent site location plan.

The development site covers some 100 ha (247 acres). It lies on undulating land, forming ridges and valleys punctuated by woodland and waterways. Excluding the woodland, the majority of the site is currently arable farmland, with two listed buildings located in the centre of the site (outside of the site boundary), accessed via a track. Dwellings within the village of Ansty line the south-western edge of the site, with a small cluster indented into to the north-west of the site, and a few separate properties located along the eastern boundary, amongst woodland. The northern and north-western edges are bound by the A272; the B2036 abuts the south-western boundary and West Riddens Farm abuts the southern boundary. The site is separated from Cuckfield and Haywards Heath by intervening fields. Other than the lane running east-west through the centre of the site providing access to a handful of existing properties, there is no other vehicular access. A public right of way (PRoW) follows this east-west lane, connecting to another aligned north-south at the eastern side of the site. These PRoWs connect into a wider network of footpaths and bridleways in the vicinity.

Beechy Bottom Parkland Reserve is proposed to occupy some 103 ha (247 acres) of land to the north-west of AGC, to the west of Cuckfield and north of Ansty. It comprises approximately 96 ha (237 acres) of farmland and woodland and 7 ha (15 acres) of private recreation grassland. It has a varied topography and consists of a number of higher ground features, which are bisected by streams running in an east-west direction, creating a series of gentle valleys. The land comprises a mixture of woodland, grassland and Beech Farm Field – home of Cuckfield Cosmos football club. Whilst this will be submitted as a separate planning application, it will provide a recreational benefit for the existing and new community, as well as significant biodiversity net gain.

DESCRIPTION OF DEVELOPMENT

Outline planning application (All matters reserved except for access) for the redevelopment of land to the east of Ansty to create a new Garden Community, comprising of the erection of up to 1,450 homes (including 30% affordable housing), up to 90 residential care (C2 units), a primary school, new SEND school, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses together with ancillary and associated development including new and enhanced pedestrian/cycle routes, open spaces, and landscaping.

DOCUMENT STRUCTURE

The scope of the document is as follows:

Part A

- A1: Introduction - describes the purpose of the document, content and scope, and introduces site
- A2: Context - explores the site's history, planning context, townscape and landscape character
- A3: Baseline conditions - assesses the area's existing transport links and facilities that inform the design process, alongside an analysis of the site's constraints and opportunities.

Part B

- B1: Design evolution - sets out the vision for AGC and the identifiable stages of the design process
- B2: Parameter plans - presents and explains the parameters which structure the development
- B3: The masterplan - introduces the masterplan for AGC, explains the design principles, layout and development mix, landscape, land use and built form.

Part C

- C1: Healthy placemaking - details the healthy places principles and resultant health outcomes of the scheme, and describes how the development achieves the principles set out in Building for a Healthy Life
- C2: Indicative phasing & delivery - presents the indicative phasing plan for the development, taking into account key triggers and timelines
- C3: Summary of benefits - concludes the DAS, summarising the key facts and benefits about the development.

1 VIEW FROM THE SITE OVER THE TREETOPS TOWARDS CUCKFIELD CHURCH
2 VIEW OF THE PLACE LISTED BUILDING
3 VIEW FROM A272 AT EASTERN EDGE OF THE SITE TOWARDS WOODLAND AND TREE BELTS
4 VIEW OF THE EXISTING SOUTHERN WOODLAND BELT RUNNING EAST-WEST

A2 CONTEXT

HISTORY OF ANSTY

Ansty is located within the Civil Parish of Ansty & Staplefield, which comprises three main settlements - Ansty, Staplefield and Brook Street. Ansty also was historically part of the parish of Cuckfield, which is focused on the village approximately 1 km (0.6 miles) to the north. The centre of Ansty is set on the top of a hill, which is reportedly where its name originated from, Ansty being the Saxon for a 'tear shaped hill'. Another interpretation suggests Ansty is taken from 'An', a personal name, and 'tighe', Old English for a paddock or enclosure. Some early maps give the name of 'Ansty Cross' for this settlement, likely used to demonstrate the convergence of several local road networks - A272, B2036, Bolney Road and Deak's Lane. Ansty historically formed part of the manor of Cuckfield, with earliest references to the church at Cuckfield dating from the end of the 11th century. There are a number of listed buildings in and around Ansty, as well as buildings that show signs of late medieval origins. These include Ansty Farm (now The Place), Pinks Farm (now Buttlers Farm) and Crouchlands Farm (now the Ancient Farm), which is a fine example of a Wealden house.

The area was historically made up of farmsteads. A small collection of dwellings is present in maps in the late 1800s, focused around the 'crossroads' in the middle of Ansty. The village slowly expanded along the roads, creating a predominantly ribbon-style development around the A272 and the B2036. The built up area boundary of the village follows this ribbon development, but was extended by the Ansty, Staplefield and Brook Street Neighboured Plan (2017) to incorporate two site allocations, deviating from the ribbon style, creating infill development between Bolney Road and the B2036 at:

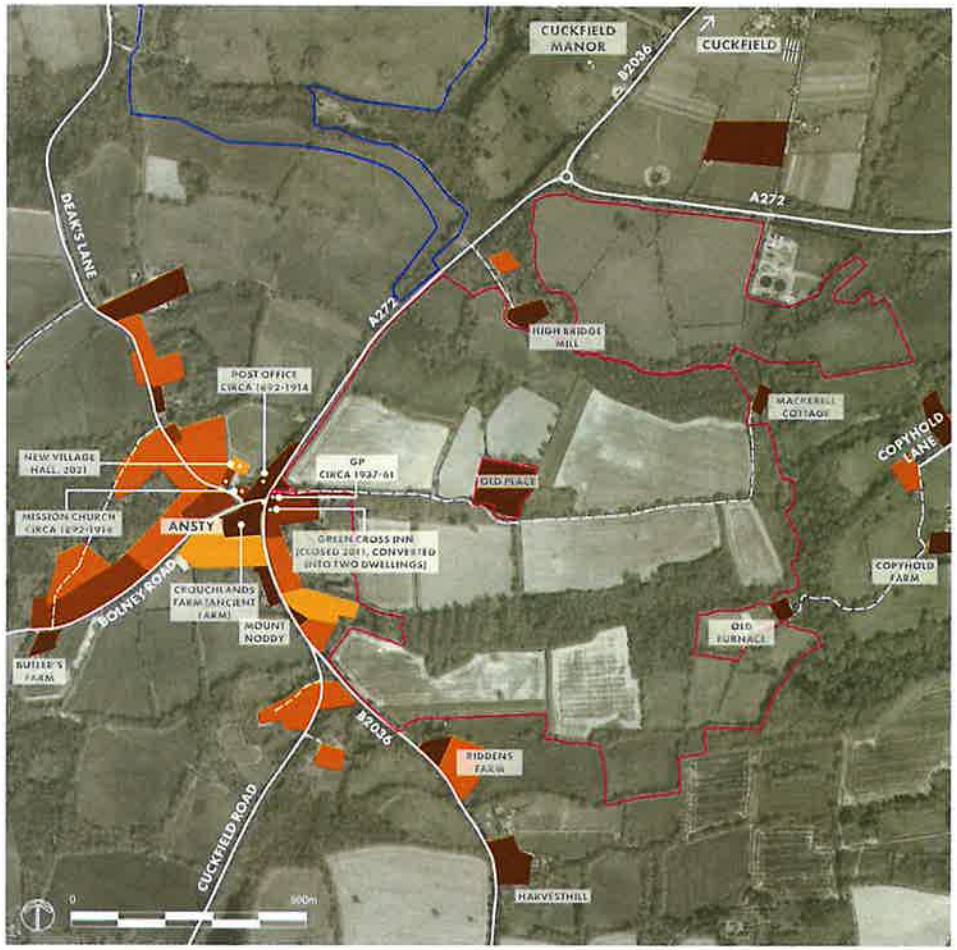
- Land South of Bolney Road - permission granted in 2019 for 20 no. dwellings (DM/19/1235)
- Crouch Fields - permission granted in 1999 for 8no. dwellings (CD/028/99/AP1)

Three dwellings were previously granted permission in 2014 to the rear of Mount Noddy, which was amended to two dwellings in 2016 (DM/15/4930). However, there has been little other residential development in the last few decades. The only other development that the village has seen is the erection of a new village hall, which replaced the original village hall built in the 1920s using an ex-World War I hut. This was built in 2022, providing a modern and much needed community hall and sports pavilion for the residents of Ansty and the surrounding area, and is now a well used community facility.

Key elements of the profile of the community today, taken from the Ansty, Staplefield and Brook Street Neighboured Plan (2017), are as follows:

- Ansty, Staplefield and Brook Street are popular with young people bringing up families and also for retirees, but sees young adults leave to live elsewhere
- The Parish is an area where affordability is an issue, coupled with a lack of affordable housing
- There is a buoyant local economy of highly skilled, self-employed people, with many working from home
- Currently, there is a high reliance on car travel for movement, partly linked to the limited amount of public transport available and limited facilities and amenities within the village. The only pub in Ansty closed in 2011 and the village has also lost its church, shop and post office. The petrol station and garage at Ansty has a small shop, which was expanded in 2015. There are no health facilities located in the parish
- The recreation ground is the only public space in Ansty
- The village needs to accommodate a degree of growth in order to prosper.

Ansty Garden Community will be the next chapter in Ansty's history and will be one which sees a considerable amount of change. However, this change will be positive and necessary, and presents opportunity for growth and betterment. It will replace facilities and amenities which have been lost in the village, along with providing new ones to serve Ansty as a whole. It will provide much needed new housing, enabling young adults to stay within the vicinity, and provide accommodation for the elderly so they, too, can stay in the vicinity when they need to downsize or require additional support. It will also contribute to the wider district's housing land supply requirements and will generate critical mass to improve transport links, such as bus services. AGC will retain the core elements of Ansty's identity, whilst providing all the necessary infrastructure to support the new community, and to do so sustainably.



HISTORIC DEVELOPMENT OF ANSTY

PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy Framework

The National Planning Policy Framework (2023) identifies the need to significantly boost the supply of housing to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It also states that development should be actively managed to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made, sustainable. Paragraph 11 of the document states that at the heart of the document is a presumption in favour of sustainable development.

The Government, through the NPPF, attaches importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. This application is being made in outline and so does not contain detailed design proposals. However, the design principles set out in this DAS and in the accompanying Design Code, in combination with the framework provided by the parameter plans, will set the context for good design at the Reserved Matters stages.

LOCAL POLICY

The site is not currently allocated for development through the adopted development plan, but it is being actively promoted to MSDC for inclusion in the further consultation stages of the emerging Local Plan. Whilst the current planning policies for delivering housing, as set out in the adopted Local Plan, can be considered to be out-of-date (over five years has passed since the Local Plan was adopted), it is recognised that MSDC are currently able to demonstrate a five-year housing land supply and as such the presumption of favour of sustainable development, as set out in the NPPF, is not engaged for the moment.

The site is in a sustainable location, located outside but adjacent to the existing settlement of Ansty. The context of development on this site being sustainable was affirmed in the Sustainability Appraisal which accompanied the emerging Local Plan documents that have been published as part of the Regulation 18 public consultation process.

The emerging District Plan strategy is clear that one of its key principles is looking to promote growth at both sustainable and less sustainable settlements. The emerging Mid Sussex Plan does not distinguish which settlements are considered to be less sustainable and more sustainable, but based upon the settlement hierarchy (as per Policy DP6 of the adopted District Plan). Ansty is identified as a small village with limited services and is assumed to be considered by MSDC as a less sustainable settlement.

With regard to less sustainable settlements the proposed strategy in the emerging Plan seeks to:

"Extend existing less sustainable communities, which currently have the benefit of only limited services, with development of a scale which can provide the infrastructure and services which will not only meet the needs of the new community but of those in the existing community as well. This can be achieved by developing a single large site providing facilities and services on site..... This strategy will help to reduce the tidal flow of people out of the settlement each day by providing new neighbourhood centres with potential for appropriate scale commercial development and new schools, along with affordable and specialist extra care housing and accommodation for older people in the community.

"Based around the 20-minute neighbourhood principles, the Plan seeks to deliver complete, compact and well-connected communities which provide the facilities and services to support the day to day needs of the community as a whole, accessed by walking, wheeling and cycling. The Plan will also seek to support the continued trend of home working and the many associated benefits it can bring to our communities in terms of wellbeing and life/ work balance, supporting local businesses and services, reducing the need to travel by car"

Ansty is an existing settlement that will benefit immeasurably from the delivery of significant growth. This site presents a unique opportunity for a sustainable garden community extension to the village, whilst providing a wide range of facilities including a new primary school, SEND school, community facilities, retail and employment space, sports facilities notably for hockey and tennis, and additional homes. All of these aspects together, along with the existing facilities in Ansty, can make a more sustainable community in this location that embraces the 20-minute neighbourhood principles.

OTHER CONSIDERATIONS

Living With Beauty

The Building Better, Building Beautiful Commission published its report, *Living With Beauty, Promoting health, well-being And sustainable growth,* in January 2020. The Commission was responsible for developing practical measures that will help ensure new housing developments meet the needs and expectations of communities, making them more likely to be welcomed, rather than resisted, by existing communities.

The commission had three primary aims:

1. To promote better design and style of homes, villages, towns and high streets, to reflect what communities want, building on the knowledge and tradition of what they know works for their area
2. To explore how new settlements can be developed with greater community consent
3. To make the planning system work in support of better design and style, not against it.

The report proposes a new development and planning framework, which will:

- Ask for beauty
- Refuse ugliness
- Promote stewardship.

Beauty is defined within the report at three scales:

- Beautifully placed (sustainable settlement patterns sitting in the landscape)
- Beautiful places (streets, squares and parks, the 'spirit of place')
- Beautiful buildings (windows, materials, proportion, space).

This structure helps to define what beauty is and means, and is adhered to within the design process for AGC.

The aims and guidance within Living With Beauty are recognised in the NPPF, published in September 2023, with the word *beautiful* making its way into policy for the first time. Being 'beautiful' will now be:

- Part of the social objectives of the planning system as a whole (paragraph 8)
- One of the key objectives for large new housing schemes (paragraph 73)
- An intrinsic part of ensuring that land is used efficiently, whilst also creating beautiful and sustainable places (125)
- Overall, being 'beautiful' is *'fundamental to what the planning and development process should achieve'* (paragraph 126).

This work must be regarded in the design process of AGC, and also in the Council's consideration of the planning application.

Other key documents

A number of other documents are of relevance to development at AGC. These include:

- Mid Sussex District Plan 2104-2031 (2018)
- Site Allocations DPD (2021)
- Ansty and Staplefield Neighbourhood Plan (2017)
- National Design Guide (2019)
- Mid Sussex Design Guide (2020)
- High Weald Housing Design Guide (2019).

These documents provide a further policy framework to guide the details of the development, particularly in ensuring the development is well-related to its context.

THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES, NATIONAL DESIGN GUIDE, P8

EIGHT PRIORITIES OF REFORM GRAPHIC, LIVING WITH BEAUTY, P2

BEAUTY AT THREE SCALES GRAPHIC, LIVING WITH BEAUTY, P10

TOWNSCAPE & LANDSCAPE

TOWNSCAPE

'***Townscape, like the rural landscape, reflects the relationship between people and place and the part it plays in forming the setting to our everyday lives. It results from the way that the different components of our environment – both natural and cultural - interact and are understood and experienced by people.***'
(Natural England, 2014)

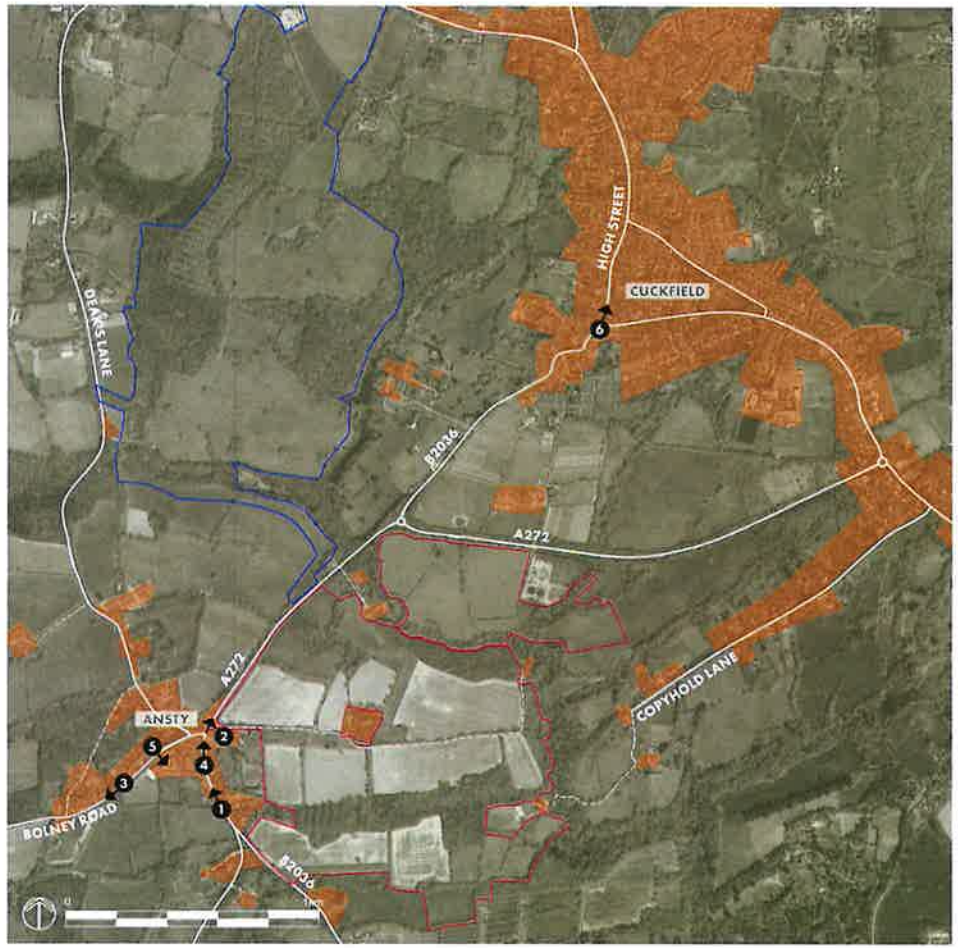
The settlement of Ansty is formed of ribbon development along the main roads which pass through it. Dwellings are typically set back from the main roads by intervening vegetation, such as substantial hedgerows and trees, and front gardens of at least 5 m in depth. Therefore, the landscape is the predominant feature of the townscape passing through Ansty, where landscape provides the feeling of enclosure rather than the built form **(Photo 1)**. The only exception is along the A272 to the north of the village centre, where 'The Olde Shop' and adjacent semi-detached dwellings are set much closer to the road, with only around a 2 m set back, providing a harder, built edge to the streetscape **(2)**. Due to the topography, it is not uncommon for the dwellings to be built on higher ground than the street, with steps or a sloping drive connecting the front of the dwelling and the street **(3)**.

The original urban grain has been eroded along the B2036 to the south of the roundabout, where the original built form has been demolished and replaced with the Shell garage and CMW car dealership. This provides a stark gap in the streetscape, which is instead dominated by car parking, hardstanding and much larger warehouse-style buildings **(4)**.

The townscape has also changed somewhat with recent development in the last few decades, which has developed land previously associated with larger dwellings or farmland, around Upton Drive and Crouch Fields. These create small cul-de-sacs, which are a departure from the historic character of the village, with dwellings set fairly close to the street with little or no vegetation or boundary treatment present **(5)**.

Dwellings are generally two to two-and-a-half storeys and a mixture of detached and semi-detached houses. Towards the centre of the village and along the main roads of the A272, B2036 and Bolney Road, the dwellings are grouped tighter together, whereas along the more rural roads and at the edge of the village, the dwellings are spaced further apart, such as along Deak's Lane and Cuckfield Road, where the pattern of ribbon development disperses into larger plots with dwellings set back further from the road along a private drive. The grouping of dwellings is different again within the newer developments within the village.

Characteristics of a small town can be seen in Cuckfield. The main thoroughfare, B2036/High Street, is lined with two to three storey terraced buildings - a mixture of retail, commercial and residential dwellings, immediately at the back of the pavement or with a small set-back of perhaps 1 m **(6)**. This creates a much harder townscape with a strong feeling of enclosure by built form and little green infrastructure, other than occasional front gardens or trees in the pavement, with pavement widths varying. The street is much wider here, with room for on-street parallel parking.



TOWNSCAPE CHARACTER AREAS

1 VIEW ALONG B2036, WITH TOWNSCAPE INFLUENCED BY VEGETATION, ALONG STREET & IN FRONT GARDENS, WITH ONLY THE CHIMNEY TOPS OF THE DWELLINGS VISIBLE
2 DWELLINGS ALONG THE A272 WITH SMALL SET BACK, CREATING A HARDER STREETSCAPE
3 HISTORIC STREETSCAPE ERODED BY PRESENCE OF SHELL GARAGE IN CENTRE OF ANSTY
4 VIEW ALONG BOLNEY ROAD WITH DWELLINGS SET BACK FROM STREET ON HIGHER GROUND, ACCESSED VIA STEPS/A SLOPED DRIVE
5 NEW DEVELOPMENT OFF BOLNEY ROAD, IN CUL-DE-SAC ARRANGEMENT WITH LITTLE/NO BOUNDARY TREATMENTS
6 VIEW ALONG HIGH STREET WITHIN CUCKFIELD

SITE BOUNDARY
PARKLAND RESERVE BOUNDARY
SETTLEMENT
PHOTOGRAPH LOCATION

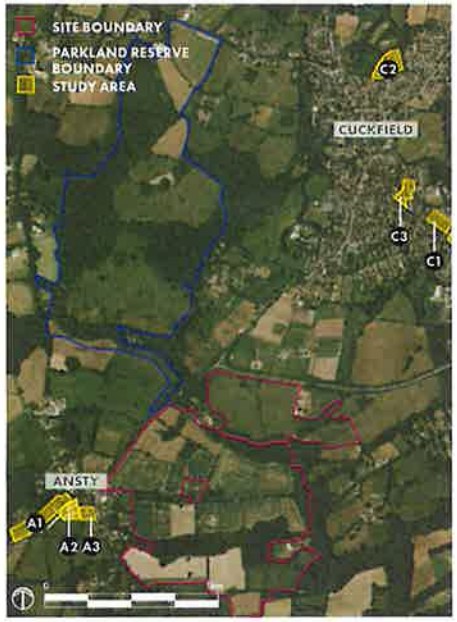
DENSITY STUDIES

Ansty

Ansty is a small village, with the settlement primarily in the form of ribbon development along the A272, B2036 and Bolney Road. Densities are typically very low, due to dwellings being focussed along the streets, within plots with large back gardens. For example, the density along Bolney Road is around 12 dph. There has been some recent infill development around Bolney Road and Crouch Fields. However, this is still of a fairly low density, at around 23 dph and 16 dph respectively.

Cuckfield

Cuckfield is a large village or market town, approximately 1 km (0.6 miles) to the north of Ansty. Whilst the settlement originally followed the same ribbon development pattern as Ansty, focused around the main roads of the High Street, Broad Street and the B2184, development has gradually filled in between these streets and expanded outwards along new residential roads and cul-de-sacs, which occurred from around the 1950s onwards. The settlement is therefore much denser than Ansty, with the adjacent examples illustrating densities of 19 dph, 21 dph and 39 dph. There is no particular pattern of densities, as in a typical settlement where it is most dense at its core, and least dense at its extremities. Due to the piecemeal development at its core and recent development at its edges, densities vary throughout.



DENSITY STUDY AREA LOCATION PLAN

ANSTY 1 - BOLNEY ROAD (12 DPH)

ANSTY 2 - UPTON DRIVE (23 DPH)

ANSTY 3 - CROUCH FIELDS (16 DPH)

CUCKFIELD 1 - BRICK LANE (36 DPH)

CUCKFIELD 2 - BUTTINGHILL DRIVE (39 DPH)

CUCKFIELD 3 - GLEBE LANE/LONDON ROAD (38 DPH)

STUDY AREA BOUNDARY

STUDY AREA	DESCRIPTION	AREA	APPROX NO. DWELLINGS	APPROX DENSITY
ANSTY 1	BOLNEY ROAD	2.35 HA	28	12 DPH
ANSTY 2	UPTON DRIVE	0.84 HA	19	23 DPH
ANSTY 3	CROUCH FIELDS	0.52 HA	8	16 DPH
CUCKFIELD 1	BRICK LANE	0.95 HA	37	39 DPH
CUCKFIELD 2	BUTTINGHILL DRIVE	1.51 HA	59	39 DPH
CUCKFIELD 3	GLEBE LANE/LONDON ROAD	1.41 HA	46	33 DPH

Haywards Heath

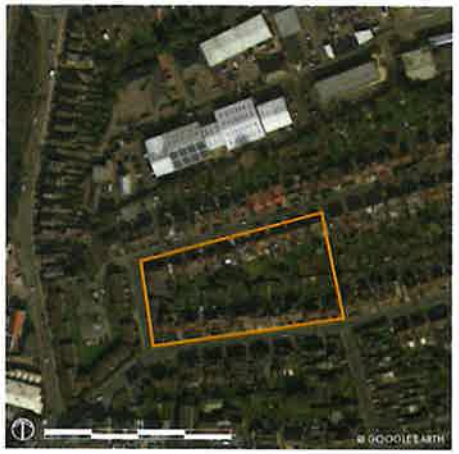
Haywards Heath lies approximately 2 km (1.2 miles) to the east of Ansty, linked via the A272. The settlement has been largely influenced by the railway line which links Haywards Heath with London Victoria and Brighton on the Southern Line/ Gatwick Express, and further to Bedford and Cambridge on Thameslink. Thus, the densest area is around the vicinity of the station, where an apartment block has been measured at 213 dph (Haywards Heath 3).

Starting from a nodal settlement pattern around the station, the settlement has steadily expanded to the size it is today over the last century, with residential neighbourhoods forming around the town, with no particular continuity of character or form. The most recent residential development can be found at the edges of the town, with fairly long and indirect connections to the town centre and railway station. The town has now subsumed the previously separate villages of Lindfield to the north and Walstead to the east, and is edging towards Cuckfield to the west.

Due to this piecemeal expansion, as with Cuckfield, the densities to not follow a typical pattern of settlements with a dense core and less dense periphery, aside from the instances of apartment blocks within the centre. Otherwise, the densities illustrated adjacent range from 17 dph to 36 dph in different parts of the town.

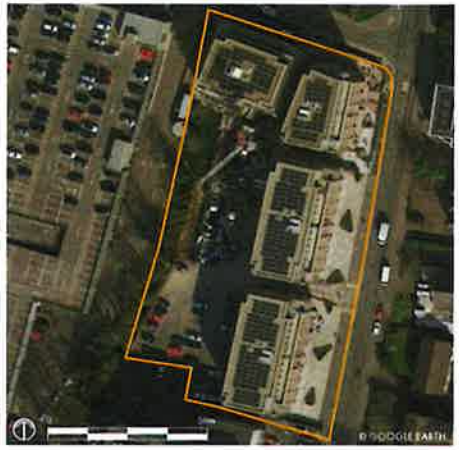
DENSITY STUDY KEY

CUCKFIELD 4 - CHATFIELD ROAD/WHEATSHEAF LANE (32 DPH)



HAYWARDS HEATH 1 - QUEENS ROAD/GORDON ROAD (36 DPH)

HAYWARDS HEATH 2 - QUEENS ROAD (44 DPH)



HAYWARDS HEATH 3 - PERRYMOUNT ROAD (213 DPH)

HAYWARDS HEATH 4 - TRUBWICK AVENUE, BOLNORE VILLAGE (36 DPH)

HAYWARDS HEATH 5 - ROBERTSON DRIVE (33 DPH)

STUDY AREA	DESCRIPTION	AREA	APPROX NO. DWELLINGS	APPROX DENSITY
CUCKFIELD 4	CHATFIELD ROAD/WHEATSHEAF LANE	3.12 HA	98	32 DPH
HAYWARDS HEATH 1	QUEENS ROAD/GORDON ROAD	1.24 HA	45	36 DPH
HAYWARDS HEATH 2	QUEENS ROAD	2.08 HA	93	44 DPH
HAYWARDS HEATH 3	PERRYMOUNT	0.68 HA	145	213 DPH
HAYWARDS HEATH 4	TRUBWICK AVENUE, BOLNORE VILLAGE	4.8 HA	176	36 DPH
HAYWARDS HEATH 5	ROBERTSON DRIVE	3.2 HA	107	33 DPH

STUDY AREA

ARCHITECTURAL DETAIL & MATERIALS

The character of the area owes much to the rich variety of architectural forms, styles and materials represented by its buildings. These reflect the influence of successive historical periods as the settlements have expanded. There are domestic vernacular buildings, grand mansions, commercial buildings and institutional buildings, the latter of these mainly found within Cuckfield and Haywards Heath.

The prevailing materials characteristic of Mid Sussex are as follows:

- Clay tiles
- Sandstone (typical of High Weald area)
- Red brick
- Flintwork (typical within the southern part of the District).

These materials are typically found in Ansty, Cuckfield and the surrounding villages, as illustrated within the adjacent images. Materials on older dwellings represent those which are sourced locally, however those with Victorian or Regency façades include imported slate, and several medieval buildings were refaced in brick and clay tiles in the 19th century. Key features through the ages are as follows:

- Sandstone is more typically used on grand institutional buildings, reflecting their importance
- 16th and 17th century buildings often have a dominance of timber framing
- 18th century buildings display a dominance of locally available brick, which continued to be the main building material thereafter. The dark red colour of much of the brickwork is due to the high levels of iron in the local Wealden clay
- Some buildings are finished in render or painted brickwork, predominantly white or cream in colour
- Wealden clay tiles are used for roofs and tile hanging in a variety of patterns.

Buildings tend to be simple in form, with regular openings. Traditional architectural details include:

- Hipped and half-hipped roofs
- Pendiced hoods
- Gauged brick arches
- Dentil courses
- Modillion cornices
- Stone plinths
- Flat headed door hoods
- Gabled and hipped dormers
- Sash windows
- Panelled and plank doors
- Chimney stacks.










1 RED BRICK, CLAY ROOF TILES, HUNG TILES, DORMER WINDOW, GABLE END, WARNINGLID

2 HORSHAM STONE WITH A BRICK CHIMNEY, ARCHED DOOR, CLAY ROOF, SLAUGHAM

3 RED BRICK WITH BURNT HEADERS & CLAY HUNG TILES DETAILING, HALF HIPPED CLAY ROOF, CHIMNEY, 2 STOREYS, WARNINGLID

4 RED BRICK, HUNG TILE WITH SCALLOPED DETAILING & CLAY ROOF, SEMI-DETACHED, 3 STOREYS, BOLNEY

5 FLINT WITH BRICK BANDING, PORCH WITH CLAY ROOF TILES & CHIMNEYS, DETACHED, 2.5 STOREYS, HENFIELD

6 WHITE PAINTED BRICK, WITH SOME HUNG TILE DETAILING, NO PORCH, BAY WINDOW, HALF HIPPED CLAY ROOF WITH DORMERS & CHIMNEY, 3 STOREYS, DETACHED, CUCKFIELD

7 BRICK AND RENDER WITH CLAY HUNG TILES, DECORATIVE WINDOW WITH TIMBER DETAILING, 2 STOREYS, BOLNEY

8 WHITE PAINTED BRICK, CLAY ROOF, CHIMNEY, TIMBER DETAIL,2 STOREY, ANSTY

9 PASTEL COLOURED RENDERED DWELLINGS, SLATE TILES, 2.5 STOREYS WITH STEPS UP TO FRONT DOOR, CHIMNEYS, GEORGIAN STYLE WINDOWS, CUCKFIELD

10 MIXED BRICK, TIMBER CLADDING, CONTEMPORARY STYLE PORCH & WINDOWS, SLATE TILES, 2.5 STOREYS, DETACHED WITH A DOUBLE GARAGE, CUCKFIELD

LANDSCAPE DESIGNATIONS

The LVIA submitted as Volume 3 of the Environmental Statement provides a detailed summary of the landscape designations relevant to the site. A summary is set out below.

The High Weald Area of Outstanding Natural Beauty (AONB), a designation of national significance, is located immediately to the north-west of the site. The boundary of which is defined by the A272 corridor, which also forms the north-western boundary of the site.

There are no landscape designations within the site at the national, regional or local level. Additionally, the site does not lie within a strategic viewing corridor covered by planning policy. The site contains approximately 7.3 ha (18 acres) of Ancient Woodland Inventory as 'Ancient and Semi-natural Woodland', listed by Natural England, which will be protected and enhanced. Much of the remaining woodland is identified as deciduous woodland that is in the Priority Habitat Inventory.

A Local Wildlife Site abuts the south-eastern boundary of the site. Further to the south-east, approximately 590 m from the site, lies Heaselands Grade II listed Registered Park and Garden. A house and garden have been present here since 1874 and the listing is described as *'a mid to late C20 plantsman's garden with formal elements and extensive ornamental woodland.'*

Within the wider area, the local nature reserves of Blunts and Paiges Wood are located 1.3 km/0.8 miles to the west of the site, and Ashenground Road and Bolnore Woods are located 1.6 km/0.9 miles to the west of the site. A number of Public Rights of Way cross the site and provide foot and cycle connections between Ansty, Cuckfield and the surrounding landscape.

LANDSCAPE CHARACTER

National character assessment

The general character of the English countryside has been described at a national level by Natural England. The site lies within the periphery of the area identified as NCA 122: High Weald, adjacent to NCA 121: Low Weald.

The key characteristics of NCA 122: High Weald, pertinent to the local area described as:

- *'A dispersed settlement pattern of hamlets and scattered farmsteads and medieval ridgetop villages founded on trade and non-agricultural rural industries, with a dominance of timber- framed buildings...*
- *Ancient routeways in the form of ridgetop roads and a dense system of radiating droveways, often narrow, deeply sunken and edged with trees and wild flower-rich verges and boundary banks. Church towers and spires on the ridges are an important local landmark. There is a dense network of small, narrow and winding lanes, often sunken and enclosed by high hedgerows or woodland strips*
- *An intimate, hidden and small-scale landscape with glimpses of far reaching views, giving a sense of remoteness and tranquillity yet concealing the highest density of timber-framed buildings anywhere in Europe amidst lanes and paths*
- *Strong feeling of remoteness due to very rural, wooded character. A great extent of interconnected ancient woods, steep-sided gill woodlands, wooded heaths and shaws in generally small holdings with extensive archaeology and evidence of long-term management*
- *Extensive broadleaved woodland cover with a very high proportion of ancient woodland with high forest, small woods and shaws, plus steep valleys with gill woodland*
- *Small and medium-sized irregularly shaped fields enclosed by a network of hedgerows and wooded shaws, predominantly of medieval origin and managed historically as a mosaic of small agricultural holdings typically used for livestock grazing*
- *A predominantly grassland agricultural landscape grazed mainly with sheep and some cattle*
- *An essentially medieval landscape reflected in the patterns of settlement, fields and woodland*
- *High-quality vernacular architecture with distinct local variation using local materials...'*

The opportunities and landscape changes identified in the assessment pertinent to the site are set out below:

- *'Maintain and enhance the existing woodland and pasture components of the landscape, including the historic field pattern bounded by shaws, hedgerows and farm woods, to improve ecological function at a landscape scale for the benefit of biodiversity, soils and water, sense of place and climate regulation, safeguard ancient woodlands and encourage sustainably produced timber to support local markets and contribute to biomass production*
- *Maintain and restore the natural function of river catchments at a landscape scale, promoting benefits for water quality and water flow within all Wealden rivers, streams and flood plains by encouraging sustainable land management and best agricultural practices to maintain good soil quality, reduce soil erosion, increase biodiversity and enhance sense of place...*
- *Maintain and enhance the distinctive dispersed settlement pattern, parkland and historic pattern and features of the routeways of the High Weald, encouraging the use of locally characteristic materials and Wealden practices to ensure that any development recognises and retains the distinctiveness, biodiversity, geodiversity and heritage assets present, reaffirm sense of place and enhance the ecological function of routeways to improve the connectivity of habitats and provide wildlife corridors*
- *Manage and enhance recreational opportunities, public understanding and enjoyment integrated with the conservation and enhancement of the natural and historic environment, a productive landscape and tranquillity, in accordance with the purpose of the High Weald AONB designation.'*

LOCAL DESIGNATIONS

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- EXISTING WOODLAND
- ANCIENT WOODLAND
- AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
- LOCAL WILDLIFE SITE
- PUBLIC RIGHT OF WAY

Local character assessment

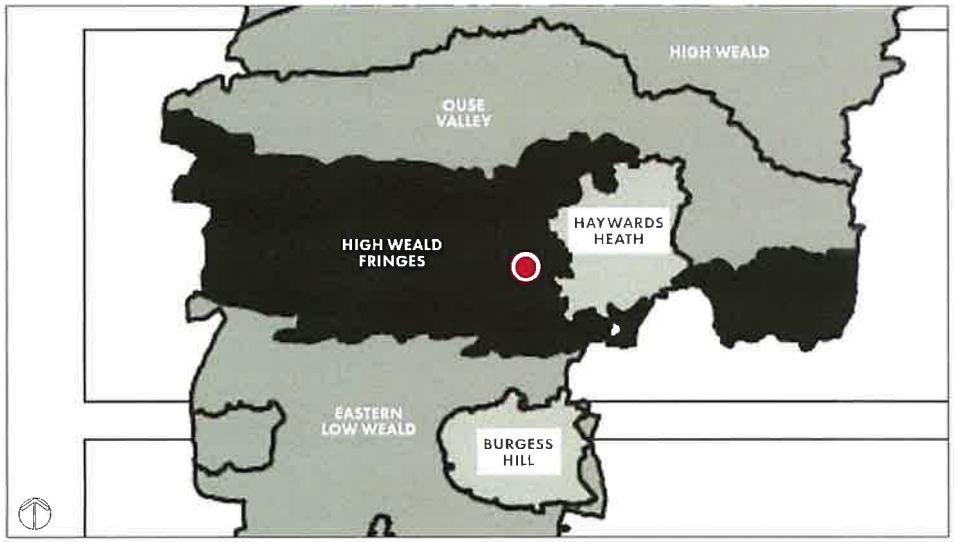
At the County level, the whole of the site lies within the Landscape Character Area HW4 High Weald Fringes, as identified within the West Sussex Landscape Character Assessment (2003).

At the District level, the site lies within the Landscape Character Area 10 High Weald Fringes, as identified within the Mid Sussex Landscape Character Assessment (2005). The key characteristics for both the County and District Areas, pertinent to the site and its immediate contexts are:

- *'Wooded, often confined rural landscape of intimacy and complexity partly within the High Weald Area of Outstanding Natural Beauty (AONB)*
- *South and east-draining gills and broad ridges sweeping gently down to the Low Weald*
- *Significant woodland cover, a substantial portion of it ancient, and a dense network of shaws, hedgerows and hedgerow trees*
- *Pattern of small, irregular-shaped assart fields and larger fields...*
- *Biodiversity concentrated in the valleys, heathland, and woodland*
- *Network of lanes, droveways, tracks and footpaths*
- *Dispersed historic settlement pattern, close to Horsham, the principal settlements Cuckfield, Haywards Heath and Lindfield and a few villages and hamlets.*
- *Some busy lanes and roads including A and B roads bounding the area to the west, and other roads crossing north to south, including the A23 Trunk Road*
- *London to Brighton Railway Line crosses the area at Haywards Heath*
- *Designed landscapes and exotic treescapes associated with large country houses.'*

Landscape and visual sensitivities (which are pertinent to the site) are described as:

- *'Woodland cover limits the visual sensitivity of the landscape and confers a sense of intimacy, seclusion and tranquility*
- *Unobtrusive settlement pattern in many parts*
- *Older, small assart pastures contribute to the intimacy of the landscape*
- *Important pockets of rich biodiversity are vulnerable to loss and change*
- *Network of lanes, droveways, tracks and footpaths provides a rich terrain for horse-riding, cycling and walking and for the appreciation of nature*
- *Settlement pattern currently sits well within the rural landscape although there is a danger of the cumulative visual impact of buildings and other structures, particularly on the south side of Haywards Heath*
- *Legacy of designed landscapes and treescapes.'*



COUNTY LEVEL LANDSCAPE CHARACTER AREAS

APPROXIMATE SITE LOCATION

NATIONAL LANDSCAPE CHARACTER AREAS

APPROXIMATE SITE LOCATION

VISUAL BASELINE

A comprehensive visual assessment is set out within the LVIA (Volume 3 of the Environmental Statement) submitted with this application. The following text and photographs provide a brief summary of the visual baseline. Views of the site are experienced by receptors in the immediate local environs, where the site is visible in the context of the existing vegetation and topography and adjacent built form. Beyond this, due to the combination of topography and vegetation, the site is not readily discernible or apparent. The following visual receptors are considered to have views of the site. The site does not lie within a strategic viewing corridor covered by planning policy.

RESIDENTIAL

The existing residential properties along the A272 in Ansty and accessed via PRoW 62CR within the site have open or partial views of the western site boundary vegetation and partial views of the fields within the central western part of the site. The Grade II listed buildings of The Place and Barn North of Forsyth's Farmhouse located centrally to, but outside, the site have open views of the central section of the site.

To the south, residential properties along the B2036 in Ansty, including the Grade II listed West Riddens Farmhouse have open views of the southern section of the site. The ridgeline and trees within the site obscure views of the central and northern sections of the site **(viewpoint 1)**.

Highbridge Mill Cottages have open views of the central section of the site, however, the Grade II listed Highbridge Mill is concealed within the woodland and has limited visual connectivity with the site due to the topography and intervening woodland. The Grade II Mackerell Cottage to the east of the site is set within woodland and views of the site are truncated.

Views of the site from the properties along Copyhold Lane to the east of the site are truncated by the intervening topography and vegetation **(viewpoint 2)**. Views of the site from Cuckfield Park to the north-west of the site are truncated by the intervening vegetation. Views from the southern edge of Cuckfield are also limited by the existing boundary vegetation and intervening vegetation.

TRANSPORT CORRIDORS

Views of the site from the surrounding road network are limited to those roads running adjacent to the site boundaries, or in close proximity to the site. Open views of part of the site occur from the road corridor of the A272, to the west and northwest of the site, which partly forms the edge of the High Weald AONB **(viewpoint 3)**. Additionally, there are open and partial views of part of the site from the road corridor of the A272 to the north of the site and from the B2036, to the south-west of the site **(viewpoint 1)**. The character and amenity of the view is of a well-vegetated road corridor with glimpsed views of agricultural fields and woodlands. Copyhold Lane to the east of the site has an enclosed character with dense vegetation defining the road corridor, which provides access to a number of private residential properties **(viewpoint 2)**. Views of the site are truncated.

PUBLIC RIGHTS OF WAY

There are open views of the site from the PRoW network within the site **(viewpoints 4 and 5)**, although due to the undulating and well-vegetated nature of the site, these open views are limited to parts of the site with no location where the whole of the site is visible.

From the surrounding landscape, views from the PRoW network are limited to those in close proximity to the site boundaries **(viewpoint 6)** or from elevated positions to the north **(viewpoint 7)**. The character and amenity of these views are generally of an undulating agricultural landscape with a well-defined field pattern with mature hedgerows, trees and woodlands. Partial views of the field parcels located in elevated positions within the site are apparent, set below the distant treed horizon from PRoW 6aCU. Residential buildings form a discrete component of the view, nestled within the well-treed landscape. The ridge line of the South Downs National Park is visible on the distant horizon from this location **(viewpoint 7)**.

Views from the PRoW network to the south and east of the site are limited to open or partial views of the southern site boundary vegetation set within an agricultural setting. The southern and eastern boundary vegetation truncates views of the internal arrangements of the site **(viewpoint 8)**.

Views from the PRoW network within the AONB are limited to PRoW 60CR immediately west of the site, where there are partial views of the western site boundary vegetation **(viewpoint 7)**. Views from the routes within the wider AONB are truncated by the intervening layers of vegetation and topography. Views are characterised by pastoral fields set within a well wooded framework.

COMMUNITY BUILDINGS/CEMETERY

There are open views across the surrounding landscape from the cemetery associated with the Holy Trinity Church, Cuckfield. The elevated position of this cemetery allow for some long distance views between gaps in the boundary vegetation. Views of the site are truncated from this location **(viewpoint 9)**.

PLACES OF EMPLOYMENT

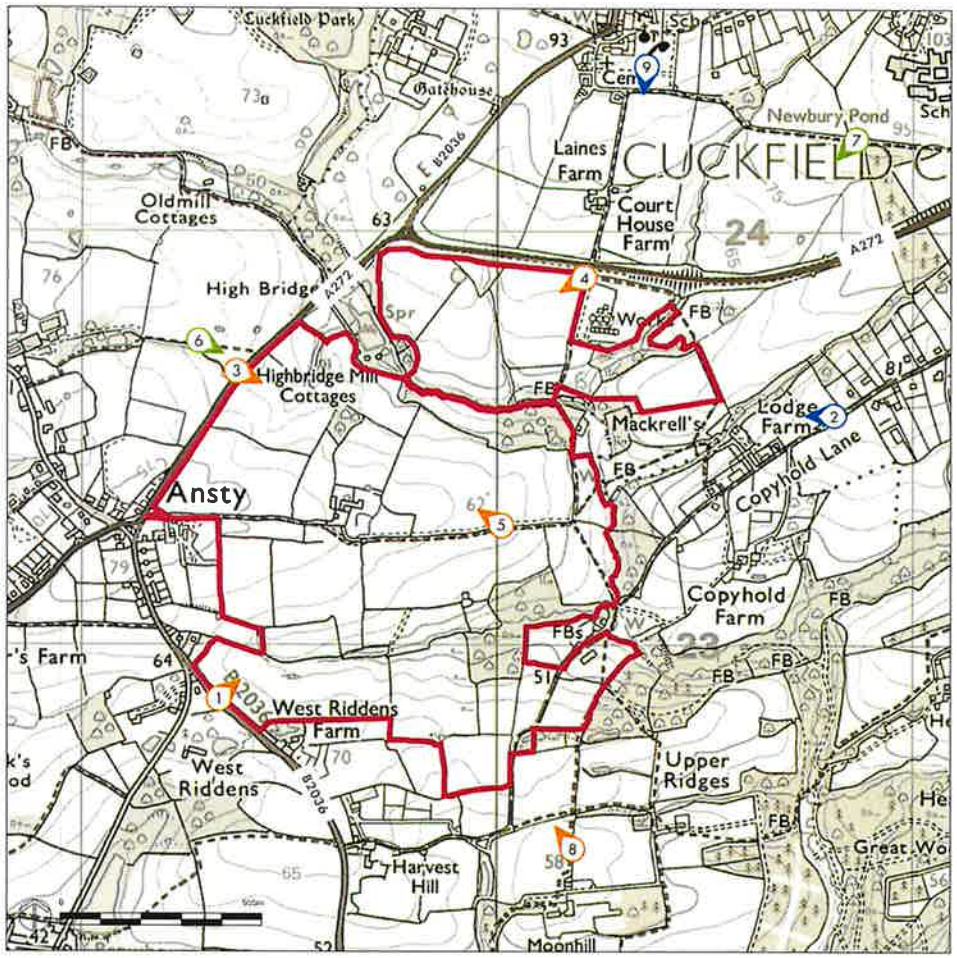
Those working in Warden Park Academy in Cuckfield to the north-east of the site have open views across the wider landscape and the site from the playing fields. The character and amenity of the view is the same as that from PRoW 6aCU **(viewpoint 7)**. Those working within the wider agricultural landscape also have views of the site from the higher ground to the north and the immediate surroundings to the east and west.

VISITOR ATTRACTIONS & OPEN SPACE

There are partial, glimpsed views of the western site boundary vegetation from Ansty Recreation Ground/Cricket Club and Club House to the west of the site. The intervening vegetation along the A272 limits visual connectivity with the users of these facilities.

VIEWS FROM WITHIN HIGH WEALD AONB

Within the wider landscape, views of the site are obscured due to the intervening woodland, trees and topography. As such, there is little to no inter-visibility between the site and the adjacent wider and elevated landscape of the High Weald AONB beyond its immediate eastern edge and setting **(viewpoints 3 and 6)**.



VIEWPOINT LOCATION PLAN

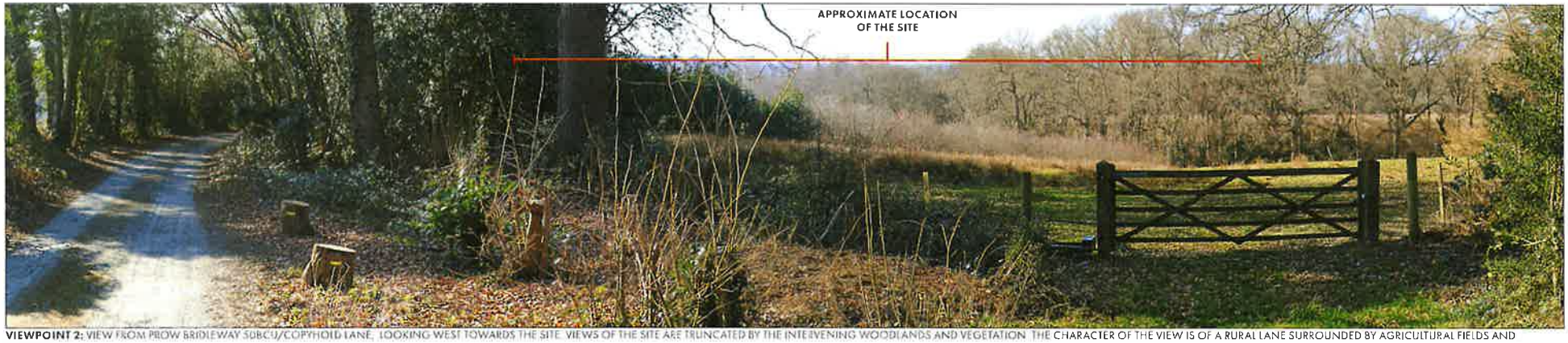
ASSESSMENT SITE BOUNDARY

LOCATION OF PHOTOGRAPHIC VIEWPOINT – OPEN VIEW (AN OPEN VIEW OF THE WHOLE OF THE SITE OR OPEN VIEW OF PART OF THE SITE).

LOCATION OF PHOTOGRAPHIC VIEWPOINT – PARTIAL VIEW (A VIEW OF THE SITE WHICH FORMS A SMALL PART OF THE WIDER PANORAMA, OR WHERE VIEWS ARE FILTERED BETWEEN INTERVENING BUILT FORM OR VEGETATION).

LOCATION OF PHOTOGRAPHIC VIEWPOINT – TRUNCATED VIEW (VIEWS OF THE SITE ARE OBSCURED BY THE INTERVENING BUILT FORM AND / OR VEGETATION, OR IS DIFFICULT TO PERCEIVE).

VIEWPOINT 1: VIEW FROM THE B2036 ADJACENT TO THE SOUTH-WESTERN BOUNDARY OF THE SITE, LOOKING EAST ACROSS THE SOUTHERN SECTION OF THE SITE. THERE ARE OPEN VIEWS OF THE SOUTHERN FIELDS WITHIN THE SITE, SET AGAINST A WOODED BACKDROP OF THE PLANTATION WOODLAND WITHIN THE SITE AND OTHER SURROUNDING WOODLANDS TO THE EAST. THE GRADE II WEST RIDDENS FARMHOUSE IS VISIBLE ON THE RISING GROUND TO THE SOUTH OF THE SITE. ISOLATED TREES WITHIN THE OPEN FIELDS ARE PROMINENT FEATURES WITHIN THE SITE



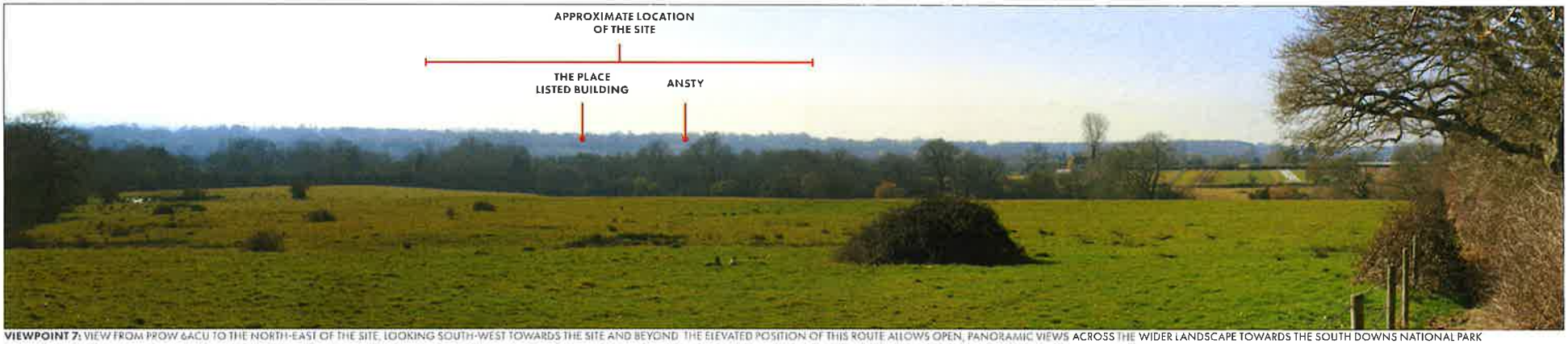
VIEWPOINT 2: VIEW FROM PROW BRIDLEWAY 508CU/COPYHOLD LANE, LOOKING WEST TOWARDS THE SITE. VIEWS OF THE SITE ARE TRUNCATED BY THE INTERVENING WOODLANDS AND VEGETATION. THE CHARACTER OF THE VIEW IS OF A RURAL LANE SURROUNDED BY AGRICULTURAL FIELDS AND VEGETATION

VIEWPOINT 3: VIEW FROM THE A272 ALONG THE WESTERN BOUNDARY OF THE SITE, LOOKING SOUTH EAST ACROSS THE SITE. OPEN VIEWS OF THE FIELDS WITHIN THE NORTHERN SECTION OF SITE OCCUR WITH THE TREE BELTS AND HEDGEROWS DEFINING FIELD BOUNDARIES PROMINENT ON THE HORIZON. VIEWS OF THE SOUTHERN SECTION OF THE SITE ARE OBSCURED BY THE INTERVENING TOPOGRAPHY

VIEWPOINT 4: VIEW FROM PROW FOOTPATH 85CU, LOOKING SOUTH-WEST ACROSS THE SITE. THE WOODLANDS IN THE VALLEY AND ON THE RIDGELINE WITHIN THE SITE AND ALONG THE SITE BOUNDARIES CREATE A WOODED SKYLINE AND LIMIT VIEWS OF THE WIDER AREA, INCLUDING THE AONB. THE GRADE II LISTED BUILDING 'THE PLACE' IS VISIBLE AMONGST THE TREES ON THE RISING GROUND AROUND THE CENTRE OF THE SITE

VIEWPOINT 5: VIEW FROM PROW 62CR WITHIN THE CENTRE OF THE SITE, LOOKING NORTH WEST TOWARDS CUCKFIELD. THE ELEVATED POSITION AND OPEN FIELD IN THE FOREGROUND ALLOWS FOR OPEN VIEWS ACROSS THE LOCAL AREA, ALTHOUGH VIEWS ARE GENERALLY CHARACTERISED BY THE WOODED HORIZON CREATED BY THE COMBINATION OF WOODLANDS AND TREE BELTS IN THE SITE AND BEYOND. SOME OF THE WOODLAND WITHIN THE HIGH WEALD AONB IS VISIBLE BUT THE GROUNDPLAIN OF THE AONB IS OBSCURED. CUCKFIELD CHURCH SPIRE IS VISIBLE AGAINST THE SKYLINE IN THE DISTANCE

VIEWPOINT 6: VIEW FROM PROW 60CR WITHIN THE HIGH WEALD AONB, LOOKING NORTH-EAST TOWARDS THE SITE AND CUCKFIELD PARK. THE LISTED BUILDING WITHIN CUCKFIELD PARK IS VISIBLE AMONGST THE TREES TO THE NORTH-WEST OF THE SITE. VIEWS OF THE SITE ARE EITHER FILTERED OR TRUNCATED BY THE INTERVENING BOUNDARY VEGETATION ALONG THE A272. THE CHARACTER OF THE VIEW IS OPEN AND AGRICULTURAL SET AMONGST A WELL-TREED FRAMEWORK, WHICH FORMS A WOODED HORIZON



VIEWPOINT 7: VIEW FROM PROW 6ACU TO THE NORTH-EAST OF THE SITE, LOOKING SOUTH-WEST TOWARDS THE SITE AND BEYOND. THE ELEVATED POSITION OF THIS ROUTE ALLOWS OPEN, PANORAMIC VIEWS ACROSS THE WIDER LANDSCAPE TOWARDS THE SOUTH DOWNS NATIONAL PARK RIDGELINE. THE RISING GROUND WITHIN THE CENTRAL SECTION OF THE SITE IS PARTIALLY VISIBLE WHERE BREAKS IN THE WOODLAND COVER ALLOW. THE PLACE AND PROPERTIES WITHIN ANSTY ARE DISCERNED SET AMONGST THE TREES ON THE INTERMEDIARY RIDGELINE

VIEWPOINT 8: VIEW FROM PROW 84CR TO THE SOUTH OF THE SITE, LOOKING NORTH TOWARDS THE SITE. THERE ARE OPEN VIEWS OF THE SOUTHERN SITE BOUNDARY VEGETATION. BEYOND THE OPEN FIELDS, TRUNCATING VIEWS OF THE WIDER SITE

VIEWPOINT 9: VIEW FROM THE CEMETERY OF HOLY TRINITY CHURCH, CUCKFIELD, LOOKING SOUTH TOWARDS THE SITE. VIEWS OF THE SITE AND WIDER LANDSCAPE ARE FILTERED AND TRUNCATED BY THE INTERVENING VEGETATION ALONG THE SOUTHERN EDGE OF THE CEMETERY AND WITHIN THE INTERVENING LANDSCAPE. THE CHARACTER OF THE VIEW IS OF A CEMETERY WITHIN A RURAL SETTING

A3 BASELINE CONDITIONS

ECOLOGY

DESIGNATED SITES & HABITATS

As mentioned in the Landscape Designations section, the site lies on the border of the High Weald (AONB) to the north-east and, Great Wood & Copyhold Hanger Local Wildlife Site (LWS) to the south-east, as well as being within 2 km of Blunts and Paiges Wood Local Nature Reserve (LNR) and Ashenground and Bolnore Woods LNR.

