



LAND SOUTH OF HAMSLAND, HORSTED KEYNES

Design review

DECEMBER 2019



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01 INTRODUCTION

This document has been prepared on behalf of Rydon Homes to demonstrate how land to the South of Hamsland, Horsted Keynes can be developed for residential development in accordance with the existing and emerging planning and design policy framework.

The development of the site will need to have regard to a number of key documents including:

- National Planning Policy Framework (NPPF) (February 2019)
- National Design Guide (October 2019)
- Mid Sussex District Plan 2014-2031 (March 2018)
- Horsted Keynes Neighbourhood Plan, 2016-2031 (Submission Version November 2017)

In addition, two emerging draft documents have recently been prepared to provide further detailed guidance on new development and are of particular relevance to the site:

- **Mid Sussex Design Guide Supplementary Planning Document SPD (Consultation Draft August 2019) (referred to in this document as MSDG)**
- **Building for the High Weald - Design Guidance for new Housing Development in the High Weald Area of Outstanding Natural Beauty (referred to in this document as BfHW)**

Both of the documents provide guidance relating to urban design issues, with a particular emphasis on need to tailor design approaches and decisions to support the overall character and identity of the area.

The guides are both broadly based on Building for Life 12 (BfL12)*, along with the design guidance in the National Planning Policy Guidance, adapted to be locally specific to the High Weald and Mid Sussex District.

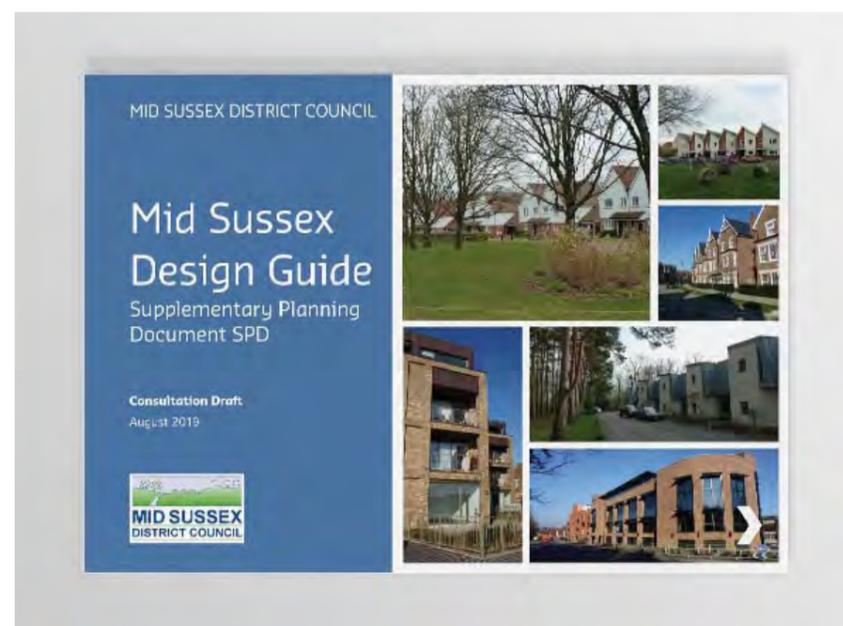


FIGURE 1. Mid Sussex Design Guide Supplementary Planning Document SPD

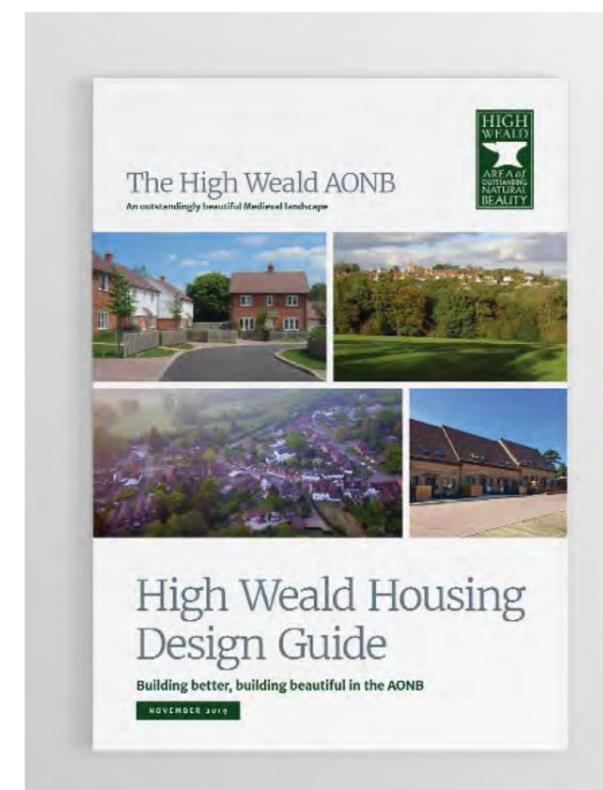


FIGURE 2. High Weald Housing Design Guide

* Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live. Building for Life 12 (BfL12) is led by three partners: Cabi at the Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University. It was redesigned in 2012 to reflect the National Planning Policy Framework's commitment not only to build more homes, but better homes, such as can be achieved when local communities participate in the place-making process and help identify how development can be shaped to accommodate both new and existing communities

02 SITE ASSESSMENT

Location and context

The site is located on the southern edge of the village of Horsted Keynes.

Horsted Keynes is a village and civil parish in the Mid Sussex District of West Sussex, England. The village is about 5 miles north east of Haywards Heath.

There is a station approximately 1 km north west of the site. It was originally a junction station with a line branching off to Haywards Heath via Ardingly but now forms part of the Bluebell Railway, a tourist route.

The Sussex Border path runs through the centre of the village. The route follows paths approximating to the Sussex border with Hampshire, Surrey and Kent. This is a popular route for walkers and cyclists.

The village is served by a series of lanes and uncategorised roads which converge in the northern part of the village around The Green. Danehill Lane/ Horsted Lane runs east from the village where it connects to A275 (London Road / Lewes Road).

Land ownership

The site (edged red) on the plan at Figure 5 is controlled wholly by Rydon Homes.



FIGURE 3. Site location plan

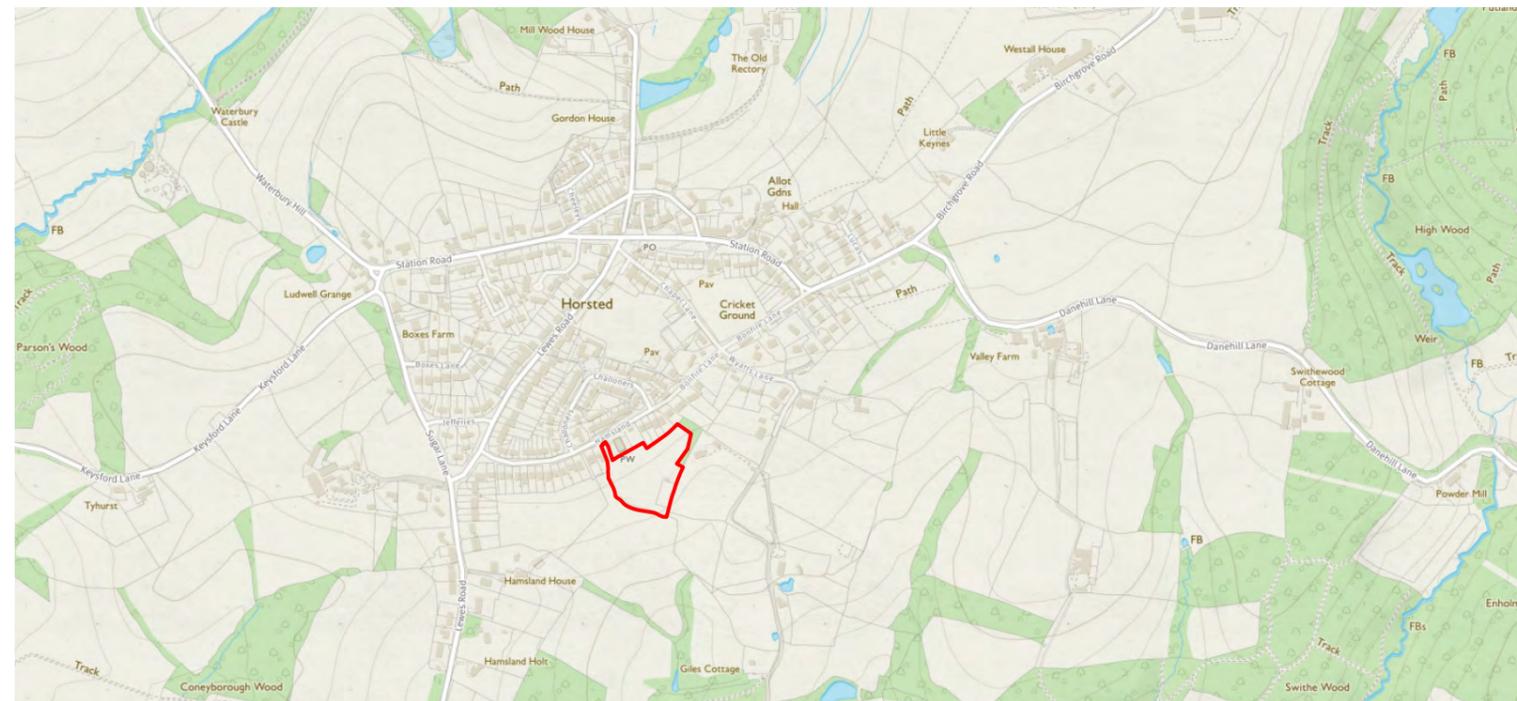


FIGURE 4. Site context plan



FIGURE 5. Site location plan



- 1. Panoramic view from the south western corner of the site looking back towards the rear of properties in Hamsland and the Church
- 2. Panoramic view looking south east across the site towards Milford Place (not visible)
- 3. View looking east along the southern boundary of the site with the rear of properties in Hamsland.

Description of the site and surrounding area

The site measures 1.1 ha / 2.7 acres and comprises a single field parcel contained on all sides by existing vegetation or existing residential development.

Photographs 1,2 and 3 are panoramic views taken from within the site looking outwards to it's boundaries. Photographs 4-12 are taken of the surrounding area and referred to below.