The closest statutory designated site is the Ditchling Common Site of Specific Scientific Interest (SSSI), which is situated approximately 4.5 km (2.7 miles) to the south-east of the site and is considered to be well outside the zone of impact from the construction phase of the development. There are no Natura 2000 sites (such as Special Protection Areas) situated within 10 km (6.21 miles) of the site.

The site consists mostly of a wooded gill valley which is ancient in origin, and several old, abandoned water meadows. The ground flora is generally quite species-rich and well-developed, becoming increasingly so nearer the streams. The site also has particularly good fern and bryophyte communities.

ON-SITE HABITATS

The site contains twelve different habitats, including arable fields, woodland, grassland, species-rich hedgerows, standing water and running water. It contains approximately 7.3 ha of Ancient Woodland and 16.3 ha of Priority Woodland. There are numerous species-rich hedgerows within the site, which are considered to qualify as habitats of principal importance. Copyhold Stream runs through the woodland within the northern half of the site and traverses the eastern boundary. These habitats will require protection and retention throughout the development.

SPECIES

Eleven protected/notable species have been recorded on the site, including bats, doormice and breeding birds. The development has the potential to impact on these species.

MITIGATION

A Biodiversity Mitigation/Enhancement Plan will be required to demonstrate how areas of high value habitat will be retained and created within the development. This document will also establish suitable management regimes to enhance such areas for their biodiversity value and create targeted enhancements for species of conservation concern. Any loss of habitats of principal importance would require compensation/offsetting on a basis of at least a like-for-like replacement.

A Biodiversity Impact Calculation (using the DEFRA 4.0 Metric) will be undertaken once layout plans have been drawn up to demonstrate how the site can achieve at least 10% biodiversity net gain required under the Environment Act 2021, as well as compying with Paragraphs 174b and 175d of the National Planning Policy Framework (NPPF). With the retention of existing high-value habitat, and the creation of new habitats (e.g. gardens, hedgerows, woodland, species-rich grassland) it is considered that a residential development within the site can result in a net-gain in biodiversity, given the low biodiversity value of the arable fields that make up the majority of the developable area.

The cultivated arable field margins within the site have been identified to support some arable plants of interest and further surveys will be required to establish the value of the arable field margins. Botanical surveys will be undertaken on both the arable field margins and the woodland parcels within the site that appear to have ghyll characteristics and where necessary, a detailed mitigation strategy will be produced to ensure habitats are retained and/or protected.

Further information can be found within the Ecology ES chapter, produced by Ecology Co-Op.

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- LOWLAND MIXED DECIDUOUS WOODLAND
- ANCIENT WOODLAND
- OTHER WOODLAND - BROADLEAVED
- OTHER CONIFEROUS WOODLAND
- MODIFIED GRASSLAND
- ARRHENATHERUM NEUTRAL GRASSLAND
- OTHER NATURAL GRASSLAND
- ARABLE & HORTICULTURE
- PLANTATION WOODLAND
- ARABLE FIELD MARGINS
- HEDGEROW (PRIORITY HABITAT)
- HEDGEROW
- LINE OF TREES
- CANAL OR DITCH
- FIELD MAPLE
- OAK
- (E) ECOLOGICALLY SENSITIVE AREA

ECOLOGY

ARBORICULTURE

A survey of the trees on or near the site was conducted between 22nd January 2021 and 1st December 2022 by Arbortrack Systems Ltd. Surveyed trees were assessed against criteria detailed in British Standard 5837:2012 'Trees in relation to design, demolition and construction-Recommendations (BS5837:2012).

There are 943 surveyed trees or groups of trees on or near (within 15m of) the site. Of these, 20 trees are 'A' (high quality) category, 412 trees or groups of trees are 'B' (moderate quality) category, 451 trees or groups of trees are 'C' (low quality) category, 56 are 'U' (unsuitable for retention quality) category, and 4 have not been categorised as they are dead - i.e. trees 255, 450, 619 & 892.

The new development will require the removal or partial removal of some trees, groups of trees or hedgerows to allow or to facilitate development. Low quality ('C' category) trees, groups of trees or hedgerows or trees, groups of trees or hedgerows which are unsuitable for retention ('U' category) do not usually present a constraint to development (except potentially when providing screening or when in aggregate).

The great majority of removals or partial removals of trees to allow or facilitate development are of low-quality trees or of trees which are unsuitable for retention. All high quality ('A' category) trees are retained as are the large majority of moderate quality ('B' category) trees. Where tree removal is unavoidable new tree & shrub planting will be proposed, to mitigate any loss.

Further to any mitigation the landscape proposals will look to enhance the existing with new woodland edge and buffer planting. Proposals for new and enhanced landscape are outlined within the B3 Design Intent section of this document with the aim to maximise the size potential for Biodiversity Net Gain.

Further information can be found in the Tree Report and Tree Survey Schedule produced by Arbortrack, October 2023'

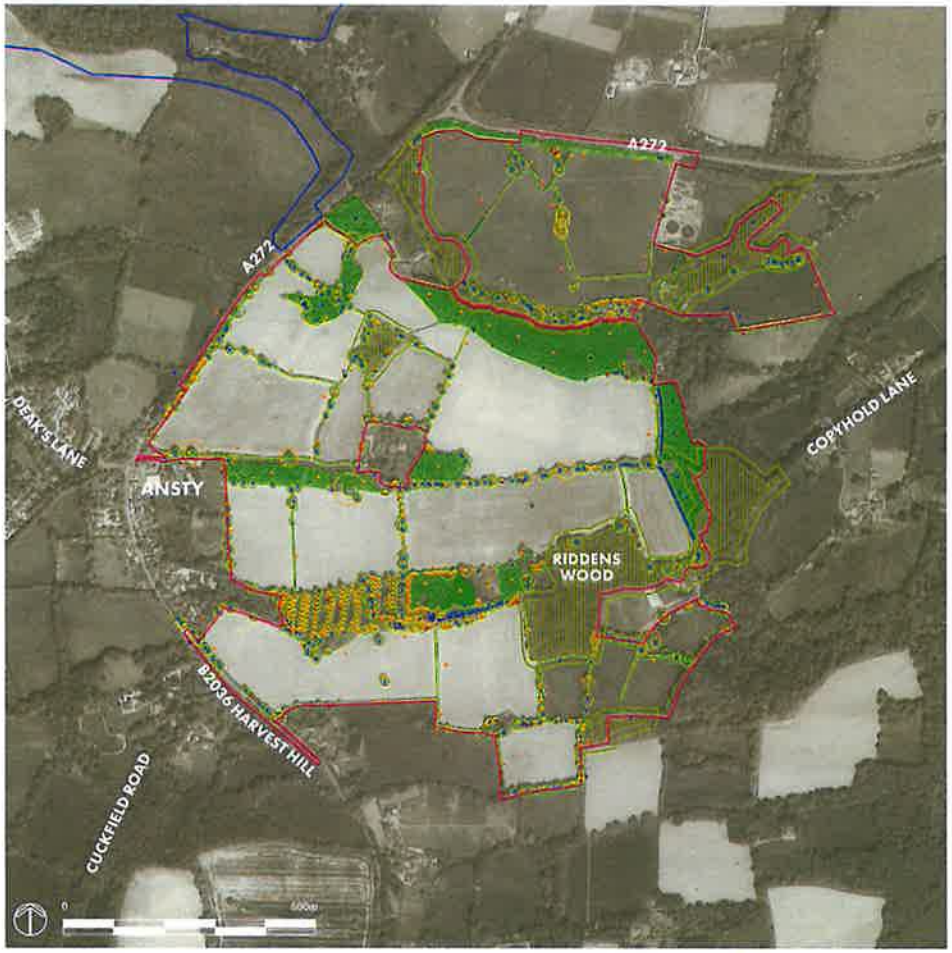
AGRICULTURAL LAND

The land was surveyed by Kernon Countryside Consultants LTD in October and November 2022. Approximately 76.7 ha of the site is agricultural land, with the balance comprising mostly woodland. The assessment identified the site to comprise a mixture of grades, with small areas of Grade 1, 2 and 3a, and mostly Subgrade 3b and woodland.

Approximately 13.2 ha/13.4% of the site is of Grades 1, 2 and 3a. The Grade 1 and some of the Subgrade 3a land is in small blocks at the northeast corner. There is a larger block of Grade 2 and some Subgrade 3a in the centre of the site, but generally mixed with Subgrade 3b making it difficult to use separately.

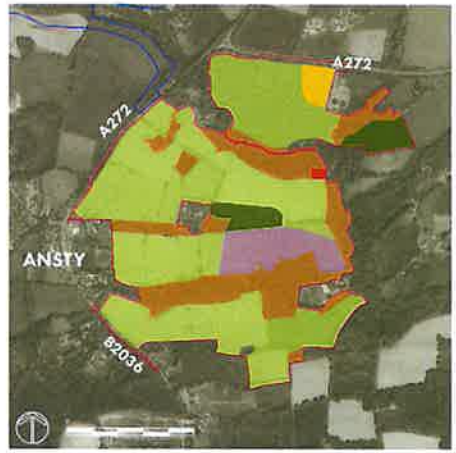
Planning policy requires that the economic and other benefits of best and most versatile (BMV) land be recognised. In plan making, the NPPF advises that where significant development of agricultural land is necessary, poorer quality land should be used in preference. The areas of BMV within the site total 13.2 ha. This is two thirds of the threshold for consultation with Natural England. The NPPF requires that the economic and other benefits of BMV land be considered, which are likely to be significantly outweighed by the economic benefits of the garden community.

Further information is presented in ES Volume 2, Chapter 10: Agriculture and Soils.



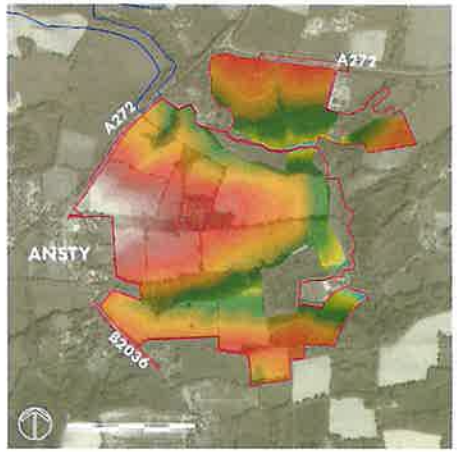
ARBORICULTURE

SITE BOUNDARY
PARKLAND RESERVE BOUNDARY
WOODLAND
ANCIENT WOODLAND
ANCIENT WOODLAND 15 M BUFFER
TREE/HEDGEROW
ROOT PROTECTION AREA
VETERAN TREE ROOT PROTECTION AREA
CATEGORY A TREE
CATEGORY B TREE
CATEGORY C TREE
CATEGORY U TREE



AGRICULTURAL LAND CLASSIFICATION

SITE BOUNDARY
PARKLAND RESERVE BOUNDARY
GRADE 1
GRADE 2
GRADE 3A
GRADE 3B
NON-ARGRICULTURAL
URBAN



SITE TOPOGRAPHY

78M 70M 62M 54M 46M 38M

SITE BOUNDARY
PARKLAND RESERVE BOUNDARY

TOPOGRAPHY

The topography varies considerably across the site, generally with the profile of a 'W' in a north-south cross section. The highest point is at the eastern boundary adjacent to Ansty at 78 m AOD. There are two valleys within the site, one in the north around the river, and one in the south through the woodland, where a small stream is present. The lowest points of the site are at 38 m AOD and 39 m AOD. Beyond these valleys, the land rises again, up to the northern and southern boundaries.

GEOLOGY & MINERALS

The site has undergone limited development since the earliest available Ordnance Survey maps and has remained agricultural. Part of the site is located within the West Sussex Mineral Safeguarding Area (MSA) for building stone resources, which comprises the Ardingly Sandstone Member and Cuckfield Stone Bed. There is also a MSA associated with the Wadhurst Clay Formation, however only a small area of this strata extends onto the site.

Historically, the site has included 6 no. small quarries extracting from the Ardingly Sandstone Member and Cuckfield Stone Bed. However, the site is not currently actively worked for either deposit.

Building stone demand today is mostly related to the restoration of historical buildings which require matching stones. This limited demand is reflected in the West Sussex monitoring report which records an average of 22 thousand tonnes sold per year between 2011 and 2020 compared to permitted reserves within existing sites of 2.55 million tonnes. This provides a maximum life of 115 years based on existing sites alone. Therefore, it is unlikely that new sites for this material will be required over the lifetime of the proposed development.

HYDROLOGY

Yellow Sub produced a Flood Risk Assessment and Drainage Strategy in July 2023. This indicates that the site lies within the catchment of the Rivers Adur and Teville, with a network of small inland rivers / watercourses draining the site and surrounding areas. The north of the site is bisected by a small watercourse between Highbridge Mill Cottages and Mackerell Cottage. This is associated with several small tributaries, one flowing southwards from the A272 and another from the north-east corner of the site. The watercourse then flows along the eastern site boundary where it is joined at Furnace Woods by another tributary, which crosses the south of the site through Ridden's Wood. There are also nine small ponds located across the site with a further nineteen additional ponds recorded within 50 m of the site boundary.

Environment Agency mapping indicates the majority of the site is located within Flood Zone 1 (low probability) of flooding from rivers or the sea. However, small areas in the north and along the eastern site boundary, associated with the aforementioned watercourses are located in Flood Zones 2 & 3 (medium and high probability). However, these areas are topographically constrained to the channel areas associated with these watercourses and are therefore unlikely to be developable. There are also areas of surface water flood risk, mostly related to the watercourses and lower lying areas of the site.

ARCHAEOLOGY

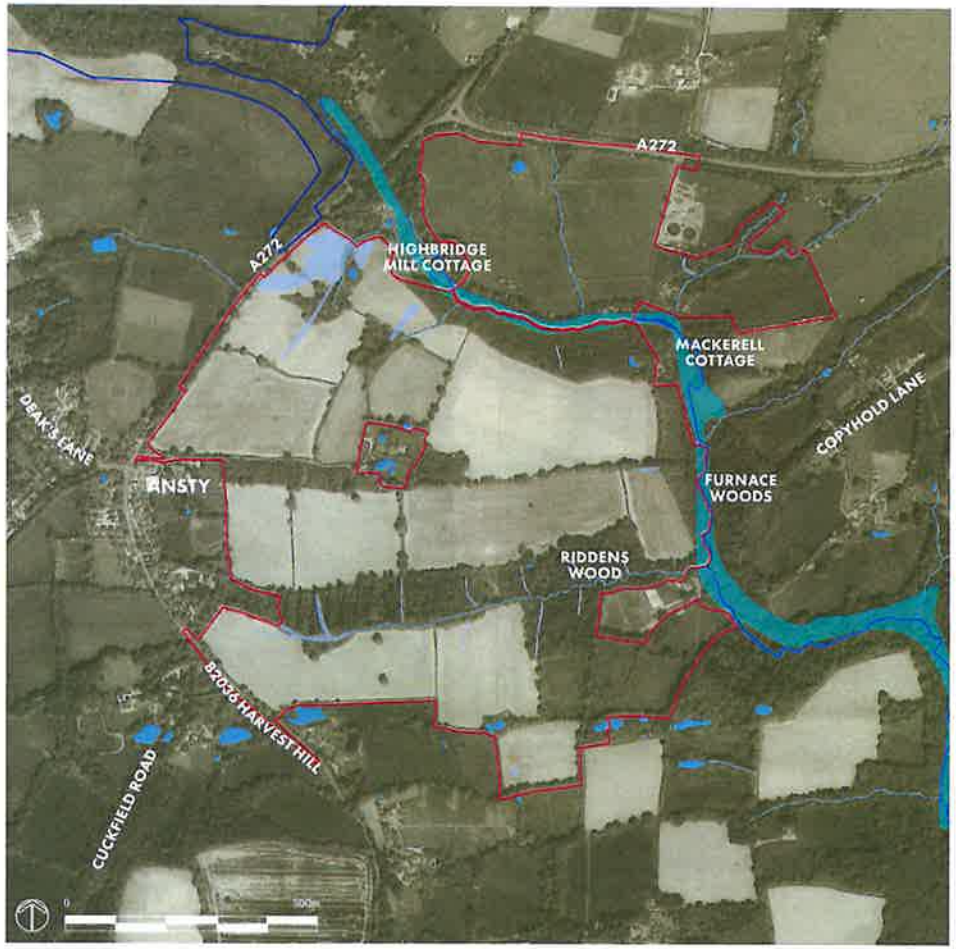
Archaeology South-East produced an Archaeological Desk-Based Assessment in December 2022. This indicates that there are several known heritage assets within the site itself, as well as evidence for archaeological activity recorded on the Historic Environment Record within the broader 1.2 km radial study area, where previous developments and archaeological investigations have taken place. The generally low incidence of archaeological knowledge in the area is likely to reflect the relative stability of the rural landscape over the modern period, as well as a low rate of development providing few opportunities for archaeological investigation. The broad character of this rural area is overwhelmingly agricultural.

No designated heritage assets are recorded within the site boundary. The northern area (north of the stream) would originally have been within Cuckfield medieval park, which is recorded by West Sussex County Council as an Archaeological Notification Area (a non-designated heritage asset) for related medieval archaeology.

Within the site boundary, recorded non-designated heritage assets include isolated prehistoric flintwork finds, a bloomery site and bloomery slag (relating to early post-medieval ironworking), Mackerell Cottage 19th century historic farmstead and a 19th century outfarm to the south-east of Ansty Farm. In addition, an old trackway and an historic bank and ditch representing a north-south aligned field boundary were identified during the walkover survey of the site, as well as a few low wood banks bordering historic woodland areas and some historic hedgerows which have been in existence since at least 1843. Two further non-designated heritage assets are recorded within the site boundary (a Bronze Age axe and medieval pottery), but their locations are not accurate (being attached to the nearest grid square reference) and they would have likely been found to the north of the site where the by-pass is located.

The surrounding landscape context suggests some potential for prehistoric activity, although this tends to be in the form of artefacts associated with hunting groups moving through the landscape rather than any significant occupation, settlement or activity areas. Evidence for this period mostly exists as isolated findspots. Consequently, should prehistoric archaeology be encountered at the site, it is likely to be represented by isolated artefacts, such as flintwork.

The site's location within a wooded stream valley suggests the possibility that deposits relating to past ironworking could exist. Ironworking in the Weald is recorded from the Iron Age up until the 18th century, although any surviving sites would most likely be of post-medieval date. According to the Sussex Historic Landscape Characterisation (HLC) database curated by WSHER, much of the site lies on an 'assarted' fieldscape. Assarting was a common practice during the medieval period as a means of clearing forested 'common' lands for use in agriculture or other purposes.



FLOOD RISK

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- FLOOD ZONE 2
- SURFACE WATER FLOOD RISK
- POND
- DRAIN/RIVER

It is considered that there is the potential for as yet unknown heritage assets of archaeological interest (i.e. below-ground archaeological remains) to be present within the site. Any archaeological evidence from this is likely to be either isolated findspots or related to landscape features (drainage/former boundaries) or agricultural activities, particularly where arable cultivation is recorded, with a potential for ironworking within and around the stream valleys.

The significance of any heritage assets that may exist on the site cannot be determined in advance of confirmatory fieldwork, but the available evidence from the wider study area would suggest that any buried deposits, if present, are most likely to be of local or regional significance. An appropriate programme of archaeological evaluation and mitigation will be agreed with the local planning authority's archaeological advisors at the appropriate time.

HERITAGE

Turley Heritage & Townscape produced a Heritage Appraisal in April 2022. This states that there are two listed buildings in the middle of the site, outside of the site boundary, The Place (historically known as Ansty Farm) from the 18th century, and the Barn House, considered to be earlier and of the 17th century. The Barn House is now in a separate residential use, having been converted in the 1980s. The former farmstead group now comprises three distinct residential properties: The Place, the Barn House and the The Grainloft.

There are a number of listed buildings situated within the vicinity of the site. These are as follows:

- Listed Building Group at Ansty Farm: The Place & Barn north of Forsyth's Farmhouse (Grade II)
- Listed Building Group at Ansty Cross: The Old Cottage, the Ancient Farm and Mount Noddy Cottage (Grade II)
- Highbridge Mill (Grade II)
- Mackerell Cottage (Grade II)
- Lodge Farmhouse (Grade II)
- Upper Ridges / Moonhill Place (Grade II)
- West Riddens Farmhouse (Grade II)
- Harvesthill (Grade II).

Cuckfield Conservation Area lies some 0.8 miles (1.6 km) to the north of the site and comprises unique features of Sussex villages with Victorian, Regency and medieval architecture. There are numerous listed buildings within the village. The Parish Church of the Holy Trinity (Grade) I is a local landmark at the historic core of this village.

Further information can be found in the Heritage Statement (Turley) and LVIA (fabrik) prepared to assess the scheme.

1 OLD COTTAGE
2 HIGHBRIDGE MILL
3 MACKERELL COTTAGE
4 WEST RIDDENS FARMHOUSE
5 OLD PLACE
6 THE BARN HOUSE

HERITAGE FEATURES

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- LISTED BUILDING
- HISTORIC FIELD BOUNDARY

NOISE

Temple Group carried out noise modelling for the site in February 2023. The two main areas of concern are the north-west corner adjacent to the A272, and the south-west corner adjacent to the B2036. Both of these roads have similar Lmax levels which are driving the results, therefore, the results and mitigation advice applies to both locations.

With the following combination of mitigation measures, a 20-25 m stand off would be required to achieve appropriate noise levels for residential dwellings:

- Standard double glazing on all windows
- Noise sensitive windows (bedrooms) to be placed at the opposite side of the building form the noise source (A272 and B2036)
- Easy access for residents to quieter amenity spaces within the development.

If some form of air conditioning or reversible heat pumps/ Mechanical Ventilation with Heat Recovery (MVHR) are installed, there would be no requirement to open the windows in an overheating situation and, therefore, dwellings would be permitted to be built as close up to the boundary as desired, with a high specification glazing installed.

A noise and vibration assessment of the Proposed Development has been undertaken, which is presented in ES Volume 2, Chapter 9: Noise and Vibration (produced by Temple Group).

AIR QUALITY

Temple Group carried out air quality modelling in spring 2023, which included dispersion modelling and olfactormetric sniff tests.

Sniff tests were undertaken with reference to the method outlined in the 'Guidance on the assessment of odour for planning' (Institute of Air Quality Management, 2018). Tests were undertaken at multiple locations in transects from the Cuckfield Sewage Treatment Works at locations which were broadly downwind at the time of testing (except at one location during visit one, which was upwind). The ADMS-Roads Extra dispersion model has been used to predict odour concentrations connected with the continued operation of the Cuckfield Sewage Treatment Works. The assessment has been undertaken in accordance with Southern Water requirements. Full details are included in the Odour Assessment within the Air Quality chapter of the Environment Statement.

High sensitivity receptors
The results of the sniff tests show a 'moderate adverse' impact was detected 92 metres from the west of the sewage treatment works. Impacts at the sniff test locations beyond this point had either negligible or slight adverse impacts, meaning that they should be considered insignificant. As a precautionary approach, it is therefore recommended that no residences are developed within 100 metres of the boundary of the wastewater treatment works. The 100 metre buffer area is shown in the adjacent plan.

Medium sensitivity receptors
The results from the modelling indicate that only a small portion of the site, adjacent to the sewage treatment works to the west and south, would demonstrate a slight adverse impact. Based on the current results, mitigation measures are not expected to be required but could be implemented where possible.

Further information can be found in the Odour Assessment, presented in ES Volume 4, Appendix E5, produced by Temple Group.

UTILITIES

A utilities assessment has been undertaken by Gattica Associates. Their findings are set out below.

The Place
There are approximately 900 m of overhead 11kV high voltage cables with associated pole mounted transformer and LV service connections to The Place in the centre of the site. There are approximately 500 m of overhead Openreach communications cables to service the farmhouse in the centre of the site.

Sewage treatment works
There are approximately 200 m of overhead 11KV HV cables that go through the sewage treatment works to Mackerell Cottage for their electricity supply. These cables will need to be diverted on site within the masterplan. Alternatively, they can be grounded at an increased cost. There are approximately 150 m of underground Openreach communications cables to service Mackerell Cottage from the sewage treatment works. Cables/ducts/chambers will need to be diverted within the masterplan.

Misc./General
Approximately 600 m of underground 11KV HV cables are located in the south-east corner of the site. These will need to be diverted off-site or diverted within the proposed masterplan. Various utilities also run within existing footpaths adjacent to the site. Cognisance needs to be taken when constructing new site entrances that services within the existing highway will need to be diverted/lowered to accommodate new bell mouths.

In summary, there are no utilities that will inhibit development in any part of the site.

AIR QUALITY AND NOISE

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- EXISTING ROAD NETWORK
- ODOUR PLUME
- POTENTIAL NOISE FROM ROAD
- NOISE BUFFER

TRANSPORT

HIGHWAYS

The site can be accessed from the A272 and B2036. The A272 is a single carriageway road and is subject to the national speed limit, reducing to a 40 mph speed limit in the vicinity of the roundabout at the eastern end of the Cuckfield Bypass and to 30 mph on the Cuckfield Road approach to the mini-roundabout in Ansty. Broad Street (B2184) runs to the north from this roundabout to the centre of Cuckfield village and gives access to London Road, which continues north to Whitemans Green. From here, the A23 can be accessed via Staplefield Road and Sloughgreen Lane to the west, and Brook Street continues north towards Balcombe.

The A272 continues south-east from the Cuckfield bypass and meets another roundabout where the B2272 continues east to Haywards Heath and the A272 continues south and then east, to the south of Haywards Heath town centre. The A272 also gives access to the A273, which continues south towards Burgess Hill. To the west of the site, the A272 runs through Ansty and continues west to give access to the A23 at Bolney. The A272 continues west towards Cowfold.

The B2036 Cuckfield Road forms the southern arm of the mini-roundabout in Ansty. The B2036 is subject to a 30 mph speed limit through Ansty Village, becoming national speed limit. The B2036 runs south past the site towards Burgess Hill whilst Cuckfield Road forks off from the B2036 to run south towards Goddards Green and Hurstpierpoint.

BUS ROUTES

The nearest bus stops to the site are located on Cuckfield Road, at the north-western corner of the site, and on Bolney Road in Ansty. These bus stops are primarily served by bus route 89. There are further bus stops on Tylers Green to the east of the site which have additional bus services 31 and 271.

RAILWAY

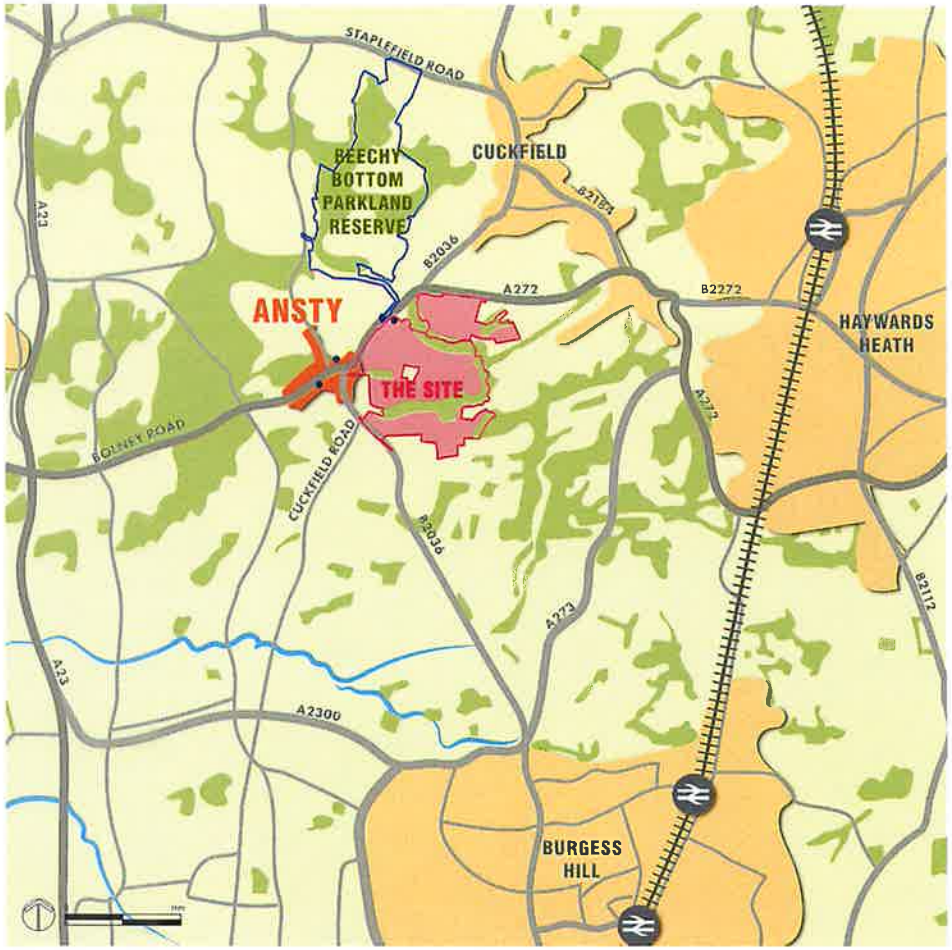
The nearest railway station is Haywards Heath. The station is approximately 2.5 km (1.5 miles) from the site and can be reached via Tylers Green. Frequent services operate to London Victoria via Gatwick airport, Littlehampton, Hove, Worthing, Brighton, Ore, London Bridge, Bedford and Cambridge.

BUS ROUTES

BUS ROUTE	DESTINATION	FREQUENCY		
		WEEKDAY	SATURDAY	SUNDAY
31	CUCKFIELD - HAYWARDS HEATH - IN CHAILEY - NEWICK - CUCKFIELD	60 MINUTES	60 MINUTES	60 MINUTES
89	HAYWARDS HEATH - CUCKFIELD - WARNINGLID - HORSHAM	135 MINUTES (CERTAIN SERVICES RUN MONDAY, WEDNESDAY AND FRIDAY ONLY)		
271	CRAWLEY - HANDCROSS - BURGESS HILL - HASSOCKS - BRIGHTON	120 MINUTES	120 MINUTES	120 MINUTES

RAIL CONNECTIONS

SERVICE	FREQUENCY		
	WEEKDAY	SATURDAY	SUNDAY
BEDFORD VIA LONDON BRIDGE	2 PER HOUR (ALL VIA BURGESS HILL)	2 PER HOUR (ALL VIA BURGESS HILL)	2 PER HOUR (ALL VIA BURGESS HILL)
CAMBRIDGE VIA LONDON BRIDGE	2 PER HOUR (ALL VIA BURGESS HILL)	2 PER HOUR (ALL VIA BURGESS HILL)	2 PER HOUR (ALL VIA BURGESS HILL)
LONDON VICTORIA	6 PER HOUR (2 VIA BURGESS HILL)	6 PER HOUR (2 VIA BURGESS HILL)	6 PER HOUR (2 VIA BURGESS HILL)
BRIGHTON	6 PER HOUR (2 VIA BURGESS HILL)	6 PER HOUR (2 VIA BURGESS HILL)	5 PER HOUR (3 VIA BURGESS HILL)
EASTBOURNE	1 PER HOUR	1 PER HOUR	1 PER HOUR
ORE VIA HASTINGS	1 PER HOUR	1 PER HOUR	1 PER HOUR
LITTLEHAMPTON VIA WORTHING	2 PER HOUR (ALL VIA BURGESS HILL)		



SITE ACCESS & MOVEMENT NETWORK

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- MAJOR ROAD
- MINOR ROAD
- RAILWAY LINE
- RAILWAY STATION
- BUS STOP

WALKING & CYCLING

Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Furthermore, such modes of transport are also considered for longer journeys, as ways of accessing other methods of travel such as the bus or train. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *'Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes'* (Planning for Walking, 2015)
- *'Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles'* (Planning for Cycling, 2014).

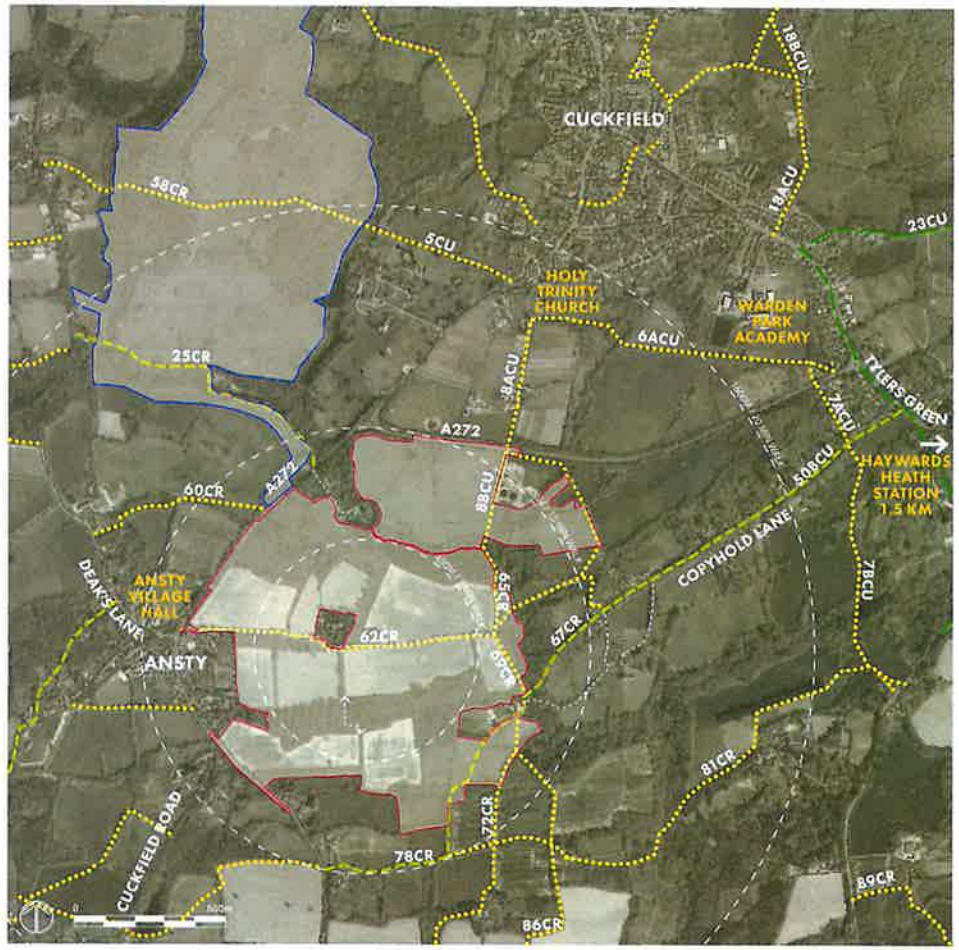
The NPPF recognises that *'the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'*. Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 km (1.24 miles). The National Travel Survey 2015 (NTS) also noted that *'76% of all trips under one mile are walks'*, making it the most frequent mode of travel for very short distances.

Local provision

A series of PRoWs run through the site, including Footpaths 62CR, 65CR, 69CR and 72CR. The WSCC Local Land Charges Team have advised that there is an outstanding application for the addition of a Public Right of Way between Courtmead Road and Newbury Lane in Cuckfield.

The above PRoWs connect the site to a variety of destinations, including the village of Ansty adjacent to the western edge of the proposal site and to the larger village of Cuckfield to the north of the proposal site. The A272 to the west of the proposal site also has a footway on its western side that connects through to Cuckfield via the B2036. A number of facilities are available within Ansty and Cuckfield, including Ansty Football and Cricket Club and a Co-Op foodstore within Cuckfield.

Bridleways 73CR and 67CR, which allow for cycles, runs to the southwest of the proposal site connecting the B2036 Harvest Hill to Copyhold Lane thorough towards Haywards Heath. A local cycle route is present to the east of the proposal site, connecting Tylers Green into central Haywards Heath.



PUBLIC RIGHTS OF WAY & CYCLE ROUTES

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- ROAD NETWORK
- EXISTING TRACK
- EXISTING CYCLE ROUTE
- EXISTING LONG-DISTANCE FOOTPATH
- EXISTING PUBLIC RIGHT OF WAY

COMMUNITY FACILITIES

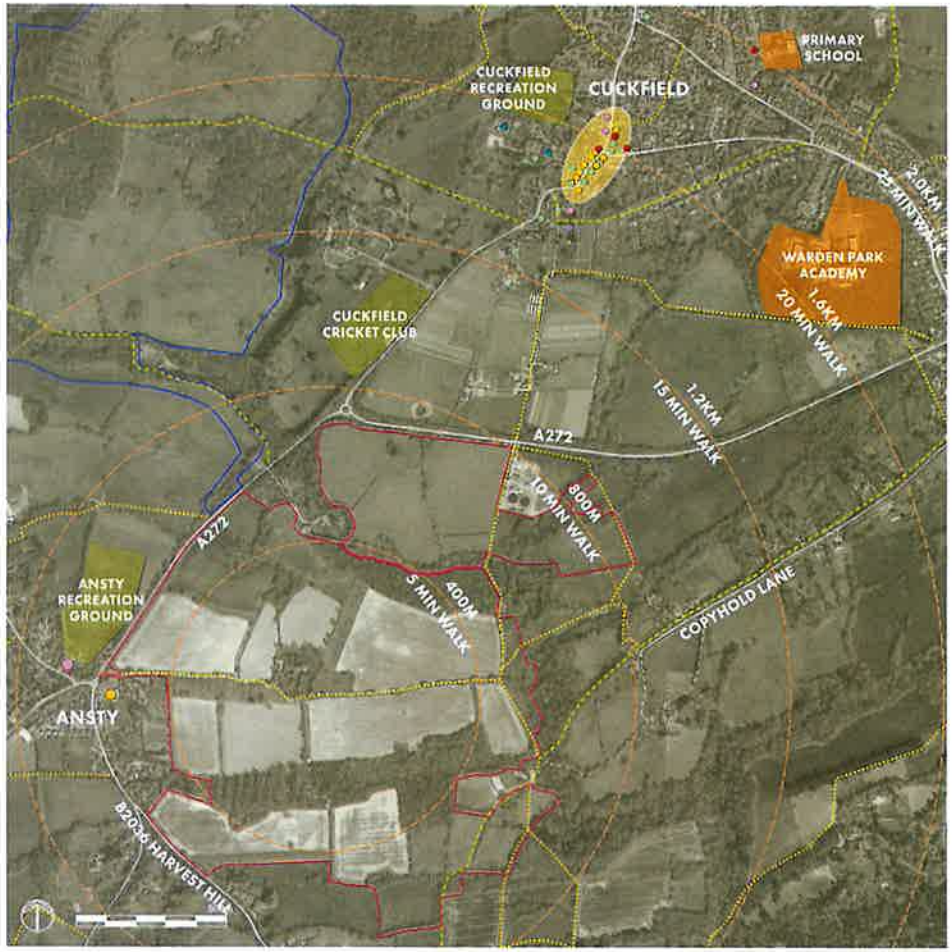
Community facilities and services are currently limited within walking and cycling distance from the site. As set out in the 'History of Ansty' section, community facilities have diminished over the decades, with the pub, post office and GP having been closed within the village. All that remains now is a community hall, recreation ground including cricket and football pitches, a Shell garage and car dealership.

Warden Park Academy secondary school is located within walking distance, to the north-east of the site, and Cuckfield contains a more extensive range of facilities, including education, healthcare, leisure, food and drink and retail opportunities. However, these are located slightly further afield, over a 15 minute walk away from the centre of the site.

Ansty Garden Community would provide new facilities in order to supplement and support those existing within Ansty, ensuring all daily needs can be met within walking distance of existing and new dwellings. The key existing destinations and local facilities are illustrated in the table below. The distances are measured from the centre of the site along existing footpaths and roads.

TYPE OF FACILITY	DESTINATION	DISTANCE	WALKING TIME	CYCLING TIME
RETAIL	SHELL GARAGE & CAR DEALER	550 M	7 MIN	3 MIN
	NISA LOCAL	1.9 KM	25 MIN	10 MIN
	MISC SHOPS WITHIN CUCKFIELD LOCAL CENTRE	1.9 - 2.1 KM	26-29 MIN	10 MIN
HEALTHCARE	PHARMACY	2 KM	26 MIN	10 MIN
	DENTIST	2.1 M	28 MIN	10 MIN
	DOCTOR'S SURGERY	2.8 KM	36 MIN	15 MIN
EDUCATION	PRIMARY SCHOOL	2.8 KM	36 MIN	15 MIN
	SECONDARY SCHOOL	2.3 KM	30 MIN	15 MIN
COMMUNITY	ANSTY VILLAGE HALL	600 M	8 MIN	3 MIN
	COMMUNITY CENTRE	1.8 KM	24 MIN	10 MIN
	CUCKFIELD PARISH COUNCIL	2.1 KM	28 MIN	10 MIN
	CUCKFIELD VILLAGE HALL	2.8 KM	36 MIN	15 MIN
PLACE OF WORSHIP	HOLY TRINITY CHURCH	1.8 KM	24 MIN	10 MIN
FOOD & DRINK	THE WHITE HARTE PUB	1.9 KM	25 MIN	10 MIN
	MISC FOOD & DRINK WITHIN CUCKFIELD LOCAL CENTRE	1.9 - 2.1 KM	26-29 MIN	10 MIN
LEISURE	OCKENDEN MANOR HOTEL	2.1 KM	27 MIN	10 MIN
RECREATION GROUND	ANSTY CRICKET CLUB & PLAY GROUND	600 M	8 MIN	3 MIN
	CUCKFIELD CRICKET CLUB	1.6 KM	20 MIN	5 MIN
	CUCKFIELD RECREATION GROUND	2.3 KM	30 MIN	15 MIN

1 ANSTY VILLAGE HALL
2 ANSTY CRICKET CLUB
3 SHELL GARAGE, ANSTY
4 CUCKFIELD HIGH STREET



COMMUNITY FACILITIES

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- RECREATION GROUND
- EDUCATION
- ROAD
- EXISTING LONG-DISTANCE FOOTPATH
- EXISTING PUBLIC RIGHT OF WAY
- CUCKFIELD LOCAL CENTRE
- PLACE OF WORSHIP
- COMMUNITY
- HEALTHCARE
- RETAIL
- FOOD & DRINK
- LEISURE
- 400 M / 5 MIN WALK ISOCHRONE FROM CENTRE OF SITE

SITE CONSTRAINTS

The information explored in the baseline analysis leads to the identification of opportunities and constraints for development on the site. These are summarised below and in the adjacent plan.

CONSTRAINTS

Landscape designations

- There are no landscape designations of international, national or local importance within the development site
- Woodland, including Ancient Woodland and recent plantation woodland, is present alongside hedgerows and individual trees - appropriate buffers are required around these, as well as restricted access to Ancient Woodland
- Great Wood & Copyhold Hanger Local Wildlife Site abuts the south-eastern boundary of the site
- The High Weald Area of Outstanding Natural Beauty (AONB) is located to the north-west of the site and its boundary lies adjacent to the north-western boundary, along the A272. This is a landscape designation of national significance and its setting must be considered.

Landscape & Visual Impact Assessment

- Two watercourses within the site run broadly east-west through steep, wooded gills. A linear tree belt follows the central ridgeline and extensive woodland cover dominates the lower ground. This vegetation pattern and topography creates an intimate landscape with low-lying, enclosed spaces, and more open, higher ground
- Linear tree belts and hedgerows, often with isolated trees in good condition, further define a strong landscape pattern alongside the woodlands
- The undulating topography and extensive woodland cover limits direct views of the majority of the development site from the surrounding PRoW network and the AONB
- There are some views to local landmarks, such as Cuckfield Church spire from PRoWs on higher ground within the site
- Three parts of the site are visible from the PRoW network to the north, where development should be sensitively designed/avoided.

Arboriculture

- Areas of woodland (of which circa 7.3 ha (18 acres) is designated Ancient Semi Natural Woodland (ASNW)) are present near the river and in the south-eastern part of the site (Riddens Wood), where a large contiguous area of commercial forestry (circa 25 years old) also stands
- A second area of commercial forestry is present on the southern bank of the river, in the middle of the site
- A buffer zone of at least 15 m is required around ASNW
- Free-standing mature oaks and other broadleaved trees are also present on field boundaries, frequently within well-established hedges. Retention of these is key, as they are an important factor in biodiversity and deliver high visual amenity
- The guiding principle is to minimise loss of trees, to protect retained trees by applying industry best practice guidance, and to offer appropriate new planting in mitigation.

Ecology

- As well as the ASNW and 16.3 ha (40.2 acres) of Priority Habitat Woodland, there are numerous species-rich hedgerows within the site, considered to qualify as Habitats of Principal Importance
- Copyhold Stream runs through the woodland within the northern half of the site
- Great Wood and Copyhold Hanger Local Wildlife Site (LWS) lies immediately adjacent to the south-east boundary, and is of particularly high ecological value
- A number of protected and notable species have been recorded on site: bats, breeding birds, dormice, great crested newts, common toad and grass snake. Bryophyte and invertebrate surveys have yet to be completed in full
- A Biodiversity Mitigation/Enhancement Plan will be required
- The vast majority of the proposed development footprint comprises arable fields and improved pasture, which are habitats with a low biodiversity value, thus the overall direct biodiversity impact risk is relatively low.

Agricultural Land

- An Agricultural Land Assessment identified the site to comprise a mixture of grades, with small areas of Grade 1, 2 and 3a, and mostly Subgrade 3b and woodland.

Drainage & flood risk

- The site is predominantly located in Flood Zone 1, other than a narrow corridor of Flood Zone 2 along the watercourse, which is outside of the developable area
- There are some areas of surface water flooding, which will have to be mitigated through a SuDS strategy and location of open space versus developable area
- SuDS will be required to ensure greenfield runoff rates.

Heritage

- Eight listed buildings lie within a 250m radius from the site. Two further listed buildings outside of this study area have also been considered at this stage, due to their topography and positioning in relation to the site
- Two of the listed buildings are located within the centre of the site, outside of the site boundary. The site forms part of the wider agricultural landscape setting of the listed buildings
- The listed buildings are mostly set within a well-treed environment, limiting any visual relationship with the site.

Archaeology

- There are several known heritage assets within the site, as well as evidence for archaeological activity recorded on the Historic Environment Record within the broader 1.2 km radial study area
- Non-designated heritage assets largely relate to the farming and landscape context
- Confirmatory fieldwork will be required to assess the significance of any archaeological assets that may exist on the site, however, available evidence would suggest features are likely to be of local or regional significance, and an appropriate programme of archaeological evaluation and mitigation will be implemented.

Transport & movement

- Existing PRoWs run through the site. These must be safeguarded and enhanced where possible
- Existing tracks also cross the site providing access to The Place and Mackerell Cottage. Any alteration to these will have an impact on the heritage setting
- The A272 runs along the site's western and northern boundaries. The B2036 Cuckfield Road forms the southern arm of the mini roundabout in Ansty
- The closest stations are in Haywards Heath and Burgess Hill.

Utilities

- The following utilities cross the site within the red line boundary:
  - Overhead and underground 11kV high voltage cables
  - Overhead and underground communications cables
- These can be undergrounded and/or re-routed in order to limit their impact on the development. When undergrounded, an easement of 3m either side would be required
- There are various utilities within existing footpaths adjacent to the site, which need to be considered when constructing new site entrances.

Noise & air quality

- The main sources of noise around the site are:
  - Road traffic noise from the surrounding road network - to the north and west from the A272 and to the south and south-west from the B2036
  - Operations at the water treatment works adjacent to the site boundary in the north-east corner.
- An offset of 20-25m is required to dwellings to mitigate the impact of noise
- The site is not located in an air quality management area (AQMA). Much of the site is located in rural environs, away from local roads with the potential to generate air quality effects. Air quality monitoring has been undertaken. The main source of odour is the Cuckfield Sewage Treatment Works which requires a 100m offset to dwellings
- Road traffic is anticipated to be a significant local source of pollution. Based on background mapping for a base year of 2019, annual mean concentrations of the three key pollutants are below the air quality objectives.

SITE BOUNDARY
PARKLAND RESERVE BOUNDARY
FLOOD ZONE 2
SURFACE WATER FLOOD RISK
EXISTING SETTLEMENT
AREA VISIBLE IN LONGER DISTANCE VIEWS FROM NORTH/NORTH-EAST (OUTSIDE THE AONB)
EXITING WOODLAND
ANCIENT WOODLAND
ANCIENT WOODLAND 15 M OFFSET
HIGH WEALD AONB
GREAT WOOD & COPYHOLD HANGER LOCAL WILDLIFE SITE
LANDSCAPE BUFFER
ACCESS ZONE / BRIDGE CROSSING ZONE
EXISTING ROAD
EXISTING TRACK
POTENTIAL ACCESS LOCATION
VIEW TO CHURCH
BRIDGE CROSSING
NOISE BUFFER
EXISTING LONG-DISTANCE FOOTPATH
EXISTING PUBLIC RIGHT OF WAY
HISTORIC FIELD BOUNDARY
55M CONTOUR - 5 M
RIVER/WATERCOURSE
EXISTING HEDGEROW
OVERHEAD CABLE
POTENTIAL NOISE FROM ROAD
TREE
RPZ
VETERAN TREE RPZ
E ECOLOGICALLY SENSITIVE AREA
SEWAGE WORKS ODOUR PLUME
POTENTIAL SUDS LOCATION
LISTED BUILDING

CONSTRAINTS PLAN

OPPORTUNITIES

Landscape

There is opportunity for a comprehensive green infrastructure network to retain an appropriate setting to the High Weald AONB, through the retention of open fields close to the AONB and the introduction of new woodland planting. Avoiding development in the north-eastern field within the site would also ensure the sensitive integration of the proposals into the wider landscape to the east, whilst limiting visual impacts from the PRoW network.

There is opportunity to create a focal landscape for community use within the heart of the scheme, around The Place listed building, which could benefit from the attractive views to the spire of Cuckfield Church. The open space and recreation typologies provided on site should complement the existing provision within Ansty to ensure a wide range of facilities and opportunities are available. There is opportunity to provide new sporting facilities on site to satisfy existing need within the area. There is also opportunity to create a food growing strategy, around formal allotments, informal local growing areas and fruiting street trees.

Landscape & Visual Impact Assessment

The existing woodlands, hedgerows, trees and watercourses should be retained and enhanced to create a strong green framework for development in line with the Mid Sussex Design Guide. The proposed development should be sensitively designed in the areas visible in longer distance views from the north, in accordance with the Mid Sussex and High Weald AONB Design Guides, to ensure development appears nestled within the landscape against a wooded backdrop. From within the site, key views of Cuckfield Church spire should be retained as part of the green infrastructure network or street layout.

Arboriculture

As well as buffers to the ANSW, it is possible to create buffers to the other areas of woodland in order to protect the species from built development in perpetuity. The retention of existing woodland and trees, where possible, provides a high-quality landscape background to the new development, retaining its landscape character.

Heritage

The nature of the historic growth of the settlement has been focused on the linear routes through Ansty. Built development is set back from the roads and generally screened, but with connection to the roads. The proposed development is intended to form part of the settlement of Ansty, and similarly where the western edges of the site are adjacent to these routes, there is opportunity to create a degree of connection with the settlement.

The main access points into the site should be located so as to reduce or minimise the effects of additional vehicular movement, noise and highway illumination, within the immediate setting of the heritage assets. The existing access route from the west to The Place / Barn House and Mackerell Cottage can be retained as part of the approach and setting of these listed buildings.

The footpath through the site to the Church of the Holy Trinity to the north should be retained and enhanced to reflect the traditional historic settlement pattern, which has been eroded to some degree by the construction of the A272. The layout also has the opportunity to reinforce historic patterns by preserving traces of the historic field boundaries within the site along new streets or open spaces. It also should provide generous retained areas of soft landscape and open space, particularly close to The Place and Barn House, Highbridge Mill, Mackerell Cottage and Lodge Farmhouse, and buffer planting should be reinforced in other areas, safeguarding the setting of these heritage assets.

Ecology

The layout of the development should incorporate generous buffer zones from retained hedgerows and woodland habitat, which should incorporate graded ecotones that help to preserve these habitats, significantly improve edge habitats and offer localised benefits for some birds and invertebrates associated with them.

In addition to the protection of woodlands, the scheme should preserve the most species rich hedgerows and biodiverse grassland habitat, particularly where the highest grassland diversity has been recorded towards the south-east. Green spaces should be retained to the north-east, centrally and the western boundary within the site, and future management can be designed to encourage biodiversity value where possible and appropriately manage the impacts of new residents.

Drainage & flood risk

The opportunity exists to enhance the corridor within Flood Zone 2, such that it becomes a prominent landscaped feature and provide opportunities to improve overall biodiversity. The requirement for SuDS also presents an opportunity, around the use of above ground attenuation basins and swales, which should be harmoniously incorporated into the landscape strategy. The natural contours of the land can be used to locate drainage features in the best locations for optimising catchment whilst minimising impact on developable area. These also present a real opportunity for ecological enhancement with features designed to promote differing habitats and possibly seasonal wetland areas.

Transport & movement

Three vehicular access points should be created, at the northern boundary from the A272, western boundary from A272 and at the south-western boundary of the site from the B2036. These should be connected by a new tree-lined primary street. These routes should accommodate a cycle path.

The existing PRoW network should be retained, enhanced and extended within the site, set within attractive green corridors, with safe crossings over the new primary street network. This should provide high quality foot and cycle routes, away from vehicular routes, encouraging the use of non-motorised travel. These should link all new residential areas with the local centre, school and sports pitches, as well as the existing settlement and wider villages and countryside.

A new bus route should be provided within the site to connect to Haywards Heath and Burgess Hill. The location of mini-mobility hubs with bus stops should be strategically located to ensure that as many future residents as possible are within 5 minutes' walk of a bus stop. A mobility hub at the heart of the site should facilitate access between various transport modes and provide first and last mile personal transport solutions and raise the profile of public transport and shared mobility.

Noise & air quality

The site presents the opportunity to locate residential façades away from the immediate vicinity of roads, to reduce the extent to which residents may be exposed to air and noise pollutants and any consequences on human health this may have. Residential dwellings can also be placed outside of the odour plume, so that they are not impacted by this odour source.

Utilities

The site has the opportunity to be built in a more sustainable and responsible manner. Early engagement with the statutory undertakers / utility companies will be key to inform budgets and secure capacity on the networks.

The site can include sustainable solutions for heating, including the use of wind harnessing, solar power, battery storage and load management technology, as well as innovative resolutions for mandated 'Life Safety Supplies'. The most appropriate solutions will be explored and implemented for this development.