To the north of the site is residential development and the Catholic Church of St Stephen (4). Properties on the southern side of Hamsland, which back onto the site are generally detached houses (5,6,7) with a mix of 1.5 and 2 storeys. Parking for these dwellings is on plot and boundaries are defined by hedges and timber fencing. Existing rear gardens to these properties are in excess of 20m and the rear boundaries are a mix of fencing and hedgerow.

On the northern side of Hamsland are a series of semi-detached and terraced, two storey properties. There is also a block of apartments on the corner of Hamsland and Challenors. Car parking for these properties is provided to the rear of the dwellings in a shared courtyard.

The development surrounding the site is generally mid to late 20th Century and is typical of this period and not of any significant architectural quality of character.

The only exception is Burghhurst (5) which lies to the east of the church. The Green area in the northern part of the village has a much greater wealth of quality and character to help inform the design of new buildings in the village (10,11,12).

To the south west of the site is a large open agricultural field which is partially backed onto by residential properties in Treemans Road.

To the south east is a residential property known as Milford Place. There is an L shaped area of mature trees and planting which screen the site from this property.

Extending further south beyond the site are a patchwork of small agricultural fields and blocks of woodland which help contain the site and long distance views to the village.



4	5	6
7	8	9
10	11	12

- 4. The Catholic Church of St Stephens
- 5. Burghurst, to the east of the Church, backing on to the site
- 6. Properties on the southern side of Hamsland which back onto the site
- 7. Properties on the southern side of Hamsland which back onto the site
- 8. Terraces and semi detached dwellings on the northern side of Hamsland
- 9. Rear parking court for dwellings on northern side of Hamsland
- 10. The Cottage in The Green are of the village
- 11. Yew Tree Cottage and Laurel Cottage in The Green
- 12. Rixons in The Green C17.



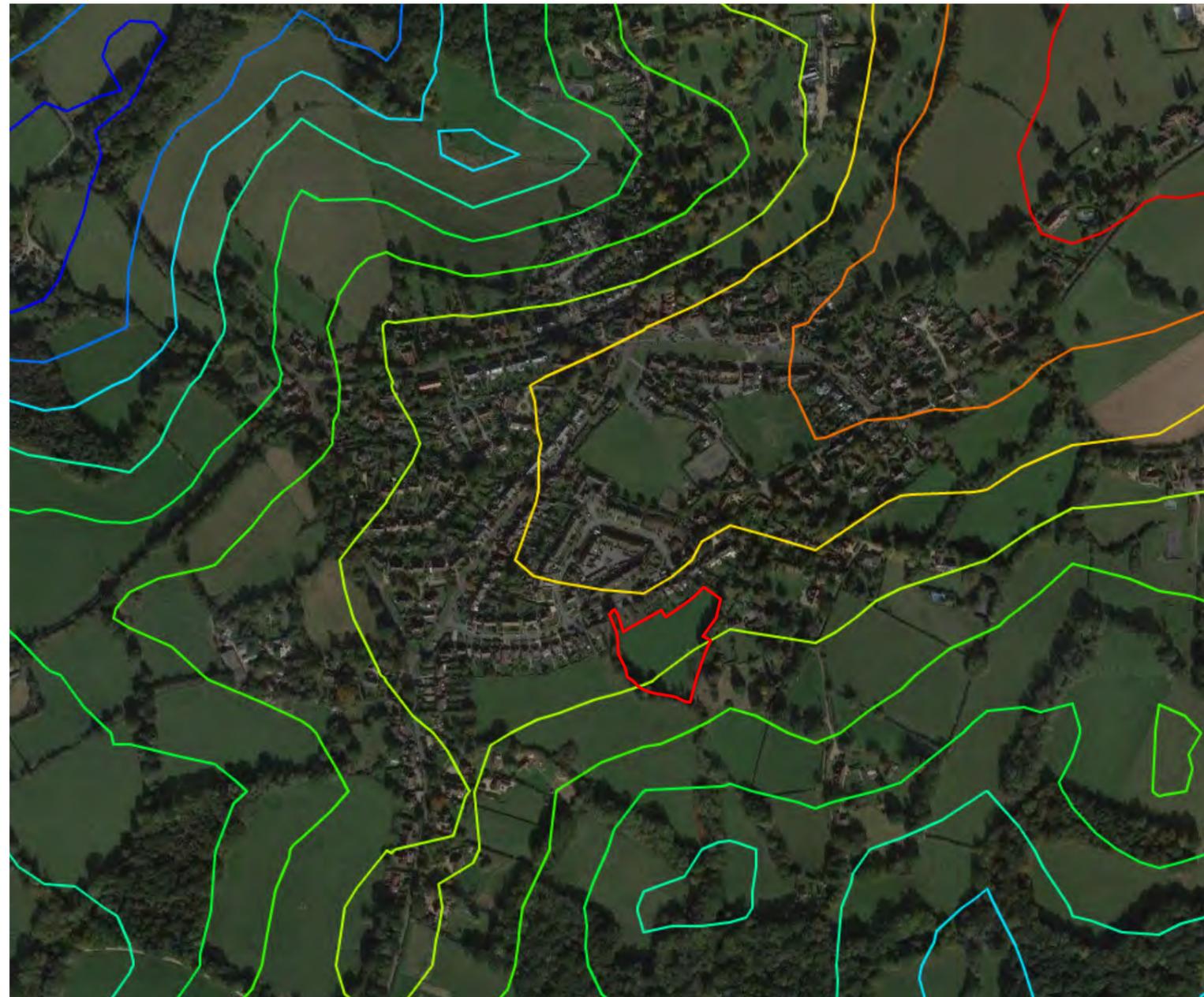
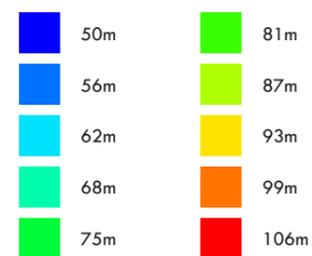


FIGURE 6. Plan showing the topography of the site in the context of the village and wider area



Landscape

The site is currently an area of open grassland. There are a number of trees and hedgerows on the boundaries of the site.

Figure 6 shows that the site lies on a south easterly facing slope which forms part of the wider landscape for the village between the 99m - 87m contour. It can be seen from the contour plan for the wider area that the majority of built form within the village also lies within this contour.

The site slopes gently from the north west at the access to Hamsland, circa 92m AOD down to 84m AOD at the southerly most point.

A site survey has been undertaken to plot accurately the extent of the existing vegetation and levels within the site.

The site lies wholly within the High Weald Area of Outstanding Natural Beauty (AONB). The High Weald AONB was designated under the National Park and Access to the Countryside Act 1949 in October 1983.

The High Weald AONB Management Plan is the single most important document for the AONB. It sets out long term objectives for conserving this nationally important landscape and the local authorities' ambitions for how the High Weald will be looked after for the next 5 years.

Cultural Heritage

Horsted Keynes Conservation Area was designated in January 1985. The site does not lie within the Conservation Area but it is relevant to the development of the site due to its proximity to the site and the character of the surrounding area. The Conservation Area includes the two oldest parts of the village. The first is centred on Church Lane and contains a number of historic buildings dating back to the 17th and 18th centuries, and the 13th century church. The second is centred on The Green, and includes parts of Station Road, Lewes Road and the southern end of Church Lane. The document “Conservation Areas in Mid Sussex” (August 2018) prepared by Mid Sussex District Council identifies that the following features contribute to the particular character of the Conservation Area for Horsted Keynes:

- the spacious character of The Green, the attractive groupings of buildings around The Green and the sense of enclosure created by both buildings and landscaping;
- the variety of age and style of buildings, several of which are Listed Buildings;
- the use of traditional and natural building materials;
- the extensive views of the countryside from within the Conservation Area, especially around St Giles Church;
- the hedgerows, trees and banked verges, including those in Church Lane, Bonfire Lane and Wyatts Lane; and
- the views of the church from within the village.