Built form

The site presents the opportunity to provide up to 1,450 new dwellings, in a range of house types and tenures, to include 30% affordable homes. New local facilities and amenities can be provided within the site, benefiting both existing and new residents.

The new built form can contribute to the character of the area, taking local vernacular architectural styles and materials as a stating point, and incorporating them into new homes, fit for the 21st century.

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- LOCAL CENTRE (MIXED USE)
- CARE HOME/RETIREMENT BUNGALOWS
- EXISTING SETTLEMENT
- PROPOSED RESIDENTIAL
- AREA VISIBLE IN LONGER DISTANCE VIEWS FROM NORTH/NORTH-EAST (OUTSIDE THE AONB)
- SCHOOLS - PRIMARY SCHOOL & SEND SCHOOL
- ANCIENT WOODLAND
- EXISTING WOODLAND
- MULTI-FUNCTIONAL OPEN SPACE
- BRIDGE CROSSING ZONE
- ANCIENT WOODLAND 15 M BUFFER
- EXISTING ROAD
- EXISTING TRACK
- SITE ACCESS POINT
- VIEW TO HOLY TRINITY CHURCH
- PRIMARY STREET NETWORK
- SECONDARY LOOP
- EXISTING LONG-DISTANCE FOOTPATH
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED FOOTPATH
- RIVER
- EXISTING HEDGEROW (TO BE RETAINED AS FAR AS POSSIBLE)
- 55 M CONTOUR - 5 M
- INDICATIVE SUDS BASIN LOCATION
- EXISTING TREE
- ROOT PROTECTION ZONE
- LISTED BUILDING

OPPORTUNITIES PLAN

PART B

ANSTY GARDEN COMMUNITY

B1: DESIGN EVOLUTION
B2: PARAMETER PLANS
B3: THE MASTERPLAN

PART B OF THIS DESIGN & ACCESS STATEMENT EXPLAINS THE PROPOSALS FOR THIS PLANNING APPLICATION

B1 DESIGN EVOLUTION

ASPIRATION & OBJECTIVES

The site provides an opportunity to deliver a comprehensive sustainable urban extension to Ansty. The development of Ansty Garden Community will respond to its location and context. As such, the masterplan has been landscape-led, establishing a green framework which enhances and complements the existing site characteristics, embedding the community into its natural context.

The aims and objectives for the site are as follows:

- To create a place people love, where they feel they belong and that they are truly 'at home'
- To implement a robust landscape framework to embed the development into the countryside whilst providing attractive and exciting open spaces for the enjoyment of the residents and visitors alike, as well as supporting biodiversity net gain
- To create a place that will stand the test of time, delivered in an environmentally responsible, ethical, safe and sustainable manner, achieving the most efficient use of land
- To structure the community around a 20-minute neighbourhood model, promoting a mix of uses which are convenient to all residents and accessible via active and sustainable modes of travel
- To minimise the use of private vehicles by implementing a comprehensive sustainable transport strategy, focused around a mobility hub at the heart of the new community
- To create a logical street hierarchy and layout, prioritising the visual and placemaking qualities of streetscape over engineering requirements, and incorporate well-integrated parking that does not dominate the street environment
- To promote a mix of uses which will benefit the wider area, complementing the current local provision
- For built form to have regard for the local identity, such as settlement form, architectural character and materiality, which are typical of the surrounding area, whilst ensuring the development is progressive, sustainable and fit for the 21st century
- To provide homes, buildings and spaces designed to work for the way people live today through high quality design and attention to detail
- To create a range of homes for first time buyers through to executive homes, for a range of tenures, ages and abilities, meeting the local housing need
- To respond positively to the heritage assets around the site, incorporating them into the new community in a sensitive manner
- To create a place that generates value and benefits the local community, and brings a renewed sense of identity and civic pride to Ansty
- To work in partnership with Mid Sussex District Council and Ansty and Stapleford Parish Council.

DESIGN CONCEPT

The overall aim at AGC will be to deliver a sustainable and integrated development that provides safe and convenient access to local facilities and services, both existing and new. The outcome will be a vibrant, attractive and safe community, which uses land and natural resources in an efficient way. In order to deliver this, a series of design principles have been developed, in line with the Mid Sussex Design Guide SPD. These all fit within the framework set by the vision. The masterplan principles which follow on from these are set out below.

LANDSCAPE

The development concept is designed around a strong landscape structure, taking as its starting point the existing land form, vegetation and surrounding built features, which act as form-givers for the development, with the purpose of delivering a development which responds to its location. A sustainable, safe, and attractive place will be created, with buildings and landscape defining streets and public spaces.

The scheme will respond to the landscape character within which the site is located. The existing vegetation along the site's boundaries and within the site will be retained, supplemented and extended, safeguarding existing ecology and providing opportunities for habitat enhancement. Landscape buffers are provided to safeguard and strengthen the existing field boundary vegetation and woodland where possible, and provide further landscape separation from the AONB to the north-west. This also creates a positive transition between the new built form and the surrounding landscape.

The spatial concept for the site shows strong north-south and east-west green corridors, which follow existing field patterns, woodland belts and public right of ways. These link areas of green space dispersed across the site. Native, locally occurring species should be used to bolster existing vegetation and aid biodiversity. The green spaces will function as flexible open spaces for a range of activities, ensuring space for amenity, nature and drainage can be incorporated in harmony.

A tree planting strategy is proposed where the mature tree canopy spread can be realised. The aim is for trees to be visible above rooftops which helps the legibility of a development from the outside and blends it into the landscape in long-distance views.






ASPIRATIONAL IMAGES

STREETS

Streets are designed in accordance with Manual for Streets 1 and 2 and the Urban Design Compendium. The street layout encourages walking and cycling and is permeable, in that it is well-connected and offers a choice of direct routes to all destinations, both within the site and to surrounding areas. It is legible, structured around a primary street, called Ansty Avenue, with secondary (The Crescent) and tertiary streets (The Lanes) providing access to the different parts of the neighbourhood, and shared streets (The Walks) and private drives (The Drives) forming the edge along the majority of the external areas of built form.

It is based on a lose grid structure so that it is easily navigable, and achieves a clear distinction between public and private spaces, with building frontages facing the street, ensuring natural surveillance and activity on the streets. The grid structure also creates secure and private rear garden spaces. Existing pedestrian and cycle routes are maintained, and new ones (including those that buggy and wheelchair friendly) provided through the site, which prioritise pedestrian and cycle use and aid connectivity with the adjacent neighbourhoods and the wider landscape. Routes are well-lit and speed restraints are designed in so that walking and cycling is safe, accessible and convenient. Car parking will not dominate.

BUILT FORM

Building heights will very depending on the location within the development. Heights will be maximised around the local centre uses and higher density parts of the site, whilst being sensitive to existing built from around Ansty and the heritage assets, as well as being mindful of the impact on views from surrounding areas.

A mix of uses will be incorporated into the development, structuring the development around a mixed-use local centre at its core. A mix of house types and tenures are included to create a balanced community and to meet the housing needs of the local area. This will enable greater potential for homes to be occupied throughout the day and give increased opportunity for natural surveillance, community interaction and environmental control.

The built form will respond positively to the sense of place, by delivering architectural integrity and using materials that complement the local vernacular, reinforcing local distinctiveness. However, rather than pastiche replicas of traditional buildings, a re-interpretation of key aspects of their form will be demonstrated. Building materials will be locally and sustainably sourced wherever possible. Buildings will be designed and constructed to minimise energy consumption, conserve water resources and reduce its consumption, recycle materials and reduce waste. The aim is to meet the EcoHome, Building for a Healthy Life and BREEAM excellent standards. The scheme will be energy and water efficient, with all new units achieving the relevant requirements of Part L of the Building Regulations. Water pollution and flooding will be prevented.

SAFETY

Safety is ensured through the creation of a network of streets and open spaces, which are at a comfortable human scale and are well overlooked, adhering to Secured by Design principles.

Attention to detail will be crucial to the quality of the public realm, including a clear demarcation between public and private space and the edge treatment of SuDS ponds and swales.

SUSTAINABILITY

The development will aim to achieve the high environmental standards set out in the Mid Sussex Design Guide, which applies to both the building design and layout, having regard to the following:

- Sustainable construction principles including maximising energy and water efficiency, minimising carbon emissions and use of resources
- Organising development around green transport principles that reduce travel distances, prioritise pedestrian and cycle movement and integrate public transport
- Planning schemes around Green Infrastructure provision that is underpinned by:
  - (a) healthy living and well-being principles
  - (b) helping to deliver a net gain in biodiversity
  - (c) responding to the beauty of the natural landscape and ensuring that natural features are retained and enhanced
- Designing for adaptation and resilience to future weather events (drier/hotter summers and wetter/warmer winters).





CONSULTATION

A range of consultation has been undertaken in order to inform the proposals for Ansty Garden Community. This is set out below.

DESIGN SOUTH EAST DESIGN REVIEW PANEL

A Design Review Panel (DRP) was held with Design South East on 16th August 2023, structured amount a guided site visit, followed by a presentation by the design team and initial feedback from the review panel. A formal report was issued on 31st August 2023 containing the panel's formal comments and recommendations for the scheme.

Whilst it was difficult to convey all aspects of the proposals and the content to be proposed within the planning submission documents within the time available, the design team provided an overview of the proposals relating to landscape planning, masterplanning, landscape design and local identity. The DRP congratulated the design team of setting up a strong framework as a basis on which to create '*a truly special scheme*' (p4, Report of the Design South East DRP, August 2023).

The DRP praised the design team on *'careful analysis of the landscape character and a thorough understanding of the site capacity'* (p4, Report of the Design South East DRP, August 2023), and many of their comments pertained to the creation of a clear identity for the scheme. The baseline site analysis and high-level design proposals relating to landscape, streetscape and built form are set out within this DAS, with the parameter plans setting a clear framework for elements such as landscape, use, height and density and movement. However, much of what creates a clear identity requires more detailed analysis and nuanced design principles, which will subsequently be addressed in the Design Code to accompany the planning application.

The location of the local centre was a point of discussion, as the panel queried its location in order to create a '*coherent and active 'heart' to the scheme*' (p4, Report of the Design South East DRP, August 2023). The design team has since undertaken a thorough review of its location and considered alternatives within the masterplan, as illustrated in the adjacent plans and benefits/disbenefits table. Through this process, the team have concluded that the cluster of local centre, mobility hub, retirement village and two schools creates a strong heart to the site, and the co-location of these uses is beneficial to all for a number of reasons, not least health and wellbeing and vibrancy of the local centre. In addition, the local centre is located adjacent to the western access to the scheme, which from subsequent discussions with bus route operators could potentially form one of the main bus access routes, as well as on a key junction between vehicular routes and off-road pedestrian routes within the scheme. This places the local centre on a main movement route, able to capitalise on passing trade. Finally, the location is within a short walking distance for the existing residents of Ansty, as well as being accessible by foot or cycle to all new dwellings, which provides a benefit for the existing community.

The DRP recommended accommodating flexible ground floor ceiling heights in buildings fronting the length of Ansty Avenue in order to allow non-residential uses to inhabit these buildings organically as the development progresses and is lived in. This has been taken on board and the land use parameter plan has been updated to reflect this.

Active travel was a key point of discussion, with the panel keen to ensure that walking and cycling are truly prioritised over vehicular movement, and that the routes through the site and links to the wider area were designed to a high standard, providing a '*functional connectivity to surrounding settlements and provide[ing] the best possible experience for pedestrians and cyclists*' (p4, Report of the Design South East DRP, August 2023). This is an element that the design team were progressing, but which subsequently received a greater emphasis within the planning application documents through further exploration of inclusive active travel in the landscape design intent section of the DAS, and a suite of off-site improvements to walking and cycling links from the site to surrounding destinations, such as Warden Park Academy and Haywards Heath Station, as set out in the TA produced by Ardent.

The panel were also keen to ensure that sustainable modes of travel were also capitalised upon, including a car share scheme which, again, were already elements the design team were progressing. Part of this was still in deliberation with the highways authority and bus operators, thus the strategy was still emerging (see section on highways consultation). An aspect of this was street widths, which also related to local identity and avoiding an over-engineered scheme in order to create an attractive and locally distinctive place. The DRP's comments have been addressed through the design principles for street widths and through discussions with the local highways authority.

Another focus after the DRP was on healthy placemaking and ensuring the message is fully communicated. Consequently, a specific section of the DAS has been dedicated to celebrating healthy placemaking in order to bring these elements to the for. This is included in Part C of the document.

In additional to the elements discussed above, other revisions made to the scheme in response to the DRP included:

- The addition of a clearer explanation of the scheme's name, Ansty Garden Community, within the introduction to the vision
- The name change of the central open space from 'Village Green' to 'Ansty Common', and additional detail added to the proposals for the space
- Information on inclusive design, including 'Make Space for Girls'
- Additional contextual analysis undertaken on local green spaces
- Further contextual analysis undertaken on local streets
- The name change of 'spine street' to 'Ansty Avenue', and the rest of the hierarchy given more appropriate names to better reflect local character
- Extended pedestrian and cycle connectivity plan provided
- Further detail provided on pedestrian and cycle routes through the scheme
- Information provided in the DAS on tree loss and long-term tree strategy
- Additional information provided on the opportunity for productive landscapes within the scheme
- Further information included regarding aspirations for the mobility hub and mini-mobility hubs
- Altered focus on parking typologies proposed for the scheme to limit the impact of parked cars in the streescene, as well as encouraging walking and cycling, to be set out within the Design Code
- Review of bridge widths.

LOCAL CENTRE LOCATION	BENEFITS	DISBENEFITS
	• SITUATED ON ANSTY AVENUE • WELL-ENCLOSED BY WOODLAND TO THE NORTH • LIES WITHIN HIGH-DENSITY AREA AND AMONGST TALLER BUILDING HEIGHTS • LOCATED IMMEDIATELY TO THE SOUTH OF THE EAST-WEST PROW	• LESS CONVENIENT FOR RESIDENTS WITHIN THE NORTHERN PARCELS TO ACCESS • DISCONNECTED FROM SCHOOL AND RETIREMENT DWELLINGS BY WOODLAND BLOCK • NOT DIRECTLY RELATED TO ANSTY COMMON • FURTHER AWAY FROM VEHICULAR SITE ACCESSES
	• POSITIONED AT THE HEART OF THE NEW COMMUNITY • SITUATED ON THE CROSS ROADS OF ANSTY AVENUE & THE PROW CONNECTING IT TO ANSTY VILLAGE • LIES WITHIN A HIGH-DENSITY AREA AND AMONGST TALLER BUILDING HEIGHTS	• SITUATED FURTHER AWAY FROM THE EXISTING RESIDENTS WITHIN ANSTY • LACKS OPTIMAL CONNECTIVITY TO THE SCHOOL AND RETIREMENT DWELLINGS • LESS CLOSELY RELATED TO THE SPORTS HUB AND EXISTING SPORTS GROUNDS WITHIN ANSTY
	• SITUATED AROUND A JUNCTION OF ANSTY AVENUE • LOCATED CLOSER TO THE SPORTS HUB	• LESS CONVENIENT FOR RESIDENTS WITHIN THE SOUTHERN PARCELS TO ACCESS • LOCATED IN A LOWER DENSITY PART OF THE SITE • LOCATED IN A MORE VISUALLY SENSITIVE PART OF THE SITE WITH LOWER BUILDING HEIGHTS • NOT CO-LOCATED WITH SCHOOL AND RETIREMENT HOMES • NOT DIRECTLY RELATED TO ANSTY COMMON • SITUATED FURTHER AWAY FROM THE EXISTING RESIDENTS WITHIN ANSTY
	• SITUATED ON ANSTY AVENUE IN CLOSE PROXIMITY TO THE WESTERN ACCESS AND CONNECTED TO EXISTING PROWS VIA NEW FOOTPATHS • MAXIMISES BENEFITS OF CO-LOCATION WITH THE SCHOOLS, MOBILITY HUB, AND RETIREMENT VILLAGE, FORMING A SIGNIFICANT FOCAL AREA • POSITIONED AT THE HEART OF THE ANSTY VILLAGE AS A WHOLE, TAKING IT INTO ACCOUNT EXISTING RESIDENTS AS WELL AS THE NEW COMMUNITY • ENCLOSED BY WOODLAND TO THE NORTH AND LOCATED AT LOWER ELEVATIONS TO ENABLE TALLER BUILDING HEIGHTS • LOCATED ADJACENT TO VILLAGE GREEN AND ANSTY COMMON BEYOND, DIRECTLY LINKED BY NEW FOOTPATHS • LOCATED IN CLOSE PROXIMITY TO THE PARKLAND RESERVE & CONNECTED TO IT BY NEW FOOTPATHS • LOCATED IN CLOSE PROXIMITY TO THE EXISTING SPORTS GROUND WITHIN ANSTY	• NOT AT THE CORE OF THE NEW COMMUNITY AS A STAND ALONE ENTITY • FURTHER AWAY FROM THE SPORTS HUB • NOT AT THE CROSSROADS OF ANSTY COMMON, ANSTY AVENUE AND THE EAST-WEST PROW

HIGHWAYS AUTHORITY

A series of email correspondence and meetings has been held between Ardent (ACE) and West Sussex County Council (WSCC) regarding highways strategy and design, as summarised below.

November 2022
- Email engagement with WSCC to seek access to the County Model
- Meeting held online with WSCC to discuss the Model / formal engagement protocol going forward / basis of the Modelling approach taken to date / principle of ACE reviewing in more detail and making use of the Modelling undertaken to date as well as future refinements.

December 2022
- Initial modelling output review approach discussed and agreed, including format for continued liaison going forward with WSCC
- Technical Note prepared to review junction modelling with email exchanges with WSCC to agree further discussions into 2023.

January 2023
- Meeting held online with WSCC to discuss Technical Note submitted in December '22.

February 2023
- WSCC collated and issued formal response to initial ACE work as a follow-up to the January '23 meeting.

March-May 2023
- Issue of formal Scoping Technical report to WSCC which was comprised of x5 separate detailed Technical Notes that each focussed upon specific areas of the transport study.

June 2023
- Meeting held online to discuss ACE Scoping report prior to WSCC formal issue of response.

July 2023
- Formal written WSCC pre-app response provided which included agreement in principle to a range of matters, including the access strategy
- Various email exchanges with WSCC, including WSCC sharing guidance documents and agreement on the accident study area.

August 2023
- WSCC shared trip rates/analysis history
- WSCC provided confirmation of trip analysis/distribution approach and agreement reached over assessment approach
- ACE clarified a number of matters raised in the WSCC formal response, to confirm approach taken which incorporates WSCC feedback (parking/public transport/ sustainable transport etc. strategies).

WEST SUSSEX COUNTY COUNCIL - EDUCATION

Fairfax and Savills have had engagement with Vanessa Cummins at West Sussex County Council (WSCC) on the education provision for AGC. The first email exchange with her was 24th February 2022 and the first meeting was held on 18th March 2022, since when there has been ongoing engagement via email.

Key points from these discussions are as follows:

- WSCC requirements for schools to be provided on site. The initial assumption had been that a 2-form entry Primary School would be required on site but WSCC indicated that they would also like consideration to be given to the provision of both a SEND school and a secondary school on site as well
- Subsequent discussions confirmed that a Secondary School would not be required due to the proximity of other schools locally, including Warden Park in Cuckfield, St Paul's in Burgess Hill and the new all-through school within the Northern Arc development on the northern edge of Burgess Hill
- It was agreed that a SEND school would be accommodated on site as there was a need for further SEND capacity locally
- Detailed drawings were tabled looking at the best location for the two schools and it was agreed these would be best located together so they could potentially share some facilities and also so that they were equally accessible for both new residents on the development site and existing residents in Ansty village.

MID SUSSEX COUNTY COUNCIL

A pre-application meeting was held on 10th October 2023 with Steve Ashdown, MSDC, and Malcolm Avery, District Councillor and Local Ward Member. In attendance were Fairfax, Savills and fabrik.

The team presented the scheme, explaining the opportunities and constraints, design evolution, design rationale, parameter plans, illustrative masterplan, and design intent of the landscape, street hierarchy, built form and identity.

Whilst the scheme was not in the Local Plan at the time of the meeting, and therefore contrary to policy, Mr Ashdown was interested in the following details:

- Treatment of the lane to Mackerells Cottage and how to restrict the public from using it
- Off-site foot and cycle connections to local destinations
- The council encourages the implementation of a car club
- The building heights and densities feel high, although this comment was not informed by seeing the testing undertaken within the LVIA
- How access would be managed to the Ancient Woodlands
- Ensuring open space was incorporated within the development parcels, not just around the edges
- Certainty around the delivery of health provision
- Concern around the traffic flow around the A272 in peak hours
- Agreement of many of the points raised by the DRP.

The team were able to respond to these points during the meeting, and are further addressed within the DAS and suite of accompanying documents submitted as part of the outline planning application.

PUBLIC CONSULTATION

Residents and stakeholders were given the opportunity to give feedback regarding the proposals via a host of different channels, including two in-person events and a virtual consultation. Meetings were also offered to local stakeholders to introduce the team and outline the proposals.

A website (ansty.consultationonline.co.uk), freephone information line (0800 298 7040), and project email address (feedback@consultation-online.co.uk) were all made available throughout the process for interested parties to receive further details and to provide feedback.

The public consultation on the proposals was held from Monday 11th September to Monday 9th October 2023. A consultation notice providing an overview of the project and inviting local residents to participate by viewing a virtual exhibition or attending an in-person exhibition was delivered to 2,151 local residential and business addresses, as well as local stakeholders.

The virtual consultation website was viewed by a total of 484 individuals during the consultation period. Two local events also took place on 20th and 23rd September 2023 at Ansty Village Hall, Deaks Lane, Ansty for those wishing to view the plans in person and ask questions on the proposals. The adjacent images show examples of the exhibition boards and some photographs from the events.

Technical consultants from key disciplines, including masterplanning, landscape, transport, arboriculture, and planning were in attendance. The exhibitions were attended by a total of 176 individuals, including local councillors and a prospective MP candidate. Feedback forms were available at the events.

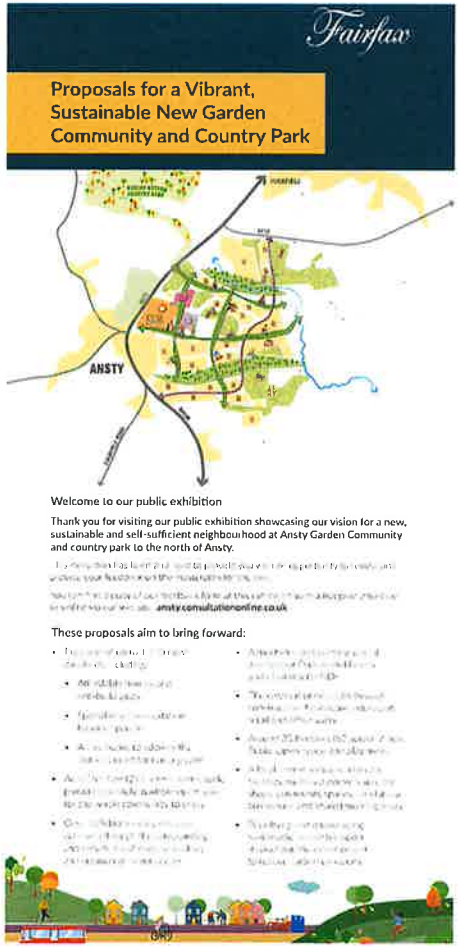
During the consultation period, we received a total of 176 responses, which comprised 103 online feedback forms, 66 physical feedback forms along with five emails and two telephone calls. The key themes of feedback were as follows:

- Resistance to development of any form or scale in this location
- Concern around road infrastructure/traffic/parking
- Question of housing need when so much development is on-going in the area
- Availability of affordable homes
- Loss of character and hamlet/village feel/merging of villages
- Impact on ancient woodland and wildlife
- Scepticism over whether local facilities and services proposed within the scheme would be delivered
- Suggestion of a reduction in the number of homes/provision of eco-homes as a more desirable proposal
- The development should utilise grey water
- Local leisure facilities are oversubscribed and there is currently an insufficient provision of doctors' surgeries
- Confusion/misunderstanding around the benefit of the Country Park and the achievability of biodiversity net gain across the proposals
- Impact during construction period.

The proposals presented within this document, as well as the supporting technical reports and environmental statement, address where possible the comments and concerns that were raised through the public consultation and provide detailed information as to how repeating themes are adressed through the design. This includes:

- The mitigation of traffic and improved off-site infrastructure as part of the proposals
- The mitigation of impacts upon woodland and wildlife and the enhancements and benefits that the scheme can bring, including BNG
- The Country Park, renamed as Parkland Reserve, is being submitted as a separate planning application, providing details of its proposals and benefits
- The value and benefits of the proposed facilities and amenities, offering those which are currently lacking in the area/supplementing those currently oversubscribed
- Demonstrating the delivery of a range of house types and tenures that will meet local need
- Establishing principles of sustainability and identity in the built form, which will be further explored in the Design Code.

In addition, the masterplan has been developed further since the public consultation in order to demonstrate the designs in more detail, and give a greater understanding of placemaking, built form grain and landscape character, presented on page 52 of this document.



SELECTION OF EXHIBITION BOARDS

PHOTOGRAPHS OF PUBLIC CONSULTATION EVENT

MASTERPLAN EVOLUTION

The evolution of the masterplan throughout the design process represents a response to the requirements of the Local Plan policy, physical realities on site, developing constraints particularly landscape, heritage, arboriculture and ecology, input from technical disciplines and through engagement with Mid Sussex Council members and public consultation. This process aimed to create greater efficiency in the masterplan as well as maintaining an appropriate character and ensuring high quality design.

MASTERPLAN EVOLUTION 1

- Savills masterplan, original vision document
- Approximately 1,600 homes as technical work not undertaken and constraints not fully understood at this stage

MASTERPLAN EVOLUTION 2

- Initial concept masterplan prepared by fabrik following vision workshop with design team technical consultants, after fabrik's instruction on the project
- Decision made to make the scheme part of Ansty, as opposed to a separate new settlement
- Transport - revised bridge locations as northern bridge was previously routed through Ancient Woodland, and southern bridge was moved to the east to create a more efficient development parcel. Route of primary/secondary streets revised to create more efficient development blocks, with development on both sides as far as possible rather than creating long extents of single-sided streets. Renewed foot and cycle strategy within site to create a strong north-south and east-west network, incorporating the existing footpaths and supplementing with new ones
- Built form - revised developable area in response to technical work undertaken to understand site contours, landscape and visual assessment, sensitivities of listed building in centre of the site, ease of access and ecological impacts
- Non-residential uses - local centre and school placed in the middle of the development, easily accessible by all residents, both existing within Ansty and new. School creates a landscape buffer to the AONB and existing dwellings immediately to the west of the site, and playing fields occupy a more visually apparent part of the site in long distance views from the north. High density local centre uses located in a visually enclosed part of the site immediately to the south of the woodland belt
- Landscape - north-south and east-west green corridors embedded within framework for scheme, with the new north-south corridors fixed around existing hedgerows, supplementing the strong east-west woodland corridors, also following the footpath network
- Approximately 1,450 dwellings at 37.5 dph

MASTERPLAN EVOLUTION 3

- Masterplan produced for vision document, after further advice incorporated into the plan from technical consultants
- Addition of access from A272 from the west, following workshop with Create Streets, to improve the connections of the internal movement network into the existing external network. In response to this, the local centre was re-located to be closer to this access, which also created a stronger hub of non-residential uses, now in a united location rather than being broken up by existing woodland. Higher-intensity local centre location still sufficiently screened by existing woodland to the north and at a lower elevation within the site
- Alteration in retention of woodland after further surveys undertaken by Arbortrack
- Approximately 1,450 dwellings at 37.5 dph

MASTERPLAN EVOLUTION 1 - FEBRUARY 2021

MASTERPLAN EVOLUTION 2 - SEPTEMBER 2022

MASTERPLAN EVOLUTION 3 - DECEMBER 2022

MASTERPLAN EVOLUTION 4

- Masterplan produced for discussion with MSDC, after further advice and design workshops with consultants
- Removal of The Place from the site boundary, in order to ensure its sensitive treatment at a later date in a dedicated planning application
- Update of site access locations after further technical studies were undertaken by Ardent, refining the highways design as well as ensuring the highest quality trees were able to be retained
- Update of sports facilities proposals after in-depth analysis undertaken on the local area requirements and what the site could deliver
- Update of secondary street route to the north of The Place in order to increase the distance between the The Place and the dwellings to the north, as well as moving the secondary street further away from the Ancient Woodland, thereby improving the sensitivity of design on heritage, ecological and arboricultural aspects
- More considered design of schools site undertaken to ensure appropriate built form massing, heights and location, and to further detail the landscape buffer to Ansty and the AONB
- Addition of mobility hub details within the local centre
- More consideration given to street widths across the site in order to improve the street design and reduce the amount of tarmac in the scheme, whilst still being sufficient for the modes that it would serve
- More considered SuDS, open space and ecology strategies ensuring sufficient hedgerow and woodland buffers, affecting extent of open space and developable area
- Approximately 1,450 dwellings at 37.5 dph

MASTERPLAN EVOLUTION 4 - MAY 2023

MASTERPLAN EVOLUTION 5

- Final evolution after formal comments received from the DRP and the public consultation
- Country Park removed from site boundary and re-named Parkland Reserve to be a more appropriate representation of its purpose
- School site increased to accommodate a primary school and nursery, as well as SEND school, following updated guidance from the DfE on child yield
- Sports pitch strategy refined including schools site and sports hub elements
- Primary street and secondary street network amended, so that central loop consisted of primary street, and whole street hierarchy provided characterful names
- Off-site active travel routes improved and new pedestrian access created in north-western corner of the site
- Land use parameter plan updated at this point to include flexible uses on the ground floor of dwellings along the primary street, providing the opportunity for commercial and retail uses to occupy space outside of the local centre in the future
- Approximately 1,450 dwellings at 37.5 dph

MASTERPLAN EVOLUTION 5 - SEPTEMBER 2023

DESIGN RATIONALE

The overarching design principles set out within the vision have been used to guide the design rationale for the scheme. The design rationale stems from a thorough understanding of the site and its context, with a particular emphasis on respecting the site's landscape characteristics and built character of the surrounding area, in order to create a masterplan which is sensitive to the site's past, whilst looking to the future.

As the masterplan has developed through the design process, the nuances of the rationale have evolved, for example the alignment of streets and location of land uses, however, the overarching principles have remained constant. The rationale presented here explains the layers of design, leading with landscape and nature, which combine to produce the illustrative masterplan:

1 **Identify the site** - identifies the extent of land to be utilised for the new community

2 **Set the boundaries** - explores limiting factors to development

3 **Establish communal gardens** - designing with a landscape-led approach establishes open spaces and green corridors at the outset

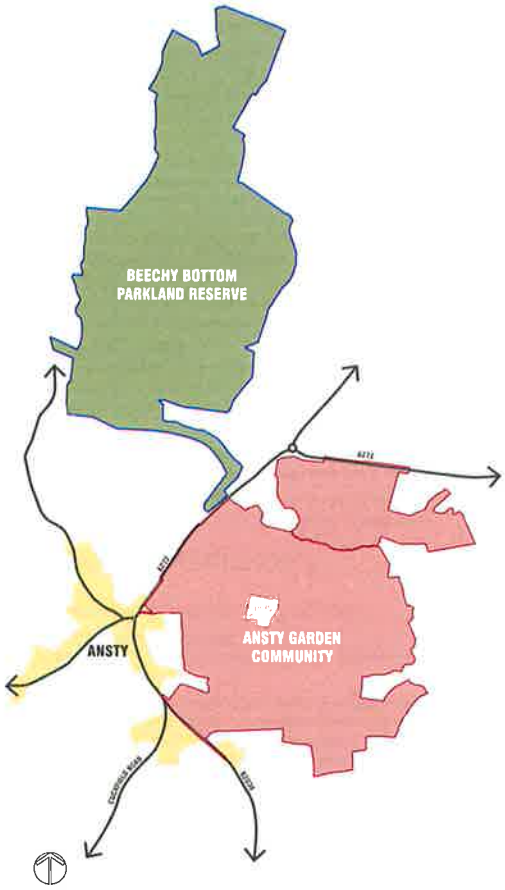
4 **Add water** - incorporates existing water courses and sustainable drainage systems into the plan

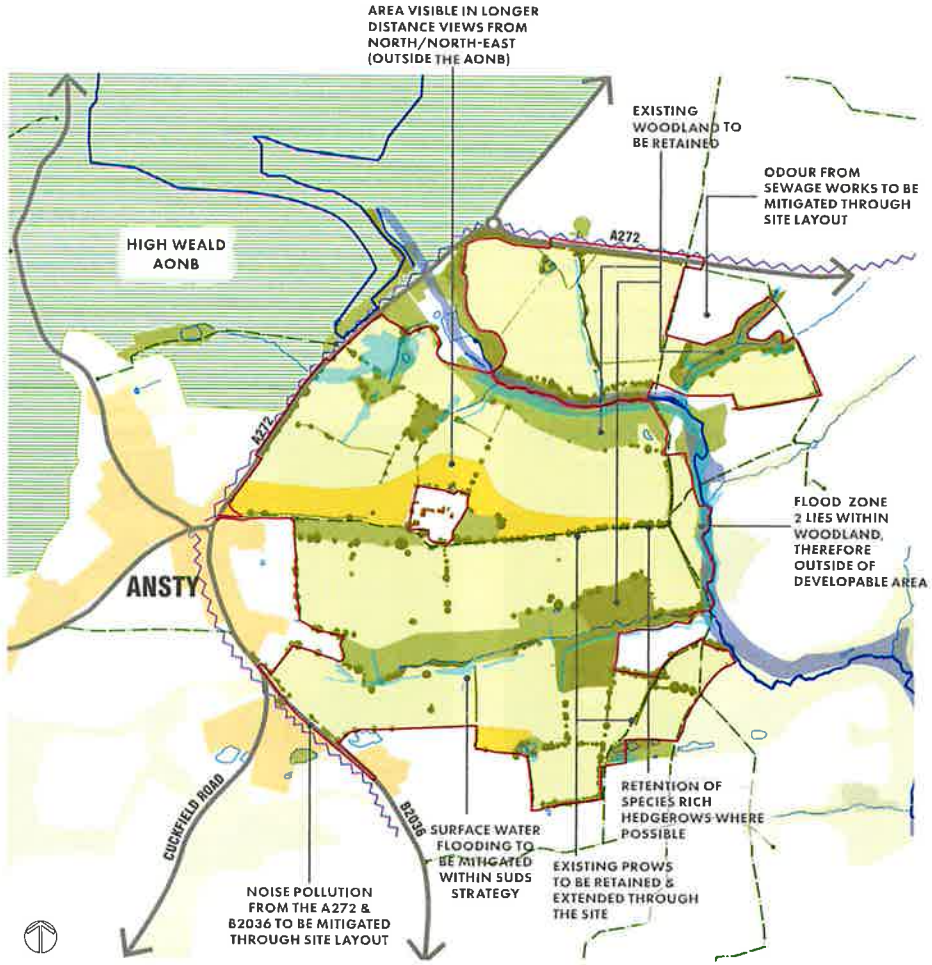
5 **Define movement** - carves out the movement network including pedestrian, cycle, public transport and vehicular

6 **Establish neighbourhoods** - places neighbourhoods between the elements established above

7 **Craft the core** - embeds neighbourhood centres into the site, including community, retail and recreational uses, and schools

8 **Ansty Garden Community** - brings the previous seven steps together.





1 IDENTIFY THE SITE

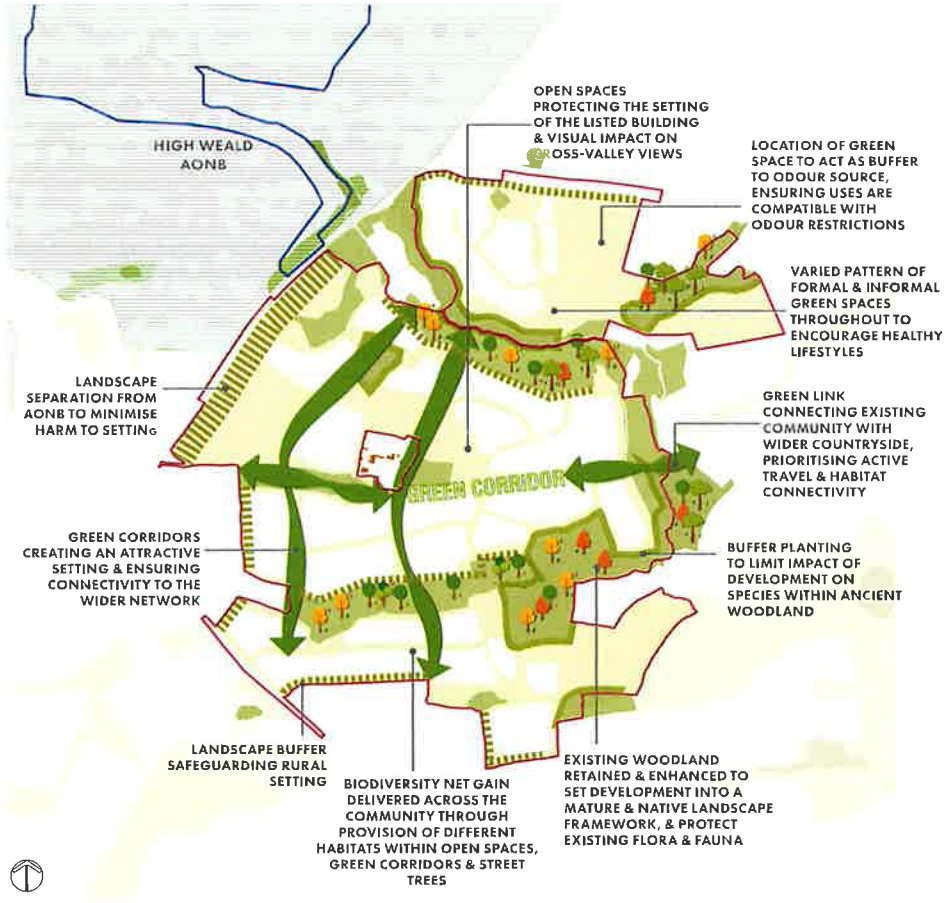
A 100 ha (247 acre) site has been identified in Mid Sussex, centred around the village of Ansty, fully within the control of Fairfax. The site will become home to a new Garden Community, as an eastern extension to Ansty. To the north of the site, land will be dedicated to a Parkland Reserve (103 ha / 247 acres), to come forward as a separate planning application.

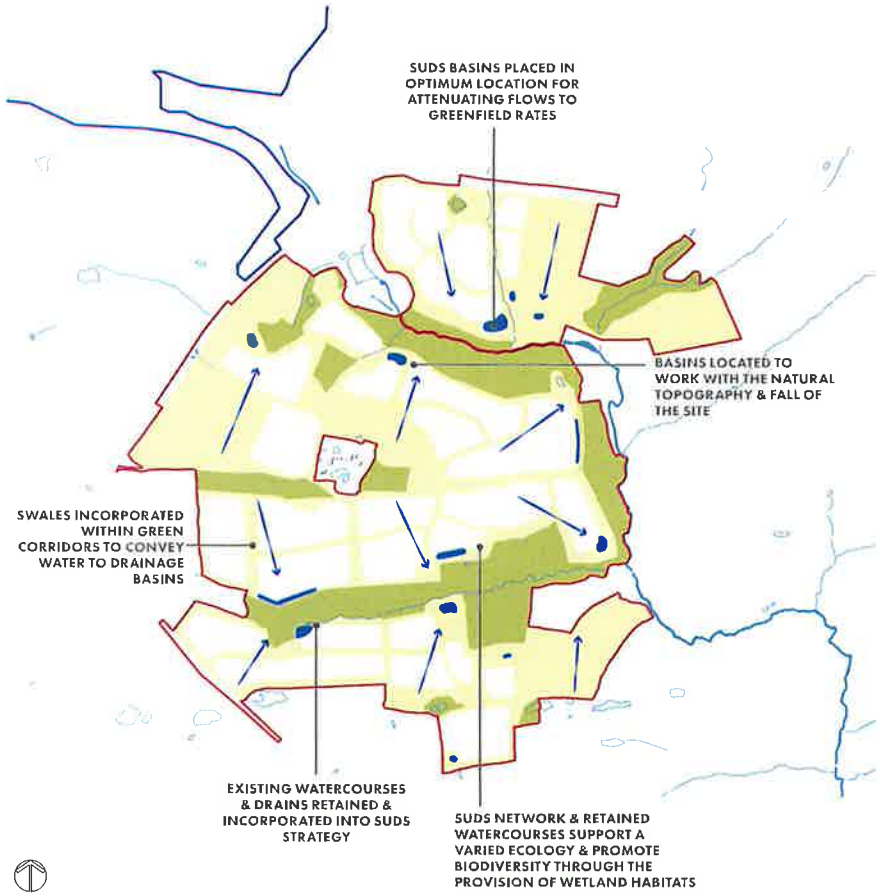
The extents of the site ensure that appropriate landscape buffers and extensive green separation can be safeguarded between the new development and the surrounding countryside, particularly with the AONB to the north. Enough land will be safeguarded in order to ensure that it can be utilised to support ecology and enhance biodiversity, as part of an environmentally sensitive response.

2 SET THE BOUNDARIES

The limits to development within the site are set by a series of factors including:

- Nearby landscape designations, such as the High Weald AONB, and existing landscape features, such as woodland blocks, including ancient woodland, high quality trees, ecologically sensitive areas and topography
- Optimum locations for vehicular accesses and bridge crossings
- Area visible in longer distance views into the site from the north and north-west, and retaining key views out of the site
- Existing footpaths and historic tracks through the site
- Surface water flood risk extents and existing watercourses
- The existing settlement edge and proximity to existing residential back gardens and listed buildings
- Noise and air quality impacts.



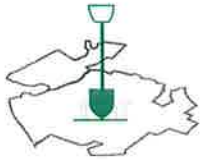


3 ESTABLISH COMMUNAL GARDENS

Leading with the landscape is fundamental to shaping a successful new neighbourhood. To minimise harm to the AONB and its setting, a landscape buffer has been firmly established to the north-western edge of the site.

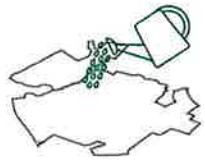
The existing woodland blocks create strong east-west landscape corridors, which are complemented by north-south green links following existing field boundaries and hedgerows These bring swathes of green space through the site, and provide connections for both humans and wildlife out to the countryside beyond, setting the site into its much wider green infrastructure network.

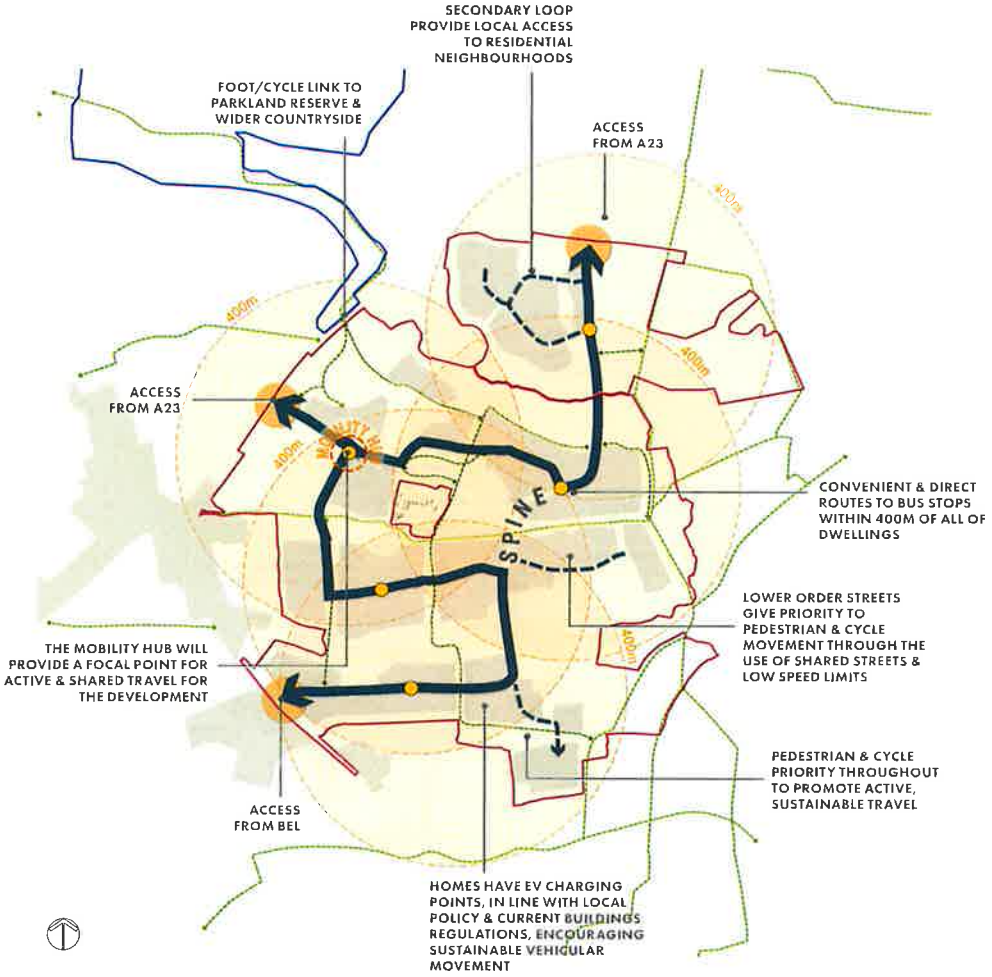
The green corridors are complemented by a varied pattern of formal and informal green spaces throughout, encouraging healthy lifestyles and ensuring recreation and amenity space is in easy reach of all parts of the community.

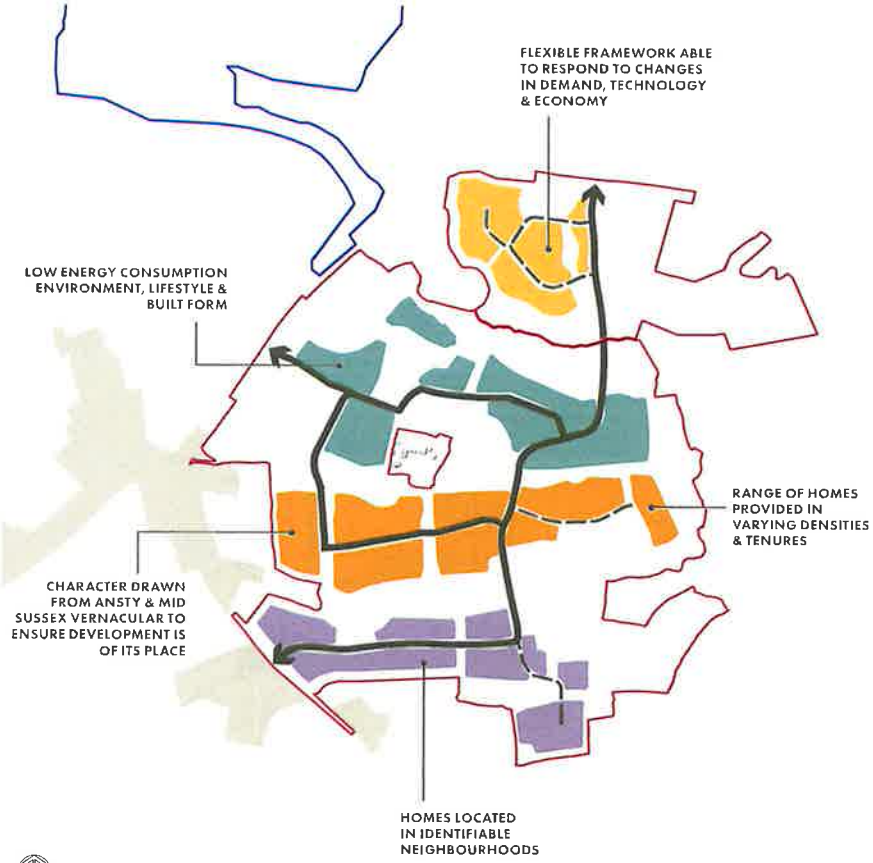


4 ADD WATER

Existing drainage flows and surface water flood risk are incorporated into the plan. New waterbodies will be created to manage surface water drainage sustainably, as well as support varied ecology and promote biodiversity net gain. This is another way that the development will embed resilience to climate change into its design.





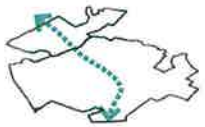


5 DEFINE MOVEMENT

The movement network sits alongside the landscape structure, and together they form the key structuring elements of the plan. A new primary street - Ansty Avenue - flows through the community from north to south, linking the A272 at the north to the B2036 Harvest Hill at the south-west, with a loop circling through the heart of the site, past the local centre and schools, and linking to a third access on the A272 at the western edge.

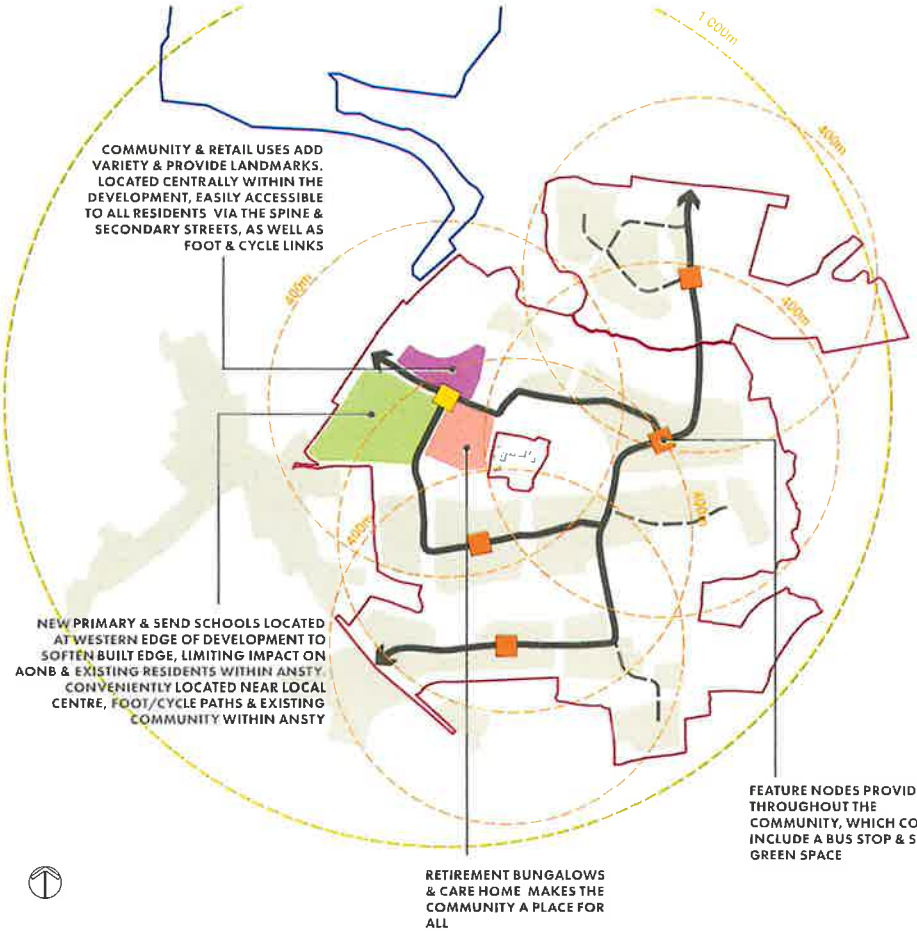
Between these, local routes provide access to the rest of the residential neighbourhoods and a connected network of pedestrian and cycle routes give low carbon modes priority.

A new bus route will be created through the site, with mini-mobility hubs with bus stops provided every 400 m, at key locations within each of the neighbourhoods, and the mobility hub in the local centre at the heart of the community. This, alongside the enhanced pedestrian and cycle network, provides real travel alternatives to the private car.



6 ESTABLISH NEIGHBOURHOODS

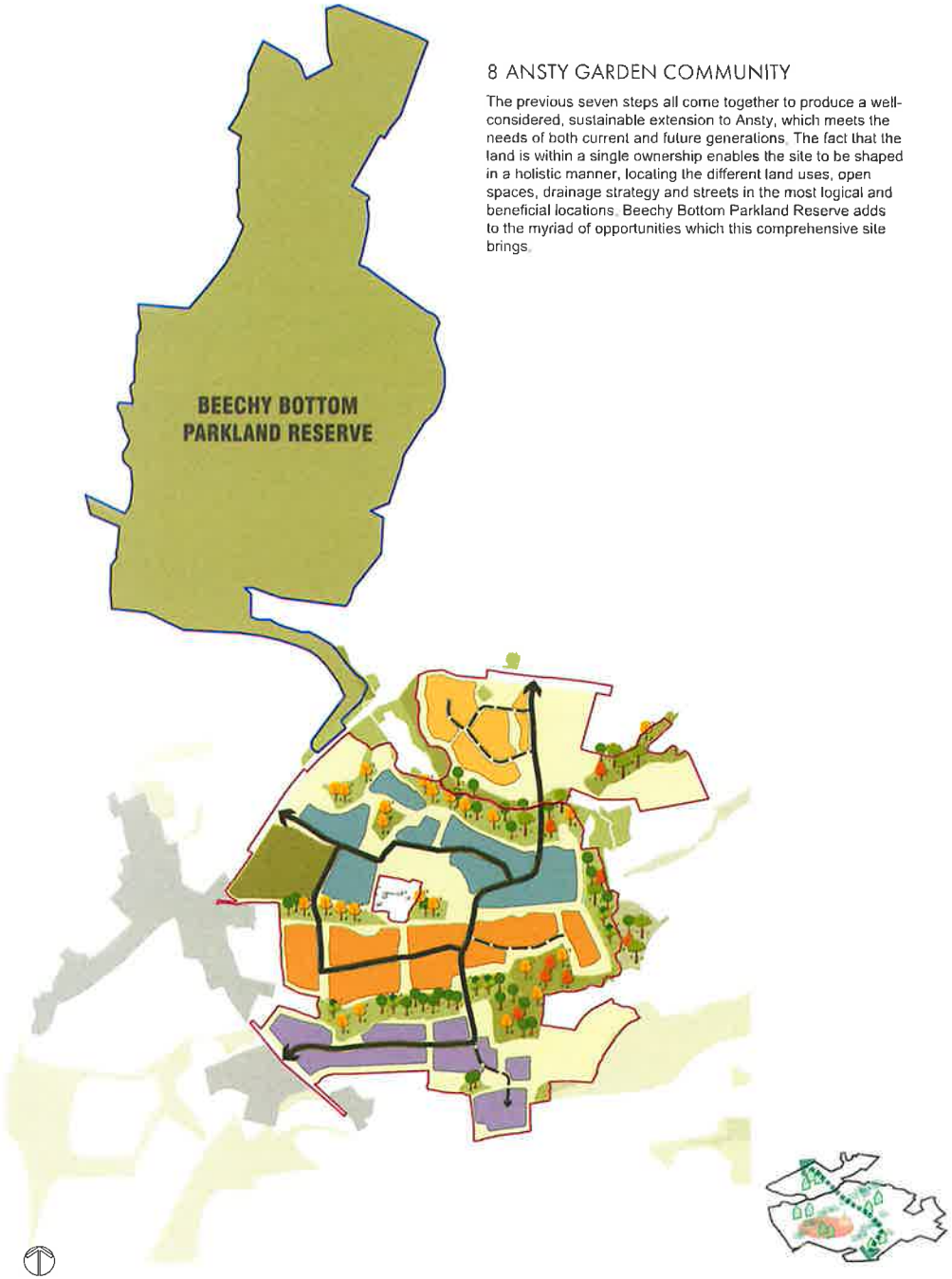
The new community will be made up of a series of clearly identifiable neighbourhoods, each with a related but distinct character, drawn from the Ansty and Mid Sussex vernacular. A range of homes will be provided in varying densities and tenures, meeting the needs of the local community. A low energy consumption environment will be created, not only in terms of built form but also lifestyle. This flexible framework will be able to respond to changes in demand, technology and the economy.



7 CRAFT THE CORE

A local centre will be created at the heart of the community, with facilities complementing rather than competing with the existing limited facilities in the village. The new facilities and amenities will enable a 20-minute neighbourhood model to flourish here, where all new and existing dwellings in Ansty will be within a 10 minute walk of the new local centre.