A Grade II Listed Building (Wyatts) is located beyond the site to the south, as identified on the Opportunities and Constraints plan (Figure 9). The majority of Listed Buildings in the village are focussed around The Green.

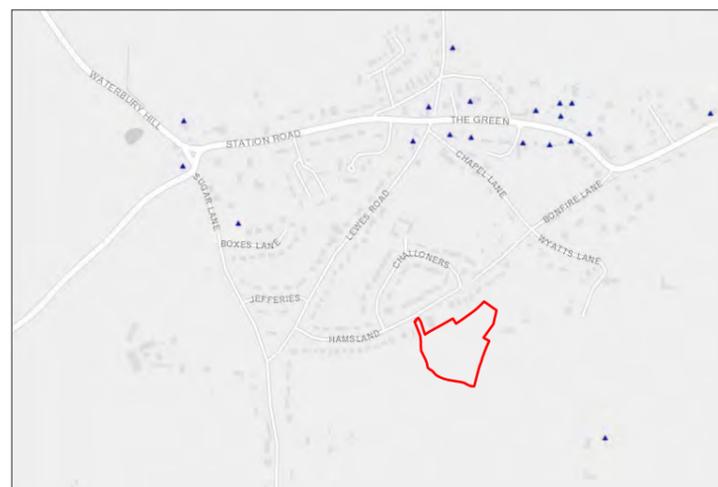


FIGURE 7. Plan showing location of Listed Buildings in relation to the site

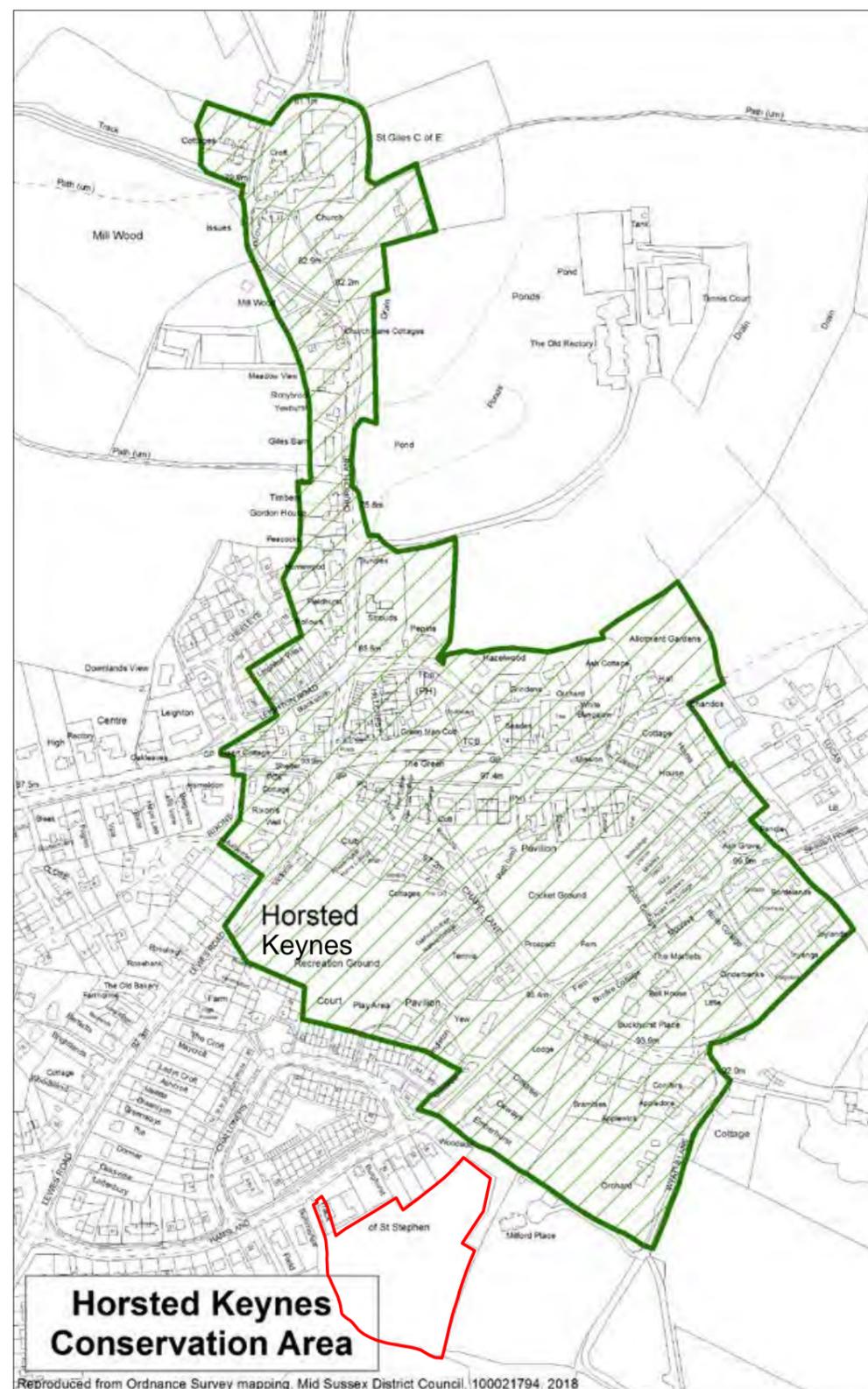


FIGURE 8. Plan showing Horsted Keynes Conservation Area and the site



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FIGURE 9. Opportunities and constraints plan

03 THE PROPOSALS

To inform the promotion of the site for residential development a concept masterplan and more detailed illustrative site layout plan have been prepared. These are shown at Figures 10 and 11.

Amount

The illustrative site layout plan shows an area of 0.8ha of land which is suitable for residential development. This is approximately 70% of the gross site area allowing circa 0.3ha for public open space, drainage and green infrastructure.

The illustrative site layout plan shows how 30 dwellings could be accommodated within the site which would provide a density of 37 dwellings per hectare.

Layout

The concept masterplan shows the general principles of the layout which are as follows:

- ① Retention of all existing trees and hedgerows on the edges of the site
- ② A primary vehicular and pedestrian access to Hamsland.
- ③ Residential development backing onto or side on to the rear gardens of properties in Hamsland.
- ④ Buildings fronting or side onto existing landscape boundaries to remove them from back gardens where they may be under pressure to be removed by future occupiers.
- ⑤ Medium density housing on the northern parts of the site where it adjoins the existing urban area
- ⑥ Lower density in the southern parts of the site to allow for more landscape planting, reduced massing and a softer edge to the settlement
- ⑦ Potential for a small area of open space which could accommodate a LAP if required, utilising the existing landscape features but in a location which is overlooked and has slow traffic speeds
- ⑧ Potential for an open SuDS feature on the southern boundary (to deal with surface water if required)



FIGURE 10. Concept masterplan for the site



FIGURE 11. Illustrative site layout plan

Use

The proposed uses would be residential and public open space only.

The residential element would include a mix of dwelling types and tenures. At this stage the following mix has been applied.

Bedrooms	No of units	%
1	4	13%
2	11	37%
3	10	33%
4	5	17%
	30	

The illustrative layout has assumed that 30% of the residential dwellings will be affordable. However, the layout does not differentiate between market and affordable units in terms of the location, design, parking or plot layout.

The mix reflects local need for small households comprising 50% of the total being 1 and 2 bedroom homes.

Scale and massing

The illustrative layout assumes that the maximum building height will be two storeys.

Character

There is a mix of housing typologies including detached, semi detached, short terraces and a modest building to accommodate 6 apartments.

Appearance and materials

At this stage, the individual design of buildings and use of materials within the landscape and built elements of the scheme have not been considered in detail. It is assumed, however that these will be of a high quality and will reflect the local character.

They will also seek to achieve high levels of sustainability and durability.

Landscape

The illustrative site layout plan shows the following key landscape elements:

- Retention of all existing trees of merit and hedgerows
- Provision of new native tree planting within the site to improve the landscape character of the site
- Provision of new hedgerows at the front of, and in some cases to the rear of proposed properties to enhance the street scene and reflect the character of the surrounding area
- Provision of a new small area of public open space with potential for a small childrens play area (LAP) if required. This area is overlooked by new housing

A detailed landscape scheme would be provided as part of any planning submission to ensure that the landscape proposals would be enduring to the site's development.

Access

The primary access to the site would be taken from Hamsland providing for both vehicular and pedestrian access.

Within the site there are two types of street:

- The residential street which is 5.5m in width and has footways. This is used to serve the majority of housing.
- Shared surfaces / private drives - These vary in width and encourage slower traffic speeds and serve small pockets of dwellings from the residential street

Drainage

Preliminary drainage investigations indicate that surface water can be managed within the site by the provision of a small detention basin in the southern part of the site.

This basin will collect and retain excess water that could overrun the capacity of the current filtration or drainage systems before being discharged into the existing network of watercourses.