Whilst the local centre may provide space for offices or shared work-spaces, technology will be embedded within all new dwellings to accommodate home working, with superfast broadband, and homes designed to facilitate a flexible way of living and working. Potential community, retail, GP and recreational uses will add variety and provide landmarks. A primary school and SEND school will also be provided, providing vital education for the next generation.



8 ANSTY GARDEN COMMUNITY

The previous seven steps all come together to produce a well-considered, sustainable extension to Ansty, which meets the needs of both current and future generations. The fact that the land is within a single ownership enables the site to be shaped in a holistic manner, locating the different land uses, open spaces, drainage strategy and streets in the most logical and beneficial locations. Beechy Bottom Parkland Reserve adds to the myriad of opportunities which this comprehensive site brings.

B2 PARAMETER PLANS

The following section describes the parameter plans which form a key part of the outline planning application and will be formally approved as part of the planning permission.

The plans set out the proposed parameters for key design elements of the masterplan as follows:

- Site location
- Green infrastructure
- Access and movement
- Land use
- Building heights
- Density.

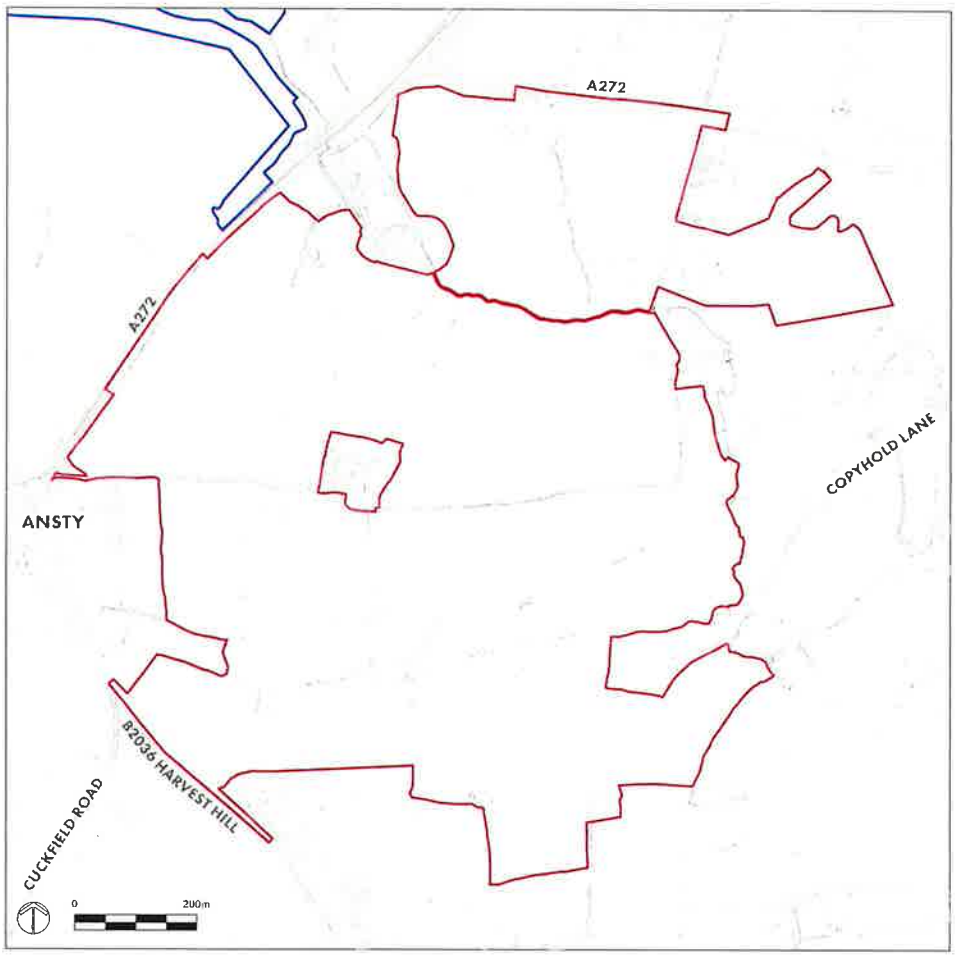
This is submitted as an outline planning application, with all matters reserved except for access. As such, it is important that scheme parameters are fixed at this stage to set the framework within which subsequent detailed proposals for the various phases of development can come forward via reserved matters applications. However, the plans should include a degree of flexibility, where appropriate, in order to accommodate changing circumstances, and the accompanying notes on the parameter plan drawings set out the extent of tolerance in each specific case. The illustrative masterplan in section B3 demonstrates one way in which these parameter plans could be interpreted, but is subject to variation as described.

Development will occur in phases (as set out indicatively in Chapter D2). Each reserved matters application, when it comes forward, will be assessed against the approved parameter plans helping to ensure consistency and compatibility between different phases. The parameters are also necessary to ensure that the masterplan is implemented within the scope tested in the Environmental Statement.

Full scaled drawings of the parameter plans have been submitted as part of this outline planning application submission.

SITE LOCATION

As explained in the introduction, the site is located to the east of the village of Ansty in West Sussex. The boundaries are set by the land under the control of Fairfax - all of the land within the site boundary is owned by Fairfax, with the exception of areas within the highway where improvements are proposed for access.



SITE LOCATION PARAMETER PLAN

SITE BOUNDARY

PARKLAND RESERVE BOUNDARY

GREEN INFRASTRUCTURE

The landscape characteristics of the site, along with the District Character Strategy guidelines and policy, have played a significant role in guiding the design of the scheme, allowing for both the visual and physical integration of new built form into the wider landscape. The plan opposite illustrates the key parameters relating to green infrastructure that will create the landscape framework for the proposed development.

A mitigation by design approach has been taken, meaning that during the course of developing the masterplan, landscape considerations were taken as an integral part of the design process. Elements such as existing vegetation and views were informants that helped to determine the developable area, open spaces and drainage strategy.

Key features of the landscape and ecological strategy for the site include:

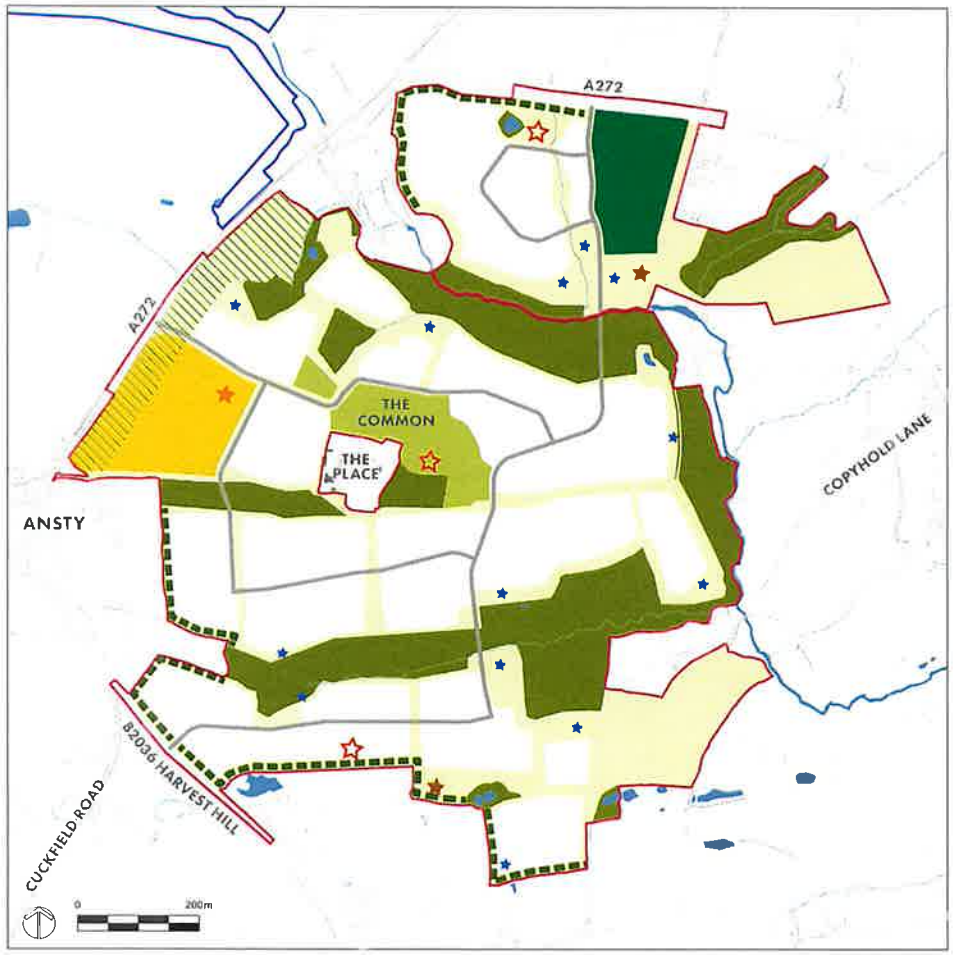
- The retention of all existing mature high quality trees, woodlands, and hedgerows as far as possible, with all ancient woodland protected. This will help to soften and screen the proposed development from views in the surrounding landscape, protect existing habitat, as well as providing a mature landscape setting for the new housing
- Landscape buffers and transition areas help to create a strong green edge and transition zone to potentially sensitive edges. A mix of trees, shrubs and grasses together form a variety of mixes creating a hierarchy of planting. Transition areas act with the same principles over a larger area and together help to create valuable habitat
- The school with its associated landscape act as part of a transition area aiding in setting back development from the AONB and creating a wildlife connection between the site and adjacent landscape
- The creation of a central village green in the local centre and common open space at the centre of the site provides a valuable community space for residents, as well as a sporting opportunity. The common also retains a landscape setting to the grade II listed "The Place" located outside, but centrally to the site
- Utilising the underlying topography of the site, an integrated drainage strategy, including swales and attenuation basins, provides sustainable drainage solutions, alongside opportunities for habitat creation
- Two allotment areas are proposed, which have been carefully considered to ensure accessibility, functionality, aesthetics sustainability, and ongoing management and maintenance. The allotments will provide residents with space to cultivate their own produce, while also promoting a sense of community and connection to nature
- Access to formal sports facilities can help support and promote an active lifestyle through opportunities for organised and competitive sport. A Sports Hub will provide indoor and outdoor courts and pitches with artificial surfaces, capable of supporting intensive use, and with a much higher carrying capacity (hours of use) than an equivalent grass pitch area, thereby providing more opportunities for more people to be more active, more often. In addition, the playing fields within the schools site will be available for use outside of the school day, with public access secured via a Community Use Agreement, based on Sport England's standard template
- Within the site, the streetscape will be complemented by street tree planting, and where possible, hedgerow and shrub planting to soften the development, adequately spaced to allow for long-term growth.

The table below sets out the open space policy requirements, with the spatial arrangement illustrated on the adjacent plan. The site is required to provide 9.45 ha of open space for 1,450 dwellings, based on a population of 3,625, as defined in local policy and guidance. However, the site is able to deliver a considerable amount more than this, at around 26 ha, across the open spaces indicated in the adjacent plan (excluding existing woodland). The breakdown of the open space types will be set at reserved matters stage, with detailed landscape proposals responding accordingly. The landscape design intent for the site is described in more detail in the Design Intent section, which details the character areas, play strategy, and the soft and hard landscape strategies.

OPEN SPACE SCHEDULE

TYPE OF OPEN SPACE	SQ.M PER PERSON	SQ.M PER 1,000 POP.	HA PER 1,000 POP.	% OF TOTAL OPEN SPACE AREA	SITE REQUIREMENTS - HA (BASED ON POP. OF 3,625)
ALLOTMENTS	1.75	1,750	0.18	6.9	0.63
ARTIFICIAL TURF PITCHES	0.50	500	0.05	1.9	0.18
BOWLING GREENS	0.17	170	0.02	0.8	0.06
EQUIPPED PLAY (LEAPS & NEAPS)	0.65	650	0.07	2.7	0.24
GRASS PITCHES	12.25	12,250	1.23	46.9	4.44
INDIVIDUAL:					
FOOTBALL ADULT	4.25	4,250	0.42	16.0	1.54
FOOTBALL JUNIOR	2.70	2,700	0.27	10.3	0.98
CRICKET	4.45	4,450	0.45	17.2	1.61
RUGBY	0.85	850	0.09	3.4	0.31
AMENITY GREENSPACE	8	8,000	0.80	30.5	2.90
PARKS & GARDENS (TOWNS)	2	2,000	0.20	7.6	0.73
TEENAGE AREAS	0.30	300	0.03	1.2	0.11
TENNIS COURTS	0.44	440	0.04	1.5	0.16
TOTAL	26.06	26,060	2.62	100	9.45

NOTES:
POLICY REQUIREMENT AS SET OUT IN DEVELOPMENT INFRASTRUCTURE AND CONTRIBUTIONS SPD (MSCD, 2018)
TYPE OF FORMAL SPORT PROVISION IS SHOWN TO ILLUSTRATE A POTENTIAL OPTION FOR THE DISTRIBUTION OF PITCHES. TYPES & DISTRIBUTION OF SPORTS PITCHES TO BE AGREED AT A LATER DATE IN ALIGNMENT WITH LOCAL REQUIREMENTS



GREEN INFRASTRUCTURE PARAMETER PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- AMENITY GREEN SPACE
- FORMAL OPEN SPACE/ COMMON
- SPORTS FACILITY
- EXISTING WOODLAND
- PRIMARY & SEND SCHOOLS
- PRIMARY & SEND SCHOOLS AREA WITHIN AONB BUFFER - TO BE USED FOR PLAY/PITCHES
- AONB BUFFER - TO BE KEPT FREE FROM BUILT DEVELOPMENT
- SPINE & SECONDARY STREET NETWORK
- LANDSCAPE BUFFER
- EXISTING POND/WATERCOURSE
- INDICATIVE SUDS FEATURE
- INDICATIVE LOCATION OF ALLOTMENTS
- INDICATIVE LOCATION OF SCHOOL BUILDING (OUTSIDE OF LANDSCAPE BUFFER)
- INDICATIVE LOCATION OF PLAY

NOTES:
LANDSCAPE BUFFERS TO BE A MINIMUM AS FOLLOWS
i. 60M (ADJACENT TO HIGH WEALD AONB)
ii. 20 M (ADJACENT TO ANCIENT WOODLAND)
iii. 10M (FROM NON-ANCIENT WOODLANDS AND KEY SITE BOUNDARIES)
iv. 8M (FROM PLANTATION WOODLANDS, WATERCOURSES AND SIGNIFICANT HEDGEROWS)
v. 4-5M (FROM MINOR LANDSCAPE FEATURES AND HEDGEROWS)

ACCESS & MOVEMENT

A key objective is to minimise the impact of traffic generated by the new community on the local highway network and to enable maximum sustainability of the site, particularly through designing for access by multiple sustainable modes of travel.

The access and movement parameter plan identifies the principles of vehicular, bus, cycle and pedestrian access to the site and through it. It shows the proposed Ansty Avenue (primary street), The Crescent (secondary street) and The Lanes (tertiary streets), junctions and primary vehicular access points into the site, for which approval is sought as part of this application. It also shows existing public rights of way to be retained, and indicative additional foot and cycle routes through the site.

Access and movement proposals include:

- The provision of three vehicular access points for the site (A272 to the north and west, and B2036 Harvest Hill from the south-west)
- The indication of all existing pedestrian and cycle accesses and routes to and through the site, and the indicative location of new ones where required for desire lines, mainly through the green infrastructure, and away from busy vehicular streets
- The alignment of the primary (Ansty Avenue), secondary (The Crescent) and tertiary streets (The Lanes), and where they incorporate bus routes
- Locations of two bridges across the valleys within the site
- Approximate location of the mobility hub, to include a bus stop
- Approximate location of mini-mobility hubs, to also include bus stops.

Further details about the site accesses, street hierarchy and street design is included in the Transport section.

SITE BOUNDARY

PARKLAND RESERVE BOUNDARY

AREA REQUIRED FOR SITE ACCESS & VISIBILITY SPLAYS

WOODLAND

BRIDGE

ANSTY AVENUE (PRIMARY STREET WITH BUS ROUTE)

THE CRESCENT (SECONDARY STREET, NO BUS ROUTE)

THE LANES (TERTIARY STREETS)

EXISTING PUBLIC RIGHT OF WAY RETAINED

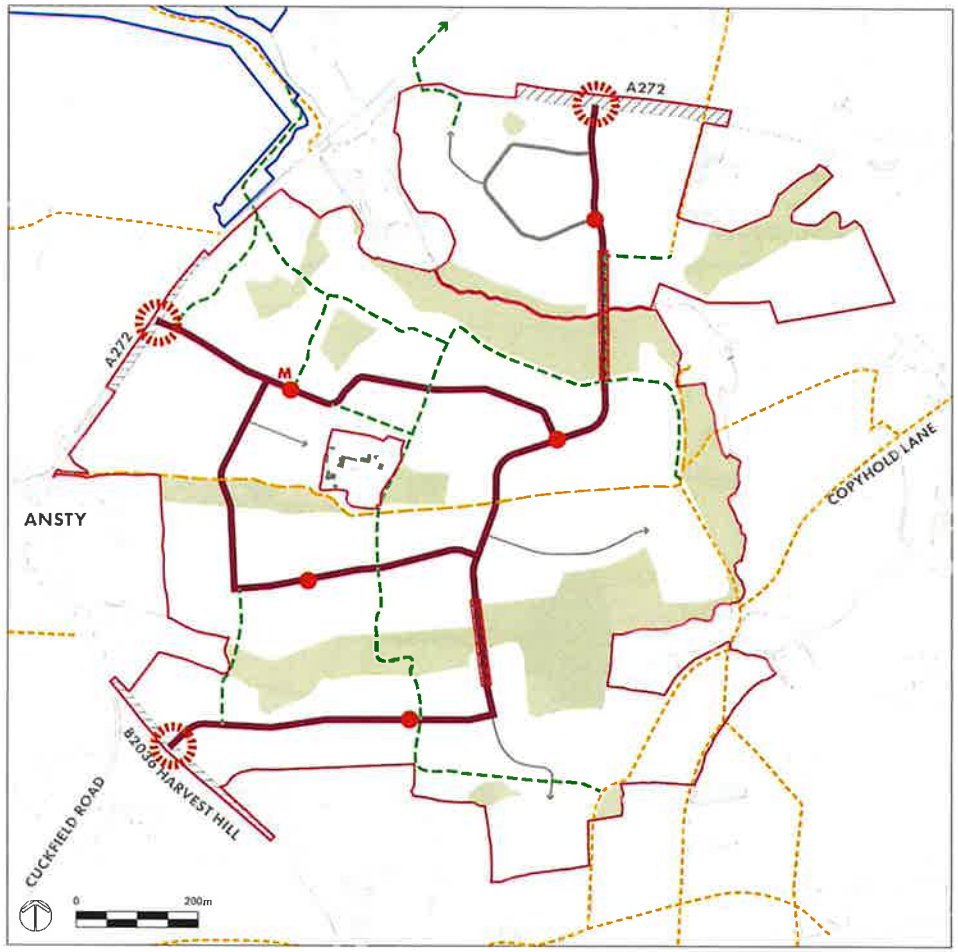
EXISTING VEHICULAR ACCESS TO MACKERELL COTTAGE RETAINED

PROPOSED FOOT/CYCLE PATH

M MOBILITY HUB

MINI-MOBILITY HUB

SITE ACCESS



ACCESS & MOVEMENT PARAMETER PLAN

LAND USE

The plan on this page illustrates the location and maximum extent of land proposed for various uses to be provided on the site. The adjacent development schedule includes the breakdown of areas and dwelling numbers.

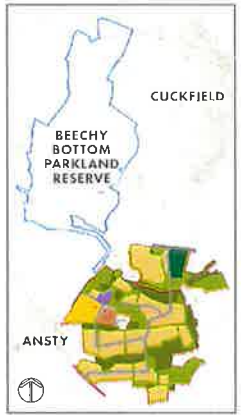
The site includes the following:

- 34.73 ha residential area (Use Class C3), including affordable homes, elderly living, self-build and incidental local areas of open space. This provides space to accommodate up to 1,450 dwellings. 30% of all housing on site will be affordable, providing up to 435 affordable homes. Approximately 90 no. homes will be dedicated to elderly living accommodation, in the form of bungalows and a care home, located within the dark purple hatched area. Around 30 units will be provided as self-build units, providing for the local need at the time of writing
- A 1.07 ha mixed-use local centre (Use Class E) which has the potential to include a range of uses including retail, café, flexible workspace, health hub including allied healthcare, gym, nursery, food and drink uses. A café could also be included within the care home building. Residential uses in the form of flats above ground floor commercial uses or townhouses will also be included, with associated car parking. An indicative detailed design for the local centre can be found on page 91. In addition to the local centre commercial uses, the residential frontage along Ansty Avenue has the flexibility to include commercial uses at ground floor level, indicated by the light purple hatching on the land use plan
- 4.51 ha for education uses, to include a primary school of up to two-and-a-half-forms of entry and a SEND school, with associated playing fields and car parking
- Surrounding the developable areas is a network of various public open spaces, identified by the green areas. These were discussed in the Green Infrastructure parameter plan on page 47, and are explained in detail in the 'landscape design intent' section. The total area of green space covers 33.54 ha, equating to 33% of the total site area, plus 19.69 ha of existing woodland, together resulting in 53% of the site comprising green infrastructure
- 6.95 ha infrastructure, including the proposed alignment of Ansty Avenue, which accommodates the bus route, as well as the site access roundabouts and areas of existing highway required for visibility. Safe and convenient foot and cycle connections will be provided between the residential parcels and community uses to ensure ease of access for all. Further details are provided in the access and movement parameter plan, and the and the 'movement and access' and 'street design' sections later in the document.

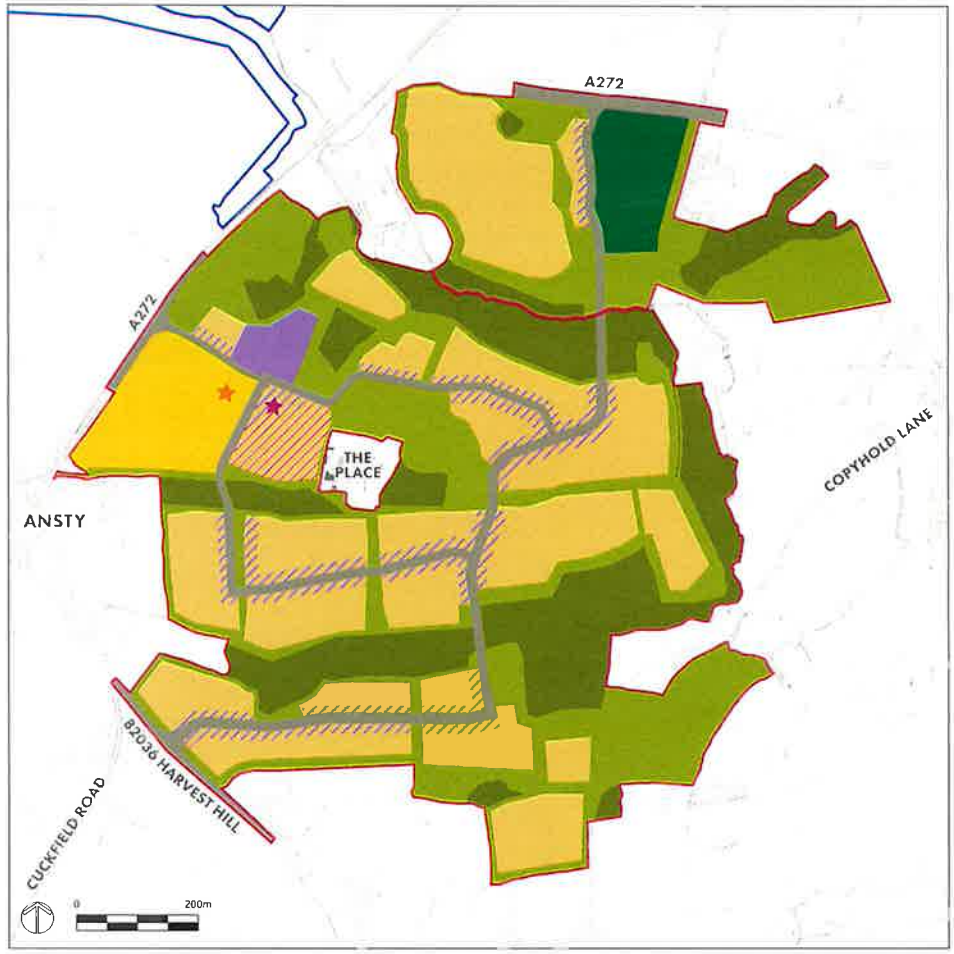
DEVELOPMENT SCHEDULE

ELEMENT	AMOUNT
SITE ACCESS, SPINE & SECONDARY STREET	6.95 HA
EXISTING WOODLAND	19.69 HA
PRIMARY SCHOOL	3.51 HA
SEND SCHOOL	2.00 HA
LOCAL CENTRE	1.07 HA
RESIDENTIAL AREA	34.73 HA
OPEN SPACE REQUIREMENT FOR UP TO 1,450 DWELLINGS	9.4 HA
OPEN SPACE PROVISION WITHIN DEVELOPMENT SITE	26.2 HA
BUFFERS WITHIN DEVELOPMENT SITE	6.30 HA
SUDS WITHIN DEVELOPMENT SITE	0.80 HA
TOTAL OPEN SPACE PROVISION	33.5 HA

NOTE: BEECHY BOTTOM PARKLAND RESERVE WILL PROVIDE AN ADDITIONAL 103 HA OF OPEN SPACE, IMMEDICATELY TO THE NORTH-WEST OF THE SITE, AS AN INTEGRAL PART OF THE PROPOSALS



PARKLAND RESERVE EXTENT EXCERPT



LAND USE PARAMETER PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- RESIDENTIAL
- CARE HOME/RETIREMENT BUNGALOWS
- SCHOOL
- OPEN SPACE
- SPORTS FACILITY
- EXISTING WOODLAND
- LOCAL CENTRE
- INFRASTRUCTURE
- ZONE FOR FLEXIBLE RESIDENTIAL/COMMERCIAL GROUND FLOOR USE
- INDICATIVE LOCATION OF SCHOOL BUILDING
- INDICATIVE LOCATION OF CARE HOME BUILDING

BUILDING HEIGHTS

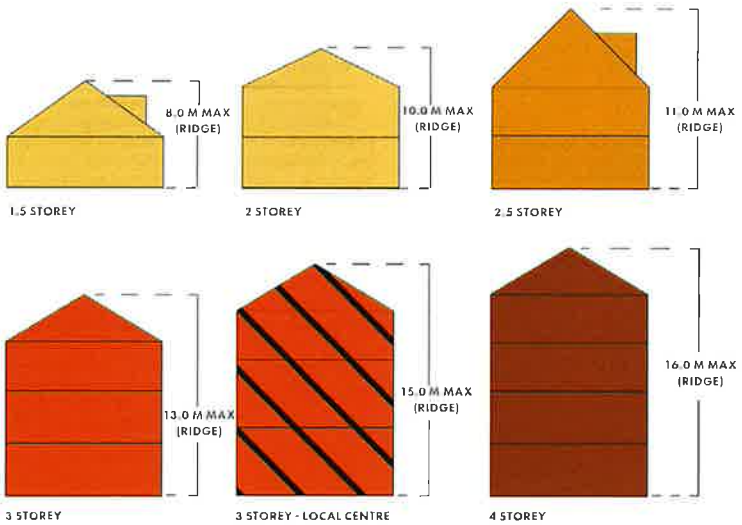
The adjacent parameter plan prescribes the maximum building heights across the site. These have been carefully considered in response to existing landscape characteristics and views from the surrounding area, as well as the typical building heights within the locality, and sensitivities to existing built form within Ansty and the listed buildings.

The parameter plan allows for the provision of buildings ranging between one-and-a-half and four storeys. The tallest buildings are generally in the local centre and in the highest density residential area, where the parcels are visually enclosed by existing woodland and at lower topographical levels. The maximum ridge height of the 3 storey buildings within the local centre is higher than the residential 3 storey buildings in order to allow for higher commercial storey heights on the ground and first floors. In addition to the local centre, the heights on the parameter plan allows for buildings fronting the length of Ansty Avenue to have the flexibility to increase their ground floor ceiling heights from 3m to 4m, in order to provide the opportunity to incorporate commercial uses in the future, if required.

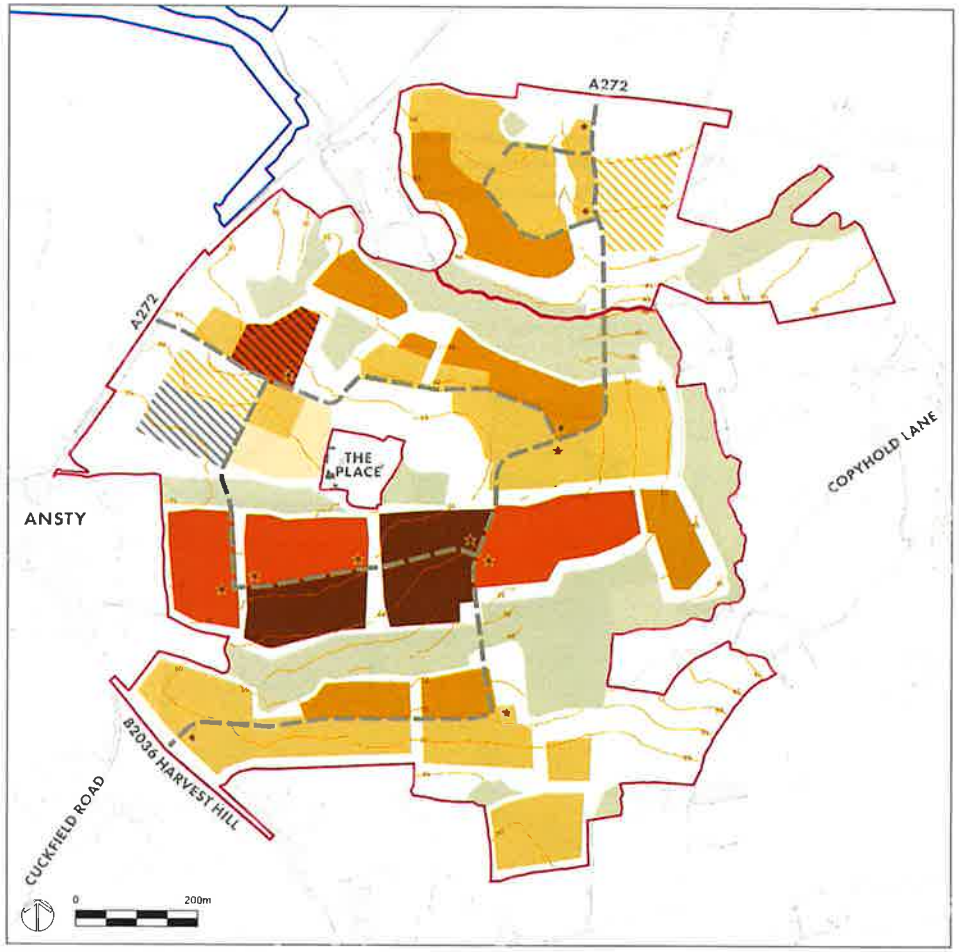
Allowance has been made for landmark buildings to be included across the masterplan, which could either be a storey taller than the surrounding dwellings, or simply designed with different materials or a in particular architectural style, within indicative appropriate locations denoted by a brown star - these are in key locations such as the gateway to the development and prominent crossroads and corners to aid wayfinding.

The lowest height restrictions are located around the more sensitive areas of the site, in proximity to existing dwellings within Ansty or listed buildings, or in parts of the site that can be seen in views from outside of the site from the AONB and Cuckfield. The single-storey zone for school buildings is limited at 6.0m ridge height, and zone for two-storey school buildings and sports pavilion at 10.0m ridge height, in order to limit the impact they have on views from the north and AONB to the north-west.

Heights are set out from existing ground levels and not finished floor levels, and therefore need to account for any ground works that need to be undertaken. Maximum ridge heights also allow for a variance of +/- 2 m to allow for topographical changes. The heights are maximum ridge heights and exclude chimneys or flues.



BUILDING HEIGHTS - EXPLANATORY DIAGRAMS (NOT TO SCALE)



BUILDING HEIGHTS PARAMETER PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- UP TO 1.5 STOREY (UP TO 8.0 M RIDGE HEIGHT)
- UP TO 2 STOREY (UP TO 10.0 M RIDGE HEIGHT)
- UP TO 2.5 STOREY (UP TO 11.0 M RIDGE HEIGHT)
- UP TO 3 STOREY (UP TO 13.0 M RIDGE HEIGHT)
- UP TO 3 STOREY WITHIN LOCAL CENTRE (UP TO 15.0 M RIDGE HEIGHT)
- UP TO 4 STOREY (UP TO 16.0 M RIDGE HEIGHT)
- EXISTING WOODLAND
- ZONE FOR SCHOOL BUILDING/SPORTS PAVILION UP TO 10.0 M RIDGE HEIGHT
- ZONE FOR SCHOOL BUILDING, UP TO 6.0 M RIDGE HEIGHT
- INDICATIVE LANDMARK BUILDING LOCATION
- 60 5 M CONTOUR
- SPINE & SECONDARY STREET NETWORK

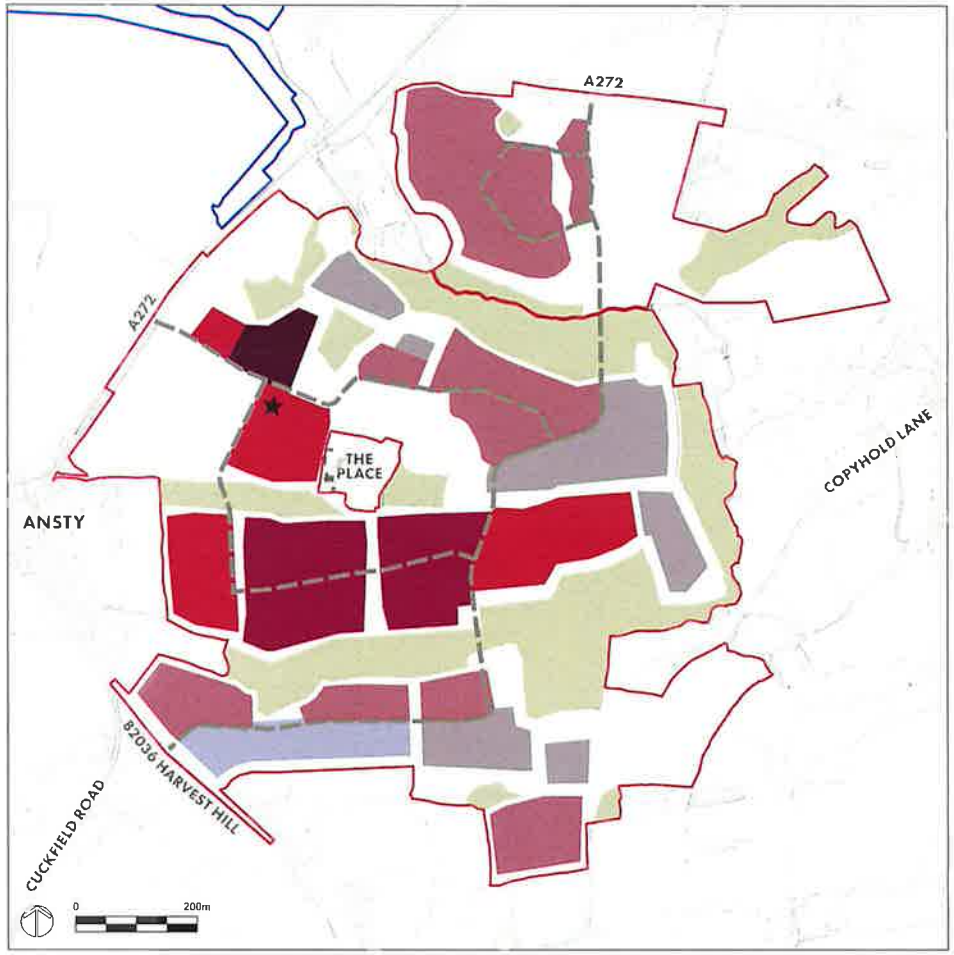
NOTE: MAXIMUM RIDGE HEIGHT FROM EXISTING GROUND LEVELS +/- 2 M

DENSITY

The density parameter plan denotes the maximum densities permitted in certain zones within the site. These have been devised by assessing the existing densities within Ansty and the surrounding settlements, whilst being sensitive to the surrounding landscape and heritage features. Conversely, density has been maximised in certain locations of the development where the parcels are well-enclosed by existing woodland, providing the opportunity to maximise the housing numbers within the site.

The lowest densities of 30-35 dph are located around northern and southern edges of the site, in order to respect the sensitivities of landscape and heritage features, existing dwellings within Ansty and views from the surrounding area. The highest densities are located in the local centre and in the residential parcels within the centre of the site, enclosed by woodland, of 40-50 dph. The majority of the rest of the development is set at 35-40 dph.

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- 30 DPH
- 32.5 DPH
- 35 DPH
- 40 DPH
- 45 DPH
- 50 DPH
- CARE HOME - 80 DPH
- EXISTING WOODLAND
- SPINE & SECONDARY STREET NETWORK



DENSITY PARAMETER PLAN

B3 DESIGN INTENT

ILLUSTRATIVE MASTERPLAN

The central theme of this masterplan, as with any good plan, is to create a community housed within good quality homes within an attractive landscape setting. The masterplan for Ansty Garden Community aims to create a wide mix of living, working and leisure opportunities, supported by a comprehensive walking, cycling and public transport network which operate in an attractive and safe environment, bringing benefits to both the existing and new community. The scheme will build on the established local identity of Ansty and engender a strong sense of place. Overall, it is intended that the masterplan will:

- Create up to 1,450 new homes in a high quality landscaped setting, 30% percent of which will be affordable
- Integrate fully with the surrounding communities, providing links to existing schools, employment, community uses, retail, public open space and the wider network of walking routes
- Provide a mix of house types and tenures to create a balanced community, including provision for the elderly
- Provide a new local centre providing much needed local facilities and amenities within walking distance of the existing and new community
- Provide a primary school and SEND school
- Produce a well-connected street pattern, providing convenient and direct routes for pedestrian and cyclists
- Create green links connecting habitats and opening access across the site to the countryside beyond, provide a high quality public open space network for new residents to enjoy, including a space for natural equipped play, informal children's play and sports facilities
- Utilise a sustainable transport system, focussed around a mobility hub and a 20-minute neighbourhood model, to ensure that people can get to and from AGC by a range of transport options. Walking, cycling and bus links will be connected into the existing networks, and improvements will be made to existing bus services, linking Ansty to local centres and stations within Haywards Heath and Burgess Hill to enable travel further afield by rail
- Introduce traffic calming as part of a high quality street design, focusing ease of movement on non-motorised transport

It is considered that the masterplan allows for the provision of a balanced and sustainable community through the development of sustainable buildings, the use of sustainable transport and the accessibility of public open space within the development, as well as providing new local community uses and facilities.

Taking forward the design principles, rationale and parameter plans, the illustrative masterplan presents the final evolution of the masterplan, which is built upon a number of structural elements as detailed in the key. The rest of this chapter explains the intended design approach in more detail in terms of landscape, drainage and biodiversity, movement and access, built form and sustainability.

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- BUILDINGS
- GREENSAPCE

1 SITE ACCESS
2 TREE-LINED ANSTY AVENUE
3 TREE-LINED SECONDARY STREET
4 TERTIARY STREET
5 FEATURE NODE WITH MINI MOBILITY HUB
6 LOCAL CENTRE WITH MOBILITY HUB
7 BRIDGE ACROSS WOODED VALLEY
8 RETIREMENT LIVING/CARE HOME
9 PRIMARY & SEND SCHOOLS
10 RETAINED WOODLAND WITH BUFFER
11 RETAINED ANCIENT WOODLAND WITH BUFFER
12 RETAINED TREE BELT/HEDGEROW
13 BEECHY BOTTOM PARKLAND RESERVE
14 RETAINED PROW
15 NEW FOOT/CYCLE LINK
16 SPORTS FACILITIES
17 PUBLIC OPEN SPACE
18 CHILDREN'S PLAY

BEECHY BOTTOM PARKLAND RESERVE
A272
HIGH BRIDGE
MACKERELL COTTAGE
THE PLACE
ANSTY GARDEN COMMUNITY
COPYHOLD LANE
ANSTY
B2036
OLD FURNACE
WEST RIDDENS FARM
0
500m

LIVING WITH NATURE

Taking forward the design principle, 'Living With Nature', the landscape design looks to create spaces that have the concerns of people and nature at its heart. Creating high quality spaces that are aesthetic, beneficial to wildlife and functional for all. The following four design principles are there to guide design decisions to create a community connected with nature:

1. PLACES FOR PEOPLE & WILDLIFE

The design of the landscape across the site will consider both people and wildlife:

- Understand how people use the space and if there are there any potential conflicts with wildlife or sensitive habitats
- Create separation in sensitive locations - physically or visually
- Use landscape and planting as both a means for creating separation and connections
- Provide places for people to get out and get active.

PEOPLE & WILDLIFE

2. CREATING CONNECTIONS

Maximising the potential for both physical and emotional connections:

- Create legible, direct and accessible routes for all
- Link existing and proposed habitat via strategic wildlife connections
- Maximise opportunities to connect with wildlife, both through visual and physical connections
- Provide opportunities to engage with water.

CONNECTIONS

3. WHO & HOW

Considering the use and function of spaces with the needs of people and wildlife:

- Consider required lighting to be used in moderation in sensitive locations
- Mitigate against noise constraints with considered locations of specific uses
- Provide furniture, signage and facilities in appropriate locations
- Locate areas for habitat in co-ordination with existing habitat.

LANDSCAPE USE

4. EDUCATION & COMMUNITY

Create opportunity for education and community involvement:

- Allow spaces for people to come together and engage, through soft and hard spaces with flexible uses
- Identify and educate with information boards and signage
- Engage with schools and local groups during and after development to harbour ongoing community stewardship.

EDUCATION SIGNAGE

LANDSCAPE CHARACTER AREAS

Eight landscape character areas (LCAs) have been established to create a distinct sense of place within the development. These have been informed by unique landscape, ecological, cultural and historical elements which provide structure within the site and have evolved through the iterative design approach. Each LCA has complementary attributes and subtle differences, which combine to create a cohesive pattern of landscape across the proposals.

The individual LCAs are illustrated in the adjacent plan and are supported graphically through detailed landscape concepts which follow over the next pages. These take each character area in turn, providing guiding design principles, and sufficient detail to represent the intended character, spatial arrangements and appearance. Precedent images and plans are provided for illustrative purposes for each character area.

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- VILLAGE CENTRE
- ANSTY COMMON
- SPORTS HUB
- COMMUNITY ALLOTMENTS
- RETAINED & ENHANCED LANDSCAPE
- SCHOOLS SITE
- SUDS & AMENITY LANDSCAPES
- ANCIENT WOODLAND
- RETAINED WOODLAND

LANDSCAPE CHARACTER AREAS

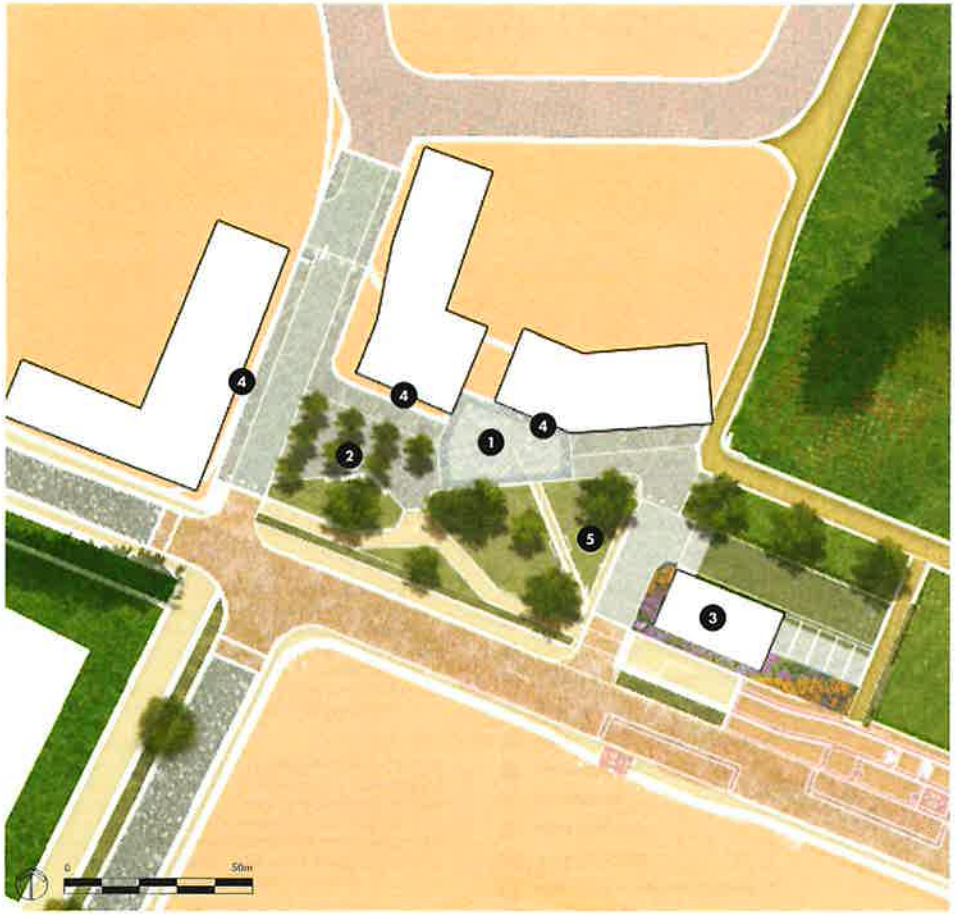
CHARACTER AREA 1: VILLAGE CENTRE

The vibrant and modern Village Centre will establish a hub for the community, prioritising community and functionality, with spaces that foster social connections and provides necessary amenities for residents. Materials and furniture will take inspiration from local surroundings, providing regular resting opportunities and a flexible landscape that works both for day to day life and space for events.

Flexible spaces will allow for the general use on a daily basis, with demarcation for areas of movement, loading and drop off and also providing for larger events such as market days, festive shows and community events. Softer areas of lawn, tree and shrub planting will bring green relief into the heart of the Village Centre and blend with the hard landscape, softening the space and creating a pleasant environment to dwell.

1. FLEXIBLE SPACE
2. TREES & URBAN GREENING
3. BUS & TRANSPORT LINKS
4. ACTIVE FRONTAGE
5. MOBILITY HUB

VILLAGE CENTRE KEY PLAN



ILLUSTRATIVE LANDSCAPE LAYOUT - VILLAGE CENTRE

PRECEDENT IMAGES

CHARACTER AREA 2: ANSTY COMMON

Ansty Common is at the heart of the development, creating a verdant, welcoming series of spaces that will serve for residents and visitors to gather and socialise. A place where families can picnic, children can play and community events can take place.

Green space is important in promoting physical and mental health, with Ansty Common playing a crucial role in enhancing the well-being of the community. Open spaces, mature trees, woodlands and hedgerows, along with opportunities for informal sports and formal play, will all work together to create a space that is inclusive for all, brings people closer to nature and enriches the lives of the residents.

A network of accessible and legible routes converge on Ansty Common and allow for ease of movement and provide opportunities to get out and get active with carefully arranged routes for walking, cycling, scooting or running.

Special attention will be given to the mature planting on the southern boundary, retaining and enhancing existing vegetation to ensure a visual separation is maintained between new built form to the north and the listed buildings, and retaining views to Cuckfield Church spire across the valley to the north.

SITE BOUNDARY

1. EXISTING WOODLAND & MATURE PLANTING
2. WILDFLOWER & WILDLIFE AREAS
3. INFORMAL OPEN SPACE
4. FORMAL GREEN
5. GRASS AREA FOR INFORMAL SPORTS
6. FORMAL PLAY
7. PROPOSED TREES & SHRUB PLANTING
8. LISTED BUILDING - THE PLACE
9. LISTED BUILDING - THE BARN

VILLAGE GREEN KEY PLAN

ILLUSTRATIVE LANDSCAPE LAYOUT - VILLAGE GREEN

PRECEDENT IMAGES

Local green assessment

To gain a better understanding of the size and scale, in order to best set out Ansty Common, the following pages look at the size and shape of local examples.

The below examples show a few central green spaces in the local area with area measurements. All focus around a compact central green and most provide a focal point, typically a sign or statue. Footpaths with seating are provided in all spaces whilst maintaining an open area of shortly kept grass. Restrictions for parking and vehicle access via low bollards can also be seen on all examples.

GREEN AREA

FOCAL POINT

FOREST ROW VILLAGE GREEN

APPROXIMATE AREA: 2,000 SQM

MUSTER GREEN, HAYWARDS HEATH

APPROXIMATE AREA: 5,000 SQM

RINGMER VILLAGE GREEN

APPROXIMATE AREA: 2,000 SQM (NOT INCLUDE ENTIRE GREEN)

UCKFIELD VILLAGE GREEN

APPROXIMATE AREA: 1,300 SQM

Ansty Common components

The central green space as a whole is referred to as Ansty Common, but can be broken down into three distinct characters. The diagram below illustrates these three key areas progressing from the formal Green closest to the local centre, through the Common at the heart of the development and into the Meadows.

PLAY AREA (NEAP)

FOOTPATH

FOCAL POINT

LAYOUT DIAGRAM - THE COMMON

THE GREEN

Providing approximately 1,000 sqm of open space, The Green acts as a focal point for the community to interact with nature. This space makes use of existing mature trees arranged across a flexible grass area that can be used to relax, picnic or socialise day-to-day, and allows for events, such as market days, in connection with the local centre.

THE GREEN PRECEDENT IMAGE

THE COMMON

A place for recreation, The Common boasts large areas of open space with areas for informal sports, areas for wildlife and footpath connections with potential for running and walking circuits, 5k locally and 10k in conjunction with adjacent green spaces/ routes.

THE COMMON PRECEDENT IMAGE

THE MEADOWS

The Meadows is an extension to The Common, providing further connections and routes, but with a focus on a more rural feel. Longer meadow grasses will be maintained throughout the area, with mown walkways and areas to explore. Play is also a big part of the Meadows, with a central Neighbourhood Equipped Area for Play (NEAP) providing an equipped area of play with sensory planting and landscape in keeping with the meadow landscape.

THE MEADOWS PLAY PRECEDENT IMAGE

CHARACTER AREA 3: SPORTS HUB

Organised sport can be an important component of a healthy and active lifestyle, as well as contributing to a sense of community. The sports hub will offer a range of opportunities for people of different ages, abilities and interests, not just for new local residents but providing for the wider surrounding area - a place for people to come together, stay active and have fun.

The sports hub will offer a range of facilities for a variety of sports. The proposals envisage floodlit hockey pitches, outdoor tennis & netball courts, covered padel courts and indoor tennis courts, supported by a pavilion with changing rooms and other ancillary facilities. This is explained further in the Sports Facility report prepared by Consult QRD. The proposals have been developed in consultation with relevant governing bodies and in response to locally identified needs and gaps in provision.

The landscape design looks to soften the edges of the facility, creating buffers to adjacent development and offering local greening within the sports hub and car park. Buildings such as the pavilion will also be softened with the use of green façades or roofs where possible. A landscape buffer planting will also be implemented to mitigate the impacts of odour from the sewage treatment works immediately to the east of the site.

Maintaining accessibility is very important with the adjacent existing public right of way retained to the east, and connecting to footpath, road and cycle access from Ansty Avenue to the west. Car parking and cycle storage will be provided with adequate spaces for the sports facility use and the adjacent allotment provision to the south."

ILLUSTRATIVE LANDSCAPE LAYOUT - SPORTS HUB

- SITE BOUNDARY
1. EXISTING & RETAINED TREES & HEDGEROW
2. LANDSCAPE BUFFER PLANTING
3. SPORTS PAVILION
4. CAR PARK
5. INDOOR TENNIS COURTS
6. COVERED PADEL COURTS
7. OUTDOOR TENNIS/NETBALL COURTS
8. HOCKEY PITCH
9. LANDSCAPE - SHRUB, TREE & HEDGEROW
10. EXISTING PUBLIC RIGHT OF WAY

SPORTS HUB KEY PLAN

PRECEDENT IMAGES

CHARACTER AREA 4: COMMUNITY ALLOTMENTS

Allotments will be set out with functionality, aesthetics, and sustainability in mind. Providing residents with a space to cultivate their own produce, while also promoting a sense of community and connection to nature. In addition to providing individual gardening plots for residents, the allotments also offer a range of benefits for the wider community, including gathering and social spaces for residents to connect, with options for community gardens and educational spaces.

Allotments are typically divided into individual plots of varying sizes. New hedge and tree planting will help create separation between plots in alignment with existing vegetation. Paths and access will be provided with a sensitive material choice, locally sourced if possible and provision for water points and areas for establishment of ongoing maintenance and stewardship.

In addition to the provision of allotments, the new community will explore the potential for incorporating productive landscape through the landscape design. This could be as simple as providing fruiting varieties of trees along streets or a more focused design of community orchards/ smaller growing spaces. Edible streets is an example of proving the community with small areas within the streetscape to plant, manage and harvest food.

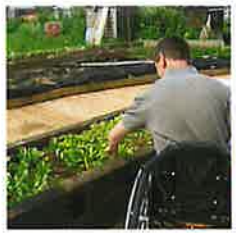
PRODUCTIVE LANDSCAPES - EDIBLE STREETS

COMMUNITY ALLOTMENTS KEY PLAN

SITE BOUNDARY

1. EXISTING & RETAINED TREES & HEDGEROW
2. ALLOTMENT ENCLOSURE WITH BUFFER PLANTING
3. ALLOTMENT PLOTS
4. COMMUNITY AREA
5. FOOT & CYCLE WAY

ILLUSTRATIVE LANDSCAPE LAYOUT - COMMUNITY ALLOTMENTS

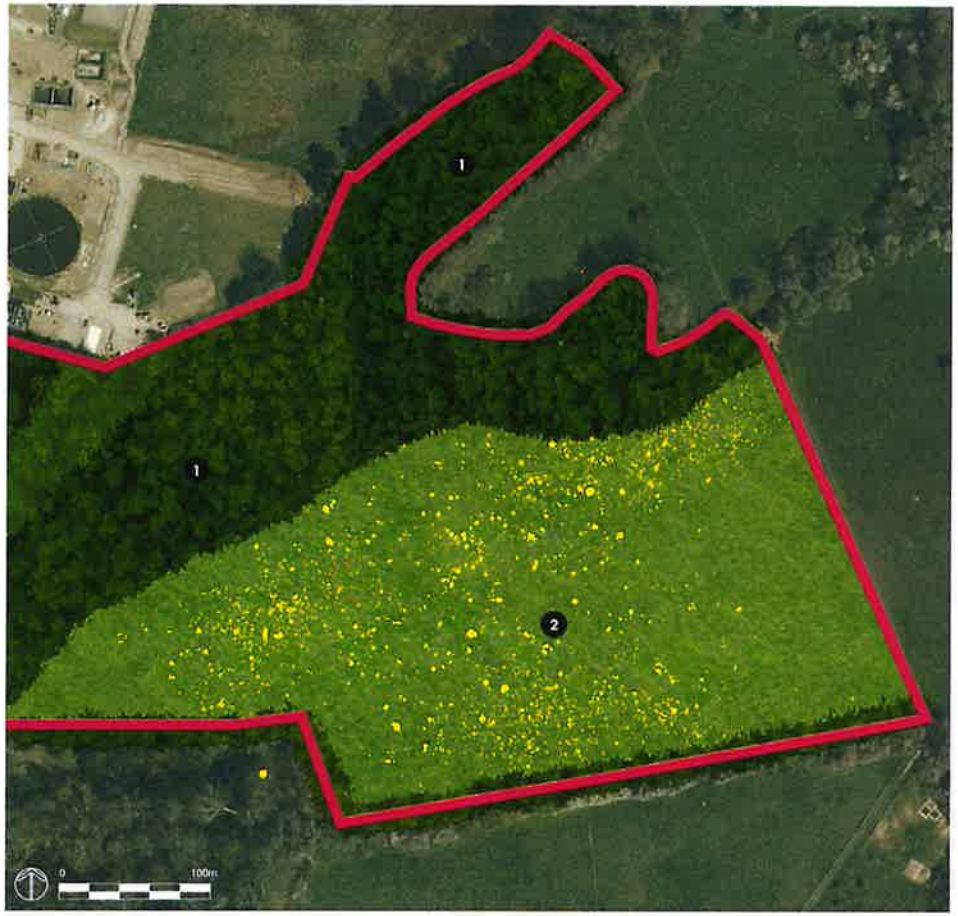


PRECEDENT IMAGES

CHARACTER AREA 5: RETAINED & ENHANCED LANDSCAPES

The site boasts a unique and valuable landscape that includes trees and hedgerows, Ancient Woodland, and species-rich grassland. The ancient woodland and species-rich grassland play a vital role in the area's ecosystem. Supporting a diverse range of plants and animals, providing habitats for species that may not thrive in other areas.