Secured By Design

The concept plan and illustrative site layout plan both follow the principles of Secured by Design including the following key elements:



- The layout provides a legible connected route which is overlooked and buildings are arranged to either front onto or have side aspect (with habitable rooms and windows) to these routes. Ground floor entrances are positioned for ease of access and will be clearly articulated in detail.
- A perimeter block structure is proposed for the development that enables all dwellings to face out and overlook the streets and spaces. Private and public domains are well defined by boundary treatments.
- Configuration of dwellings and public realm has been designed to avoid confined and secluded spaces. Streets and spaces are open and have clear sight lines allowing easy monitoring and natural surveillance. All public open spaces are overlooked by development.
- Dwellings on corners of streets, or with a side elevation facing open spaces will have windows and other elevation features to ensure there are not any blank facades facing onto the public realm.
- The layout makes clear distinction between private and public spaces.
- Physical protection measures can be incorporated into the scheme through the detailed design development.
- Streets and spaces will be of high quality and have been designed with the aim of attracting activity in the form of recreation, social interaction and play which will help provide security.
- Management strategies and solutions specific to these proposals will be developed at a later detailed stage.

04 DESIGN PRINCIPLES

This section of the document will demonstrate how the proposals comply with the design guidance and principles as set out in the;

- Building for Life 12 (BfL);
- Mid Sussex Design Guide Supplementary Planning Document SPD (Consultation Draft August 2019)
- Building for the High Weald - Design Guidance for new Housing Development in the High Weald Area of Outstanding Natural Beauty

The chapters and headings from the BfL12 have been used as the basis for setting out the design principles which have been adopted, as follows:

Integrating into the neighbourhood

1. Connections
2. Facilities and services
3. Public Transport
4. Meeting local housing requirements

Creating a place

5. Character
6. Working with the site and its context
7. Creating well defined streets and spaces
8. Easy to find your way around

Street & home

9. Streets for all
10. Car parking
11. Public and private spaces
12. External storage and amenity space

Under each of the BFL headings the relevant design principles for the MSDG and BfHW have been referenced to demonstrate how the scheme complies with their guidance.

Integrating into the neighbourhood

BFL1 CONNECTIONS

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

MSDG Design Principles : DG11,DG13,DG34
BfHW Design Ref: DG3

a) Clear movement strategy

The site is of a modest scale (1.1ha/ 30 dwellings) and has a single point of connection to the public highway (Hamsland) in the north western corner of the site. The illustrative site layout plan shows how vehicle access will be provided from Hamsland.

Two different street typologies have been provided to assist in the legibility of the development and to encourage slower traffic speeds in certain parts of the site. In addition the shared surface / drive along the southern boundary of the site will be more sympathetic in character to the transition between the urban area and landscape.

b) Promote mix of uses

Given the location, residential context and scale of the site, it is not considered appropriate to provide uses other than residential development. However the layout and provision of a range of building typologies including both housing and apartments could allow for changes of use if appropriate.

BFL2 FACILITIES AND SERVICES

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

MSDG Design Principles : DG34
BfHW Design Ref: DG2

The development is within easy walking distance of existing facilities in Horsted Keynes including the recreation ground, public houses, village hall and the local shop. (see Figure 12)

Given the location, residential context and scale of the site, it is not considered appropriate to provide uses other than residential development. However the layout and provision of a range of building typologies including both housing and apartments could allow for changes of use if appropriate.

BFL3 PUBLIC TRANSPORT

Does the scheme have good access to public transport to help reduce car dependency?

MSDG Design Principles : DG12, DG34
BfHW Design Ref: na

The site is within easy walking distance of existing facilities within the village as shown on Figure 12.

There is a regular bus service (Metro bus route 270) which connects Horsted Keynes to a number of local destinations including, East Grinstead, Forest Row, Haywards Heath, Burgess Hill, Hassocks, Patcham and Brighton. The bus stop is on Church Lane as shown on Figure 12.

Given the location, residential context and scale of the site, it is not considered appropriate to provide uses other than residential development.