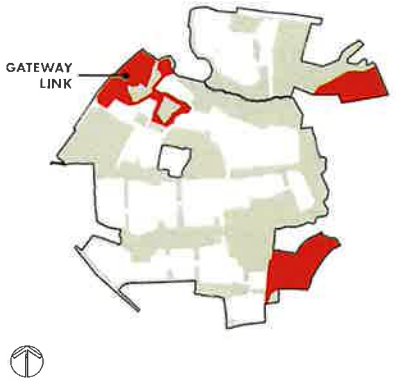
Although the habitat is already high quality there is opportunity for the landscape strategy enhance areas that are in-decline, damaged or exposed. All works to be done in alignment with recommendations provided by the Ecology Co-op with aims to limit human access to ensure that the local wildlife can thrive without disturbance. The zone highlighted as the gateway link in the key plan will encourage human access, as this zone will provide connectivity to the and from the local centre and the Parkland Reserve.



ILLUSTRATIVE LANDSCAPE LAYOUT - RETAINED AND ENHANCED LANDSCAPES

SITE BOUNDARY

1. RETAINED & OR ENHANCED WOODLAND/ ANCIENT WOODLAND
2. ENHANCED WILDFLOWER GRASS AREAS



RETAINED & ENHANCED LANDSCAPES KEY PLAN

PRECEDENT IMAGES

CHARACTER AREA 6: SCHOOLS SITE

The location and design for the primary and SEND schools are carefully considered to work in harmony with the natural environment. The school building is set within the lowest part of its site and visually screened through tree, shrub and grass buffers to the western edges of the site. The buffers, along with the retained and enhanced landscape to the north, create a transition zone between the site, Ansty and the High Weald AONB, whilst also creating a pleasant and peaceful environment for students and staff.

In addition to its educational facilities, the school will provide grass playing fields, as well as woodland play areas, hard playground areas and space for pick-up/drop-off and parking. The school will be well-connected, with access from the existing PRoW to the south of the school and internal foot and cycle pathways that will run along the eastern edge as part of the secondary street loop. The mobility hub and its facilities are within 100 m of the school buildings.

- SITE BOUNDARY
1. AONB TRANSITION BUFFER
2. SCHOOL BUILDINGS & FACILITIES
3. PLAYING FIELDS
4. WOODLAND PLAY
5. HARD PLAYGROUND
6. CAR PARK WITH PICK-UP/DROP-OFF
7. SECURE SCHOOL SITE BOUNDARY
8. EXISTING PROW RETAINED
9. BUFFER PLANTING

SCHOOLS SITE KEY PLAN

ILLUSTRATIVE LANDSCAPE LAYOUT - SCHOOL & PLAYING FIELDS

PRECEDENT IMAGES

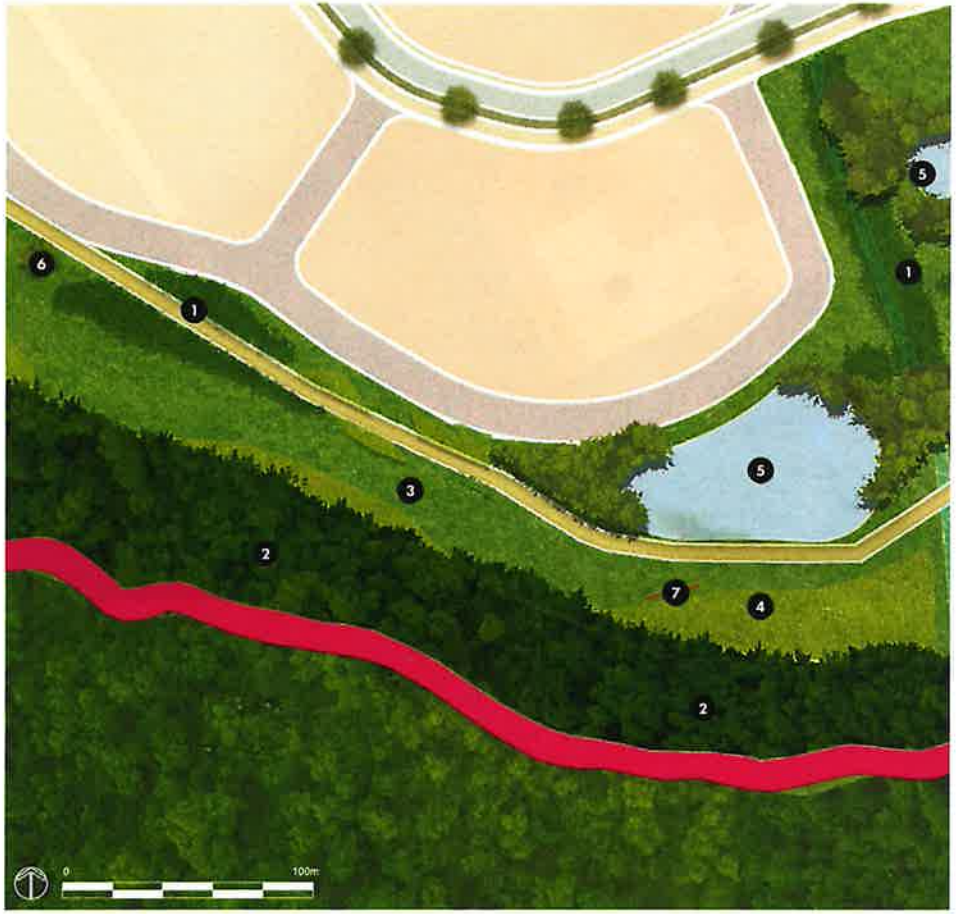
CHARACTER AREA 7: SUDS & AMENITY LANDSCAPES

These spaces are designed to be both functional and beautiful, providing spaces that are safe, accessible and aesthetically pleasing. The amenity landscapes are an essential component of the area's infrastructure, providing a range of features and facilities for people and wildlife.

The multi-functionality of these spaces supports footpath and cycle connections that are safe and convenient, encouraging active transport and helping to reduce car use by connecting different parts of the development and facilitating access to nearby amenities.

Sustainable urban drainage systems (SuDS) are interwoven into the amenity spaces and, working closely with drainage engineers and ecologists, should be planted and managed to create habitat rich environments, supporting marginal and aquatic landscape and associated species.

Where possible and appropriate, sports and play will be integrated into amenity spaces in the form of local equipped areas of play (LEAPs), local areas of play (LAPs) and neighbourhood equipped areas of play (NEAPs), play on the way equipment, running and walking routes or informal opportunities for sport.



ILLUSTRATIVE LANDSCAPE LAYOUT - SUDS & AMENITY LANDSCAPES

- SITE BOUNDARY
- 1. EXISTING & RETAINED TREES & HEDGEROW
- 2. RETAINED & OR ENHANCED WOODLAND/ANCIENT WOODLAND
- 3. FOOT & CYCLE PATH NETWORK
- 4. WILDFLOWER GRASSES
- 5. SUDS/ATTENUATION BASINS
- 6. PLAY - LOCAL AREA OF PLAY
- 7. PLAY ON THE WAY

SUDS & AMENITY LANDSCAPES KEY PLAN

PRECEDENT IMAGES

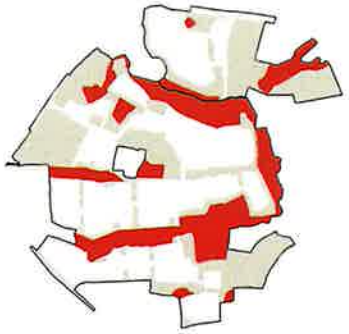
CHARACTER AREA 8: RETAINED WOODLAND & ANCIENT WOODLAND

The benefits associated with the site's woodland and ancient woodland, their wide range of species and range of habitats are beneficial for the site's ecological health. Protection of these areas will be at the forefront of the landscape strategy, maintaining low light levels and mitigating noise pollution.

Ancient woodland will be protected with a 20 m buffer from development, limiting human access with additional barriers or enhanced planting to sensitive edges. Other wooded areas will provide levels of human access linking with existing routes and enhanced where appropriate.

All enhancements will be undertaken in accordance with the ecologist's and arboriculturalist's recommendations. Where woodland is either removed or failing, the landscape proposals will look to enhance with relevant native woodland edge planting, scrub and grass to help establish a healthy ecotone.

- SITE BOUNDARY
1. ANCIENT WOODLAND
2. OTHER EXISTING WOODLAND
3. POTENTIAL EDGE ENHANCEMENTS
4. 20 M ANCIENT WOODLAND BUFFER
5. SUDS FEATURES LOCATED OUTSIDE OF BUFFER ZONES & ROOT PROTECTION AREAS



ANCIENT WOODLAND KEY PLAN

ILLUSTRATIVE LANDSCAPE LAYOUT - RETAINED AND ANCIENT WOODLAND

PRECEDENT IMAGES

PLAY DESIGN INTENT

Successful play spaces are well-located and designed to meet community needs. The play strategy will provide a wide range of play experiences through the location of LAPs, LEAPs, a NEAP and associated Multi-Use Games Area (MUGA).

Play equipment will be laid out to maximise the play value, be inclusive for all children and provide the best use of each of the spaces available. Equipment in each space will be well-considered to provide a variety of physical and mental challenges across the wider site, designed to be accessible for all, providing equipment suitable for various physical needs. A range of climbing, swinging, sliding, spinning, balancing and jumping play will be provided, arranged with planting and landscape to provide the opportunity for contact with natural elements in keeping with the existing natural character of the site.

Successful play spaces also require a number of common practical requirements in order that they are well used, well maintained and ultimately meet community needs. These are as follows:

- **Access -** Provide a minimum of two points of access, to ensure no child ever feels trapped
- **Signage -** Provide clear signage at entrance points to the play area
- **High-quality enclosure -** Provide a safe enclosure to the play areas and protection against hazards, vandalism, dog-fouling and unwanted intrusion
- **Seating -** Provide comfortable seating in areas that provide good natural surveillance for parents and guardians
- **Litter bins -** Include bins close to seating areas or access gates to promote a litter free environment
- **British Standard -** Across all elements, the equipment, surfacing, furniture and landscape need to comply with British Standards to ensure the safety of the spaces.

LOCAL AREAS FOR PLAY

LAPs are typically for children aged 0-6 who are beginning to play independently. LAPs should be within 100 m (1 minute) walking distance from homes and provide space for informal play, with natural features that provide a mix of challenges for imaginative play, calm relaxation and social interaction.

A number of LAPs are interspersed through the site to provide local play for all new dwellings, incorporating the following key characteristics:

- The recommended minimum activity zone is 100 sqm
- A well-defined space positioned by a pedestrian route that is well-used
- A buffer zone of 5 m minimum depth is required separating the activity zone and nearest dwelling
- Should be imaginatively designed and contoured using natural materials as far as possible such as logs and boulders to create an attractive setting for play
- Planting should be varied to provide a mix of scent, colour and texture.

LOCAL EQUIPPED AREAS FOR PLAY

A LEAP is an area of open space specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live. LEAPs are typically for children aged 0-11.

Three LEAPs are to be provided on site, incorporating the following key characteristics:

- The recommended minimum activity zone is 400 sqm
- A minimum of 20 m should be provided between the activity zone and the habitable room facade of the nearest dwelling
- Dedicated areas of play should include six pieces of play equipment, as per FIT guidance
- A full range of play experiences should be provided, as outlined by FIT guidance
- Seating, litter bins and signage are required.

NEIGHBOURHOOD EQUIPPED AREA FOR PLAY

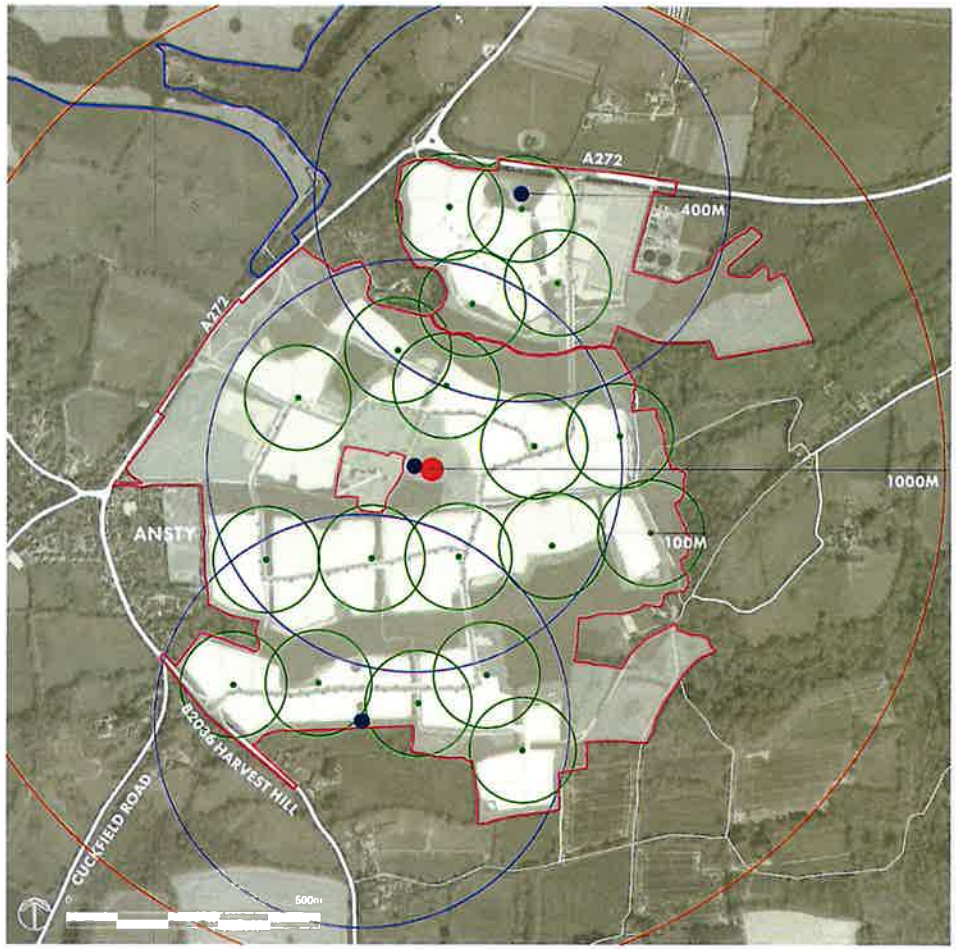
A NEAP is primarily aimed at providing challenging and exciting play opportunities for older children. The play area should comprise timber equipment and should include some height for climbing and dynamic play pieces, which could all be interspersed and framed with tree, sensory shrub and meadow planting. The play strategy plan illustrates that the NEAP is located within 1,000 metres of all new and existing dwellings within Ansty, which accords with the recommended benchmark guidelines within the FIT guidance.

MULTI-USE GAMES AREA

In association with the NEAP, a MUGA will cater for both formal and informal activity and could be marked out for a range of ball games and activities with appropriate surfacing. Inclusively in the design of the MUGA is important to provide for all demographics, boys and girls. Providing seating areas, as much variety for different sports as possible with separation between areas to allow multiple groups to play at the same time.

PLAY-ON-THE-WAY

In addition to the provision of a variety of dedicated opportunities for play and recreation, the green infrastructure strategy offers the opportunity to facilitate a healthy lifestyle through the extension of play along key routes. This could take the form of trim trails, balancing beams, stepping logs or other small opportunity for 'play-on-the-way'. These are designed to attract a wide age-range of users and provide areas for exercise or spontaneous play along commuter and recreation routes.



PLAY STRATEGY DIAGRAM

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- NEIGHBOURHOOD EQUIPPED AREA OF PLAY (NEAP)
- LOCAL EQUIPPED AREA OF PLAY (LEAP)
- LOCAL AREA OF PLAY (LAP)

AS PER THE MID SUSSEX DESIGN GUIDE, ALL PLAY DESIGN WILL REFER TO NATIONAL & LOCAL GUIDANCE:

- **DESIGN FOR PLAY: A GUIDE TO CREATING SUCCESSFUL PLAY SPACES (PLAY ENGLAND, AUGUST 2008)**
- **PUBLIC SPACE LESSONS: DESIGNING & PLANNING FOR PLAY (CABE, OCTOBER 2008)**
- **MSDC'S DRAFT PLAY & AMENITY GREEN SPACE STUDY & DRAFT PLAY SPACE & YOUTH FACILITIES DESIGN GUIDANCE.**

NEAP PRECEDENT IMAGES

BIG & BOLD

UNIQUE CREATIVE DESIGNS

INTEGRATED MULTI-FUNCTIONAL PLAY/SPORT

LEAP PRECEDENT IMAGES

COLOURFUL EQUIPMENT

NATURAL MATERIALS

LANDSCAPE PLAY

LAP PRECEDENT IMAGES

PLAY IN NATURE

LANDFORM PLAY

ACCESSIBLE & SAFE

PLAY-ON-THE-WAY PRECEDENT IMAGES

PLAY-ON-THE-WAY

PLAY COMBINED WITH OTHER USES

TRIM TRAIL

INCLUSIVE DESIGN

Inclusive design and creating spaces that are accessible to all is a key component in creating a successful landscape. Creating places that people can be proud of and communities want to nurture with ongoing stewardship.

Through detailed design, all spaces will be considered to include:

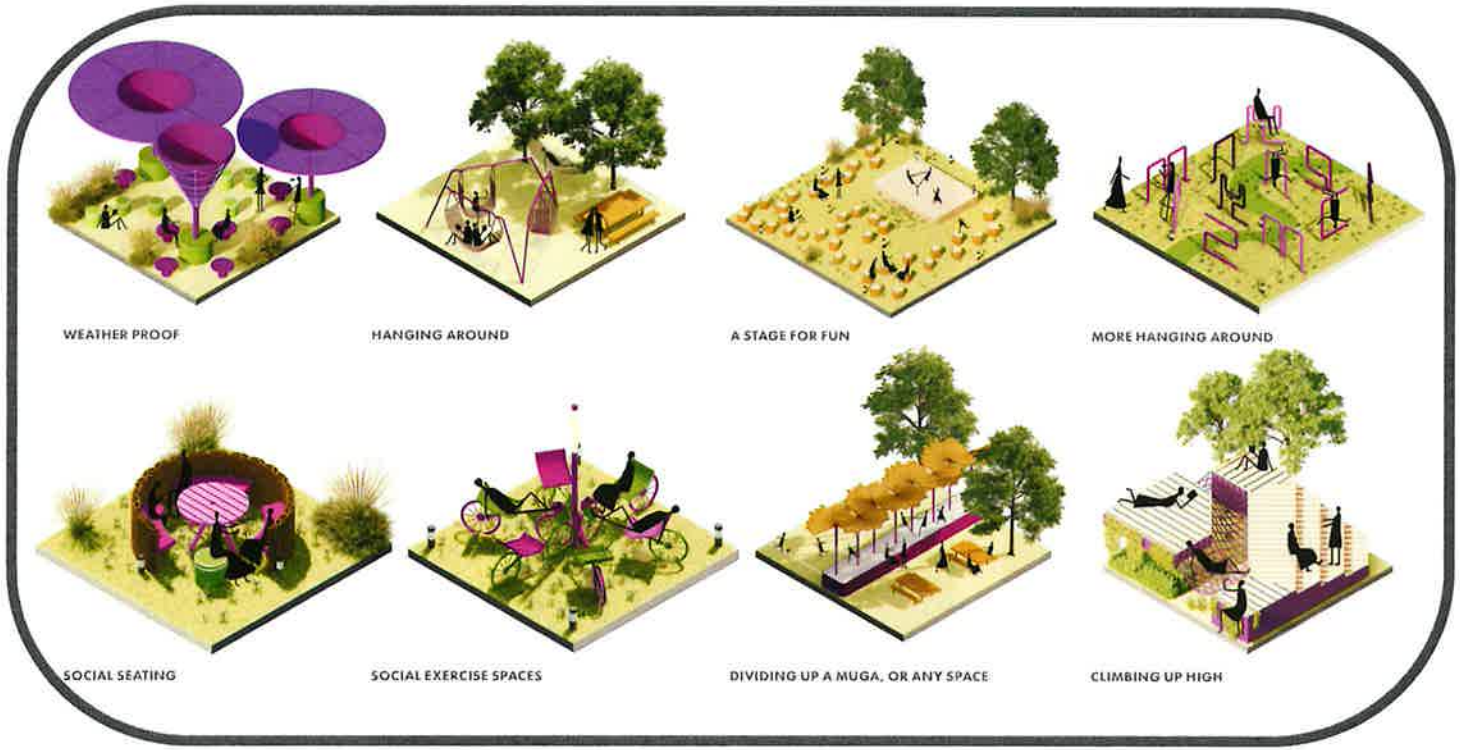
- A diverse range of experiences not singly focused to one group or activity
- Accessibility, following current DDA standards
- Legible design and communication through the use of signage and wayfinding where appropriate
- Safe environments through design of access and lighting.

Where possible, designing by consultation with local groups can be a powerful tool. As part of the final play design, there might be opportunity to explore work with the local community.

Make Space for Girls

One group that embodies the inclusive design of spaces is Make Space For Girls (MSFG), who campaign for parks and public spaces to be designed for girls and young women, not just boys and young men.

MSFG have created the images below to get people thinking about what might be found in spaces designed with girls in mind. The design of the play and the sport at AGC will aim to include all the best aspects of inclusive design to be explored through the detailed design of key spaces across the new community.



WWW.MAKESPACEFORGIRLS.CO.UK/WHAT-DOES-BETTER-LOOK-LIKE

PLACES FOR EVERYONE

DIVERSE PLAY EXPERIENCES

CONSULTATION

Active routes

Promoting physical activity, health and overall wellbeing, active travel routes look to create accessible and enjoyable routes encouraging people to walk, run, scoot or cycle. The routes will include regular areas for rest with adequate seating opportunities and also create interest with play of the way features located in between play areas along routes. Planting will also play a significant role, providing shade, seasonal interest, short grass to sit, tall grass to explore and flowers and fruit, together creating an exciting experience along a journey.

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- ACTIVE TRAVEL ROUTES
- POTENTIAL PLAY ON THE WAY
- DESTINATION POINTS
  - PLAY
  - LOCAL FACILITIES
  - SCHOOLS
  - TRANSPORT HUB
- KEY DESTINATIONS
- AMENITY GREEN SPACE
- EXISTING WOODLANDS

PLAY ALONG THE WAY - ROUTES AND LOCATIONS

SEATING

PLAY ON THE WAY/ INTERESTING ROUTES

SHADE

ROUTES

SEASONAL INTEREST

GRASSES

PLANTING STRATEGY

All planting strategies and palettes will be considered for the site conditions and specific to each location. Soil type, sun exposure, existing vegetation and habitat, purpose, use, management and maintenance all play a factor in placing the right plants in the right place.

EXISTING HABITAT, WOODLAND & EDGES

This will be retained and enhanced where appropriate. Mixes will include transplanted trees, shrub, grass and scrub planting to re-establish woodland edges and a healthy ecotone. Appropriate meadow grasses will be explored with co-ordination with an ecologist and will be proposed, retained, enhanced and/or managed appropriately.

AMENITY LANDSCAPES

This landscape type will support a wide range of planting types and mixes for people and wildlife. Open landscape with meadow and amenity grasses framed with swathes of shrub and tree planting will set the backbone of the landscape and act as physical connections between existing habitats. The addition of SuDS within the amenity landscape will also provide opportunity for marginal planting and grasses that create a rich habitat for birds and other wildlife.

FORMAL LANDSCAPES

Large areas of amenity grasses will be supported with formal planting beds, grasses and trees with a good range of biodiversity that includes flowering species providing year-round interest.

GARDENS & HOME FRONTAGES

Planting for front gardens and larger areas of amenity landscape will recommend a range of mixes chosen for their location and individual conditions. Mixes will focus on creating species section that also works for people and wildlife. Consideration should also be given to plant management and maintenance requirements, suitable for the ongoing care by residents to ensure longevity.

STREET TREES

Street trees provide screening, visual interest and will enhance biodiversity along connecting routes. A primarily native mix of species with a percentage of non-native alternatives will be proposed to ensure climate resilience. Street trees will have a minimum of 2 m clear stem and placed in stretches less than 20 trees of a single species to avoid the spread of disease.

PUBLIC OPEN SPACE TREES

A mix of small, medium and large trees will be proposed that complement the existing vegetation and settle the built form into the site. The selected trees will provide seasonal interest, refuge for local fauna and flora and appropriate screening between open space provisions and dwellings.

A diverse palette of species will be used to help create a resilient landscape with a focus on native species.

MID-SUSSEX-DESIGN-GUIDE RECOMMENDED SPECIES

Main streets - native (preferred):

- Alnus glutinosa or Alnus cordata
- Quercus palustris (pin oak)
- Quercus robur (oak)
- Tilia cordata 'Streetwise' or 'Greenspire'
- Ulmus 'New Horizon' (elm).

Main streets - alternative options (occasionally appropriate):

- Acer platanoides 'Emerald Queen' (Norway maple)
- Ginkgo biloba (Maidenhair tree).

Secondary streets:

- Acer campestre (field maple)
- Corylus colorna (Turkish hazel)
- Coryllus avellana (hazel)
- Liquidamber styraciflua (sweet gum tree)
- Sorbus aria (whitebeam)
- Sorbus aucuparia (rowan).

Minor / tertiary streets:

- Arbutus unedo (strawberry tree)
- Crataegus x lavallei (Lavalle Hawthorn)
- Crataegus species (hawthorn)
- Ligustrum lucidum (Chinese Privet)
- Malus 'Evereste' (crab apple)
- Sorbus aucuparia (rowan).

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- FORMAL LANDSCAPE
- AMENITY LANDSCAPE
- HOUSING
- EXISTING HABITAT WOODLAND & EDGE
- TREE LINED STREET

PLANTING STRATEGY DIAGRAM

ACER CAMPESTRE FIELD MAPLE

MALUS EVERESTE CRAB APPLE

TILIA CORDATA LIME

GINKGO BILOBA GINKGOA

EDGES & WOODLAND

HEALTHY WOODLAND EDGES

MAINTAINED EDGES

WILDFLOWER GRASSES

INFORMAL & HABITAT

SUDS LANDSCAPE

MATURE TREE PLANTING

PEOPLE & WILDLIFE CONNECTION

FORMAL LANDSCAPE

FORMAL PLANTING/GRASSES

AESTHETIC & FUNCTIONAL

AMENITY LAWNS

GARDENS & HOME FRONTAGES

FLOWERING FRONT GARDEN MIX

FLOWERING FRONT GARDEN MIX

GREEN COMMERCIAL CENTRE SPACE

TREE STRATEGY

A full assessment of the site's existing trees has been undertaken by Arbortrack Systems Ltd, highlighting key constraints. Refer to 'Land East of Cuckfield Road Ansty Tree Report 131023' for full details.

The retention of the site's existing trees and woodland in combination with a considered planting strategy and robust management and maintenance strategy, is likely to ensure that the long-term wellbeing of the retained trees can be safeguarded in a sustainable manner.

The masterplan has considered the location of the higher value existing trees, woodland and ancient woodland. The layout of parcels, design of spaces and location of essential infrastructure have all been well placed to minimise tree losses.

1. Site access infrastructure has been aligned along the A272 and B2036 to fit within natural gaps in the trees and hedgerows and avoid the most valuable specimens, where possible.
2. Primary infrastructure and bridges have been located to cross the wooded areas where they are likely to have the least impact.
3. Development parcels have been shaped to align with existing hedgerows and trees to best retain and integrate the existing landscape with the development.

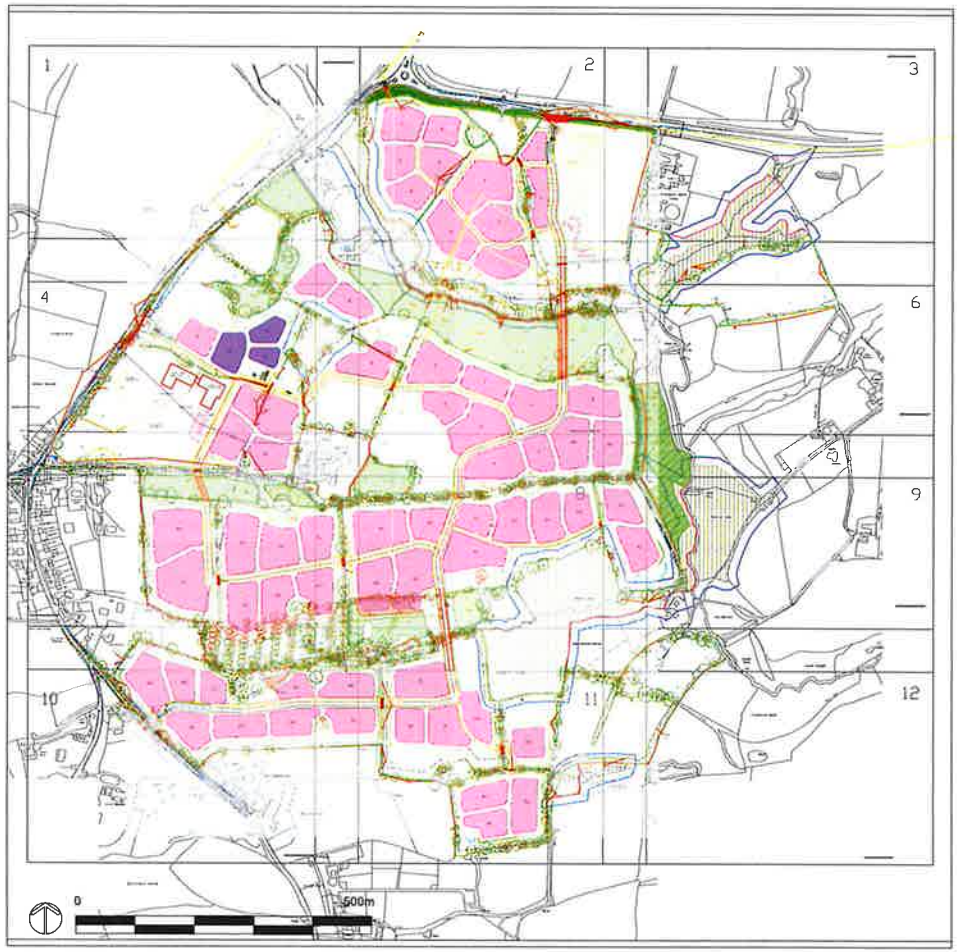
Trees have been retained across the site where possible, and the removal of vegetation has been kept to a minimum. Arbortrack Systems Ltd have undertaken an Arboricultural Impact Assessment, which advises that the overall tree losses resulting from the masterplan are as follows:

- 20 x 'B' (moderate quality) category trees
- 95 x 'C' (low quality) category trees
- 4 x 'U' (unsuitable for retention) category trees
- Total loss of 119 trees to allow or facilitate development.

Following their review, Arbortrack have advised that this level of removal on a project of this scale, along with the proposed robust planting strategy, provides adequate remediation of any impacts.

The landscape proposals will look to enhance the retained tree stock with new woodland edge and buffer planting. The extent of new planting - to enhance the existing - will be identified on site following advice from the team's Ecologist (The Ecology Co-Op) and Arboriculturist (Arbortrack Systems Ltd). Additional landscape proposals are identified within this document, section B3 Design Intent, with new tree, shrub and grass habitats maximising the potential for biodiversity net gain on the site. A robust maintenance and management strategy will also set out the future management of the site's trees, groups of trees, woodlands and hedgerows outlining guidance for long term stewardship, thus ensuring longevity.

TREE REPORT TAKEN FROM "LAND EAST OF CUCKFIELD ROAD ANSTY TREE REPORT 091222"



ARBORICULTURAL IMPACT ASSESSMENT. "ANSTY FARM - AIA REV L - OCTOBER 2023 - OVERVIEW"

CLIMATE RESILIENCE

As our planet experiences more frequent and severe weather events, shifting temperature patterns, and unpredictable rainfall, it becomes increasingly crucial to adapt our planting strategies to ensure successful longevity and environmental sustainability.

At its core, climate resilient planting involves carefully selecting species that can thrive under changing climate conditions. Key principles to be applied at AGC include:

1. **Diverse selection**: Planting a diverse range of plants can help mitigate the risks associated with climate variability
2. **Resilient varieties**: Breeding and selecting varieties that are more resilient to climate stresses
3. **Water management:** Implementing efficient water management practices, such as drip irrigation and rainwater harvesting, can help conserve water resources during periods of scarcity. Additionally, drought resistant planting can help reduce the reliance on watering
4. **Soil health:** Selecting, building and maintaining healthy soil is critical for climate resilience
5. **Education and knowledge sharing:** Providing clients, contractors, consultants and end users with the necessary knowledge and resources is crucial. Understanding the required maintenance and management can help communities to care for their landscape and adapt to new climate realities.

Climate resilient tree species also play a pivotal role in bolstering our resilience against changing climate and their long term success ensures the existing and proposed planting is able to continue to sequester carbon. Nurseries are working hard to breed and identify the next range of trees that have the ability to thrive in changing conditions. Drought tolerant, temperature resistant with the ability to sequester carbon and support biodiversity.

All planting and trees species will be explored in further detail with the Design Code, creating a mix of native and non-native varieties that will help the site and landscape to continue thriving.

PLANTING PRECEDENTS

DIVERSE FLOWERING PLANTING MIXES

DROUGHT TOLERANT PLANTING & SOIL SELECTION

RESILIENT SPECIES

RESISTANT TREE PRECEDENTS

CARPINUS BETULUS

CORYLUS COLURNA

PYRUS CALLERYANA

DRAINAGE

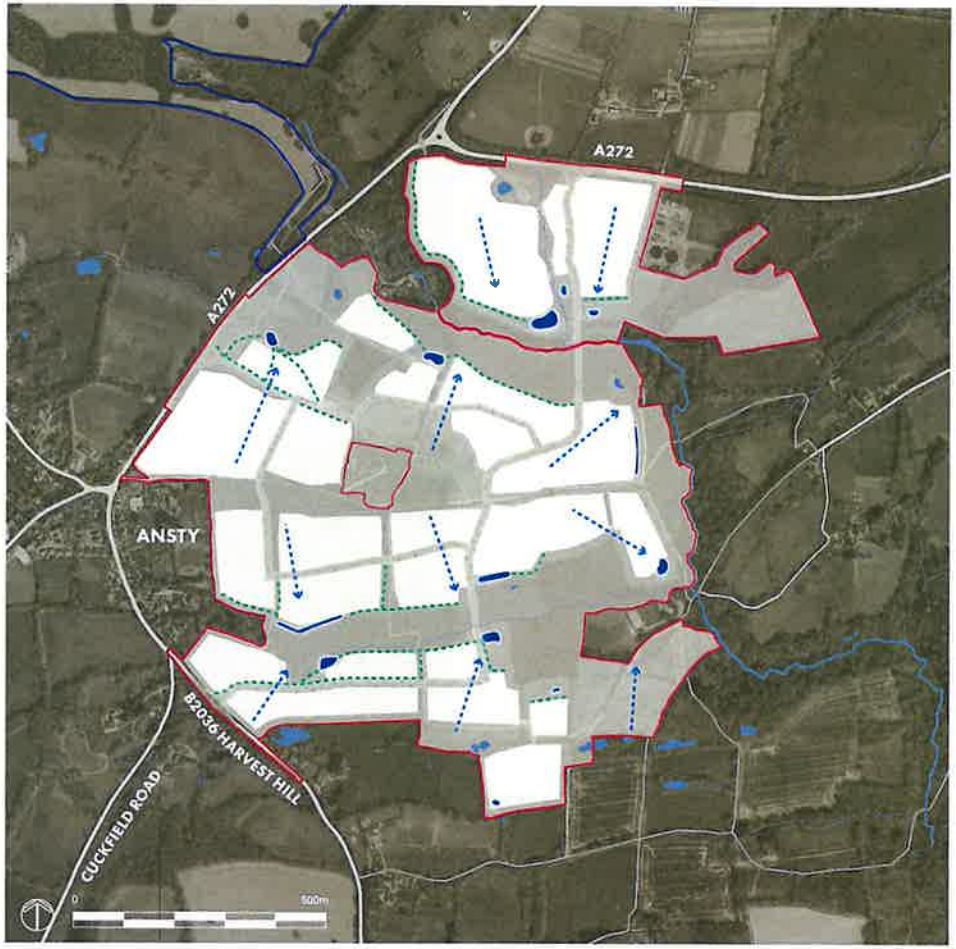
Managing water is an important element of a site's response to people and nature. Reducing flood risk and improving water quality, while providing valuable habitats, recreational and educational opportunities are key aims.

Integrated into the landscape structure are a combination of attenuation basins, swales, rain gardens, tree pits and wetlands to ensure the management of water across the site, whilst also contributing to the character, sense of place, ecology and biodiversity. Enhancements to the existing watercourses which flow through the site will also provide opportunities to further improve habitats and biodiversity.

Allowing people to have a connection with water, the landscape strategy will support the integration of SuDS into green corridors, streets and landscapes, providing safe opportunities for visual and physical integration, education and ongoing maintenance and management.

Please refer to the 'FRA and Outline Drainage Strategy' written by Yellow Sub Geo in July 2023 for more details on the drainage strategy.

1 ECOLOGICALLY RICH SUDS FEATURE
2 INTEGRATED STREET DRAINAGE/ RAIN GARDEN
3 WET FEATURE



DRAINAGE STRATEGY

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- EXISTING WATER BODY
- INDICATIVE SUDS LOCATION
- INDICATIVE SWALE
- DIRECTION OF FALL

BIODIVERSITY NET GAIN

The scheme has been designed giving due consideration to and maximise the potential for biodiversity from the outset. A Biodiversity Impact Calculation using the Defra Metric 4.0 has been produced for both Ansty Garden Community and for the proposed Parkland Reserve. These calculations demonstrate that the development proposals comply with Paragraphs 174b and 175d of the NPPF, particularly that the development will "*identify and pursue opportunities for measurable net gains for biodiversity*" and further will seek "*opportunities to incorporate biodiversity improvements in and around developments, especially where this can secure measurable net gains for biodiversity*". The proposals comply with the Environment Act 2021, which from January 2024 requires large developments to achieve 10% biodiversity net gain for each broad habitat type present at a proposed development site. Careful site design, the retention of the most valuable habitats and the incorporation of considerable green space planting have ensured that an anticipated loss of just 8.79% of habitat units is anticipated, despite the scale of development proposed within the site red line, and there are gains of 10.70% for hedgerow units and 10.45% for river units.

The Parkland Reserve is a proposal specifically designed for biodiversity and has targeted protected species enhancement in addition to public benefits. There is a considerable uplift in calculated habitat units of 18.04% and in hedgerow units of 0.89%. As a proposal specifically seeking to enhance biodiversity value, the Parkland Reserve does not require a target uplift in biodiversity value, but will act to help offset the impact of Ansty Garden Community, and the uplift of 177.39 that has been calculated within the Metric 4.0 will be used to achieve a total of just over 20% biodiversity net gain in habitat units. Achieving a 20% uplift in habitat units for Ansty Garden Community further aligns with policy DPN2 of the draft Mid Sussex District Plan 2021 - 2039, which requires "*a minimum percentage of biodiversity net gain of 20% for signilicant sites DPSC1 - DPSC3*". This is despite the Ansty Community Garden proposal not being subject to this draft policy.

PLANNING FOR BIODIVERSITY

In accordance with the provisions of national and local polices on maintaining and enhancing biodiversity, as well as the BS:42020 code of practice for biodiversity and guidance from CIEEM, the masterplan has followed the mitigation hierarchy in seeking firstly to avoid impacts on receptors of ecological value. Where such impacts cannot be wholly avoided, schemes of ecological mitigation and compensation have been developed to ensure that there will be no net loss of biodiversity, with the aim of delivering at least 10% net gain. The adjacent diagram illustrates the various landscape types, which will contribute towards biodiversity net gain in the following ways:

Retained and enhanced landscape
Existing fields and woodland will be enhanced and maintained with species rich wildflower meadows and tree planting. Limiting human access will ensure that the local wildlife can thrive without disturbance. *Access provided across gateway link in connectivity to the Reserve.

Amenity open space
Proposed landscape provides new habitat with grasses, shrub, scrub and tree planting created across the site. Areas of species rich wildflower meadows will also be integrated within green corridors and open areas with marginal planting within SUDS combined to create a rich habitat.

Formal sports and school playing fields
The peripheries of these areas will be generously planted with landscape buffers including tree, shrub and grasses which not only provided additional habitat and wildlife connectivity but also mitigate against disturbance of adjacent habitat.

Retained and enhanced woodland
Existing woodland will be managed for species diversity with restricted human access within the ancient woodland.

Beechy Bottom Parkland Reserve - off-site provision
The existing landscape will be sensitively managed to respect the historic parkland and promote biodiversity enhancement and diversity. The site will be managed to achieve in excess of the current biodiversity net gain requirements. This will be achieved through the introduction of conservation management methods including grazing regimes and re-wilding.

The following design principles will be employed to ensure a significant biodiveristy net gain is achieved within the Parkland Reserve:

- Woodland to be managed for species diversity
- Rides and glades to be created to encourage a range of closed and open habitats, grazed by controlled herds of animals such as cattle and red deer
- Use of Conservation cattle/pigs to manage species rich grasslands and woodland.
- Newly planted trees, such as poplar and ash, to be veteranised for birds and mammals
- Ponds to be restored through clearance of scrub and ongoing management
- Opportunities learnt from projects such as Knepp to be explored to create a rich and diverse wildlife resource
- Reintroduction of farmland bird species to be focused upon, such as grey partridge, corn bunting, and tree sparrow and well as replile, amphibian, mammal and invertebrate species
- Existing building on the fringe of woodland to be refurbished to provide a base for a full-time warden and educational hub to involve the local schools and community groups
- Long-term management plan to be created, monitored by an ecologically trained site warden.
- Long-term legacy to be created and opportunities explored for funding.

BIODIVERSITY ENHANCEMENT PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- RETAINED & ENHANCED LANDSCAPE
- AMENITY OPEN SPACE
- FORMAL SPORTS & SCHOOL PLAYING FIELDS
- RETAINED & ENHANCED WOODLAND
- RESTORED PARKLAND
- LANDSCAPE BUFFER
- TREE LINED STREETS
- EXISTING WATER BODIES
- POTENTIAL LOCATION FOR SUDS

HARD LANDSCAPE DESIGN INTENT

The hard landscape strategy will consist of high-quality and robust materials, carefully considered to create a legible hierarchy across the site. The palette of materials will be consistent with the local vernacular and align with local standards for adoptable streets. Surfaces are accessible and adhere to British Standards with tactile paving integrated with the surrounding paving.

ANSTY AVENUE (PRIMARY STREETS)

Heavy use demands a robust and easily maintainable surface. A tarmacadam road surface and footpaths create a smooth surface with an injection of quality through the use of concrete conservation kerbs and block paving at junctions. Where required for adoptable areas, materials to be co-ordinated with standards.

THE CRESCENT (SECONDARY STREETS)

A continuation of tarmac finish to creating a smooth and robust surface. Options of block paving can also be used to uplift the quality of the spaces at junctions, adjacent parking areas or along entire streets. Red brick footpaths at key locations.

THE LANES, THE WALKS & THE DRIVES (LOCAL STREETS & PRIVATE DRIVES)

Block paving or resin bonded surface finishes create a softer appearance with edging options in concrete conservation kerbs or block edging to smaller streets.

MEWS & PARKING COURTS

Promoting pedestrian friendly environments mews and parking courts make use block paving, which could be set in a herringbone pattern to avoid movement and darker shades to avoid staining. Options of resin bonded surface dressing to be included.

ALLOTMENTS CAR PARK

In keeping with a green approach, the allotment car park will be primarily a grasscrete product without edging where possible.

FOOTPATHS

Footpaths will provide a continuous surface sensitive to the environment. Buff, locally sourced self-binding gravel can create a permeable softer route with the option of resin bound gravel in areas requiring a firmer surface. Red brick footpath to be used in key areas such as the local centre. Where key routes or cycle ways are proposed routes will be delineated with the use of colored tarmacadam, buff or red.

PRECEDENT - HARD SURFACES

1 TARMACADAM ROAD AND FOOTPATH
2 CONSERVATION KERB
3 TEGULA BLOCK PAVING
4 BLOCK PAVING RAISED TABLE
5 RED BRICK FOOTPATH
6 RESIN BONDED SURFACE DRESSING
7 GRASSCRETE
8 RESIN BOUND GRAVEL/ SELF BINDING GRAVEL

BOUNDARY TREATMENTS

The boundary treatment strategy draws upon the predominant boundary types found locally in order to help reinforce the existing character of the area. A variety of treatments will be used across the development including red and stone brick walls, iron railings, estate rails, picket fences, hedge and shrub planting boundaries. Boundaries will also support the combination or railings and brick and stone wall to create further visual diversity.

PRECEDENT - BOUNDARIES

1 LOW BRICK WALL
2 BRICK WALL
3 PICKET FENCE ON WALL
4 ESTATE RAIL ON WALL
5 WHITE METAL RAIL ON WALL
6 BLACK METAL RAIL
7 HEDGE BOUNDARY
8 SHRUB BORDER

FURNITURE

The combination of well-placed signage and furniture makes spaces that are more enjoyable to use, providing regular resting locations and helping to link spaces together, guiding people through the landscape. Furniture will have a focus on natural materials with FSC timbers supported with metal fitting to ensure longevity. Traditional styles will be represented in the street furniture with an allowance for more contemporary styles in key area.

PRECEDENT - FURNITURE & SIGNAGE

1 DOUBLE WASTE STREAM BIN, TIMBER CLAD
2 CONTEMPORARY
3 TIMBER BENCH WITH BACK REST
4 TRADITIONAL TIMBER BENCH
5 A0 INFORMATION BOARD
6 WAYFINDING POST
7 LECTERN STYLE INFORMATION BOARD
8 LOCAL INFORMATION BOARD. HABITAT/ HISTORY

LIGHTING STRATEGY

A sensitive approach to lighting will focus on only lighting essential routes and connections. A balance will be struck to ensure the site provides safe and well-lit routes, whilst also maintaining low light levels around ecologically sensitive areas. Street lighting to the edge of development will consider the spray of light into the adjacent landscape and all lighting will aim to reduce the upward spray of lights with directional down lighting.

The lighting concept will provide functional and safe routes, aiding the movement of pedestrians, cyclists and motorists through the site. The concept is intended to place great emphasis on limiting any environmental impact of proposed external lighting, whilst maintaining the functional requirements.

Lighting will reflect the character of each area as follows:

- The primary and secondary streets will have vertical lighting to aid safe movement around the site
- The proposed green routes/ amenity landscape will contain sensitive lighting at low levels to allow movement between buildings and across green areas, whilst minimising disturbance to ecology
- Parking areas will be lit to ensure the safe interaction of vehicle and pedestrian movement
- The lighting design will comply with the relevant codes and guidance, including:
  - BS 5489-1 (2013) Code of Practice for the Design of Road Lighting
  - BS 8300 (2018) Design of an Accessible and Inclusive Built Environment
  - Part L Building Regulations (2014) LENI method.

LIGHTING CRITERIA

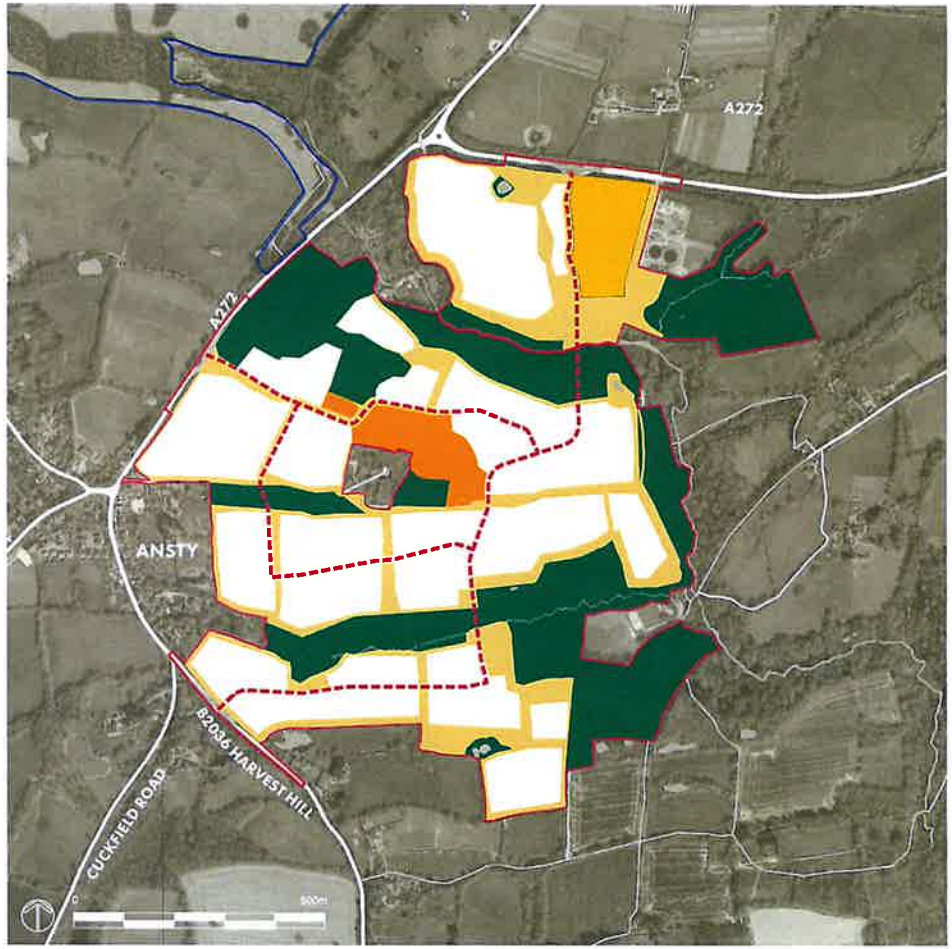
The following criteria will be applied when addressing the environmentally sensitive areas along the edges of the site, to minimise effects on ecological receptors, in particular, bats:

- Use of luminaires with very low / no upward light distribution to limit contribution to sky glow
- Balance of mounting height of equipment to reduce visibility of lighting from a distance, whilst also providing evenly distributed light over road and pathway surfaces
- Selection of lighting equipment and accessories to minimise spill onto adjacent areas.

1 FEATURE LIGHTING
2 LOW LEVEL LIGHTING
3 FLOOD LIGHTING
4 STREET LIGHTING

For further information and guidance please refer to:

- Lighting Assessment Report - RPS: BSB14335, Ansty Farm – Ansty, Lighting Impact Assessment, P01, May 2023.
- Sports england - Artificial Sports Lighting, Updated guidance for 2012.
- Hockey – FIH Facilities Design Guidance – "Sports lighting for non-televised outdoor hockey"
- Tennis – External Floodlighting Principles



LIGHTING STRATEGY
SITE BOUNDARY
PARKLAND RESERVE BOUNDARY
PROTECTED/ NO LIGHTING
CONTROLLED, LOW LEVEL LIGHTING TO KEY PEDESTRIAN & CYCLE ROUTES THROUGH OPEN SPACES
CONTROLLED, LOW LEVEL LIGHTING TO KEY PEDESTRIAN & CYCLE ROUTES & GATHERING/PLAY SPACES
SPORTS LIGHTING
STREET LIGHTING

STEWARDSHIP: LANDSCAPE MANAGEMENT & MAINTENANCE

The maintenance and management of any site is critical to its success. Ansty will aim to do this through promoted stewardship and a long-term plan with community involvement where possible. Helping to foster community belonging and a feeling of ownership, engendering a sense of place and wellbeing.

This plan will be in co-ordination with the Beechy Bottom Parkland Reserve long-term management plan, both to be reviewed and monitored by an ecologist. The plans will also explore the options for fund generation, working with the community the ensure the longevity of the site.

The following text sets out the principles of maintenance for landscape elements to be reviewed at each stage and developed with the community and chosen Landscape Contractor.

EXISTING ESTABLISHED TREES

All works to be carried out in accordance with specialist ecological advice, permission from Local Authority Tree Officer will be required to carry out any tree surgery works to the trees that are subject to a tree preservation order. Removal of dead, diseased, decaying and damaged wood to be reviewed.

WOODLAND TREEBELT / PROPOSED TREES

Woodland areas may be subject to low intensity management. Thinning, coppicing and the control of non-native species may be considered in accordance with ecologist recommendations.

The ongoing monitoring of the trees across the site is important to successfully realising the long term tree strategy. Details of Watering, soil conditions and tree canopy growth will all be required in the detailed management plan.

All works to existing and proposed trees to be carried out in accordance with BS 3998 and the latest Forestry and Arboricultural Advisory Group /Health and Safety Executive safety guides.

PROPOSED HEDGEROW

Hedgerows are proposed along the boundaries and green links to bolster the existing hedgerows. Hedges will be subject to ongoing pruning timed throughout the year with consideration for fruiting hedgerow to allow fruits to be consumed by birds and other wildlife and avoid impacts on breeding and nesting birds.

PROPOSED SHRUBS AND PERENNIALS

The planting, establishment, pruning and ongoing maintenance of shrubs and perennials will be clearly specified. The intention is to encourage the establishment of planting to provide continuous cover, keep all beds weed and litter free and supply sufficient water to maintain healthy growth.

PROPOSED MEADOW GRASSLAND AND WILDFLOWERS

Area of meadow grassland and wildflowers will be subject to different mowing regimes and may take a full year to establish from sowing. All maintenance on grasses are to follow suppliers recommendations.

PROPOSED SUSTAINABLE DRAINAGE SYSTEM

Integrated planting within the sustainable drainage systems (SuDS) will be subject to ongoing maintenance. Swales and basins supporting wet meadow grass and wildflower will be maintained as per suppliers and ecologists recommendations with areas of scrub managed for safety and to prevent encroachment into wetland areas. Further maintenance of the basins will be required to remove litter and debris.

1 ECOLOGICALLY RICH SUDS FEATURE
2 INTEGRATED STREET DRAINAGE/ RAIN GARDEN
3 WET FEATURE

VIEW ACROSS ANSTY COMMON FROM THE NORTHERN BOUNDARY OF THE PLACE, LOOKING TOWARDS CUCKFIELD CHURCH SPIRE

MOVEMENT & ACCESS

The movement and access strategy for Ansty Garden Community is based on two key elements. Firstly, the 20-minute neighbourhood model, where the masterplan strives to ensure all daily needs can be met within a short, convenient and pleasant 20-minute return walk (10 minutes there and 10 minutes back) for both the existing residents in Ansty and new residents within AGC, as far as possible. The aim is to create a self-contained community, where the need for external travel by vehicular modes is vastly reduced. This not only encourages more sustainable modes of travel, but also more active modes of travel, improving the health and wellbeing of residents.

Secondly, for destinations beyond reasonable walking distances, the strategy focuses on facilitating sustainable travel between AGC and existing local centres within Cuckfield, Haywards Heath and Burgess Hill. Easy and pleasant cycle routes will be created, retained and improved, and new bus links will be provided. A mobility hub will lie at the heart of the neighbourhood, within the local centre, facilitating sustainable travel. These two aspects of the strategy combine to meet the objective to minimise the use of the private car, through designing for access by multiple modes of travel.

The street network is based on a traditional grid pattern to allow for maximum permeability and to create a legible place, as well as creating efficient block shapes. Not all routes on the network will be accessible by car, creating a filtered permeability effect, making it easiest to walk or cycle through the site. Frequent junctions, bends in the road and limited vistas act as natural points for traffic calming. The emphasis is on walking and cycling taking priority over vehicles.

The following pages discuss the proposed site access, walking and cycling strategy, features of the mobility hub, and indicative details regarding internal streets. For the full transport strategy for the development, please refer to the Transport Assessment submitted as part of the planning application.

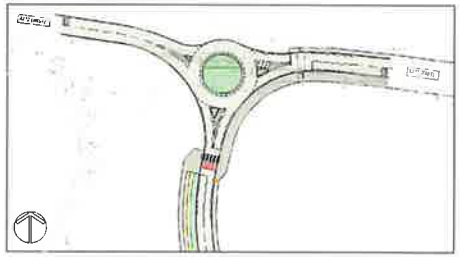
SITE ACCESS

Vehicular access to the site is to be at three points - at the northern edge of the site onto the A272, at the western edge of the site onto the A272, and at the south-western edge of the site onto the B2036 Harvest Hill.

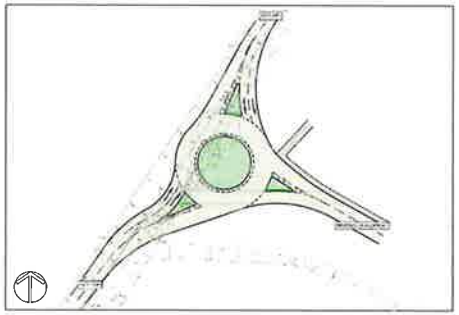
All three proposed accesses comprise three-arm standard roundabouts. A reduction in speed limit on the A272 from national speed limit (60 mph) to 40 mph is proposed as part of the junction designs. As such, visibility splays of 120 m, commensurate with a speed limit of 40 mph, are provided at each access roundabout.

The proposed access designs also include a continuation of the internal footway / cycleways within the site on the southern side of the A272 to the north of the site, on the eastern side of the A272 to the west of the site and on the northern side of the B2036 to the southwest of the site. The site will also be accessible by existing and new foot and cycle paths.

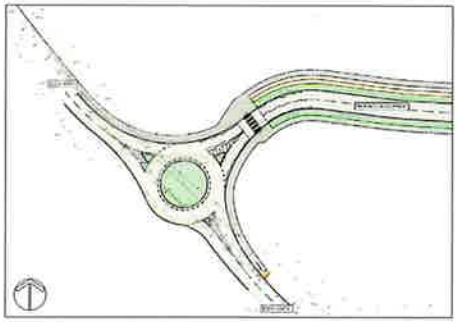
Consideration has been given to the exact location of the junctions in order to limit their impact on any tree losses, particularly to avoid the loss of high-quality trees.



1. NORTHERN SITE ACCESS FROM A272 (ARDENT)

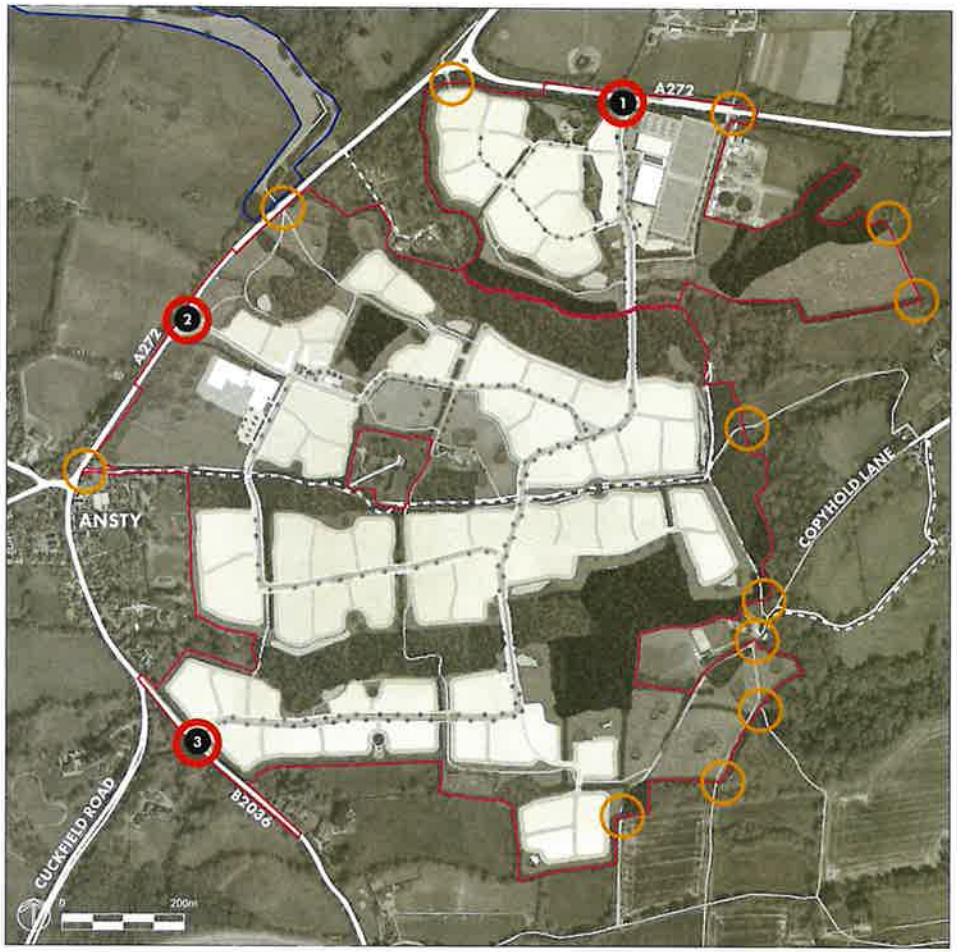


2. WESTERN SITE ACCESS FROM A272 (ARDENT)



3. SOUTHERN SITE ACCESS FROM B2036 (ARDENT)

The proposals include significant improvements to active travel provision in the local area, in the form of new footways and cycleways on the A272 between the site and Cuckfield / Haywards Heath. The proposals also look to improve PRoWs, in collaboration with the local public right of way authority. The goal of these improvements is to encourage future residents to travel by modes other than the private car, thereby reducing the effect of the development on the local road network. Details of the off-site improvements are provided within the TA, prepared by Ardent.



SITE ACCESS PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- SITE ACCESS JUNCTIONS:
  - 1 NORTHERN ACCESS
  - 2 WESTERN ACCESS
  - 3 SOUTHERN ACCESS
- PEDESTRIAN/CYCLE SITE ACCESS

WALKING & CYCLING

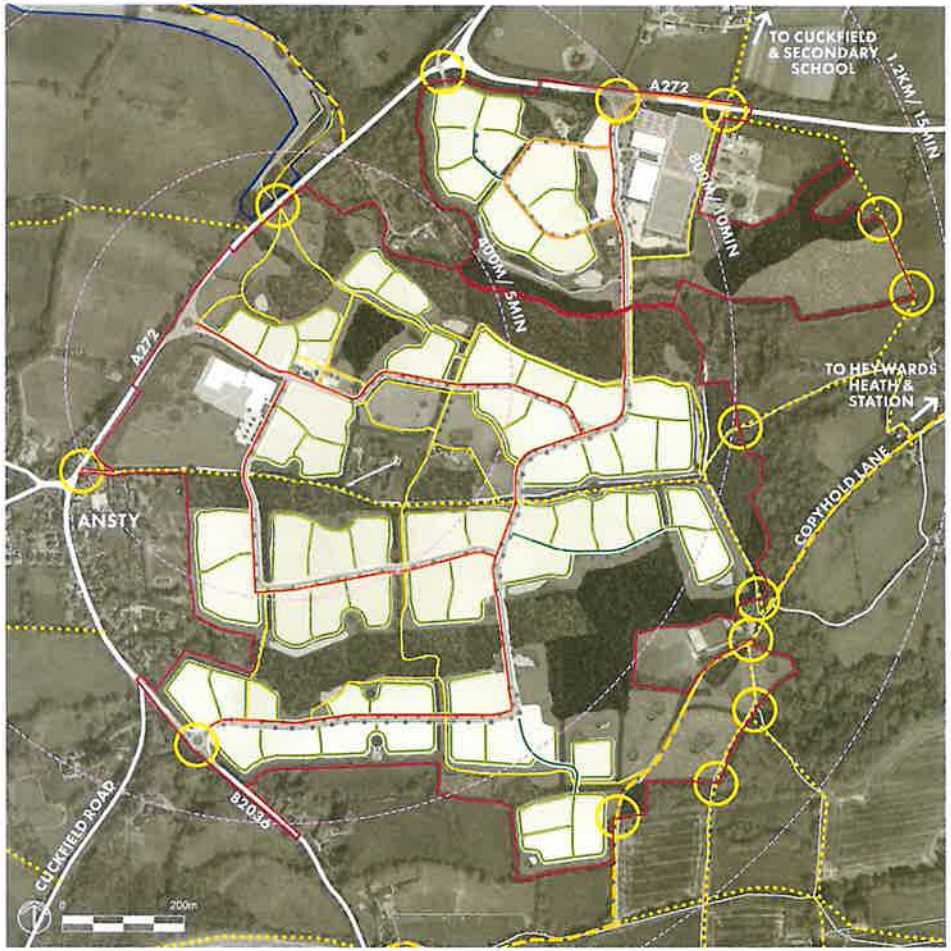
The aspiration for AGC is to ensure pedestrian and cycle movement is convenient, safe and pleasant. The open spaces, verges and street trees will provide a green aspect to all walking and cycling routes through the site. All existing PRoWs will be maintained and set within green corridors to ensure they are safe and attractive to use. These will be supplemented with additional new footpaths to provide a comprehensive network, linking all parts of the site with the local centre, schools, sports hub and mobility hub at the heart of the site. The network will extend out to link with the existing PRoWs in the surrounding area, connecting to destinations beyond the site boundary, including Beechy Bottom Reserve, Warden Park Academy Secondary School, Cuckfield and Haywards Heath, both the town centre and the train station. Details of off-site connections are included in the Transport Assessment produced by Ardent. Further design principles will also be included in the Design Code.

A dedicated cycle route will be created to provide safe and enjoyable cycle movement through the site in the form of a shared footway/cycleway. This will be located along Ansty Avenue and The Crescent, separated from the carriageway by a verge. Shared streets will also encourage cycling away from busier vehicular streets, routed along quiet back streets. Certain footpaths will also allow cyclists to use them, linking the neighbourhoods through open spaces and the existing cycle network in the vicinity. All cycle routes will be at least 3 m in width. Walking and cycling routes will also connect to the existing village, ensuring that existing residents can also benefit from easy and pleasant non-vehicular routes to the new facilities and amenities within AGC.

The site is designed with filtered permeability enabling people to walk or cycle between blocks where cars cannot drive. Greenery is introduced as much as possible to make the environment attractive to pedestrians, both in terms of aesthetic interest and also for future climate change, where the trees can provide shelter from harsh winds and warmer direct sunshine.

Raised tables will be provided at certain key crossings over Ansty Avenue, otherwise, dropped kerbs with tactile paving will be provided. All streets will be designed for a maximum of 20 mph vehicle speeds to ensure the safety of pedestrian and cycle movement. The aspiration is that children will be safe playing in the private drives, and also the minor accesses where the traffic levels are low, making the development feel welcoming and inclusive.

1 PATHS THROUGH OPEN SPACE
2 SAFE CYCLING ON SHARED STREETS
3 WALKING & CYCLING PATHS THROUGH GREEN CORRIDORS, AWAY FROM STREETS
4 PATHS THROUGH WOODLAND



WALKING & CYCLING ROUTES

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- SHARED FOOT/CYCLE PATH & FOOTWAY
- AT LEAST ONE FOOTWAY, CYCLING ON STREET
- SHARED STREET/PRIVATE DRIVE - FOOT & CYCLE PRIORITY
- EXISTING FOOTPATH
- EXISTING LONG DISTANCE PATH
- PROPOSED FOOT/CYCLE PATH THROUGH OPEN SAPCE/ GREEN CORRIDORS
- PEDESTRIAN/CYCLE SITE ACCESS
- WALKING ISOCHRONE FROM LOCAL CENTRE/SCHOOL - 400M/5MINS, 800M/10MINS, 1.2KM/15MINS

MOBILITY HUB & PUBLIC TRANSPORT

There are increasing reasons why we need to rethink how we move and allocate street space to travel, such as addressing air quality problems, decarbonisation of the transport sector, supporting the active travel agenda, decongesting and revitalising neighbourhood centres. Collaborative Mobility UK (CoMo) is the national charity dedicated to the social, economic and environmental benefits of shared transport, and have produced guidance as to the design and components of mobility hubs. CoMo defines mobility hubs in its Mobility Hub Guidance as follows (page 4):

"A mobility hub is a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. [It] is designed and is spatially organised in an optimal way so as to facilitate access to and transport between modes, including human-powered and shared modes, as well as provide extra transport-related and digital services."

The central mobility hub proposed within AGC will be located within the local centre, accessible within a 10-15 minute walk of all new dwellings, as well as existing dwellings within Ansty. Supplementary mini-mobility hubs will be located within a 5 minute walk of new dwellings, as illustrated in the adjacent plan. This follows the aim of achieving the 20-minute neighbourhood model.

The aim is to achieve CoMo's Gold accreditation for the main mobility hub and Silver for the mini-hubs, requiring all 'essential' features to be incorporated, plus five 'desirable' features for Gold and three 'desirable' features for Silver accreditation. The following list details the proposed components of the main mobility hub, categorising into 'essential' and 'desirable' features, as set out in CoMo's Mobility Hub Accreditation document (November 2022) for new housing developments (page 8):

Essential:

- One high quality public transport option serving the development, i.e. bus route
- One high quality shared mobility option, e.g. bike share / e-scooter / car club parking
- Clear signage
- Located in prominent, well-lit location
- Safe crossings
- Compatible with accessibility guidance
- Information on what the hub is at the site
- Co-located with linking signage
- Easily accessible timetables
- Street lighting
- Prominently located
- Covered seating/waiting area.

Desirable:

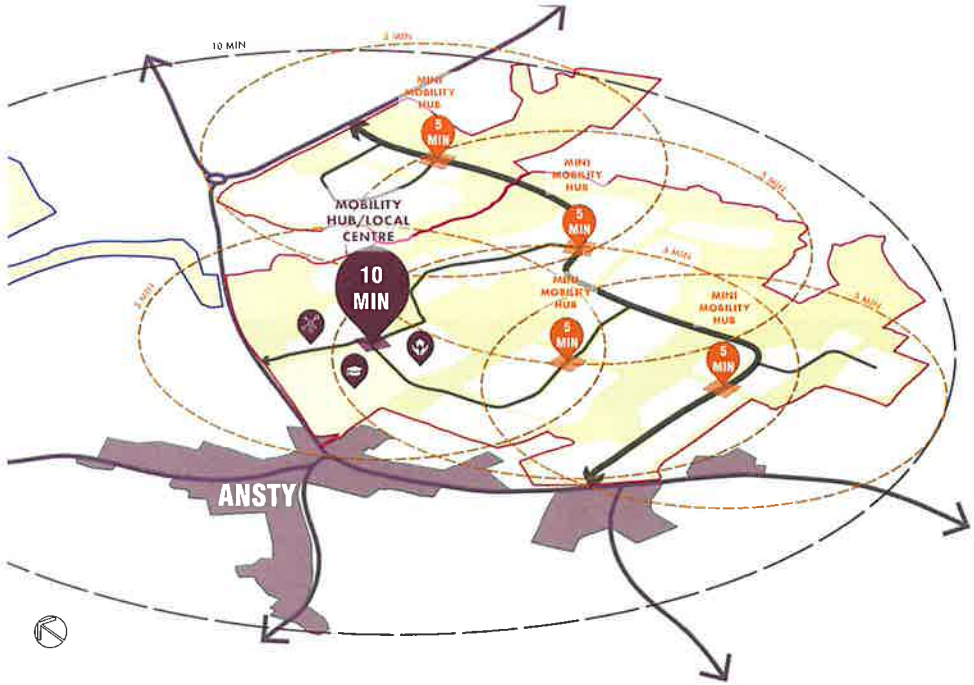
- Cycle parking
- Car Club bay
- Safe cycle routes, i.e. LTN 1/20 network
- A network of hubs with real time data
- Package delivery lockers, e.g. Amazon lockers.

The mini-mobility hubs will contain all the 'essential' elements of the main mobility hub, plus the following 'desirable' elements:

- Cycle parking
- Safe cycle routes i.e. LTN 1/20 network
- A network of hubs with real time data.

In additional, all hubs will be set within an attractive landscape/ public realm. The provision of a car club on site will be beneficial in reducing individual car ownership, which in turn encourages the uptake of active travel and public transport.

The bus stops will be served by a bus route which will potentially link the site with Cuckfield and Haywards Heath station, subject to discussions with the bus companies, with the exact route and nature/frequency of the service to be determined as discussions progress.



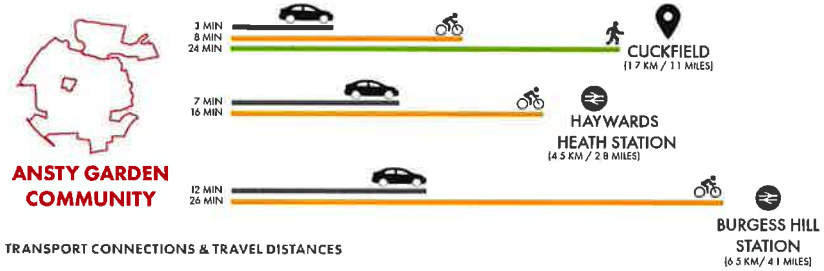
20-MINUTE NEIGHBOURHOOD MODEL

ELECTRIC VEHICLE CHARGING POINT

CYCLE HIRE

DELIVERY HUB

BUS STOP WITH GREEN ROOF & CYCLE LANE



TRANSPORT CONNECTIONS & TRAVEL DISTANCES

EMERGENCY ACCESS & SERVICING

Emergency services will be able to access the site via the main accesses. These vehicles will be able to reach all parts of the development using the street network from primary to tertiary streets. It will be ensured that private drives to not extend further than the reach of fire tenders, and bin collection points will be provided if necessary to ensure the efficient and effective collection of waste across the site.

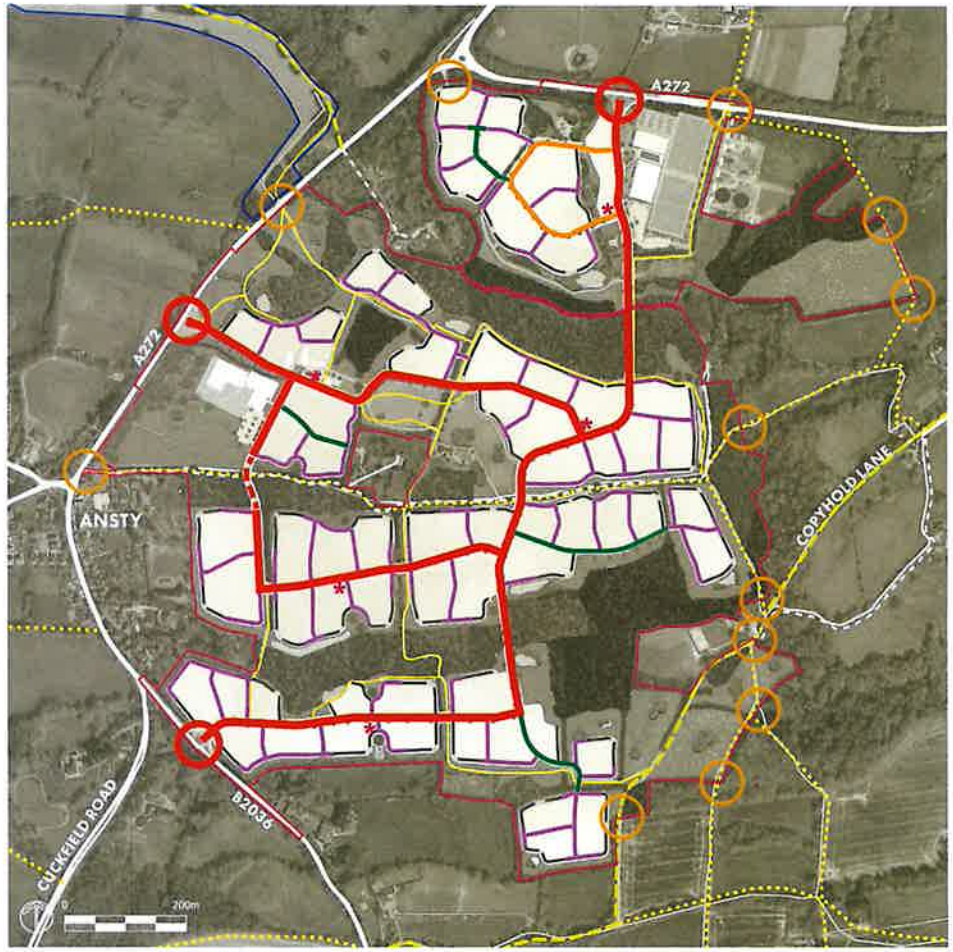
INTERNAL STREETS

The streets within the site are within a hierarchy to ensure their character is appropriate for the setting of the place. Thus, the design of the street will respond to its location within the site, its use by particular modes of transport and the number of dwellings it serves, focusing on the placemaking qualities to which it contributes. The hierarchy comprises:

- **Ansty Avenue -** the spine street providing the main access into and through the site connecting the northern, western and southern entrances, designed to accommodate a bus route, and passes all non-residential uses including the sports hub, local centre, mobility hub and schools
- **The Crescent -** a secondary street providing a loop through the northern residential neighbourhood linking to Ansty Avenue. Depending on the eventual routing of the bus route, certain sections of Ansty Avenue may be downgraded to a secondary street if a bus does not need to be accommodated
- **The Lanes -** tertiary streets offering direct access to dwellings, branching from the spine and secondary streets
- **The Walks -** shared streets, similar to tertiary streets in function, but comprise a shared surface
- **The Drives -** private drives providing private access to small groups of dwellings.

The geometry of streets have been designed to reduce vehicle speeds, however, still enable service vehicles to gain access, where necessary. Appropriate materials will be used to blend the streets into the landscape (as set out in the hard landscape strategy on page 72), rather than to attract attention away from the dwellings and the landscape setting. Details of parking provision are included on page 83.

ARTIST'S IMPRESSION OF SITE ACCESS & ANSTY AVENUE FROM HARVEST HILL B2036



STREET HIERARCHY

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- ANSTY AVENUE (BUS ROUTE)
- ANSTY AVENUE (BUS ONLY)
- THE CRESCENT (SECONDARY STREET)
- THE LANES (TERTIARY STREET)
- THE WALKS (SHARED STREET)
- THE DRIVES (PRIVATE DRIVE)
- EXISTING FOOTPATH
- EXISTING LONG DISTANCE PATH
- PROPOSED FOOT/CYCLE PATH
- MAIN SITE ACCESS
- PEDESTRIAN/CYCLE SITE ACCESS
- BUS STOP

STREET DESIGN

ANSTY AVENUE

Ansty Avenue performs the role of a primary street, providing the main access into the site, from the A272 in the north and west, and the B2036 in the south. There should be no direct access provided to dwellings along Ansty Avenue, in order to enable the continuous flow of, and limited conflict with, the cycle paths and verges. Secondary, tertiary and some private drives branch from Ansty Avenue, providing access to dwellings further away from Ansty Avenue. This street will carry the majority of the through-traffic.

The carriageway will be 6.4-6.8 m wide in order to accommodate two-way bus movements along the length of the street. However, depending on the eventual confirmed route of the bus service, certain sections of Ansty Avenue may be narrowed to the width of a secondary street carriageway, i.e. 4.5-5.5 m.

A 2-3 m verge will be located either side of the carriageway, providing space for tree planting and occasional car parking or servicing bays, where necessary. The verges enable street tree planting, which is encouraged in the NPPF and the West Sussex Design Guide. Once mature, it may be possible to achieve arboreal links with canopy connection, enriching the environment for wildlife. However, it is important that trees to not obstruct visibility at junctions and around bends. The exact location and design of tree planting will be confirmed at reserved matters stage. The verges could also include swales in order to aid in the drainage of the site, as well as to provide further opportunities for biodiversity within the site.

A shared footway/cycleway of 3.0-4.5 m wide will be provided on the western/ northern side of the street and a 2 m footpaths will be provided on the opposite site. These will be segregated from the carriageway by the verges. Raised tables will, where appropriate, be included at junctions and where there are key pedestrian and cyclist desire lines, providing safe, priority crossings for pedestrians and cyclists.

A bus only section of the street will be provided through the woodland in the western part of the site, to the south of the school. This will aid in traffic calming and the promotion of active travel over the use of cars. Subject to discussions with the highways authority, this could narrow to a single carriageway, where buses would have to stop and wait to give way to oncoming bus traffic. This would reduce the impact that this section of carriageway has on tree removal within the woodland and ecological impact.

The adjacent illustrative street sections present the design intent of Ansty Avenue. All details will be confirmed at reserved matters stage.

ANSTY AVENUE KEY PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- ANSTY AVENUE (BUS ROUTE)
- ANSTY AVENUE (BUS ONLY)

A ANSTY AVENUE SECTION, WITH BUS ROUTE

B ANSTY AVENUE SECTION, WITHOUT BUS ROUTE

ANSTY AVENUE SPECIFICATION	
DESIGN SPEED	20 MPH
TYPICAL CARRIAGEWAY WIDTH	6.4-6.8 M
PRIVATE SETBACK	0-2.0 M
FOOTWAY	2.0 M ONE SIDE
CYCLE PROVISION	3.0-4.5* SHARED FOOT/ CYCLEWAY ON ONE SIDE
VERGE	2.0-3.0 M BOTH SIDES

NOTE: 3.0 M WIDE REQUIRED FOR UP TO 300 CYCLISTS PER HOUR, 4.5 M WIDE REQUIRED FOR OVER 300 CYCLISTS PER HOUR

1. STREET WITH VERGE & TREES, & SHARED FOOT/CYCLEWAY
2. VERGE WITH CROSS-OVER TO DWELLING
3. PARKING WITHIN VERGE LINE
4. RAISED TABLE AT KEY JUNCTION FOR PEDESTRIAN PRIORITY CROSSING

THE CRESCENT

The Crescent is a secondary street loop, which branches from Ansty Avenue in the northern part of the site to provide access further into the residential neighbourhoods.

This street will not accommodate a bus route, therefore, the carriageway will be 4.5-5.5 m. The shared foot/cycle way of 3-4.5 m in width will be provided on one side and a 2 m footway on the other. This will provide a continuation of pedestrian and cycle facilities from Ansty Avenue, making it easy to understand and navigate. As noted on the previous page, should any part of Ansty Avenue not be required to accommodate a bus route, the carriageway width can reduce to that of The Crescent.

A 2-2.5 m verge will sit between the carriageway and the foot/cycleway. As with Ansty Avenue, this provides the opportunity for street tree planting, as well as the potential for a swale. Occasional parking is permitted within the line of the verge, provided it does not substantially break up the verge and street trees.

The adjacent illustrative street section presents the design intent of The Crescent. All details will be confirmed at reserved matters stage.

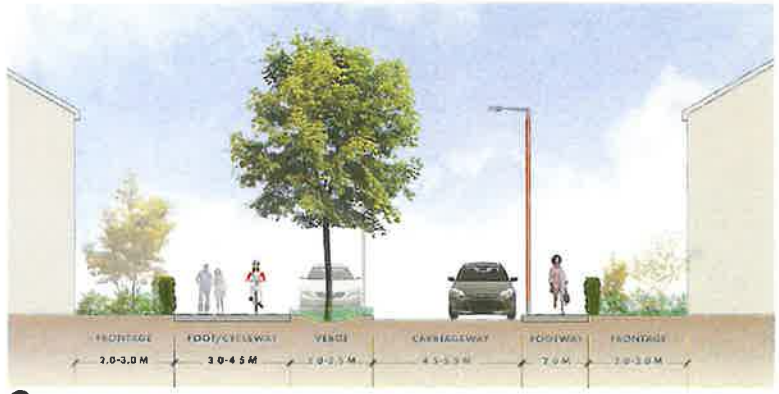
THE CRESCENT SPECIFICATION	
DESIGN SPEED	20 MPH
TYPICAL CARRIAGEWAY WIDTH	4.5-5.5 M
PRIVATE SETBACK	2.0-3.0 M
FOOTWAY	2.0 M ONE SIDE
CYCLE PROVISION	3.0-4.5* SHARED FOOT/CYCLEWAY ON ONE SIDE
VERGE	2.0-2.5 M ONE SIDE

NOTE: 3.0 M WIDE REQUIRED FOR UP TO 300 CYCLISTS PER HOUR, 4.5 M WIDE REQUIRED FOR OVER 300 CYCLISTS PER HOUR

THE CRESCENT KEY PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- THE CRESCENT

1 STREET WITH VERGE & TREES ALONG ONE SIDE
2 PARKING WITHIN VERGE LINE



C THE CRESCENT SECTION

THE LANES

The Lanes are tertiary streets, which serve residential areas further away from Ansty Avenue and The Crescent. The carriageway will be 4.5-4.8 m wide, with 2 m footways either side. The traffic flow will be less than the higher order streets and, therefore, it is considered that The Lanes will be safe for cyclists to be accommodated within the carriageway. Where located away from open space, a 2-2.5 m verge can be provided to accommodate street tree planting, on either a single side or both sides if space allows. If running alongside open space, it is not necessary for a verge to be provided.

Direct access is provided to dwellings, with private set backs of 4-5 m to encourage planting within front gardens. A front garden of 5 m in depth can accommodate trees, as they can be planted at a safe distance from dwellings. The carriageway material may be different from Ansty Avenue and The Crescent to denote a slower speed and lower-order street.

The adjacent illustrative street sections present the design intent of The Lanes. All details will be confirmed at reserved matters stage.

THE LANES SPECIFICATION	
DESIGN SPEED	15 MPH
TYPICAL CARRIAGEWAY WIDTH	4.5-4.8 M
PRIVATE SETBACK	4.0-5.0 M
FOOTWAY	2.0 M BOTH SIDES
CYCLE PROVISION	ON STREET
VERGE	2.0-2.5 M ON ONE SIDE, OR BOTH SIDES IF SPACE ALLOWS. CAN BE REMOVED IF STREET IS ADJACENT TO OPEN SPACE

THE LANES KEY PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- THE LANES

1 STREET WITH PAVEMENTS EITHER SIDE

2 DESIGN SPEED APPROPRIATE FOR CYCLING ON-STREET

D THE LANES SECTION, WITH VERGE

E THE LANES SECTION, WITHOUT VERGE, NEXT TO OPEN SPACE

THE WALKS

The Walks are shared streets, similar to The Lanes in function, although they comprise a 6 m wide shared surface with pedestrians and cyclists sharing the entire space and taking priority of movement over vehicles. Front gardens should be a minimum of 3 m in order to allow for planting of shrubs and specimen trees (where they can be planted a minimum of 5 m from dwellings). A 0.5 m maintenance strip is required either side of the street.

The adjacent illustrative street sections present the design intent of The Walks. All details will be confirmed at reserved matters stage.

THE WALKS SPECIFICATION	
DESIGN SPEED	15 MPH
TYPICAL CARRIAGEWAY WIDTH	6.0 M (0.5 M MAINTENANCE STRIP BOTH SIDES)
PRIVATE SETBACK	3.0-5.0 M
FOOTWAY	N/A (SHARED)
CYCLE PROVISION	ON STREET (SHARED)
VERGE	N/A

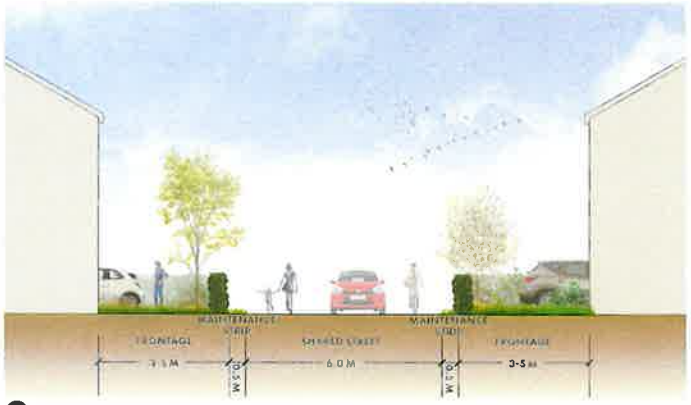
THE WALKS KEY PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- THE WALKS

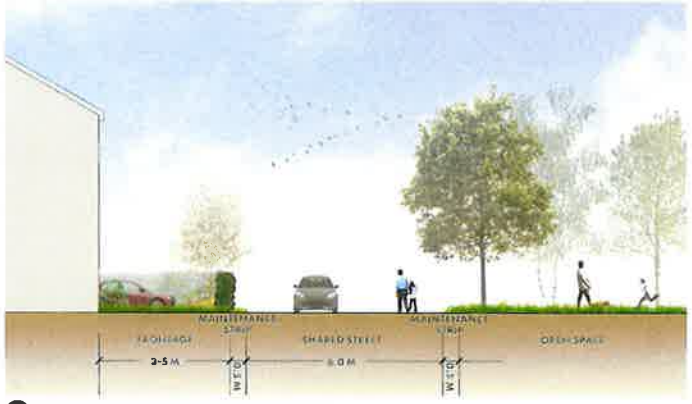
1 SHARED STREET ADJACENT TO OPEN SPACE

2 SHARED STREET USING BLOCK PAVING

3 SHARED STREET WITH DEEPER FRONT GARDENS TO ALLOW FOR TREE PLANTING



F THE WALKS SECTION



G THE WALKS SECTION NEXT TO OPEN SPACE

THE DRIVES

The Drives are private drives, which will comprise a shared surface of between 3.7 and 6 m wide, with a design speed of 5 mph. Front gardens should be at least 5 m in depth to allow for tree planting and to maintain privacy distances between the fronts of dwellings. However, narrower front gardens are acceptable where the dwellings overlook green space.

The Drives will not be suitable for use by refuse vehicles. If a dwelling is more than 25 m from the adopted highway, a bin collection point will be provided within that distance. The maximum length of a Drive must ensure that the furthest part within a dwelling (including allowance for internal layout/ stairs) is within 45 m of an adoptable street, to ensure a fire engine can reach the dwelling from the adopted highway. Alternatively, a 3.1 m wide emergency link should be provided between Drives in order to create a through-route for emergency vehicles only. This will also facilitate a pedestrian and cycle link, but limit the movement of vehicles.

The adjacent illustrative street section presents the design intent of The Drives. All details will be confirmed at reserved matters stage.

THE DRIVES SPECIFICATION	
DESIGN SPEED	10 MPH
TYPICAL CARRIAGEWAY WIDTH	3.7 - 6.0 M
PRIVATE SETBACK	5.0 M MIN
FOOTWAY	N/A (SHARED)
CYCLE PROVISION	ON STREET (SHARED)
VERGE	N/A

PRIVATE DRIVES KEY PLAN

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- THE DRIVES

1 PRIVATE DRIVE ADJACENT TO OPEN SPACE & THE SITE BOUNDARY

2 PRIVATE DRIVE ADJACENT TO OPEN SPACE

3 PRIVATE DRIVE PRIORITISING PEDESTRIAN/CYCLE MOVMENT, WITH VEGETATION PROVIDING A GREEN STREETSCAPE CHARACTER AT THE EDGE OF FRONT GARDENS

H THE DRIVES SECTION






IMAGES FROM MID SUSSEX DESIGN GUIDE

PARKING

Car parking will be provided for residents and visitors at an appropriate level. Road infrastructure has not been allowed to dominate the site and, in-keeping with this, parking will also not dominate the street scene. Rather, it will be attractively integrated, softened by landscape.

A number of parking solutions will be used in a way which works best for each location, including on-street, front drive, side drives and parking courts / rear parking streets. In all locations, the aim is for the parking to be convenient to the dwellings which it serves and to limit opportunities for car-related crimes. This is particularly key in the design of parking courts, where the cars may not be immediately visible from dwellings.

The parking standards are set out in West Sussex County Council's 'Guidance on Parking at New Developments SPD' (2020). The level of parking is determined by the size of dwellings and the Parking Behaviour Zone (PBZ). The choice of PBZ should correspond to the location of the development. However, if the location is not regarded as typical of the PBZ, for example, sites near transport hubs, then consideration can be given to using a different PBZ.

Considerations for the level of parking to provide rely on the following elements:

- To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research, that shows reductions in traffic movements can be achieved by 10-30%, where a range of travel choices are available through provision of travel plans, public transport contributions and other sustainable travel initiatives
- The Mid Sussex Design Guide notes that car clubs should be considered to reduce the level of parking and as an alternative to a second car, particularly on larger schemes.

During pre-application discussions with the Highways Authority, it has been agreed that due to the range of sustainable transport facilities proposed, it would be appropriate to classify the site as being within a PBZ3 location and hence apply PBZ3 standards in determining suitable parking provision within the site. Whilst final parking provision numbers will be confirmed as part of future Reserved Matters application(s) the level of parking adopted will be suitable to support the sustainable credentials of the future operation of the site.

Parking requirements for the various PBZs are provided in the table below.

RESIDENTIAL PARKING DEMAND (SPACES PER DWELLING), GUIDANCE ON PARKING AT NEW DEVELOPMENTS (2020)

NUMBER OF BEDROOMS	PBZ1	PBZ2	PBZ3	PBZ4
1	1.5	1.4	0.9	0.9
2	1.7	1.7	1.3	1.1
3	2.2	2.1	1.8	1.7
4+	2.7	2.7	2.5	2.2

As part of the parking strategy, we propose the following measures to help reduce the requirement for on-site parking spaces:

- Provide a significant proportion of spaces as unallocated, as it is inefficient to design on a plot-by-plot basis for average levels of ownership. If each plot is given two spaces, then about one-quarter of residents will have either too few or too many spaces
- Provide more parking on-street, which will allow greater flexibility in the use of those spaces and a potential change in use in the future, as the demand for parking spaces changed
- Provision of a car club on site, with associated memberships for residents.

The following cycle parking requirements will be adhered to:

MINIMUM LEVELS OF CYCLE PROVISION, GUIDANCE ON PARKING AT NEW DEVELOPMENTS (2020)

DWELLING SIZE	CYCLE PROVISION (PER UNIT)
1 & 2 BED HOUSES	1 SPACE
3+ BED HOUSES	2 SPACE
1 & 2 BED FLATS	0.5 SPACE IF COMMUNAL STORAGE, OTHERWISE SAME AS 1 & 2 BED HOUSE
3+ BED FLATS	1 SPACE

There are a range of car parking standards for non-residential parking, which will need to be applied to the non-residential uses within the local centre, care home and schools. Due to the flexibility of uses at this point, the level of car parking will be determined at reserved matters stage.

The design of all types of car parking will be carefully integrated into the street scene, ensuring that sufficient levels of landscape - hedgerows/planting/trees - is included to ensure parked cars do not dominate the street scene. Features such as car barns will also be used to break up parking along rear parking streets.

BUILDING TYPES & CHARACTER

The form of housing will vary across the site to provide a range of sizes, types and tenures, which meet the needs of the community. The grain of development, including plot sizes and scale of the buildings, has been designed in response to contextual cues taken from vernacular architectural forms within Ansty and the surrounding towns. A variety of scales will be provided within the development.

It is envisaged that new buildings will represent a sustainable and contemporary interpretation of the Ansty and Mid Sussex vernacular. This should bear reference to historic forms and materials, and adhere to good basic design and the Wealden character. Key materials include extensive use of clay tiles and red brick, painted brick, render and timber cladding.

A contemporary architectural approach is intended for the buildings within AGC, as represented by the adjacent precedent images. These illustrate the use of materials and general form found within the locality, set within simple, modern architectural forms. The intention is to ensure the character of the locality permeates throughout the site in order to ensure the development feels of its place.

Further detail will be provided in the Design Code on materials, architectural style and form, and the different character areas, however, a selection of precedent images is provided here to illustrate the design intent. This has been influenced by the townscape analysis, presented at the beginning of this document, as well as the Mid Sussex Design Guide within the 'High Quality Building Design - Architectural Integrity' section.

1 WHITE RENDER MODERN DWELLINGS, GROUPED IN AN INFORMAL RURAL SETTING

2 RED BRICK MATERIAL

3 ROW OF 2-2.5 STOREY DETACHED & SEMI-DETACHED DWELLINGS, OF A MIXTURE OF HUNG-TILES, RED BRICK DARK WEATHERBOARDING, WITH SIMPLE, MODERN WINDOW DETAILING & DARK RAINWATER GOODS & UTILITIES (C) POLLARD THOMAS EDWARDS

4 FLINT FACING WITH RED BRICK DETAILING & TILE ROOF, MODERN, SIMPLE, FORM WITH RECESSED WINDOWS (C) BEN PENTREATH

5 MIXTURE OF BLACK WEATHERBOARDING & BRICK, MODERN, SIMPLE FORM, SIMPLE WINDOWS, 2 STOREYS

6 NATURAL CLAY HUNG TILES

7 DARK WEATHERBOARDING MATERIAL

8 2 & 3 STOREY BRICK BUILDINGS, SET BEAUTIFULLY WITHIN THE LANDSCAPE, WITH THE BUILDING MATERIALS COMPLEMENTING THE PLANTING PALETTE (C) BEN PENTREATH

9 CLAY HUNG TILES, BRICK & WEATHERBOARDING EFFECTIVELY EMPLOYED IN A CONTEMPORARY DESIGN, EVOKING THE INFORMAL GROUPING OF BUILDINGS & MATERIALS THAT MIGHT BE FOUND IN A FARMSTEAD (C) POLLARD THOMAS EDWARDS

BUILT FORM PRECEDENTS

DETAILED STUDIES

The development contains a range of land uses and densities and has particularly sensitive areas in relation to the existing village and listed buildings. Detailed studies have been undertaken of the following key areas to provide an illustration as to how these could be designed, as follows:

1 Local centre
2 School
3 Community heart
4 High density residential
5 Low density residential.

Further detail will be developed through subsequent reserved matters applications, however, the principles set out in this section should be taken forward as guidance.

VILLAGE CENTRE

The mixed-use village centre forms an integral part of the masterplan, providing community uses for both the new community and existing residents of Ansty, as part of the establishment of a 20-minute neighbourhood at AGC. The local centre is located in the western part of the new neighbourhood, and therefore centrally within the enlarged settlement as a whole.

The uses within the local centre will be confirmed at reserved matters stage, however, these are likely to include the following:

- A local foodstore
- Flexible Class E uses (such as a café / retail / offices)
- Health hub, to potentially include GP and other allied healthcare services, such as physiotherapy rooms, midwifery and adult social care
- Community uses - such as a crèche, shared workspace and small gym/fitness studio
- The care home could also include a community café in order to increase the opportunity for interaction between residents.

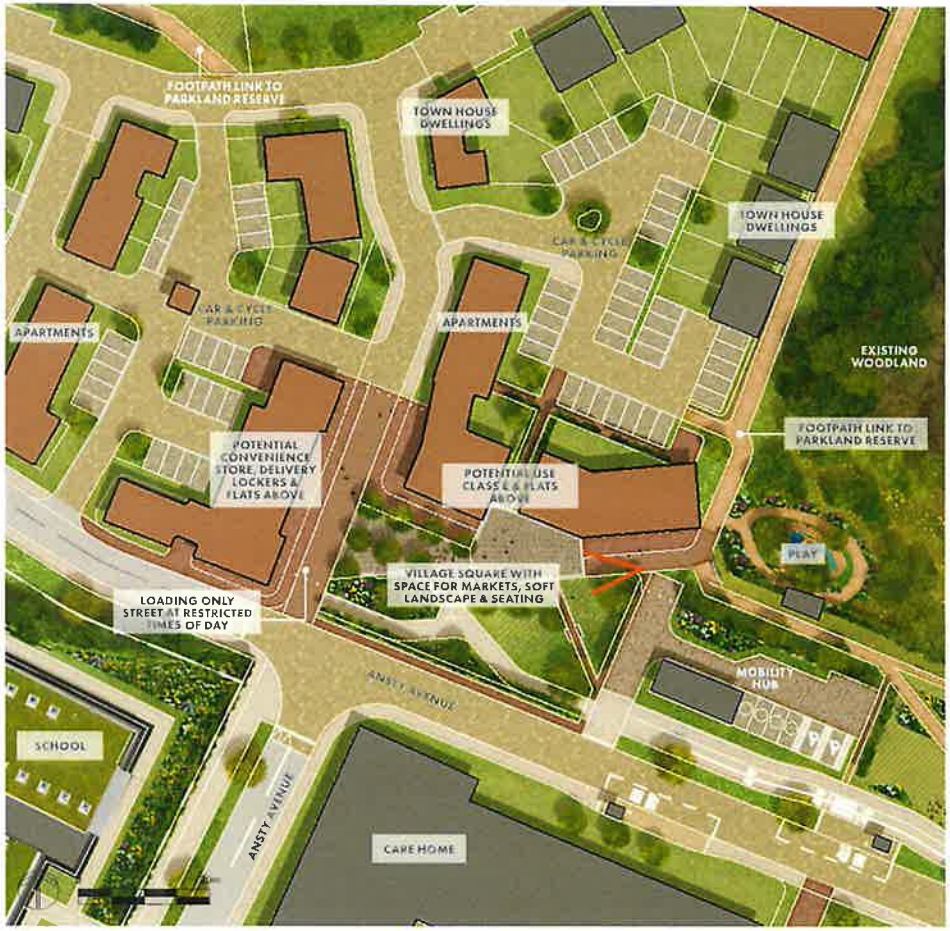
Car and cycle parking will be provided within the local centre at a policy compliant level. The local centre will also incorporate the mobility hub, described within the transport and movement section on page 82.

Building heights in the local centre are proposed to be up to three storeys, allowing residential accommodation to be provided above lower floor commercial uses. The density in the local centre will be up to 50 dph, which yields circa 53 dwellings.

ARTIST'S IMPRESSION OF LOCAL CENTRE

LOCAL CENTRE KEY PLAN

ARTIST'S IMPRESSION VIEWPOINT



DETAILED STUDY OF THE LOCAL CENTRE

SCHOOL

A site is provided for a new primary school and a special educational needs and disabilities (SEND) school. This will be delivered early in the programme to provide much needed space for the local authority. The site is proposed at the western edge of the new community, which provides a number of advantages:

- It is located on the route of the western Ansty Avenue loop, which includes a cycle route and footpaths, with safe and direct links to the existing public rights of way running through the site
- It is located less than 10 minutes walk from both existing residents in Ansty and new residents in AGC, as well as being in close proximity to the existing recreation ground, and is therefore highly accessible
- It provides a sensitive and open use in close proximity to the AONB on the rising north-facing slopes of the site, as well as retaining the open character of the PRoW along the southern edge of the school site. Playing fields are located on the higher ground, and buildings are located on the lower parts of the school site, to retain a vegetated skyline around the existing settlement of Ansty and the AONB
- It is in close proximity to the local centre and the retirement dwellings, both of which have synergies with primary school uses.

The site provides a 2.5 ha plot for a primary school of up to two-and-a-half-forms of entry plus nursery provision to be delivered. A further 2.0 ha plot is provided adjacent to the primary school for the delivery of a SEND school. The sites will accommodate the associated parking, pick-up / drop-off and playing fields for both facilities. The playing fields will be available for use by local sports teams, with access secured via Community Use Agreement based on Sports England's standard template.

We are keen to work with the local authority and the community in order to provide the best facility, and which is fit for purpose. This includes both the elements within the schools, as well as the materials used on the buildings. The CGI below illustrates the school in red brick materials, in keeping with typical materials of the local area. Alternatively, taking the potential visual sensitivities of the location, the design of the building could be in the style of a barn, clad in black timber, to reference agricultural buildings, typical of the character of the countryside surrounding Ansty. On the other hand, a different approach could be taken entirely, in providing an architecturally interesting building.

An indicative layout is provided below, illustrating how the schools could be laid out. We understand that the SEND may not come forward. In this eventuality, the land could be used for additional open space, playing pitches, or dwellings.

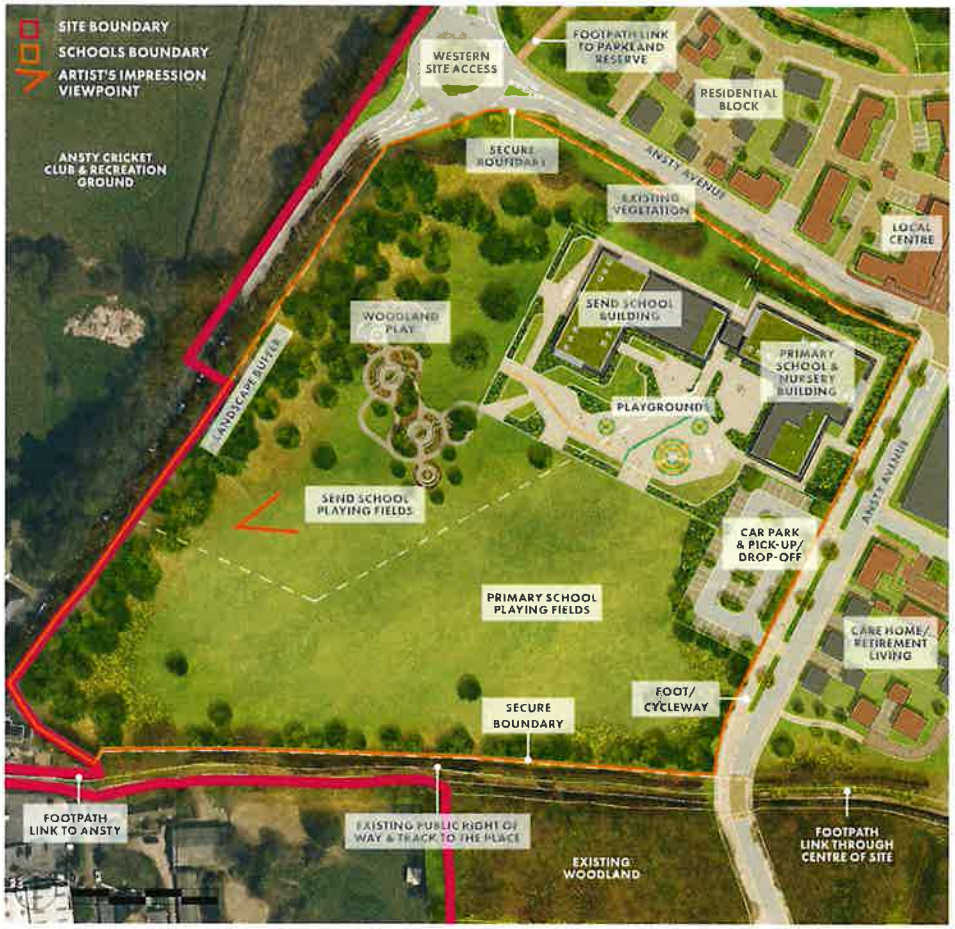
1 BOHUNT PRIMARY SCHOOL, HORSHAM, RED BRICK WITH AGRICULTURAL-STYLE STRUCTURE

2 THREE RIVERS ACADEMY, SURREY, ARCHITECTURALLY INTERESTING BUILDING

3 WOODGATE PRIMARY SCHOOL, PEASE POTTAGE, DESIGNED IN AN AGRICULTURAL STYLE WITH DARK TIMBER MATERIALS AND VARIED STOREY HEIGHTS

SCHOOL SITE KEY PLAN

ARTIST'S IMPRESSION OF THE SCHOOL



DETAILED STUDY OF THE SCHOOLS SITE

COMMUNITY HEART

The area surrounding the listed buildings within the heart of the community must be sensitively designed and respect the setting of the listed buildings at The Place. The land immediately north and west of The Place is designated as Ansty Common. This is described in more detail in the landscape chapter on pages 57-59. The land slopes downwards to the north, and the edge of the built form has been established to ensure that views are unrestricted between The Place and the spire at Holy Trinity Church, Cuckfield. Dwellings are placed no closer than 100 m from the northern edge of The Place's boundary.

To the west of The Place, low-rise retirement dwellings are proposed. The new buildings will be limited to 1.5 storeys along the eastern and southern edge of the retirement area to minimise their visual impact in long-distance views from the north, whilst also limiting any impact on the cluster of buildings around The Place. The existing vegetation along the western edge of these properties will be retained and enhanced with a 5-15 m buffer, to ensure no new streets or built form affect the RPAs of existing vegetation. The retirement dwellings will use locally characteristic materials, sourced locally where possible, and which reflect those used within this cluster of buildings and Ansty.

Open space will also wrap round to the eastern side of The Place, incorporating an area of existing woodland, and a new combined LEAP and NEAP nestled between the existing woodland and new planting to merge it into the landscape. Materials will be made from timber to further limit its impact on views and the sensitive setting of The Place. Again, built form is set at a lower level down the hill on this eastern side to maintain views out to the north-east above the new rooftops from The Place.

To the south of the Place, existing woodland provides a mature screen between the listed buildings and new residential development. The land falls away to the south, which means development will sit at a lower level than The Place, further reducing the impact. The existing track and PRoW to Mackerell Cottage is retained and will be surfaced in a locally characteristic material in order to maintain the character of the routeway, whilst providing a more durable surface for pedestrians and cyclists. New development will be set back by

1 TWO-STOREY DWELLINGS OVERLOOKING GREENSPACE, ROUSILLON PARK, WEST SUSSEX

2 SEATING OVERLOOKING A POND

3 1-1.5 STOREY RETIREMENT DWELLINGS, SET AROUND SHARED GARDENS

COMMUNITY HEART KEY PLAN

SITE BOUNDARY

ARTIST'S IMPRESSION VIEWPOINT

DETAILED STUDY OF THE COMMUNITY HEART

ARTIST'S IMPRESSION OF VIEW ACROSS ANSTY COMMON FROM THE NORTHERN BOUNDARY OF THE PLACE

HIGH-DENSITY BLOCK

Certain parts of the site are suitable for achieving higher densities, due to natural screening of mature woodland and tree belts, and the undulating topography of the site. This means that densities of up to 45 dph can be achieved, with building heights of up to 3 or 4 storeys.

This enables the site to maximise the use of land in line with the NPPF where it is suitable to do so, and deliver the much-needed housing. It also provides AGC with the critical mass able to support the new bus services and local centre uses. The adjacent plan illustrates that the majority of dwellings would be apartments, terraced or semi-detached, with mews parking or parking in front of dwellings. The northern block in the adjacent illustrative plan is 0.71 ha and includes 29 no. dwellings, providing a density of 40.8 dph.

1 HIGH-DENSITY TOWN HOUSES OVERLOOKING OPEN SPACE, ROUSILLON PARK, WEST SUSSEX

2 APARTMENT BLOCK PROVIDING SURVEILLANCE OVER BOTH MAIN STREET & SIDE STREET

3 THREE-STOREY SEMI-DETACHED DWELLINGS WITH NARROW FRONT GARDENS, OVERLOOKING THE STREET, STEYNING

ARTIST'S IMPRESSION OF HIGH DENSITY BLOCK

HIGH DENSITY KEY PLAN

ARTIST'S IMPRESSION VIEWPOINT

DETAILED STUDY OF A HIGH-DENSITY BLOCK

LOW-DENSITY BLOCK

Conversely, certain parts of the site are sensitive to existing views, adjacent to public open space or close to existing public rights of way are more appropriate to be developed at a much lower density, down to 30 dph in some locations.

The adjacent plan illustrates a low density block at the eastern edge of the site, adjacent to an existing public right of way. This incorporates a combination of detached and semi-detached dwellings, limited to two storeys, with parking between dwellings, some plots incorporating garages. The adjacent example block is 0.57 ha and includes 19 no. dwellings, providing a density of 33 dph.

1 **DETACHED DWELLINGS ALONG PRIVATE DRIVE, SET WITHIN LARGE PLOTS WITH GARDEN VEGETATION APPARENT FROM THE STREET, CUCKFIELD**

2 **LARGE DETACHED DWELLING WITH DEEP FRONT GARDEN & GARAGE**

3 **DETACHED DWELLINGS ALONG A PRIVATE DRIVE OVERLOOKING OPEN SPACE**

ARTIST'S IMPRESSION OF LOW DENSITY BLOCK

LOW DENSITY KEY PLAN

ARTIST'S IMPRESSION VIEWPOINT

DETAILED STUDY OF A LOW-DENSITY BLOCK

INCLUSIVENESS

The development will integrate the principles of inclusive design as set out in best practice guidance. The Disabled Persons Transport Advisory Committee defines inclusive environments as follows:

'Inclusive environments are those that can be used by everyone regardless of age, gender, ethnicity or disability. This makes them truly functional, efficient and sustainable. Inclusive environments recognise and accommodate differences in the way people use the built environment and provide solutions that enable all of us to participate in mainstream activities equally, independently, with choice and dignity.'

The development will integrate the principles of inclusive design in a number of ways:

- A mix of housing and tenure types will be provided to meet the needs of a wide spectrum of society
- Priority will be given to pedestrians, cyclists and public transport over the private car
- The development will ensure good access for all members of the community. The development will provide safe, direct and convenient access to public transport, public open space and local facilities via pedestrian, cycle and public transport routes, which comply with Government regulations on disabled access. The public realm will be designed to satisfy the Equality Act standards.

FLEXIBILITY

All elements of the masterplan will be future-proofed. This will be embedded from the start and should operate at the masterplan, block and building levels, in order to be truly adaptable. A responsive masterplan should provide clarity in what is prescribed and what is flexible. Adaptable blocks should allow for changes in layout depending on the requirements of the market and flexible buildings should provide the opportunity for users to modify and personalise their homes, including for home working, or nursery space as families grow. Flexibility is crucial for the masterplan to be sustainable, particularly in the context of climate change and the fact that the scheme will take several years to deliver.

SECURE BY DESIGN

One of the Government's key objectives for the planning of new housing is to secure high-quality, sustainable places where people will choose to live. To achieve this, much greater emphasis is placed on the quality of design and planning and. Designing for community safety is a central part of this. Secured by Design is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.

The reduction of crime and the fear of crime are key objectives of Secured by Design. Busy movement routes provide informal control by the community and a heightened sense of safety. In particular, clear and direct routes through an area for all forms of movement are desirable. These must not undermine a sense of ownership and responsibility inherent in well-designed neighbourhoods. Secured by Design seeks to promote self-policing, and to this end a sense of community should be promoted thorough an emphasis on key community focal areas in the plan.

The entire masterplan has been designed to meet the requirements of Secured by Design. The masterplan facilitates natural surveillance and careful design will create a sense of ownership and responsibility for every part of the scheme, deterring criminal or anti-social behaviour. Design features will include secure parking, adequate lighting of communal areas, ensuring streets and open spaces are overlooked, and landscape design that supports natural surveillance and safety. However, the rural edges and ecologically sensitive areas of the development should not be compromised through overly intrusive lighting or security measures. It is important that each phase of the development is relatively stand-alone for security reasons, as well as for design reasons.

SUSTAINABILITY

The Future Homes Standard is set to be implemented by 2025, aiming to revolutionise energy efficiency standards for new dwellings. With an ambition to reduce CO2 emissions by 75-80% compared to current levels, the Future Homes Standard stipulates that new homes should be 'zero carbon ready' with no further retrofit work necessary to become carbon neutral in line with the UK's 2050 net-zero target. A key aspect of the standard is a substantial improvement in the fabric performance of buildings to a level that aligns with Passivhaus targets, reducing heat demand and therefore the reliance on heating systems. Furthermore, it encourages the adoption of low-carbon heating systems, such as heat pumps, and represents a significant leap in sustainable residential design and a substantial commitment to the UK's broader climate goals. All dwellings will aim for an Energy Performance Certificate (EPC) Rating of "B", whilst non-residential buildings will aim for an EPC Rating of "A".

Full details of the sustainability strategy can be found in the Energy Statement written by Temple, which accompanies this application.

POST OCCUPANCY EVALUATION (POE)

A POE strategy will be developed to ensure the performance of the development is monitored and evaluated once it is occupied. This will assess a range of factors, including energy and water use, temperature and humidity, and feedback from residents. The POE will not only ensure that the sustainability targets are being met but also provide valuable insights for future developments. The Building Use Studies (BUS) methodology will be employed to ensure a systematic approach to the POE, capturing user feedback about their comfort and satisfaction with the building.

CIRCULAR ECONOMY

In line with the BS 8001:2017 framework for implementing the principles of the circular economy in organisations, building design will be prioritised to incorporate future adaptability and potential eventual deconstruction. Material selection will be prioritised and reviewed based on their ability to be recycled or reused, and the buildings will be designed for ease of disassembly, enabling materials to be recovered at the end of their life. This will reduce reliance on virgin materials and minimise waste going to landfill.

ENERGY

The Energy Strategy will be based around high levels of thermal performance and will adopt a fabric first approach. The objective of this approach is to aim for a space heat demand of between 15-25kWh/year/sqm, which necessitates an intensive focus on the building envelope's thermal properties and a reduction in thermal bridging. The approach is guided by current best practice documents from the London Energy Transformation Initiative (LETI). The LETI Climate Emergency Design Guide provides clear guidance on designing new dwellings for operational energy, comfortable internal environments, and minimising embodied carbon and according to LETI, new dwellings should be designed to operate using less than 35 kWh/sqm/year of total energy demand and less than 15 kWh/sqm/year of unregulated energy. In terms of passive design and sustainability, the following measures will be considered as the scheme evolves:

- Consider future climate scenarios in the design process
- Reduce overheating risk through passive design strategies
- Incorporate shading and solar control to reduce solar gains
- Targeting a reduction in embodied carbon, with an aim for less than 500 kgCO_2e/sqm for residential buildings.

To assist with this aim, the target U-Values in the adjacent table have been proposed.

In terms of heating and hot water provision, it is proposed that electricity is used as the fuel for the site to ensure the scheme is a NOx free development and that it will benefit from the continued decarbonisation of the National Grid in the short-medium term. For houses, Ultra-Quiet Air Source Heat Pumps or similar, such as Ecodan R32 Ultra Quiet PUZ Monobloc units (dependant on size and heat demand), will be used. For flats, depending on the size of the block, there are several different potential solutions that could be implemented to reduce carbon emissions including:

- An Air Source Heat Pump (ASHP) in a communal system with roof-mounted plant and buffer vessels
- Exhaust air heat pumps – these units suit flats with a very low heat demand and provide heating, hot water and ventilation in a single internal unit per dwelling
- Hot water heat pumps
- Traditional Electric Heating i.e. Electric Combi Boiler with enhanced U-Values to reduce heat demand below 15kWh/sqm.

A RANGE OF MEASURES WILL BE NEEDED TO REDUCE ENERGY USE & ENSURE HOMES & OTHER BUILDINGS ARE SUSTAINABLE

TARGET U-VALUES

ELEMENT	PART L1A LIMITING FABRIC PARAMETERS (2021)	PROPOSED U-VALUES (W/M2K)
WALLS		
EXTERNAL WALL (BRICK)	0.26 W/M²K	0.15 W/M²K
EXTERNAL WALL (CLADDING)	0.26 W/M²K	0.16 W/M²K
FLOORS		
GROUND FLOOR	0.18 W/M²K	0.1 W/M²K
ROOF		
FLAT ROOF	0.16 W/M²K	0.11 W/M²K
PITCHED ROOF	0.16 W/M²K	0.1 W/M²K
OPENINGS		
WINDOWS	1.6 W/M²K	0.9 W/M²K

Ventilation is a critical component of a healthy and energy-efficient building. For the flats, a mechanical ventilation with heat recovery (MVHR) system is proposed. These systems recover heat from exhaust air and use it to preheat incoming fresh air, thus reducing the energy needed to heat the building while also ensuring a fresh and healthy indoor environment. In contrast, the houses will have a natural ventilation strategy due to openable windows and the provision of cross-ventilation.

For non-residential uses, the following applies:

Schools

The Primary School and the SEND School will have a central energy centre on-site. It is envisaged that the schools will have a Heat Pump system or similar to provide the heating, hot water and cooling for the buildings, whereas hot water will either be supplied by a central system or an electric instantaneous system depending on demand and design. PV Panels will also be provided for the following reasons:

1. **Substantial energy savings**: A PV system can generate a significant amount of electricity, estimated at around 1,000 kWh annually per kWp (based on average UK solar irradiance). This can offset a portion of the schools' energy consumption, leading to substantial savings on energy bills and allowing more funds to be allocated towards educational resources and other essential expenses
2. **Clean and renewable energy**: By installing a PV system, the school actively contributes to the UK's renewable energy targets and reduces its carbon footprint, helping to combat climate change and aligning with the UK's commitment to reach net-zero emissions by 2050
3. **Enhanced learning experience**: Integrating a PV system into the school's infrastructure can provide numerous educational opportunities for students. This will include learning about the science behind solar energy, practical applications of photovoltaic systems, and the importance of renewable energy in the context of climate change
4. **Financial incentives and revenue generation**: By installing a PV system, the school can take advantage of government incentives such as the Smart Export Guarantee (SEG). Under the SEG, the school could potentially earn money by exporting surplus solar energy generated back to the grid.

Care Home

The care home will potentially utilise a ground source heat pump with potential for electric back-up boilers and a large buffer vessel for the high domestic hot water demand. This will be supplemented with a solar thermal and/or Solar PV to further reduce the running costs for the tenants and assist with the net-zero aspirations of the development.

SUSTAINABLE TRANSPORT

The proposals will seek to ensure that the impact of existing transportation methods is minimised, whilst providing the necessary opportunities for new, cleaner technology to be supported. The impact on air quality should be minimised by enabling a more rapid shift to the use of zero emission vehicles. All dwellings should contain one active electric vehicle charging space, with any additional spaces passive, with easy retrofit of charging points if needed in the future. Visitor spaces within the development could also be filled with charging points.

WATER EFFICIENCY

Water efficiency becomes increasingly important in a changing climate with diminishing water resources. We consume a vast amount of potable water in non-potable situations, including flushing the toilet, washing the car and irrigating our gardens. Only a small proportion of our potable mains water is used for drinking, cooking and personal washing.

The national average for water consumption is around 158 litres/person/day (l/p/d). In order to reduce this figure – to a target of 110l/p/d in line with the enhanced standards of Part G of the Building Regulations - the management of water in the proposed development should follow the principles of the water hierarchy. Driving down water use through reductions in demand through fixtures and fittings, and increasing efficiency of residual water use by specification of technology and appliances should underpin the approach.

The use of rainwater harvesting for irrigation purposes, also enabling the landscape design to thrive with only minimal recourse to the mains at times of drought, should also be an important part of the design and construction. Ensuring sufficient water for the landscape, and in particular street trees, should be a key aspect of detailed landscape and drainage design.

The proposed scheme will be compliant with the Optional Standard for Part G2 of the Building Regulations for residential dwellings to have potable water consumption reduced to 105 litres per person per day. This will be achieved through efficient water fittings and via flow restrictors and low-water consuming white goods.

WASTE

Sustainable behaviour will be encouraged and recycling and composting facilities will be provided. Internal and any external storage spaces will be designed to work with local recycling and organic waste collection services.

Construction waste will be monitored through a Site Waste Management Plan. An aspirational target has been set which aims to divert at least half of construction waste from landfill.

CLIMATE ADAPTATION

Changes to the climate are already being encountered, and the ongoing and worsening impacts need to be anticipated within new developments so that the design is fully climate adapted. This may include specific measures for buildings themselves at later stages of detailed design, but also in relation to the external environment and layout, which can begin to be addressed through the masterplan.

The COP 26 Goals provide a useful guide to structure how AGC could tackle climate change. These are:

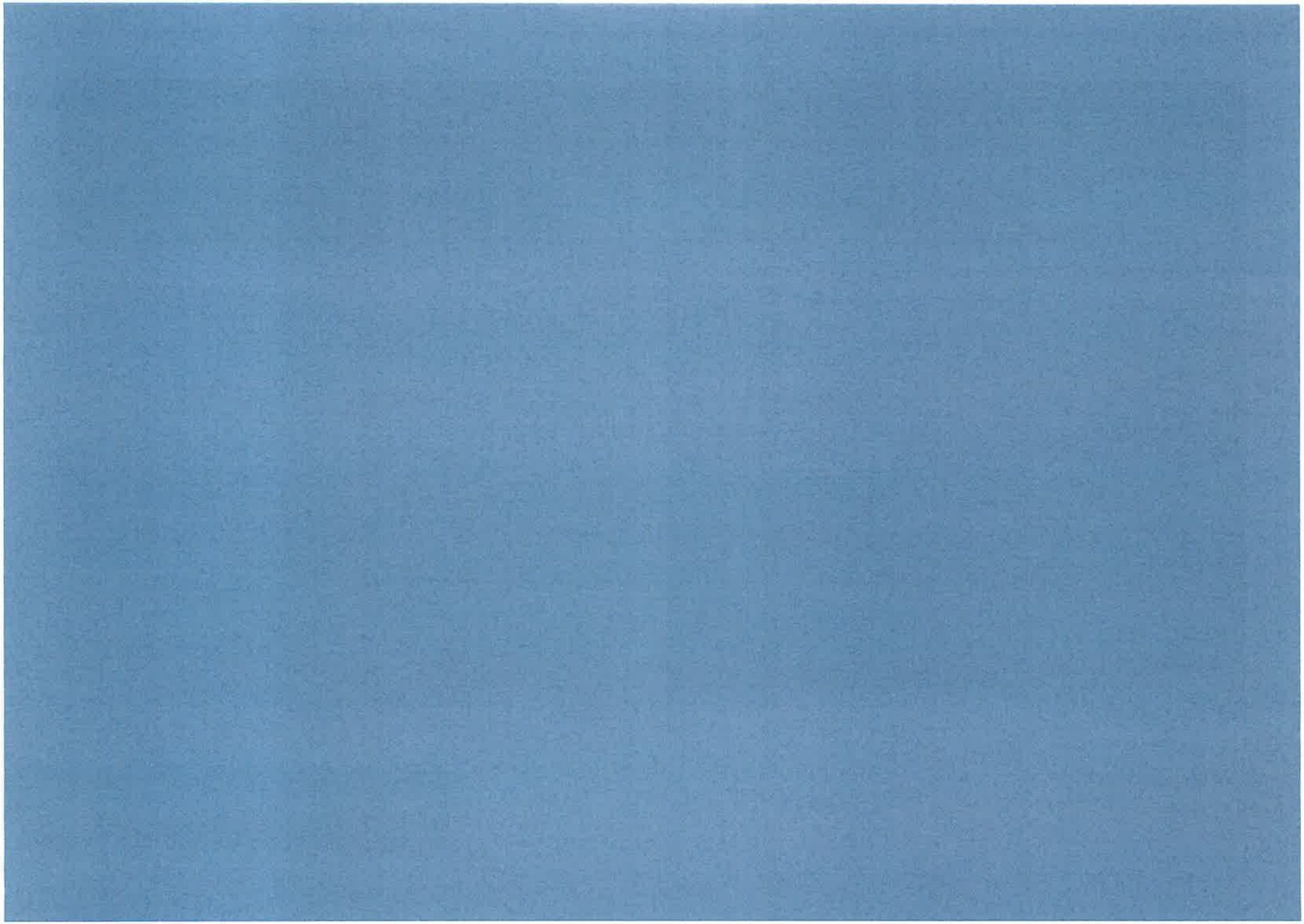
1. **Mitigation** - Secure global net zero by mid-century and keep 1.5 degrees within reach, which could involve:
   - Accelerating the phase-out of coal
   - Limiting the number of trees cut down, and replace if necessary for the development
   - Encouraging the switch to electric vehicles
   - Encouraging the take up of renewables.
2. **Adaptation** - Adapt to protect communities and natural habitats, involving:
   - Protecting and restoring ecosystems
   - Building resilient infrastructure to avoid loss of homes, livelihood and even lives through severe weather.
3. **Collaboration** - Work together to deliver a community, which could involve encouraging the new residents to lead more sustainable lifestyles through opportunities to deliver the above two points, including:
   - The provision of electric vehicles charging points
   - The provision of a comprehensive recycling and food waste collection
   - Moving to electric-led heating rather than gas
   - Offering high level sustainability as part of the development of homes, including the use of photovoltaics on roofs and Passivhaus design
   - As a general rule for AGC, buildings should be designed to address overheating risk through specification, layout and design, and also manage excess run-off. In the future, when cooling may be required, this development should be able to deliver it at low financial, and zero environmental, cost.

Landscape and planting play an important role in microclimate cooling, managing storm flows, enhancing ecological benefits as well as providing potential food sources. The implementation of sustainable drainage measures, as discussed on page 91, will have a multi-functional impact and help manage the additional storm flows, whilst enabling sustainable management of water for irrigation and the landscape.

PART C

SUMMARY & CONCLUSION

C1: HEALTHY PLACEMAKING
C2: INDICATIVE PHASING & DELIVERY
C3: SUMMARY OF BENEFITS



C1 HEALTHY PLACEMAKING

PRINCIPLES FOR A HEALTHY PLACE

Public health and social care are an increasingly important matter on the agendas of local, national and international policy makers, particularly following the world's re-emergence from the COVID-19 pandemic, and how this altered our priorities for the way we live, work and play, and greater awareness as to the need to build greater community resilience and adaptation. This comes in parallel with an increasing realisation that the way neighbourhoods of all sizes are planned and connected has a major part to play in preventing, alleviating and even treating a wide range of avoidable health problems and almost all of our current and looming physical, mental and social health challenges.

Public health was defined by Chief Medical Officer, Donald Acheson in 1988 as, *"The art and science of preventing disease, prolonging life and promoting health through the organised efforts of society."* Planning and development have a major role to play in enabling these principles, indeed, the definition could equally be applied to planning itself.

Built form, open space, movement and parking strategies all need to be balanced to create sustainable, liveable, healthy environments. Research shows that well-designed places that encourage regular exercise in daily life reduce our susceptibility to / risk of a wide range of diseases, including heart problems (up to 35%), type 2 diabetes (up to 40%), colon and breast cancers (up to 30% and 20% respectively) and hip fractures (up to 68%). Such environments could further prevent, reduce and delay dementia and depression (up to 30%), whilst positive soundscapes and good air quality can reduce risk and improve respiratory and cardiovascular health ('Physical activity: applying All Our Health', Public Health England, 2022).

Better health improves life quality and reduces time lost at work, as well as alleviating pressures on GPs and the NHS. Reduced traffic congestion saves time and avoids boredom, tiredness, frustration and road rage. Good placemaking produces convenient and harmonious environments that overcome many of these negative impacts and create healthier, wealthier societies, preventing more disease than the NHS can ever treat, and extends quality of life overall.

AGC benefits from its location, proximity to nature and existing PRoWs, as well as its scale, enabling the provision of a critical mass to support a range of public services, amenities and facilities, all of which provide a strong foundation for applying principles of health and wellbeing, and embedding them in every aspect of the design. This document demonstrates that AGC will be a happy place with a healthy community, enabled by a masterplan with principles of health and wellbeing at the forefront of design decisions across the scheme. The adjacent table summarises these principles and their health outcomes, with reference taken from 'Spatial Planning for Health' (Public Health England, 2017).

Given the multidisciplinary nature of health, there is extensive overlap between, and mutual enhancement of, these principles. The plan on page 103 indicates where in the scheme these principles can be delivered, coming together to offer a wide range of benefits for the community and the environment of AGC. The benefits go beyond this community, they afford benefits to the local authority in terms of removed, reduced and delayed adult social care and children's service demand, and equally reduce demand and enhance service provision for front line health care services.

DESIGN FEATURE	HEALTH OUTCOME
OPEN SPACE & LANDSCAPE	
PROTECTION AND ENHANCEMENT OF EXISTING LANDSCAPE FEATURES, TREES, WOODLANDS, AND THE DELIVERY OF A GREEN INFRASTRUCTURE STRATEGY IMPLEMENTING PUBLIC OPEN SPACE ACROSS THE SCHEME, IN CLOSE PROXIMITY TO ALL EXISTING AND NEW RESIDENTS	ACCESSIBILITY TO, AND ENGAGEMENT WITH, THE NATURAL ENVIRONMENT FOR RESIDENTS AND VISITORS OF ALL AGES AND ABILITIES, ENCOURAGING AND MAINTAINING PHYSICAL ACTIVITY AND RELAXATION, PROVIDING A GREEN OUTLOOK FOR DWELLINGS, IMPROVING PHYSICAL AND MENTAL HEALTH. QUIET AND SENSORY SPACES DISPERSED THROUGH THE SCHEME SUPPORT NEURODIVERSITY AND INCLUSIVITY, WHILE POCKETS OF TRANQUILLITY AND REGENERATIVE SPACE ARE KEY TO MENTAL HEALTH AND WELLBEING
A RANGE OF MULTI-FUNCTIONAL GREEN AND OPEN SPACES (INCLUDING PLAY) THROUGHOUT THE MASTERPLAN, FROM PRIVATE GARDENS TO GREEN CORRIDORS AND ANSTY COMMON	ENSURES A WIDE VARIETY OF SPACES AND ACTIVITIES ARE AVAILABLE FOR NEW AND EXISTING RESIDENTS, ENCOURAGING HEALTHY/ACTIVE LIFESTYLES FOR ALL. PLAY STRATEGY TO ENCOURAGE CHILD DEVELOPMENT AND REDUCE RISK OF OBESITY AMONG ADOLESCENTS. THE PROVISION OF ATTRACTIVE PARKS INCREASES USAGE. PARTICIPATION IN PHYSICAL ACTIVITY IN A NATURAL SETTING IS ASSOCIATED WITH GREATER IMPROVED MENTAL HEALTH OUTCOMES WHEN COMPARED TO PARTICIPATION IN PHYSICAL ACTIVITY IN AN INDOOR SETTING. CAREFUL DESIGN AND PROVISION OF INCLUSIVE PLAY FACILITIES FOSTERS INCLUSIVE COMMUNITIES AND SUPPORTS HEALTHY DEVELOPMENT WITH LIFE LONG BENEFITS FOR ALL
SENSORY LANDSCAPES USING PLANTING PALETTES FOCUSED AROUND SIGHT, SMELL AND TOUCH, WITH DIFFERING SPACES TO PROVIDE A SERIES OF STIMULATING AND CALM, QUIET ENVIRONMENTS THROUGHOUT THE SCHEME	AIDS COMMUNITY NEURODIVERSITY, WITH AREAS DESIGNED TO HELP MANAGE ENVIRONMENTAL OVERLOAD, BALANCED WITH AREAS THAT OFFER SENSORY STIMULATION AND INCLUSIVE ACTIVE AND NATURAL PLAY TO BURN OFF EMOTIONAL ENERGY AND STRESS, AND SUPPORT FAMILY AND CARERS
COMMUNITY GROWING SPACES AND EDIBLE STREETS	ENCOURAGES ADULTS AND CHILDREN TO INTERACT WITH NATURE, LEARN ABOUT GROWING FOOD, AND POTENTIALLY TO START GROWING FOOD THEMSELVES, LEADING TO IMPROVED ATTITUDES TOWARDS HEALTHY EATING AND HEALTHIER FOOD PURCHASING BEHAVIOUR. ALSO LEADS TO INCREASED OPPORTUNITIES FOR SOCIAL CONNECTIVITY
STREET TREES AND EXTENSIVE NEW TREE PLANTING WITHIN PUBLIC OPEN SPACES	PROVIDES SHADE FROM THE SUN AND SHELTER FROM THE WIND FOR PEDESTRIANS AND CYCLISTS, IMPORTANT IN MITIGATING IMPACTS OF CLIMATE CHANGE AND BUILDING COMMUNITY RESILIENCE
CLIMATE RESILIENCE IN THE LANDSCAPE IN THE USE OF APPROPRIATE SPECIES, ADAPTABLE FOR THE CHANGING CLIMATE	ENSURING THE LANDSCAPE REMAINS ACCESSIBLE AND A POSITIVE ASSET TO RESIDENTS AND VISITORS AS THE CLIMATE CHANGES
STEWARDSHIP - LONG-TERM PLAN WITH COMMUNITY INVOLVEMENT WHERE POSSIBLE	HELPS FOSTER COMMUNITY BELONGING AND FEELING OF OWNERSHIP OVER THEIR HOME, ENGENDERING A SENSE OF PLACE AND WELLBEING

CYCLE ROUTE THROUGH ATTRACTIVE LANDSCAPE

EDIBLE STREETS

SENSORY PLANTING

OUTDOOR FITNESS

RETENTION & ENHANCEMENT OF EXISTING LANDSCAPE

DESIGN FEATURE	HEALTH OUTCOME
PHYSICAL HEALTH	
PROVISION OF GP FACILITY AND CO-LOCATION OF ALLIED HEALTHCARE, TO FORM A HEALTH HUB, WITH POTENTIAL FOR ADDITIONAL TREATMENT AND HEALTH PROMOTION SERVICES, SUCH AS: PHYSIOTHERAPY, ANTENATAL, MIDWIFERY, NCT, ADULT SOCIAL CARE AND SOCIAL PRESCRIBING, WITHIN THE LOCAL CENTRE	LOCAL HEALTHCARE PROVISION WITHIN WALKING DISTANCE OF ALL NEW AND EXISTING HOMES IN ANSTY, AS WELL AS PROVIDING A SERVICE WHICH IS MISSING IN THE WIDER LOCAL AREA. PROVIDES GREATER CAPACITY AS WELL AS ENHANCED SERVICE PROVISION AND TRAINING SPACE, IMPORTANT TO ENTICING AND RETAINING HEALTH AND SOCIAL CARE STAFF
GYM PROVISION WITHIN THE LOCAL CENTRE	MULTIFUNCTIONAL AND ADAPTABLE SPACE WITH OPPORTUNITIES FOR A WIDE RANGE OF EXERCISE CLASSES FOR ALL AGE DEMOGRAPHICS
NEW SPORTS FACILITIES (HOCKEY, TENNIS AND PADEL) SUPPLEMENTING EXISTING FACILITIES IN THE AREA (RUGBY, FOOTBALL AND CRICKET)	SIGNIFICANT OPPORTUNITIES FOR AN INTEGRATED SPORTS OFFERING WITHIN THE AREA, CATERING FOR NEW AND EXISTING RESIDENTS. LINKED TO A NEW PRIMARY AND SEND SCHOOL, SUPPORTING FUTURE ATHLETIC SUCCESS WITH LIFE LONG BENEFITS.
ATTRACTIVE STRATEGIC AND CIRCULAR ROUTES FOR WALKING, RUNNING AND CYCLING. STRATEGIC TRIM TRAILS AND PARK RUN EVENTS, WITH ROUTES WIDE ENOUGH TO ACCOMMODATE TWO PEOPLE NEXT TO EACH OTHER, AS WELL AS BUGGIES AND WHEELCHAIRS. APPROPRIATE SURFACE MATERIALS FOR EASE AND COMFORT OF USE, AS WELL AS BEING APPROPRIATELY LIT FOR EVENING AND WINTER USE	PROVIDES ACCESS TO EXERCISE AWAY FROM FORMAL, ORGANISED SPORTS, FOR ALL AGES AND ABILITIES, WITH ROUTES CONTAINING RECREATION AND SOCIAL INTERACTION FEATURES. CONVENIENT TO DWELLINGS AND JOINTLY DESIGNED TO INCREASE PHYSICAL ACTIVITY AS A MODE OF TRAVEL. WIDER PATHS ENCOURAGE SOCIAL PARTICIPATION, WHERE INDIVIDUALS ARE MORE LIKELY TO EXERCISE MORE FREQUENTLY, FOR LONGER AND WITH WIDER MENTAL AND SOCIAL HEALTH BENEFITS, WHILE IMPROVING FOOTFALL, PASSIVE SURVEILLANCE AND ADDRESSING WIDER BARRIERS THAT CAN LIMIT UPTAKE
CHILDREN'S PLAY IN CLOSE PROXIMITY TO ALL HOMES	OFFERS PHYSICAL ACTIVITY AWAY FROM SPORT, CATERING FOR DIFFERENT AGES AND ABILITIES TO ENSURE INCLUSIVITY, IMPROVING MENTAL AS WELL AS PHYSICAL HEALTH OF BOTH CHILDREN AND THEIR PARENTS
RETIREMENT LIVING AND CARE PROVISION	DWELLINGS CATERING SPECIFICALLY TO THE OLDER GENERATION REDUCE INJURY AT HOME, ENABLING RESIDENTS TO BE HEALTHY AND INDEPENDENT FOR LONGER, AND REMAIN WITHIN AN ACTIVE, SUPPORTIVE AND STIMULATING ENVIRONMENT
MENTAL HEATH & WELLBEING	
LOCATING THE RETIREMENT ACCOMMODATION ADJACENT TO THE LOCAL CENTRE	PROVISION OF HOMES THAT FACILITATE HEALTHY, STIMULATING AND ACTIVE INDEPENDENT LIVING FOR LONGER, AND PREVENT, REDUCE AND DELAY THE NEED FOR ADULT SOCIAL CARE OR CLINICAL INTERVENTION. THIS HELPS MAINTAIN LINKS TO SOCIAL NETWORKS AND LOCAL ENVIRONMENTS, IMPORTANT TO MAINTAINING GOOD HEALTH AND WELLBEING, WHILE DECREASING LONELINESS AND DEPRESSION
INTER-GENERATIONAL CONNECTION BETWEEN SCHOOLS AND RETIREMENT LIVING AND CARE FACILITY	PROVEN IMPROVEMENTS IN MENTAL HEALTH AND WELLBEING OF BOTH THE OLDER AND YOUNGER GENERATIONS, WHILE ENHANCING INCLUSIVITY, SOCIAL COHESION AND RESILIENCE
A COMPACT NEIGHBOURHOOD, WHERE RESIDENTS HAVE EASY ACCESS TO A RANGE OF FACILITIES AND AMENITIES WITHIN WALKING DISTANCE OF HOMES	ENCOURAGES PHYSICAL ACTIVITY FOR ALL, AS WELL AS SOCIAL PARTICIPATION AMONG ADULTS, CREATING OPPORTUNITIES FOR CHANCE MEETINGS WITH NEIGHBOURS OR MAKING NEW FRIENDS THROUGH SIMILAR PATTERNS OF ROUTINES, ALL BOOSTING SOCIAL CONNECTIVITY, MENTAL WELLBEING AND RESILIENCE
SPACES FOR THE COMMUNITY TO GATHER, AS WELL AS FRONT GARDENS FOR NEIGHBOURLY INTERACTION	ENGENDERS WIDER SOCIAL INTERACTION BETWEEN RESIDENTS OF ALL AGES, BOTH FORMAL AND INFORMAL
SHARED WORK SPACES WITHIN THE LOCAL CENTRE	REDUCES TRANSPORT NEED, ACCOMMODATES NEW WAYS OF WORKING & FOSTERS VIBRANCY, WHILE REDUCING ASSOCIATED COSTS AND COMBATING THE FEELING OF ISOLATION
COMMUNITY EVENTS, SUCH AS REGULAR LOCAL MARKETS, FÊTES AND SEASONAL EVENTS (BONFIRE NIGHT, MAY DAY, BANK HOLIDAY CELEBRATIONS ETC)	STRATEGIC ADAPTABLE COMMUNITY SPACES WITH ASSOCIATED UTILITY POINTS, TO OFFER THE OPPORTUNITY FOR COMMUNITY EVENTS AND SEASONAL CELEBRATIONS, SHARED WITH AND LINKED TO NEIGHBOURING COMMUNITIES, WITH WIDER BENEFITS AND IMPROVED SOCIAL CONNECTIVITY
SEND SCHOOL WITH POTENTIAL FOR A SEND LIBRARY AND OTHER ASSOCIATED SERVICES, GUIDANCE AND SUPPORT	THE DEDICATED SEND SCHOOL IS AN ASSET TO THE REGION, WHERE THERE IS A SIGNIFICANT SHORTFALL IN THE PROVISION OF WHICH COMPOUNDS THE PHYSICAL, MENTAL AND ECONOMIC CHALLENGES FAMILIES FACE IN ADDRESSING SPECIAL EDUCATIONAL NEEDS. THE POTENTIAL INCLUSION OF A SEND LIBRARY, LINKED TO WIDER GUIDANCE AND SUPPORT THAT COULD BE OFFERED THROUGH THE HEALTH HUB, COMBINED WITH NEURODIVERSITY FRIENDLY DESIGN AND PLAY FEATURES PRESENT A UNIQUE OPPORTUNITY THAT WILL BENEFIT THE HEALTH, WELLBEING AND DEVELOPMENT OF CHILDREN WITH SPECIAL EDUCATIONAL NEEDS AND DISABILITIES, AND IMPORTANTLY, AID IN SUPPORTING THEIR CARERS AND FAMILIES WHILE IMPROVING AWARENESS, EMPATHY AND INCLUSIVITY

1 HOCKEY GAME

2 ACTIVE LANDSCAPE ENCOURAGING MOVEMENT

3 LOCAL PICNIC BETWEEN RESIDENTS

4 COMMUNITY FETE

5 YOGA CLASS

6 INTER-GENERATIONAL CONNECTION

7 SEND SCHOOL PUPIL ENJOYING PAINTS

8 SHARED WORK SPACE

DESIGN FEATURE	HEALTH OUTCOME
AGE AND DEMENTIA FRIENDLY DESIGN, THOUGH SPECIFICALLY DESIGNED WAYFINDING AND SIGNPOSTING USING COLOURS, SHAPES AND ANIMALS, EASILY MEMORABLE COMPARED TO NAMES OR COMPLICATED MAPS	ENABLES THE ELDERLY AND THOSE WITH DEMENTIA TO NAVIGATE THROUGH THE SCHEME, ENCOURAGING THEM TO BETTER MAINTAIN THEIR PHYSICAL ACTIVITY AND RETAIN SOCIAL NETWORKS AND MENTAL STIMULATION. THIS ALONE CAN HELP REDUCE DEMENTIA PREVALENCE BY 30%, AND ENABLE PEOPLE TO LIVE INDEPENDENTLY. WAYFINDING AND PLACEMAKING GEARED TO AGE AND DEMENTIA-FRIENDLY DESIGN IS CONVERSELY BENEFICIAL TO CHILDREN, WHERE VISUAL MARKERS AND PROMINENT FEATURES HOLD GREATER INFLUENCE IN THEIR SPATIAL AWARENESS DEVELOPMENT. THE VALUE OF THIS IS THEREFORE INTER-GENERATIONAL AND HELPS CAREERS ON ALL FRONTS
TRANSPORT	
SUSTAINABLE TRANSPORT AND MOVEMENT PRIORITISED OVER THE USE OF MOTOR VEHICLES, AIDED BY MOBILITY HUB AND MINI-MOBILITY HUBS, AND THE PROVISION OF ATTRACTIVE, CONVENIENT AND DIRECT WALKING AND CYCLING ROUTES	THE URBAN DESIGN AND PUBLIC REALM ENCOURAGES PHYSICAL ACTIVITY AS THE PRIMARY FORM OF TRANSPORT WITHIN THE COMMUNITY AND LINKS TO WIDER TRANSPORT MODES, LENDING TO IMPROVED PHYSICAL AND MENTAL HEALTH, IMPROVED URBAN ENVIRONMENTS AND SAFER STREETS FOR ALL. REDUCED POLLUTION FROM MOTOR VEHICLES AND REDUCED NOISE FROM TRAFFIC FORM ADDITIONAL BENEFITS
PROVISION OF ELECTRIC VEHICLE CHARGING POINTS AT THE MOBILITY HUB, LOCAL CENTRE, SCHOOL AND SPORTS HUB CAR PARKS, AND WITHIN ALL DWELLINGS	ENCOURAGES THE UPTAKE OF ELECTRIC VEHICLES WITHIN THE POPULATION, AS WELL AS ENABLING VISITORS TO COME USING THEIR ELECTRIC CARS AND CHARGE WHEN THEY PARK, FURTHER IMPROVING AIR QUALITY
PROVISION OF EMERGENCY VEHICLE AND MOBILE UNIT CHARGING	A SERVICE CURRENTLY LACKING IN THE AREA, ENABLING CHARGING OF EMERGENCY VEHICLES AND MOBILE UNITS CLOSE TO BOTH RESIDENTIAL AND NON-RESIDENTIAL USES WITHIN THE DEVELOPMENT, ENABLING EMERGENCY SERVICES TO IMPROVE AND EXTEND RESPONSE RANGE AND TIMES. SUPPORT THEIR TRANSITION TO NET CARBON ZERO, WHILE FURTHER COMPLEMENTING COMMUNITY PERCEPTIONS OF SAFETY AND SECURITY
SAFE, ATTRACTIVE WALKING AND CYCLING ROUTES BOTH WITHIN THE SITE AND CONNECTING TO EXISTING AND IMPROVED ROUTES OUTSIDE OF THE SITE, E.G. TO ANSTY, CUCKFIELD AND HAYWARDS HEATH	ENCOURAGES PHYSICAL ACTIVITY NOT JUST FOR LEISURE AND EXERCISE, BUT ALSO TO BUILD INTO THE DAILY COMMUTE OR CARRY OUT DAILY TASKS WITHIN ACG AND AROUND THE LOCAL AREA
BUILT FORM	
PROVISION OF NEW HOUSING	HOMES ARE MORE THAN A ROOF OVER YOUR HEAD, THE AVAILABILITY, AFFORDABILITY, SUITABILITY AND ENERGY EFFICIENCY OF A HOME DEFINES HOW YOU LIVE, WHERE YOU LIVE, THE SOCIAL CONNECTIONS AND SUPPORT YOU CAN DRAW UPON, BUT ALSO THE SUPPORT YOU CAN GIVE TO OTHER FAMILY MEMBERS AND FRIENDS. IT IS THEN FURTHER LINKED TO TRIPS AND SLIPS AND HOSPITALISATIONS, THROUGH TO COMPOUNDING EXISTING BURDENS OF POOR HEALTH AND IS LINKED TO ADULT SOCIAL CARE, CHILDREN'S SERVICES AND HEALTH CARE DEMAND. HEALTH AND HOMES ARE, THEREFORE, INTRICATELY LINKED
ACCOMMODATION OF TECHNOLOGICAL ADVANCEMENTS TO ENABLE CHANGE IN WAYS OF LIVING/WORKING - ADAPTABLE AND RESILIENT DESIGN	THE WAY WE LIVE CONSTANTLY EVOLVES, BE THAT WORKING FROM HOME OR ACCOMMODATING A GROWING FAMILY, IT IS THEREFORE IMPORTANT THAT RESIDENTS ARE ABLE TO ADAPT THEIR HOME RATHER THAN HAVE TO MOVE
INTER-GENERATIONAL HOMES	SIMILAR TO ABOVE, WHERE FAMILIES ARE ABLE TO LIVE TOGETHER IN A SINGLE HOME
SUSTAINABILITY IN BUILT FORM	INCORPORATING SUSTAINABLE CONSTRUCTION METHODS ENSURES RESIDENTS ARE ABLE TO LIVE MORE ECONOMICALLY AND BUILDINGS WILL LAST LONGER
RESPONDING TO CLIMATE CHANGE	HEATING AND COOLING IN HOMES ENABLES RESIDENTS TO LIVE MORE COMFORTABLY IN AN INCREASINGLY EXTREME WEATHER ENVIRONMENT BETWEEN SUMMER AND WINTER MONTHS, REDUCING SEASONAL DEATHS. BETTER VENTILATION ALSO LEADS TO IMPROVEMENTS IN RESPIRATORY SYSTEMS AND LUNG CANCER
PROVISION OF AFFORDABLE AND DIVERSE HOUSING	THE PROVISION OF MIXED LAND USE AND AFFORDABLE/MARKET HOUSING IS STRONGLY ASSOCIATED WITH IMPROVED SAFETY PERCEPTIONS IN THE NEIGHBOURHOOD, PARTICULARLY AMONG INDIVIDUALS FROM LOW-INCOME GROUPS
THE POTENTIAL FOR CHILDREN'S HOMES, AFFORDABLE HOMES FOR VULNERABLE GROUPS AND THOSE WITH CHRONIC MEDICAL CONDITIONS	CAN LEAD TO IMPROVEMENTS IN SOCIAL AND BEHAVIOURAL OUTCOMES, INCREASE ENGAGEMENT WITH HEALTHCARE SERVICES, WHICH ALL LEAD TO IMPROVED HEALTH-RELATED OUTCOMES

1 DEMENTIA FRIENDLY WAYFINDING
2 COMMUTE ON AN ELECTRIC SCOOTER
3 ELECTRIC VEHICLE CAR CHARGING
4 INTER-GENERATIONAL HOUSING
5 CHILDREN'S HOME STAFF IN WEST SUSSEX


BEECHY BOTTOM RESERVE OFFERS OPPORTUNITIES TO BASK IN NATURE AS WELL AS A DIRECT LINK TO THE EXTENSIVE SPORTS PROVISION AT HAYWARDS HEATH RUGBY FOOTBALL CLUB & WHITEMANS GREEN RECREATION GROUND
APPROPRIATE BUFFERS PROVIDED FROM NOISE SOURCES TO ENSURE PEACEFUL AMENITY SPACE WITHIN HOMES & GARDENS
FORMAL CHILDREN'S PLAY LOCATED THROUGHOUT THE SITE IN CLOSE PROXIMITY TO ALL HOMES
SAFE, ATTRACTIVE & WELL-LIT WALKING & CYCLING ROUTES TO THE PRIMARY & SEND SCHOOLS WITHIN THE SITE, AS WELL AS TO WARDEN PARK ACADEMY SECONDARY SCHOOL
A272
PARK RUN/LEISURE ROUTES OFFERING CIRCULAR ROUTES FOR WALKING & CYCLING
PLANTING DESIGNED TO BE CLIMATE RESILIENT, AS WELL AS OFFER CARBON SEQUESTRATION AND PROVIDE SENSORY DELIGHT TO RESIDENTS IN SIGHT, SMELL & SOUND
SPORTS FACILITIES & COMMUNITY HUB IN PAVILION
MOBILITY HUB ENCOURAGES THE USE OF SUSTAINABLE MODES OF TRAVEL, INCLUDING BUS, CYCLE & CAR CLUB FACILITIES
OPEN SPACES OF DIFFERENT SHAPES & SIZES OFFERING COMFORTABLE SPACES TO DIFFERENT COHORTS OF SOCIETY, INCLUDING WOMEN & GIRLS
LOCAL CENTRE TO INCLUDE ALLIED HEALTHCARE SERVICES, GYM/YOGA STUDIO, SHARED WORKSPACES & A SPACE TO GATHER
A272
SOCIAL INTERACTION ENCOURAGED BETWEEN NEIGHBOURS IN FRONT GARDENS, SHARED SURFACE STREETS & PRIVATE DRIVES, OFFERING THE OPPORTUNITY FOR CASUAL CONVERSATION, PASSIVE SURVEILLANCE OVER EACH OTHER'S WELLBEING & INFORMAL CHILDREN'S PLAY
SPECIAL EDUCATIONAL NEEDS AND DISABILITIES SCHOOL
CO-LOCATION OF SCHOOL, CARE HOME & RETIREMENT LIVING, FOSTERING MULTI-GENERATIONAL INTERACTION & SUPPORT
MULTI-FUNCTIONAL PUBLIC OPEN SPACE FOR RECREATION, COMMUNITY GATHERING & EVENTS
THE PLACE
DIRECT FOOT & CYCLE LINK TO ANSTY CRICKET CLUB
COPYHOLD LANE
SAFE & ATTRACTIVE WALKING & CYCLING COMMUTING ROUTES
ANSTY
SUSTAINABILITY IN HOMES THROUGH CONSTRUCTION, MATERIALS, ENERGY GENERATION & USE, WATER CONSUMPTION & ADAPTABILITY TO NEW TECHNOLOGIES IN THE FUTURE/ CHANGING LIFESTYLES
GREEN LINKS THROUGHOUT THE NEW COMMUNITY. EXISTING MATURE TREES RETAINED & OFFERING SHADING QUALITIES, COMBATTING THE URBAN HEAT ISLAND EFFECT, AS WELL AS DRAWING FINGERS OF NATURE & GREENSPACE THROUGH THE DEVELOPMENT
DIRECT WALKING & CYCLING LINKS PROVIDED TO ENABLE ACCESS TO NON-RESIDENTIAL USES WITHIN A 10 MINUTE WALK OF ALL NEW DWELLINGS, AS WELL AS EXISTING DWELLINGS IN ANSTY
SUSTAINABLE DRAINAGE SYSTEMS ENABLING RESIDENTS TO CONNECT WITH WATER & LEARN ABOUT THE WATER CYCLE, AS WELL AS CONTRIBUTING TO CLIMATE RESILIENCE
B2036
WILD OPEN SPACES TO CONNECT WITH NATURE
TREE-LINED STREETS OFFERING SHELTER FROM WIND, RAIN & SUN
GREEN SPACE IN CLOSE PROXIMITY TO ALL HOMES, OFFERING A GREEN OUTLOOK. CLINICALLY PROVEN TO INCREASE MENTAL HEALTH & WELLBEING
EVERY HOME HAS ACCESS TO A PRIVATE GARDEN, OR SHARED PRIVATE GARDEN/ BALCONY FOR APARTMENTS, CRUCIAL IN A POST-PANDEMIC WORLD
COMMUNITY GROWING SPACES TO CONNECT WITH LOCAL FOOD PRODUCTION
0
500m

BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life (BfHL) (2020) updates Building for Life 12, England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BfHL.

BHL has been used as a design tool in the development of Ansty Garden Community forming a 'golden strand' running through the design and planning process. BfHL's twelve considerations move away from the twelve questions in Building for Life 12. Questions demand a quick response, whereas good design requires more time, analysis and thought. These 12 considerations capture the areas of design and placemaking that need most attention but are often the most overlooked. Examples of good practice are highlighted by a green light in the BfHL guidance, whereas poor practice is highlighted with a red light. The more green lights a proposed development secures, the better it will be.

BfHL is embedded within wider planning policy and recommendations. The adjacent table sets out the relationship between BfHL, the National Planning Policy Framework and the National Design Guide. BfHL reflects Manual for Streets (2007) in the Healthy Streets consideration. It is recognised that a number of local highway authorities have not adopted (or have not fully adopted) the principles set out in Manual for Streets. This can make it very difficult for developers to secure a green light against Healthy Streets. Where this is the case, an amber light is considered justified. This means the developer should not be penalised for not being able to secure a green light against this particular consideration.

The following pages detail how Ansty Garden Community meets the BfHL's considerations. This will make for a successful, holistic new community.

RELATIONSHIP BETWEEN BHL, THE NATIONAL PLANNING POLICY FRAMEWORK AND THE NATIONAL DESIGN GUIDE (BHL 2020)

BHL TOPIC	NATIONAL PLANNING POLICY FRAMEWORK PARAGRAPH REFERENCE	NATIONAL DESIGN GUIDE PARAGRAPH REFERENCE
INTEGRATED NEIGHBOURHOODS		
NATURAL CONNECTIONS	91A, 102C AND E, 104D, 127B, 127F	B3, M1, M2, N1, R3
WALKING, CYCLING & PUBLIC TRANSPORT	20C, 91A, 91C, 127E	B1, B3, M1, R3
FACILITIES AND SERVICES	102, 103	B1, B3, N1, P3, U1, U3
HOMES FOR EVERYONE	60-62	B1, B2, U2, U3
DISTINCTIVE PLACES		
MAKING THE MOST OF WHAT'S THERE	122D, 127C, 127D, 153B, 184	C1, C2, I1, B2, R3
A MEMORABLE CHARACTER	122D, 127C, 127D	C2, I1, I2, B3, B3
WELL DEFINED STREETS & SPACES	91A	S2, M2, N2, N3, P1, P2, H2, L3
EASY TO FIND YOUR WAY AROUND	91B, 127B	I1, M1, M2, U1
STREETS FOR ALL		
HEALTHY STREETS	91B, 102C AND E, 110A-D	M1, M2, N3, P1, P2, P3, H1, H2
CYCLE & CAR PARKING	101E, 127F, 180D	B2, M1, M3
GREEN & BLUE INFRASTRUCTURE	20D, 91B, 91C, 127B, 153, 170D, 174	C1, B2, M1, N1, N2, N3, P1, P3, H1, R3, L1
BACK OF PAVEMENT, FRONT OF HOME	127A-B, D-F	M3, H3, L3







IMAGES FROM BUILDING FOR A HEALTHY LIFE (2020)

TOPIC	BUILDING FOR A HEALTHY LIFE EXPECTATIONS	MASTERPLAN DESIGN RESPONSE	EXISTING SITE PERFORMANCE	PROPOSED SITE PERFORMANCE
INTEGRATED NEIGHBOURHOODS				
1. NATURAL CONNECTIONS	EDGE TO EDGE CONNECTIVITY	THE SITE'S LOCATION ADJACENT TO THE EXISTING SETTLEMENT OF ANSTY ENABLES A HIGH LEVEL OF CONNECTIVITY. FOOTPATHS, BRIDLEWAYS, CYCLE PATHS AND STREETS CONNECT INTO THE NEW DEVELOPMENT, AS WELL AS THROUGH TO EXISTING FACILITIES WITHIN ANSTY, AND THE WIDER COUNTRYSIDE IN ALL DIRECTIONS		
	RESPOND TO PEDESTRIAN AND CYCLIST DESIRE LINES	THE EXISTING BRIDLEWAYS AND FOOTPATHS ARE RETAINED AND ENHANCED, WITH NEW FOOT AND CYCLE PATHS AND CONNECTIONS CREATED, ENSURING EASY AND DIRECT WALKING AND CYCLING LINKS TO THE EXISTING SETTLEMENT, SURROUNDING VILLAGES AND WIDER COUNTRYSIDE		
	CONNECTED STREET PATTERNS. THESE WORK BEST WHEN THEY INCLUDE STRAIGHT OR NEARLY STRAIGHT STREETS TO MAKES PEDESTRIAN ROUTES AS DIRECT AS POSSIBLE FILTERED PERMEABILITY. A USEFUL TECHNIQUE THAT DESIGNS OUT 'RAT RUNNING' AND CREATES A PLEASANT LOW TRAFFIC ENVIRONMENT AROUND PEOPLE'S HOMES WHILST STILL ALLOWING PEDESTRIAN AND CYCLE MOVEMENT	THE STREET PATTERN IS BASED ON A LOOSE GRID STRUCTURE, CREATING DIRECT ROUTES TO ANSTY AVENUE AND KEY DESTINATIONS, WHILST ENSURING FILTERED PERMEABILITY IS INCORPORATED. NOT ALL STREETS AND/OR CONNECTIONS WILL BE OPEN TO VEHICULAR TRAFFIC, INCLUDING A SECTION OF ANSTY AVENUE, WHICH WILL BE FOR PEDESTRIANS, CYCLISTS AND BUSES ONLY	N/A	
	CONTINUOUS STREETS (WITH PUBLIC ACCESS) ALONG THE EDGES OF A DEVELOPMENT. PRIVATE DRIVES CAN FRUSTRATE PEDESTRIAN AND CYCLE MOVEMENT ALONG THE EDGES OF A DEVELOPMENT	PRIVATE DRIVES ARE GENERALLY CREATED AT THE OUTER EDGE OF THE BLOCKS, IN ORDER TO CREATE A SOFTER EDGE, WHICH IS NOT DOMINATED BY HARD ROAD INFRASTRUCTURE. WHILST THIS LIMITS VEHICULAR CONNECTIVITY, PEDESTRIAN AND CYCLE CONNECTIVITY IS MAINTAINED, ENABLING CONTINUOUS WALKING AND CYCLING ROUTES. THESE ALSO RUN ADJACENT TO PUBLIC OPEN SPACE, THROUGH WHICH PEDESTRIANS AND CYCLISTS CAN MOVE FREELY. THE EXISTING SETTLEMENT EDGE PRESENTS BACKS OR SIDES OF HOUSES ONTO THE SITE, WITH EITHER NO PEDESTRIAN ROUTE, OR ONE THAT IS POORLY SURVEILLED		
	CONNECTING EXISTING AND NEW HABITATS; SAFEGUARDING EXISTING OR CREATING NEW MOVEMENT CORRIDORS FOR NATURE	EXISTING HABITAT CONNECTIVITY IS SAFEGUARDED AND ENHANCED THROUGH THE RETENTION AND ENHANCEMENT OF EXISTING HEDGEROW CORRIDORS, WHICH MARK EXISTING FILED BOUNDARIES, AS WELL AS EXISTING WOODLAND, WITH APPROPRIATE BUFFERS. GREEN CORRIDORS ARE AN IMPORTANT STRUCTURING ELEMENT OF THE MASTERPLAN, CONTAINING A VARIETY OF LANDSCAPE ELEMENTS WITHIN THE SITE, INCLUDING HEDGEROWS, VERGES, STREET TREES AND LINEAR OPEN SPACES, WHICH ALLOW NATURE TO BECOME MORE ACCESSIBLE TO RESIDENTS AND VISITORS		
	WHERE RETAINED, KEEPING HEDGEROWS WITHIN THE PUBLIC REALM, SAFEGUARDING THEIR FUTURE RETENTION AND MANAGEMENT	EXISTING TREES AND HEDGEROWS ARE RETAINED AS FAR AS POSSIBLE, AND BOLSTERED WITH NEW PLANTING, SET WITHIN CAREFULLY CONSIDERED BUFFERS AND CREATING GREEN CORRIDORS TO ENSURE DEVELOPMENT DOES NOT ENCROACH, AND THAT SPACE IS AVAILABLE TO TRANSITION VIA ECOTONES		
	STREETS AND ROUTES THAT CAN BE EXTENDED IN THE FUTURE	THERE IS NO POTENTIAL TO EXPAND THE DEVELOPMENT TO THE NORTH OR WEST DUE TO THE A272, OR THE EAST DUE TO WOODLAND. DEVELOPMENT TO THE SOUTH IS UNLIKELY DUE TO THE LISTED BUILDING AT WEST RIDDENS FARM	N/A	N/A
	ADOPTION TO SITE BOUNDARIES	ALL STREETS, OTHER THAN PRIVATE DRIVES, COULD BE ADOPTABLE, REACHING ALL EDGES OF THE DEVELOPABLE AREA	N/A	
2. WALKING, CYCLING & PUBLIC TRANSPORT	SHARE STREET SPACE FAIRLY BETWEEN PEDESTRIANS, CYCLISTS AND MOTOR VEHICLES	THE NETWORK FOR PEDESTRIANS AND CYCLISTS HAS BEEN CONSIDERED AS A PRIORITY OVER MOTOR VEHICLES ALONG MOVEMENT ROUTES, WITH THE PROVISION OF FOOT/CYCLEWAY INFRASTRUCTURE ALONG ANSTY AVENUE AND THE CRESCENT. NON-MOTORISED PRIORITY IS THEN TAKEN THROUGH THE LANES, THE WALKS AND THE DRIVES, AND THROUGH OPEN SPACES	N/A	
	CYCLE FRIENDLY STREETS WITH PEDESTRIAN AND CYCLE PRIORITY (AND PROTECTION) WITH ACROSS JUNCTIONS AND SIDE STREETS	PEDESTRIANS AND CYCLISTS ARE TO BE GIVEN SAFE AND DIRECT CROSSINGS OVER ANSTY AVENUE AND THE CRESCENT, AND PRIORITY ACROSS SIDE STREETS VIA RAISED TABLES, PARTICULARLY AT KEY LOCATIONS SUCH AS THE LOCAL CENTRE AND THE SCHOOLS, ENSURING CONTINUITY OF IMPORTANT DESIRE LINES, SUCH AS ALONG STRATEGIC FOOTPATH CORRIDORS		
	NUDGE PEOPLE AWAY FROM THE CAR. OFFER CYCLE (AND CARGO BIKE) PARKING CLOSER TO THE ENTRANCE OF COMMERCIAL, LEISURE AND COMMUNITY FACILITIES THAN CAR PARKING SPACES PROVIDE SCOOTER AND CYCLE PARKING AT SCHOOLS. SCOOTERS CAN ENCOURAGE YOUNGER CHILDREN TO GET ACTIVE ON THE WAY TO SCHOOL	A PROPORTION OF THE STREETS WILL BE SHARED AND NOT ALL STREETS WILL BE THROUGH-ROUTES FOR VEHICLES, PRIORITISING NON-VEHICULAR MODES. CYCLE PARKING WILL BE PROVIDED AT AN APPROPRIATE LEVEL AT KEY DESTINATIONS, SUCH AS THE LOCAL CENTRE AND SCHOOLS. THE STRUCTURE OF THE 20-MINUTE NEIGHBOURHOOD SEEKS TO ENABLE ALL TRIPS WITHIN AGC TO BE UNDERTAKEN BY NON-MOTORISED VEHICLES, OR BY BUS		
	DESIGN OUT SCHOOL RUNS DEPENDENT ON CARS	THE FURTHEST DWELLING WITHIN AGC FROM THE SCHOOL WILL BE APPROXIMATELY 1 MILE (1.6 KM), WHICH IS A 20 MINUTE WALK / 5 MIN CYCLE. SAFE AND CONTINUOUS WALKING AND CYCLING ROUTES ALONG SEGREGATED INFRASTRUCTURE, QUIETER STREETS OR THOUGH GREEN CORRIDORS WILL BE PROVIDED, LINKED BY PRIORITY CROSSINGS, CREATING A WELL-CONNECTED SCHOOL LOCATION FOR NON-MOTORISED TRAVEL	N/A	
	START OR CONTRIBUTE TO THE DELIVERY OF A LOCAL CYCLE AND WALKING STRATEGY INFRASTRUCTURE PLAN	WITH THE RETENTION AND ENHANCEMENT OF EXISTING FOOTPATHS AND BRIDLEWAYS WITHIN THE SITE, ALONG WITH THE CREATION OF NEW FOOT/ CYCLE PATHS AND THE OPPORTUNITY FOR QUIET CYCLE ROUTES ALONG LOWER-ORDER STREETS, THERE IS A STRONG BASIS FOR THE DELIVERY OF A LOCAL CYCLE AND WALKING STRATEGY INFRASTRUCTURE PLAN		
	ZEBRA, PARALLEL AND SIGNALISED CROSSING	THE SAFEST AND MOST APPROPRIATE PEDESTRIAN AND CYCLE CROSSINGS WILL BE PROVIDED FOR EACH INDIVIDUAL LOCATION, FOCUSED PARTICULARLY AROUND THE LOCAL CENTRE, SCHOOLS, SPORT HUB AND EXISTING PROWS		
	TIGHT CORNER RADII (<3M) AT STREET JUNCTIONS AND SIDE STREETS	CORNER RADII HAVE BEEN DESIGNED TO BE AS TIGHT AS POSSIBLE TO CREATE AN APPROPRIATELY ENCLOSED STREET SCENE. WHERE RADII HAVE TO BE INCREASED TO ALLOW THE MOVEMENT OF BUSES AND REFUSE VEHICLES, RUN-OVER STRIPS COULD BE PROVIDED TO MAINTAIN THE ILLUSION OF TIGHT CORNERS	N/A	
	CONCENTRATE NEW DEVELOPMENT AROUND EXISTING OR NEW TRANSPORT HUBS	A NEW MOBILITY HUB WILL BE INCORPORATED INTO THE LOCAL CENTRE. DENSITIES WILL GENERALLY BE HIGHER IN THE IMMEDIATE NEIGHBOURHOODS SURROUNDING THIS, DEPENDING ON SENSITIVITIES OF OTHER ELEMENTS SUCH AS LISTED BUILDINGS AND LANDSCAPE BUFFERS. ANSTY AVENUE IS DESIGNED TO ACCOMMODATE A BUS ROUTE, AND MINI-MOBILITY HUBS WITH BUS STOPS WILL BE PROVIDED THROUGHOUT THE SITE TO ENSURE ALL DWELLINGS ARE WITHIN A 5 MINUTE WALK	N/A	
	DEMAND RESPONSIVE TRANSPORT, CAR CLUBS AND CAR SHARES	CAR CLUBS AND CAR SHARING INITIATIVES WILL BE CONSIDERED WITHIN THE TRAVEL PLAN, AS PART OF THE MOBILITY HUB PACKAGE	N/A	
	SHORT AND DIRECT WALKING AND CYCLING CONNECTIONS THAT MAKE PUBLIC TRANSPORT AN EASY CHOICE TO MAKE	THE LOOSE GRID STRUCTURE OF STREETS CREATES DIRECT WALKING AND CYCLING CONNECTIONS TO THE BUS STOPS. CONNECTIONS TO EXISTING FOOT AND CYCLE ROUTES REINFORCE PEDESTRIAN DESIRE LINES TO KEY DESTINATIONS		

TOPIC	BUILDING FOR A HEALTHY LIFE EXPECTATIONS	MASTERPLAN DESIGN RESPONSE	EXISTING SITE PERFORMANCE	PROPOSED SITE PERFORMANCE
2. WALKING, CYCLING & PUBLIC TRANSPORT	NEW OR IMPROVED PARK AND RIDE SCHEMES	A PARK AND RIDE IS NOT APPROPRIATE AT AGC	N/A	N/A
	20MPH DESIGN SPEEDS, DESIGNATIONS AND TRAFFIC CALMING	APPROPRIATE TRAFFIC CALMING METHODS WILL BE INCORPORATED INTO THE STREET NETWORK AND GEOMETRIES TO SLOW VEHICLES TO APPROPRIATE SPEEDS. ALL STREETS, OTHER THAN THE SPINE, WILL BE DESIGNED TO A MAXIMUM OF 20 MPH	🔴	🟢
	PROTECTED CYCLE WAYS ALONG BUSY STREETS	SEGREGATED CYCLE ROUTES ARE PROVIDED ALONG ANSTY AVENUE AND THE CRESCENT AS SHARED FOOT/CYCLEWAYS. QUIETER ROUTES ARE ALSO IDENTIFIED ALONG QUIETER STREETS AND THROUGH OPEN SPACES, CONNECTING INTO EXISTING CYCLE PATHS THROUGH AND AROUND THE SITE	🔴	🟢
3. FACILITIES & SERVICES	INTENSIFYING DEVELOPMENT IN LOCATIONS THAT BENEFIT FROM GOOD PUBLIC TRANSPORT ACCESSIBILITY, IN PARTICULARLY AROUND PUBLIC TRANSPORT HUBS SUCH AS TRAIN STATIONS AND BUS INTERCHANGES	A NEW MOBILITY HUB IS PROPOSED WITHIN THE LOCAL CENTRE, INCLUDING BUS STOPS, CYCLE PARKING, CAR CLUB PARKING AND DISABLED PARKING. A MIX OF USES IS PROPOSED IN THIS LOCATION, INCLUDING THE LOCAL CENTRE, SCHOOLS AND RESIDENTIAL, INCLUDING ELDERLY LIVING, IN ORDER TO MAXIMISE THE IMPROVED PUBLIC TRANSPORT ACCESSIBILITY. MINI-MOBILITY HUBS WILL ALSO BE INCLUDED THROUGHOUT THE DEVELOPMENT TO BE WITHIN A 5 MINUTE WALK OF ALL NEW DWELLINGS	🔴	🟢
	RESERVING LAND IN THE RIGHT LOCATIONS FOR NON-RESIDENTIAL USES	A LOCAL CENTRE IS PROVIDED IN THE WESTERN PART OF THE SITE SO AS TO BE CENTRAL TO BOTH THE EXISTING VILLAGE AND NEW COMMUNITY, WITH SPACE FOR RETAIL, COMMUNITY USES, HEALTHCARE, AND FLATS ABOVE. THE SCHOOLS ARE LOCATED ADJACENT TO THE LOCAL CENTRE, ON HIGHER GROUND, SO THAT THE PLAYING PITCHES LIE IN ONE OF THE MOST EXPOSED PARTS OF THE SITE, MAINTAINING ITS OPEN CHARACTER AT THIS LOCATION. THE MAIN SPORTS HUB IS LOCATED AT THE NORTH-EASTERN EDGE OF THE SITE, IN CLOSE PROXIMITY TO THE NORTHERN SITE ACCESS FROM THE A272 TO PROVIDE EASE OF ACCESS. IT IS ALSO LOCATED ADJACENT TO AN EXISTING PUBLIC RIGHT OF WAY	N/A	🟢
	ACTIVE FRONTAGES	ACTIVE FRONTAGES WILL BE ACHIEVED BY STRUCTURING THE DEVELOPMENT AROUND PERIMETER BLOCKS AND ENSURING OPEN SPACES AND ROUTES ARE OVERLOOKED. NON-RESIDENTIAL BUILDINGS WILL HAVE CLEAR WINDOWS TO CONTRIBUTE TO ACTIVE FRONTAGES. THE DEVELOPMENT WILL BE OUTWARD LOOKING AND PRESENT A POSITIVE OUTLOOK TO THE LANDSCAPE BEYOND	🔴	🟢
	CLEAR WINDOWS ALONG THE GROUND FLOOR OF NON-RESIDENTIAL BUILDINGS (AVOID OBSCURE WINDOWS)			
	MIXING COMPATIBLE USES VERTICALLY, SUCH AS PLACING SUPPORTED ACCOMMODATION AT THE HEART OF NEW DEVELOPMENTS ABOVE ACTIVE GROUND FLOOR USES	FLATS WILL BE INCLUDED ABOVE COMMERCIAL USES ON THE GROUND FLOOR OF THE LOCAL CENTRE. THESE COULD BE FOR GENERAL MARKET HOUSING, AFFORDABLE HOMES OR RETIREMENT APARTMENTS. THERE IS FLEXIBILITY IN THE LAND USE PARAMETER PLAN TO ALSO ALLOW FOR COMMERCIAL USES ON THE GROUND FLOOR OF THE DWELLINGS FRONTING THE LENGTH OF ANSTY AVENUE	N/A	🟢
	GIVING PLACES WHERE ROUTES MEET A HUMAN SCALE AND CREATE PUBLIC SQUARES	FOCAL POINTS ARE CREATED AT KEY JUNCTIONS ALONG ANSTY AVENUE, WHERE FOOT AND CYCLE PATHS CROSS KEY STREETS, AND AROUND KEY LOCATIONS SUCH AS THE LOCAL CENTRE, PROVIDING A SERIES OF USABLE AND IDENTIFIABLE PUBLIC SPACES WITHIN THE DEVELOPMENT. THESE COULD INCLUDE GREEN SPACES OR HARD PUBLIC SQUARES WITH SEATING AND STREET TREES. ANSTY COMMON IS PROVIDED TO THE NORTH OF THE PLACE TO SENSITIVELY RESPOND TO ITS SETTING AND CAPITALISE ON THE VIEWS ACROSS THE VALLEY TO THE NORTH FROM THIS LOCATION	N/A	🟢
	FREQUENT BENCHES CAN HELP THOSE WITH MOBILITY DIFFICULTIES TO WALK MORE EASILY BETWEEN PLACES	FREQUENT BENCHES WILL BE PROVIDED WITHIN THE OPEN SPACES AND ALONG WALKING ROUTES	🔴	🟢
4. HOMES FOR EVERYONE	DESIGNING HOMES AND STREETS WHERE IT IS DIFFICULT TO DETERMINE THE TENURE OF PROPERTIES THROUGH ARCHITECTURAL, LANDSCAPE OR OTHER DIFFERENCES APARTMENT BUILDINGS MIGHT SEPARATE TENURE BY CORE BUT EACH CORE MUST LOOK EXACTLY THE SAME AFFORDABLE HOMES THAT ARE DISTRIBUTED ACROSS A DEVELOPMENT	ALL HOMES, APARTMENT BLOCKS AND STREETS WILL BE DESIGNED AS TENURE BLIND AND INDISTINGUISHABLE, AND AFFORDABLE HOMES WILL BE PEPPER-POTTED THROUGH THE SITE	N/A	🟢
	A RANGE OF HOUSING TYPOLOGIES SUPPORTED BY LOCAL HOUSING NEEDS AND POLICIES TO HELP CREATE A BROAD-BASED COMMUNITY	A RANGE OF HOUSING TYPOLOGIES WILL BE PROVIDED, WITH A MIX THAT ADDRESSES LOCAL HOUSING NEED	N/A	🟢
	HOMES WITH THE FLEXIBILITY TO MEET CHANGING NEEDS	HOMES WILL BE FLEXIBLE TO MEET CHANGING NEEDS, SUCH AS HOME WORKING, GROWING FAMILIES, INTER-GENERATIONAL ACCOMMODATION AND DIFFERING SPACE NEEDS OVER TIME	N/A	🟢
	ACCESS TO SOME OUTDOOR SPACE SUITABLE FOR DRYING CLOTHES FOR APARTMENTS AND MAISONETTES CONSIDER PROVIDING APARTMENTS AND MAISONETTES WITH SOME PRIVATE OUTDOOR AMENITY SPACE SUCH AS SEMI-PRIVATE GARDEN SPACES FOR GROUND FLOOR HOMES, BALCONIES AND TERRACES FOR HOMES ABOVE GROUND FLOOR	DWELLINGS WILL HAVE ACCESS TO PRIVATE OR SEMI-PRIVATE OUTDOOR SPACE AS FAR AS POSSIBLE, INCLUDING BALCONIES AND / OR SHARED GARDENS FOR APARTMENTS AND PRIVATE GARDENS FOR HOUSES, AS WELL AS BEING IN CLOSE PROXIMITY TO AN EXTENSIVE NETWORK OF PUBLIC OPEN SPACE	N/A	🟢
DISTINCTIVE PLACES				
5. MAKING THE MOST OF WHAT'S THERE	TAKING A WALK TO REALLY UNDERSTAND THE PLACE WHERE A NEW DEVELOPMENT IS PROPOSED AND UNDERSTAND HOW ANY DISTINCTIVE CHARACTERISTICS CAN BE INCORPORATED AS FEATURES	A SERIES OF SITE VISITS HAS BEEN UNDERTAKEN BY ALL MEMBERS OF THE DESIGN TEAM TO UNDERSTAND THE SITE'S FEATURES. THE MOST DISTINCTIVE CHARACTERISTICS RELATE TO ITS LANDSCAPE CONTEXT, EXISTING VEGETATION, ITS HERITAGE SIGNIFICANCE, AND ITS RELATIONSHIP WITH ANSTY, WHICH HAVE BEEN FULLY CONSIDERED AND EMBEDDED WITHIN THE STRUCTURE OF THE MASTERPLAN, MAKING SURE TO CONSERVE AND MITIGATE CERTAIN ELEMENTS AS WELL AS CELEBRATE AND HIGHLIGHT OTHERS	🟢	🟢
	USING EXISTING ASSETS AS ANCHOR FEATURES, SUCH AS MATURE TREES AND OTHER EXISTING FEATURES	THE EXISTING TREES, WOODLAND AND HEDGEROWS AROUND THE SITE'S BOUNDARIES, AS WELL AS THOSE ALONG EXISTING FIELD BOUNDARIES AND FOOTPATHS CRISS-CROSSING THE SITE, PROVIDE A MATURE LANDSCAPE SETTING TO THE DEVELOPMENT AND WILL BE MAINTAINED AND ENHANCED WHERE POSSIBLE TO SET THE DEVELOPMENT INTO ITS CHARACTERISTIC LANDSCAPE CONTEXT	🟢	🟢
	POSITIVE CHARACTERISTICS SUCH AS STREET TYPES, LANDSCAPE CHARACTER, URBAN GRAIN, PLOT SHAPES AND SIZES, BUILDING FORMS AND MATERIALS BEING USED TO REFLECT LOCAL CHARACTER SENSITIVE TRANSITIONS BETWEEN EXISTING AND NEW DEVELOPMENT SO THAT BUILDING HEIGHTS, TYPOLOGIES AND TENURES SIT COMFORTABLY NEXT TO EACH OTHER	BUILDING TYPOLOGY AND HEIGHTS TAKE CUES FROM THE BUILT FORM IN ANSTY AND THE SURROUNDING SETTLEMENTS. THE LANDSCAPE CHARACTERISTICS OF THE SITE, ITS INHERENT TOPOGRAPHY, VEGETATION PATTERN AND VIEWS OUT TO THE AONB ARE ALL RETAINED. A TOWNSCAPE AND STREETSCAPE ANALYSIS HAVE ALSO BEEN UNDERTAKEN OF THE SURROUNDING SETTLEMENTS. THESE ELEMENTS ALL COMBINE TO ENSURE THE CREATION OF A DEVELOPMENT THAT FEELS 'OF ITS PLACE' WITHIN MID SUSSEX, INCORPORATING ELEMENTS OF LOCAL CHARACTER. THE EDGES OF THE SITE ADJACENT TO ANSTY AND THE OPEN COUNTRYSIDE HAVE BEEN CAREFULLY DESIGNED IN ORDER TO CREATE A SENSITIVE TRANSITION BETWEEN THE OLD AND THE NEW	🟠	🟢

TOPIC	BUILDING FOR A HEALTHY LIFE EXPECTATIONS	MASTERPLAN DESIGN RESPONSE	EXISTING SITE PERFORMANCE	PROPOSED SITE PERFORMANCE
5. MAKING THE MOST OF WHAT'S THERE	REMEMBER THE 'FOUR PILLARS' OF SUSTAINABLE DRAINAGE SYSTEMS	THE 'FOUR PILLARS' - WATER QUANTITY, WATER QUALITY, AMENITY AND BIODIVERSITY - HAVE BEEN USED AS A STARTING POINT FOR THE SUDS STRATEGY, CONSIDERING THE NATURAL TOPOGRAPHY AND GEOLOGY, AND UTILISING SOFT LANDSCAPING AND PLANTING TO PRODUCE THE MOST EFFICIENT AND APPROPRIATE DRAINAGE STRATEGY FOR THE SITE	N/A	🟢
	PROTECTING AND ENHANCING EXISTING HABITATS; CREATING NEW HABITATS	EXISTING HABITATS ARE PROTECTED AND ENHANCED, AND NEW ONES CREATED THROUGH THE ESTABLISHMENT OF NEW AND VARIED LANDSCAPE FEATURES, INCLUDING THE PROVISION OF DETENTION BASINS AND GRASSED MEADOWS WITH LOCAL MIX, RESULTING IN A BIODIVERSITY NET GAIN	🟠	🟢
	INTERLOCKING BACK GARDENS BETWEEN EXISTING AND NEW DEVELOPMENT (WHERE EXISTING BACK GARDENS ADJOIN A SITE BOUNDARY)	IN ORDER TO MAKE BEST USE OF THE SITE, THE DEVELOPMENT IS STRUCTURED AROUND PERIMETER BLOCKS, BY FRONTING ONTO THE BOUNDARIES, GREEN BUFFERS ARE ABLE TO BE CREATED AND ARE EASIER TO MAINTAIN IN PERPETUITY BY BEING IN THE PUBLIC REALM OPPOSED TO PRIVATE GARDENS WHERE RESIDENTS MAY REMOVE THEM IN FUTURE DUE TO SHADING OR OTHER ISSUES	🔴	🟠
6. A MEMORABLE CHARACTER	A STRONG, HAND DRAWN DESIGN CONCEPT. TO FIND THE RIGHT SOLUTION A NUMBER OF DIFFERENT IDEAS AND OPTIONS MIGHT NEED TO BE EXPLORED	THE DESIGN CONCEPT IS LANDSCAPE-LED, ENSURING THE LANDSCAPE SETTING, CHARACTER AND FRAMEWORK DRIVES THE MASTERPLAN AND CREATES A HIGH-QUALITY ENVIRONMENT FOR BOTH EXISTING AND NEW RESIDENTS TO ENJOY. THE MASTERPLAN HAS EVOLVED OVER A SERIES OF ITERATIONS, WHICH HAVE BEEN DEVELOPED THROUGH WORKSHOPS WITH ALL DESIGN CONSULTANTS, AND SUBSEQUENTLY IN CLOSE COLLABORATION WITH THE LOCAL AUTHORITY AND OTHER KEY STAKEHOLDERS, SUCH AS HISTORIC ENGLAND AND THE HIGHWAYS AUTHORITY, AS WELL AS WELL AS THE LOCAL AUTHORITY AND COMMUNITY OF ANSTY AND ITS ENVIRONS	N/A	🟢
	DRAWING INSPIRATION FROM LOCAL ARCHITECTURAL AND/OR LANDSCAPE CHARACTER	LOCAL TOWNSCAPE AND LANDSCAPE CHARACTER IS ONE OF THE FIRST ASPECTS EXPLORED WITHIN THE DAS, WHICH SETS UP THE CHARACTER OF THE DEVELOPMENT TO COME, RETAINING AND EXTENDING CHARACTERISTIC LANDSCAPE FEATURES SUCH AS WOODLAND BLOCKS AND NATIVE HEDGEROWS	N/A	🟢
	REFLECTING CHARACTER IN EITHER A TRADITIONAL OR CONTEMPORARY STYLE	THE BUILT FORM IS ENVISAGED TO INCORPORATE A CONTEMPORARY EXPRESSIONS OF THE VERNACULAR OF ANSTY AND WEST SUSSEX. USE OF MODERN MATERIALS AND METHODS OF CONSTRUCTION WILL BE INCORPORATED FOR SUSTAINABILITY	N/A	🟢
	STRUCTURAL LANDSCAPING AS A WAY TO CREATE PLACES WITH A MEMORABLE CHARACTER	THE MASTERPLAN IS STRUCTURED BY A GRID OF LANDSCAPE CORRIDORS, FORMED FROM THE EXISTING FEATURES WITHIN THE SITE AND ENHANCED BY A SERIES OF NEW OPEN SPACES, GREEN CORRIDORS AND A VARIETY OF NEW HEDGEROW AND TREE PLANTING. EACH SPACE CONTAINS A PARTICULAR CHARACTER IN FORM OR USE, WHILST ALSO MAINTAINING VIEWS OUT TO LANDMARKS IN THE WIDER LANDSCAPE OR CREATING INTIMATE SPACES WITHIN THE DEVELOPMENT	🟠	🟢
	MEMORABLE SPACES AND BUILDING GROUPINGS	NEW LANDMARK BUILDINGS WILL BE CREATED AT APPROPRIATE LOCATIONS, SUCH AS AT KEY NODES OR AT IMPORTANT JUNCTIONS. THE STREETS ARE SET OUT IN A LOOSE GRID STRUCTURE, TO AID WAYFINDING AND MEMORABILITY. THE GRAIN OF DEVELOPMENT WILL CONTRIBUTE TO CHARACTER, WITH TIGHTER GRAIN AND HIGHER DENSITIES AROUND THE LOCAL CENTRE, AND LOOSER GRAIN LOWER DENSITIES AT THE RURAL EDGES	🔴	🟢
	PLACE NAMES THAT HAVE A CONNECTION TO THE LOCALITY CAN HELP STIMULATE IDEAS AND DESIGN THOUGHT. A PLACE NAME LIKE 'VALLEY VIEW' WILL ALWAYS BE MORE HELPFUL ON LARGER, MULTI-DEVELOPER DEVELOPMENTS THAN GENERIC TERMS SUCH AS 'PARCEL R5.1'	STREET NAMES COULD REFLECT THE SITE'S HERITAGE OR LANDSCAPE SETTING, TO ENSURE THE NEW NEIGHBOURHOOD IS OF ITS PLACE AND IS ROOTED IN ITS HERITAGE. THE NAMES COULD BE DECIDED IN CONJUNCTION WITH FURTHER CONSULTATION WITH THE LOCAL COMMUNITY TO ENCOURAGE THEM TO CONTRIBUTE TO THE SCHEME'S IDENTITY. THIS WILL BE DETERMINED AT THE RESERVED MATTERS STAGE	N/A	N/A
7. WELL DEFINED STREETS & SPACES	STREETS WITH ACTIVE FRONTAGES FRONT DOORS THAT FACE STREETS AND PUBLIC SPACES APARTMENTS THAT OFFER FREQUENT FRONT DOORS TO THE STREET DUAL ASPECT HOMES ON STREET CORNERS WITH WINDOWS SERVING HABITABLE ROOMS PERIMETER BLOCKS	ACTIVE FRONTAGES WILL BE ACHIEVED BY STRUCTURING THE DEVELOPMENT AROUND PERIMETER BLOCKS, ENSURING ALL DWELLINGS' PRIMARY FRONTAGE OVERLOOKS THE STREET, WITH FRONT DOORS FACING STREETS AND PUBLIC SPACES. AND APARTMENTS THAT OFFER FREQUENT FRONT DOORS TO THE STREET. CORNER PLOTS WILL BE DESIGNED TO ENSURE THE DWELLINGS ARE DUAL-ASPECT IN ORDER TO ADDRESS BOTH STREETS OVER WHICH THEY LOOK	🔴	🟢
	WELL DEFINED STREETS AND SPACES, USING BUILDINGS, LANDSCAPING AND/OR WATER TO ENCLOSE AND DEFINE SPACES	STREETS WILL BE DEFINED BY CLEAR BUILDING LINES AND FRONT GARDEN BOUNDARY TREATMENTS. SOME STREETS WILL ALSO INCLUDE STREET TREES AND VERGES. APPROPRIATE BOUNDARY TREATMENTS WILL BE USED WHERE NECESSARY AROUND OPEN SPACES IN ORDER TO DISCOURAGE VEHICLES DRIVING INTO THEM OR TO CREATE SAFE ENVIRONMENTS AROUND SUDS FEATURES	🔴	🟢
	COHESIVE BUILDING COMPOSITIONS AND BUILDING LINES	BUILDING LINES WILL REFLECT THE CHARACTER OF THE STREET, FROM STRONG, UNIFORM LINES ALONG MAIN STREETS TO LOSER, MORE ORGANIC LINES ALONG PRIVATE DRIVES, ALSO REFLECTING THE CHARACTER AREA WITHIN WHICH THE BUILDINGS ARE LOCATED	N/A	🟢
	WELL RESOLVED INTERNAL VISTAS	INTERNAL VISTAS WILL EITHER END WITH VIEWS OUT TO THE COUNTRYSIDE, A BUILDING OR LANDSCAPE FEATURE, AND NOT IN A BLANK FENCE OR LEFT-OVER SPACE	🟢	🟢
	BUILDING TYPOLOGIES THAT ARE DESIGNED TO STRADDLE NARROW DEPTH BLOCKS	ALL BLOCKS ARE DESIGNED TO BE DUAL-ASPECT, UNLESS THE WIDTH OF THE BLOCK IS RESTRICTED BY EXISTING NATURAL FEATURES, AND THEREFORE BACK- OR SIDE-ONTO THE LANDSCAPE FEATURE	🔴	🟢
8. EASY TO FIND YOUR WAY AROUND	DESIGNING FOR LEGIBILITY WHEN CREATING A CONCEPT PLAN FOR A PLACE	A SERIES OF IDENTIFIABLE OPEN SPACES WITH DISTINCT CHARACTERISTICS WILL BE CREATED, AS WELL AS IDENTIFIABLE JUNCTIONS AND LAND USES IN ORDER TO AID WAYFINDING AND ORIENTATION WITHIN THE SCHEME	N/A	🟢
	USING STREETS AS THE MAIN WAY TO HELP PEOPLE FIND THEIR WAY AROUND A PLACE. FOR INSTANCE, PRINCIPAL STREETS CAN BE MADE DIFFERENT TO MORE MINOR STREETS THROUGH THE USE OF DIFFERENT SPATIAL CHARACTERISTICS, BUILDING TYPOLOGIES, BUILDING TO STREET RELATIONSHIPS, LANDSCAPE STRATEGIES AND BOUNDARY TREATMENTS	A CLEAR STREET HIERARCHY WILL BE IMPLEMENTED TO AID WAYFINDING, WITH CLEARLY IDENTIFIABLE DIFFERENCES BETWEEN STREET TYPES THROUGH MATERIALS, SPATIAL CHARACTERISTICS AND BOUNDARY TREATMENTS	🟠	🟢
	NAVIGABLE FEATURES FOR THOSE WITH VISUAL, MOBILITY OR OTHER LIMITATIONS	NAVIGABLE FEATURES WILL BE PROVIDED FOR THOSE WITH VISUAL, MOBILITY OR OTHER LIMITATIONS, AS WELL AS CONSIDERATION FOR DEMENTIA-FRIENDLY DESIGN	🔴	🟢
	FRAME VIEWS OF FEATURES ON OR BEYOND A SITE	VISTAS TO LANDMARKS BEYOND THE SITE BOUNDARY ARE INCORPORATED INTO THE SITE FRAMEWORK, WHERE POSSIBLE	🔴	🟢

TOPIC	BUILDING FOR A HEALTHY LIFE EXPECTATIONS	MASTERPLAN DESIGN RESPONSE	EXISTING SITE PERFORMANCE	PROPOSED SITE PERFORMANCE
8. EASY TO FIND YOUR WAY AROUND	CREATE NEW LEGIBLE ELEMENTS OR FEATURES ON LARGER DEVELOPMENTS – FURTHER REINFORCE LEGIBLE FEATURES WHERE NECESSARY THROUGH THE LANDSCAPE STRATEGY, BUILDING AND LAYOUT DESIGN, HARD LANDSCAPING AND BOUNDARIES	THE LOCAL CENTRE WILL CREATE A RECOGNISABLE HEART TO THE SITE AND DIFFERENT PARTS OF THE SITE WILL HAVE A DIFFERENT CHARACTERS DUE TO THE RANGES OF DENSITIES, BUILDING HEIGHTS, STREET HIERARCHIES AND MATERIALS USES, DISTINGUISHING DIFFERENT AREAS OF THE SITE FROM EACH OTHER. LEGIBLE FEATURES ARE REINFORCED THROUGH BUILT FORM AND THE LANDSCAPE STRATEGY		
	SIMPLE STREET PATTERNS BASED ON FORMAL OR MORE RELAXED GRID PATTERNS	THE STREET PATTERN IS BASED ON A LOOSE GRID STRUCTURE		
STREETS FOR ALL				
9. HEALTHY STREETS	STREETS FOR PEOPLE	THE STREETS WILL BE DESIGNED WITH ACTIVE TRAVEL AT THE FOREFRONT, WITH VEHICULAR SPEEDS KEPT LOW THROUGH TRAFFIC CALMING FEATURES, TO ACHIEVE A MAXIMUM DESIGN SPEED OF 20 MPH THROUGHOUT THE DEVELOPMENT, AND SPACE PRIORITISED FOR PEDESTRIAN AND CYCLIST MOVEMENT	N/A	
	20MPH (OR LOWER) DESIGN SPEEDS, 20MPH DESIGNATIONS			
	TREE LINED STREETS. MAKE SURE THAT TREES HAVE SUFFICIENT SPACE TO GROW ABOVE AND BELOW GROUND, WITH LONG TERM MANAGEMENT ARRANGEMENTS IN PLACE	ANSTY AVENUE, THE CRESCENT AND SOME OF THE LANES WILL BE TREE-LINED, SET WITHIN A VERGE ON BOTH OR ONE SIDE. THIS WILL BE CAREFULLY DESIGNED TO ENSURE THE TREES HAVE SUFFICIENT SPACE BOTH ABOVE AND BELOW GROUND TO REACH THEIR FULL SIZE AND HAVE LONG-TERM MANAGEMENT IN PLACE TO AID LONGEVITY. TREE LINES CAN ALSO BE INCLUDED WITHIN OPEN SPACE WHERE IT RUNS ALONG SIDE ANY TYPE OF STREET AND WITHIN FRONT GARDENS WHERE THEY CAN BE PLANTED A MINIMUM OF 5M FROM BUILDINGS	N/A	
	TIGHT CORNER RADII (3M OR LESS)	CORNER RADII HAVE BEEN DESIGNED TO BE AS TIGHT AS POSSIBLE TO CREATE AN APPROPRIATELY ENCLOSED STREET SCENE. WHERE RADII HAVE TO BE INCREASED TO ALLOW THE MOVEMENT OF BUSES AND REFUSE VEHICLES, RUN-OVER STRIPS CAN BE PROVIDED TO MAINTAIN THE ILLUSION OF TIGHT CORNERS		
	PLACES TO SIT, SPACE TO CHAT OR PLAY WITHIN THE STREET	THE NEIGHBOURHOOD WILL INCORPORATE OPPORTUNITIES FOR SOCIAL INTERACTION IN A NUMBER OF WAYS, INCLUDING FREQUENT GREEN OPEN SPACES, SHARED STREETS AND PRIVATE DRIVES, WHICH PRIORITISE PEDESTRIAN MOVEMENT AND CHILDREN'S PLAY		
	PAVEMENTS AND CYCLEWAYS THAT CONTINUE ACROSS SIDE STREETS	PAVEMENTS WILL BE CONTINUOUS AS FAR AS POSSIBLE, LINKING ACROSS STREETS TO GIVE PEDESTRIANS PRIORITY AT JUNCTIONS, PARTICULARLY ALONG KEY DESIRE LINES. EXISTING PEDESTRIAN DESIRE LINES ALONG EXISTING PUBLIC RIGHTS OF WAY ALL BE MAINTAINED. NEW, CONTINUOUS AND DIRECT PEDESTRIAN FOOTPATHS WILL BE CREATED THROUGH THE OPEN SPACES.	N/A	
	ANTICIPATING AND RESPONDING TO PEDESTRIAN AND CYCLE 'DESIRE LINES' (THE MOST DIRECT ROUTES BETWEEN THE PLACES PEOPLE WILL WANT TO TRAVEL BETWEEN)			
	LANDSCAPE LAYERS THAT ADD SENSORY RICHNESS TO A PLACE – VISUAL, SCENT AND SOUND	THE HIGH-QUALITY AND VARIED LANDSCAPE STRUCTURE CREATED WITHIN AND AROUND THE SITE WILL PROVIDE A NEW SENSORY RICHNESS TO THE PLACE, USING SPECIES TO ENHANCE THE VISUAL, SCENT, AND SOUND EXPERIENCE OF THE LANDSCAPE		
10. CYCLE & CAR PARKING	AT LEAST STORAGE FOR ONE CYCLE WHERE IT IS AS EASY TO ACCESS AS THE CAR	CAR AND CYCLE PARKING WILL BE PROVIDED AT A LEVEL APPROPRIATE FOR THE DEVELOPMENT, TO BE DISCUSSED AND AGREED WITH THE HIGHWAYS AUTHORITY AND MID SUSSEX DISTRICT COUNCIL	N/A	
	SECURE AND OVERLOOKED CYCLE PARKING THAT IS AS CLOSE TO (IF NOT CLOSER) THAN CAR PARKING SPACES (OR CAR DROP OFF BAYS) TO THE ENTRANCES OF SCHOOLS, SHOPS AND OTHER SERVICES AND FACILITIES	CYCLE PARKING WILL BE SECURE AND EASILY ACCESSIBLE, AND VISITOR PARKING SPACES WILL BE IMPLEMENTED AT KEY LOCATIONS SUCH AS THE LOCAL CENTRE AND PRIMARY SCHOOL	N/A	
	SHARED AND UNALLOCATED ON STREET CAR PARKING	SHARED AND UNALLOCATED CAR PARKING WILL BE INCLUDED ON STREET, WITH SPACE FOR AT LEAST ONE RESIDENT'S PARKING SPACE PROVIDED ON PLOT OR ALLOCATED IN PARKING COURTS, AS FAR AS POSSIBLE, TO ENSURE VEHICLES DO NOT DOMINATE THE STREET SCENE	N/A	
	LANDSCAPING TO HELP SETTLE PARKED CARS INTO THE STREET	WHERE CAR PARKING IS PROVIDED ON STREET, OR IN FRONT OF DWELLINGS, LANDSCAPE ELEMENTS SUCH AS TREES, HEDGES AND SHRUBS WILL BE INCORPORATED TO MITIGATE THE VISUAL IMPACT OF CARS AND BRING LANDSCAPE TO THE FOREFRONT. THE DETAILS OF THIS WILL BE SECURED AT RESERVED MATTERS APPLICATIONS	N/A	
	FRONTAGE PARKING WHERE THE SPACE EQUIVALENT TO A PARKING SPACE IS GIVEN OVER TO GREEN RELIEF EVERY FOUR BAYS OR SO			
	ANTICIPATING AND DESIGNING OUT (OR CONTROLLING) ANTI-SOCIAL CAR PARKING	SUFFICIENT LEVELS OF ALLOCATED AND UNALLOCATED PARKING WILL BE PROVIDED, AND LOW TIMBER POSTS WILL BE IMPLEMENTED ALONG VERGES AND AT THE EDGE OF OPEN SPACES TO ENSURE THAT VEHICLES DO NOT OVERRUN GREEN SPACE OR PARK IN UNDESIRABLE LOCATIONS	N/A	
	A RANGE OF PARKING SOLUTIONS	A RANGE OF CAR PARKING SOLUTIONS WILL BE IMPLEMENTED ACROSS THE SITE IN ORDER TO UTILISE ARRANGEMENTS WHICH WORK BEST IN DIFFERENT CIRCUMSTANCES, SUCH AS IN FRONT AND SIDE OF DWELLINGS, WITHIN GARAGES, OR IN PARKING COURTS IN CLOSE PROXIMITY TO THE DWELLINGS WHICH THEY SERVE	N/A	
	MORE CREATIVE CYCLE AND CAR PARKING SOLUTIONS			
	SMALL AND OVERLOOKED PARKING COURTYARDS, WITH PROPERTIES WITHIN COURTYARD SPACES WITH GROUND FLOOR HABITABLE ROOMS	PARKING COURTS WILL BE SMALL AND OVERLOOKED BY THEIR RESPECTIVE DWELLINGS	N/A	
	STAYING UP TO DATE WITH RAPIDLY ADVANCING ELECTRIC CAR TECHNOLOGY	PARKING AREAS AND PRIVATE DRIVES WILL INCLUDE, OR BE ABLE TO BE ADAPTABLE TO INCLUDE, ELECTRIC CAR CHARGING POINTS	N/A	
11. GREEN & BLUE INFRASTRUCTURE	BIODIVERSITY NET GAIN	THE SITE PROVIDES A BIODIVERSITY NET GAIN THROUGH THE DIFFERENT ELEMENTS OF LANDSCAPE PROVIDED, INCLUDING LARGE AREAS OF GREEN OPEN SPACE, SPECIES-RICH GRASSLAND AND LOCAL SPECIES MIX FOR MEADOWS, BIORETENTION / PLANTED SWALES AND ATTENUATION BASINS, THE ALLOTMENTS, TOGETHER WITH NEW WOODLAND, TREE AND SHRUB PLANTING. SIGNIFICANT OFF-SITE BIODIVERSITY NET GAIN IS PROVIDED WITHIN THE PARKLAND RESERVE		
	SPECIES RICH GRASSLANDS			
	MOVEMENT AND FEEDING CORRIDORS FOR WILDLIFE, SUCH AS HEDGEHOG HIGHWAYS, BIRD BOXES, SWIFT NESTING BRICKS AND BAT BRICKS MAY BE APPROPRIATE	EXISTING WILDLIFE CORRIDORS ARE RETAINED AND ENHANCED THROUGH THE RETENTION OF WOODLAND AND TREE BELTS, SAFEGUARDED WITHIN BUFFERS TO MITIGATE IMPACT OF NEW BUILT FORM. NEW WILDLIFE CORRIDORS ARE CREATED BY THE PROVISION OF NEW HEDGEROWS, TREE BELTS, VERGES AND OPEN GREEN SPACES, INCLUDING ARBOREAL CONNECTIONS ACROSS STREET TREES AND OTHER NEW TREE PLANTING		
	PLANS THAT IDENTIFY THE CHARACTER OF NEW SPACES, SUCH AS 'PARKS', 'WOODLAND', 'ALLOTMENTS', 'WILDFLOWER MEADOWS' RATHER THAN 'P.O.S.'. BE MORE SPECIFIC ABOUT THE FUNCTION AND CHARACTER OF PUBLIC OPEN SPACES	A SERIES OF LANDSCAPE CHARACTER AREAS HAVE BEEN ESTABLISHED TO DESCRIBE THE DIFFERENT TYPES OF OPEN SPACE IN DETAIL IN THE LANDSCAPE SECTION OF THE DAS, INCLUDING THEIR DESIGN, FUNCTION AND RECOMMENDED PLANTING PALETTE		
	CREATE PARK RUN READY ROUTES ON LARGER DEVELOPMENTS AND OTHER WAYS TO ENCOURAGE PHYSICAL ACTIVITY AND SOCIAL INTERACTION	TRIM TRAILS AND NEW FOOTPATHS HAVE BEEN INCLUDED, LINKING WITH EXISTING PROWS TO PROVIDE THE OPPORTUNITY FOR PHYSICAL EXERCISE AND CIRCULAR LOOPS OF CONSIDERABLE LENGTH		

TOPIC	BUILDING FOR A HEALTHY LIFE EXPECTATIONS	MASTERPLAN DESIGN RESPONSE	EXISTING SITE PERFORMANCE	PROPOSED SITE PERFORMANCE
11. GREEN & BLUE INFRASTRUCTURE	CAPTURING AND MANAGING WATER CREATIVELY AND CLOSE TO WHERE IT FALLS USING FEATURES SUCH AS RAIN GARDENS AND PERMEABLE SURFACES, ALLOW PEOPLE TO CONNECT WITH WATER	BASINS, SWALES AND PERMEABLE PAVING WILL CAPTURE AND MANAGE WATER. SOURCE CONTROL TECHNIQUES CAN BE USED TO MANAGE WATER AT SOURCE, UTILISING INFILTRATION WHERE POSSIBLE TO RETURN IT TO THE GROUND, AND DIRECTING OUTFALLS INTO THE EXISTING WATERCOURSES TRAVELLING THROUGH THE SITE. CONVEYANCE WILL INCLUDE SWALES AND BASINS TO BRING THE FOUR PILLARS OF SUDS WITHIN THE MASTERPLAN DESIGN, PROMOTING AN EFFECTIVE TREATMENT TRAIN AND CONNECTING PEOPLE WITH WATER		
	CREATE A HABITAT NETWORK PROVIDING RESIDENTS WITH OPPORTUNITIES TO INTERACT WITH NATURE ON A DAY TO DAY BASIS. WILDLIFE DOES NOT FLOURISH WITHIN DISCONNECTED BACK GARDENS, ARTIFICIAL LAWNS AND TIGHTLY MOWN GRASS	THE MAJORITY OF OPEN SPACES WILL BE ACCESSIBLE TO RESIDENTS ALLOWING THEM TO INTERACT WITH NATURE THROUGHOUT THE SCHEME. SOME AREAS WILL HAVE RESTRICTED ACCESS IN ORDER TO MAXIMISE BIODIVERSITY VALUE, AND SAFEGUARD ECOLOGY, SUCH AS ANCIENT WOODLAND		
	PROVIDE NATURAL SURVEILLANCE OPPORTUNITIES	NATURAL SURVEILLANCE IS SET UP BY THE USE OF PERIMETER BLOCKS AND ACTIVE FRONTAGES OVERLOOKING ALL AREAS OF OPEN SPACE. THE SITE IS CURRENTLY BACKED ONTO BY EXISTING PROPERTIES TO THE WEST WITH LIMITED NATURAL SURVEILLANCE		
	A CONNECTED AND ACCESSIBLE NETWORK OF PUBLIC OPEN SPACES WITH PATHS AND OTHER ROUTES INTO AND THROUGH	OPEN SPACES ARE CONNECTED TO THE EXISTING GREEN INFRASTRUCTURE NETWORK, INCLUDING AREAS OF OPEN SPACE, PROWS AND THE WIDER COUNTRYSIDE IN AND AROUND ANSTY		
	WELL CONSIDERED MANAGEMENT ARRANGEMENTS WHETHER PUBLIC OR PRIVATELY MANAGED	A MANAGEMENT STRATEGY WILL BE DEVELOPED FOR ALL OPEN SPACES, AND IMPLEMENTED BY A MANAGEMENT COMPANY, OR SIMILAR		
12. BACK OF PAVEMENT, FRONT OF HOME	DEFENSIBLE SPACE AND STRONG BOUNDARY TREATMENTS	STRONG BOUNDARY TREATMENTS WILL CREATE A CLEAR DEMARCATION BETWEEN PUBLIC AND PRIVATE SPACE, AS WELL AS ADDING TO THE ECOLOGICAL VALUE OF THE SITE THROUGH THE USE OF TREES AND HEDGEROWS		
	BOUNDARY TREATMENTS THAT ADD ECOLOGICAL VALUE AND/OR REINFORCE DISTINCTIVE LOCAL CHARACTERISTICS	HEDGES WILL BE INCORPORATED INTO BOUNDARY TREATMENTS FOR DWELLINGS WHERE APPROPRIATE. BUFFER PLANTING WILL ALSO ENHANCE THE EXISTING VEGETATION AROUND THE EDGE OF THE DEVELOPMENT, SUPPLEMENTED BY OPEN SPACES LOCATED NEXT TO THE SITE'S EDGES		
	WELL INTEGRATED WASTE STORAGE AND UTILITY BOXES. IF RELYING ON REAR GARDEN STORAGE SOLUTIONS FOR TERRACES AND TOWNHOUSES, PROVIDE DIRECT ACCESS TO THESE FROM THE STREET	WASTE STORAGE AND UTILITY BOXES WILL BE INCORPORATED WITHIN THE BUILDINGS OR IN WELL-DESIGNED STORAGE AREAS WITH DIRECT ACCESS TO THE STREET. THIS WILL BE DETAILED FURTHER THROUGH THE DESIGN CODE	N/A	
	FRONT GARDEN SPACES THAT CREATE OPPORTUNITIES FOR SOCIAL INTERACTION GROUND FLOOR APARTMENTS WITH THEIR OWN FRONT DOORS AND SEMI-PRIVATE AMENITY SPACES HELP TO ENLIVEN THE STREET WHILST ALSO REDUCING THE AMOUNT OF PEOPLE USING COMMUNAL AREAS CONSIDER PROVIDING TERRACES OR BALCONIES TO ABOVE GROUND FLOOR APARTMENTS – THESE CAN ALSO HELP TO ENLIVEN THE STREET, INCREASE NATURAL SURVEILLANCE AND PROVIDE RESIDENTS WITH ACCESS TO THE OPEN AIR	FRONT GARDENS, TERRACES, BALCONIES AND SHARED GARDEN SPACES WILL CREATE OPPORTUNITIES FOR SOCIAL INTERACTION WITHIN AGC. FRONT DOORS OPENING OUT ONTO THE STREET RATHER THAN REAR PARKING COURTS WILL ALSO HELP SOCIAL INTERACTION AND ACTIVE FRONTAGES	N/A	
	NO LEFT OVER SPACES WITH NO CLEAR PUBLIC OR PRIVATE FUNCTION	ALL OUTDOOR SPACE WILL HAVE A CLEAR PUBLIC OR PRIVATE FUNCTION		
	CONSIDER APARTMENT BUILDINGS WHOSE ACCESS IS FROM A DECK RATHER THAN A CORRIDOR, ENABLING CROSS VENTILATION OF APARTMENTS WHILE LIMITING SHARED COMMON PARTS WHICH ARE ENCLOSED	THIS WILL BE TAKEN INTO CONSIDERATION AT DETAILED DESIGN STAGE	N/A	N/A

C2 INDICATIVE PHASING & DELIVERY

PHASING

An indicative phasing strategy has been developed for the site, illustrated in the adjacent plan. This splits the site up into three phases, each with three plots. The key components of each phase are identified in the table below.

DELIVERY

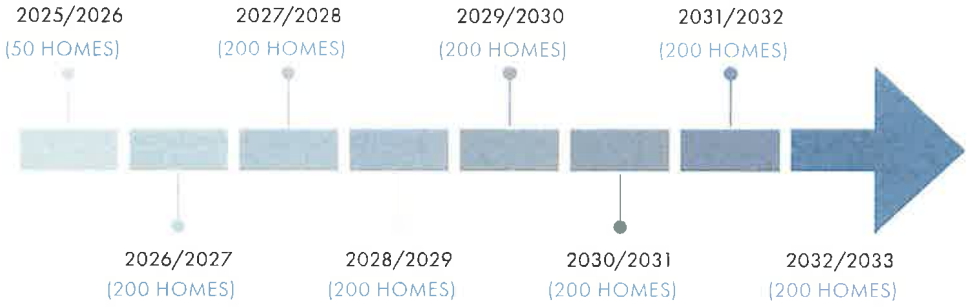
Land East of Ansty is ideally placed geographically to make a significant contribution to the housing need in Mid Sussex District, which is heavily constrained by national landscape designations. Ansty sits within the central part of the district, and is neither within the High Weald AONB nor the South Downs National Park. Furthermore, Ansty village is well placed in terms of easy access to the strategic road network (A23) and the services and facilities available in both Haywards Heath and Burgess Hill, notably London to Brighton mainline train access.

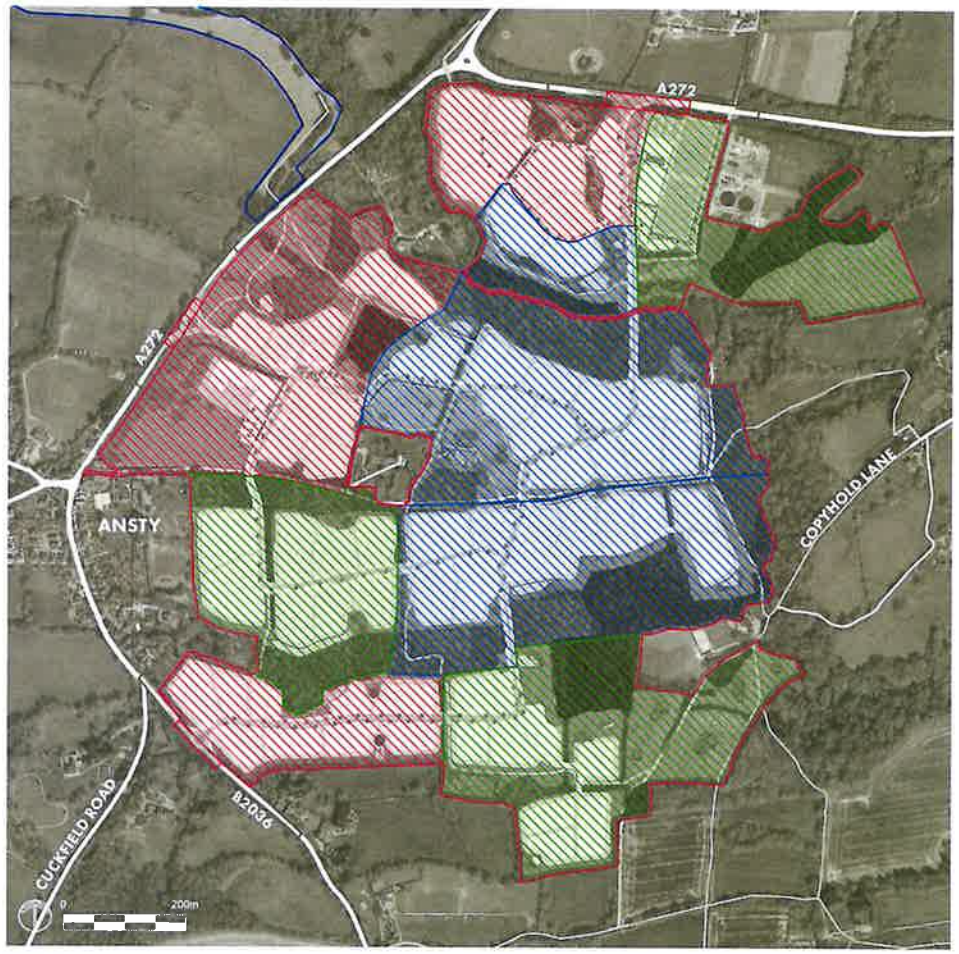
The delivery of the proposed 1,450 dwellings at Ansty can be readily achieved during the Plan period. The fact that the site is within a single ownership enables land sales to developers to be arranged efficiently after outline permission has been granted.

The development will be phased, with the delivery of some of the community facilities and housing early in the period, before the remainder is delivered through the rest of the plan period with two developer outputs anticipated to be operating concurrently. With a delivery rate of circa 200 homes per year, it is estimated that the entire site will be built out over the course of approximately 8 years.

INDICATIVE PHASING COMPONENTS

PHASE	NO. DWELLINGS	OTHER USES
PHASE 1	480	LOCAL CENTRE, SCHOOLS
PHASE 2	470	SPORTS HUB
PHASE 3	520	N/A
TOTAL NO. DWELLINGS	1,450	





INDICATIVE PHASING STRATEGY

C3

SUMMARY OF BENEFITS

The three design principles - '**Living With Nature**', '**A Cohesive Place**' and '**Distinctively Local**' - are a golden thread running through the evolution of the proposals for Ansty Garden Community. The masterplan has developed through a number of iterations, starting with an initial understanding of opportunities and constraints, and subsequently informed by further technical studies, design testing, more detailed consideration of the masterplan design and as a response to Design Review Panel feedback and consultation statutory consultees and the public.

The result is a masterplan which takes '**Living with Nature**' as its starting point, where the north-south and east-west landscape corridors set a framework for the retention and enhancement of vegetation and wildlife, identifying the best locations for public open space and alongside this, establishing a movement network, that prioritises active travel and links to existing public rights of way, within and beyond the site boundaries. The rise and fall of the topography along with the woodland blocks gives rise to a development which is nestled within this landscape framework.

The masterplan not only provides places to live, but offers new mixed uses to complement and enhance what is present within Ansty. The location of these uses has been tested to ensure that they create vibrancy and activity within the community, and are accessible to both existing and new residents, offering facilities for young and old, and all abilities. This ensures Ansty Garden Community is truly '**A Cohesive Place**'. The vibrancy continues throughout the community through the provision of a range of types of homes, including homes for all generations and tenures, to meet MSDC's housing requirements. All uses within the community are connected by a sustainable movement network, extending beyond the site boundaries to Ansty, Cuckfield and Haywards Heath.

Finally, all aspects of the new community have been designed to ensure that the scheme feels '**Distinctively Local**', through the design of open spaces, streets and the built form. The extensive baseline and contextual research informs the underlying character, upon which subsequent layers of new, yet complementary, identity can be created, seeing change as positive and exciting. New and existing residents will be able to make their mark on their neighbourhood and become active in the community, through the community facilities within the local centre, events at Ansty Common or supporting their local team at the sports hub. The distinctiveness will be explored and refined further through the Design Code, which will ensure that the nuances of design which create identity are embedded in the detailed reserved matters applications.

A summary of benefits which the scheme will provide are set out in the adjacent infographics.

PROVISION OF UP TO 1,450 DWELLINGS IN A RANGE OF SIZES & TENURES, FROM ONE BED FLATS TO FAMILY HOMES, WITH 30% AFFORDABLE. THIS WILL SIGNIFICANTLY CONTRIBUTE TO MID SUSSEX'S ANNUAL HOUSING DELIVERY TARGET

PROVISION OF DWELLINGS FOR THE OLDER GENERATION & A CARE HOME, WHICH WILL INCREASE NURSING HOME UNITS IN THE DISTRICT BY APPROXIMATELY 4%

PROVISION OF A NEW LOCAL CENTRE PROVIDING AMENITIES & FACILITIES, SUCH AS LOCAL SHOPS, COMMUNITY USES, HEALTHCARE & SHARED WORK SPACES

PRIORITISATION OF SUSTAINABLE TRAVEL, WITH NEW WALKING & CYCLING LINKS TO BUS STOPS & THE EXISTING PROW NETWORK, AS WELL AS THE RAIL NETWORK FROM HAYWARDS HEATH STATION, CONTRIBUTING TO AN 80% REDUCTION IN CARBON EMISSIONS

PROVISION OF A NEW PRIMARY SCHOOL & SEND SCHOOL, PROVIDING MUCH-NEEDED INCREASED CAPACITY

CREATION OF A RANGE OF OPEN & PLAY SPACES TOTALLING AROUND 33 HA, WHICH PERMEATES THROUGHOUT THE SCHEME, INCLUDING AMENITY GREEN SPACE, SPORTS PITCHES & PLAYING FIELDS ASSOCIATED WITH THE NEW SCHOOLS

SENSITIVE TREATMENT OF THE SETTING OF THE LISTED BUILDINGS IN THE CENTRE OF THE SITE

ECONOMIC BENEFITS RELATING TO GROSS VALUE ADDED GROWTH, ANNUAL TAX REVENUES & ANNUAL COUNCIL TAX

ACHIEVEMENT OF BIODIVERSITY NET GAIN, THROUGH SAFEGUARDING EXISTING ECOLOGY, & THE CREATION OF NEW HABITATS

AN EMPHASIS ON A HIGH-QUALITY SCHEME, ENSURING THE HEALTH & WELLBEING OF NEW RESIDENTS IS MAINTAINED AS A PRIORITY

THE CREATION OF A CONSIDERABLE NUMBER OF JOBS, INCLUDING CONSTRUCTION JOBS & SUBSEQUENTLY JOBS WITHIN THE DEVELOPMENT ACROSS A RANGE OF USES, INCLUDING RETAIL, EDUCATION, OFFICE & COMMUNITY & HEALTHCARE

INCREASED SPENDING WITHIN THE AREA, BOTH IN EXISTING BUSINESSES & IN NEW BUSINESSES CREATED WITHIN THE SITE, AS WELL AS SUPPORT FOR LOCAL TRANSPORT SERVICES

LENTEN HOUSE
16 LENTEN STREET
ALTON
HAMPSHIRE
GU34 1HQ

FIRST FLOOR STUDIO
THE OLD SCHOOL
4 EXTON STREET
LONDON
SE1 8UE

FABRIKUK.COM

fabrik

TEAM MEMBERS:

savills

DAVIESLANDSCAPE ARCHITECTS

Turley

gattica associates

temple

Volterra

Consult DBD