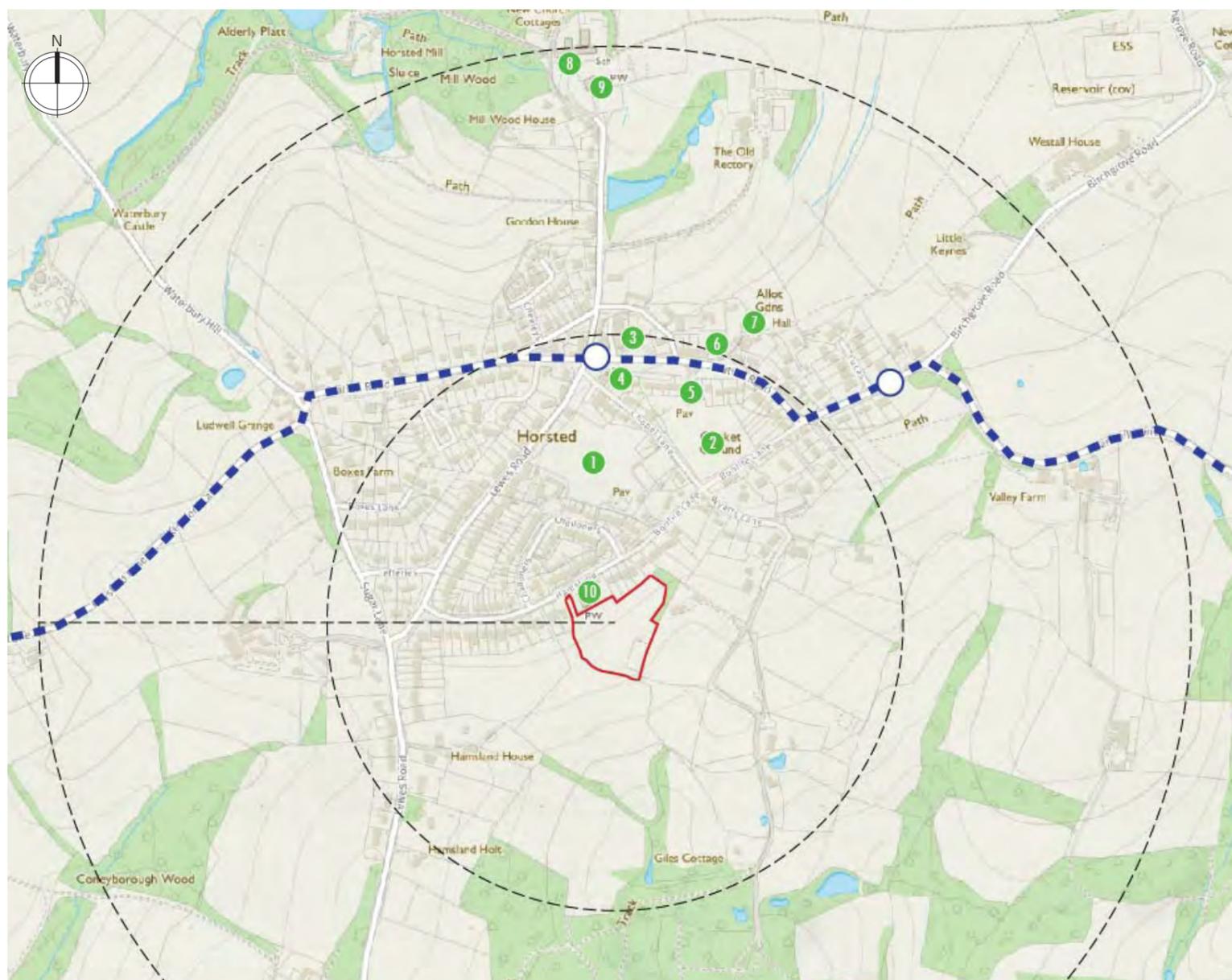


FIGURE 12. Plan showing the site in relation to facilities and bus routes/ stops in Horsted Keynes

- | | |
|---|--|
| 1 Horsted Keynes Recreation Ground with childrens play area | The site |
| 2 Horsted Keynes Cricket Ground | Bus route |
| 3 The Green Man Public House | Bus stop |
| 4 The Crown Inn Public House | Walking distance |
| 5 Horsted Keynes Club | |
| 6 Horsted Keynes General Store | |
| 7 Village Hall | |
| 8 St Giles C Of E Primary School | |
| 9 St Giles' Church, Horsted Keynes | |
| 10 Catholic Church of Saint Stephen | |

BFL4 MEETING LOCAL HOUSING REQUIREMENTS

Does the development have a mix of housing types and tenures that suit local requirements?

MSDG Design Principles : DG35
BfHW Design Ref: DG5,DG6

The illustrative site layout provides a mix of residential typologies which help to create mixed communities and ensure they are adaptable to change.

The illustrative layout shows a mix of detached, semi detached, terraced and apartments which provide the maximum flexibility for change.

The illustrative layout has assumed that 30% of the residential dwellings will be affordable. However, the layout does not differentiate between market and affordable units in terms of the location, design, parking or plot layout.

Creating a place

BFL5 CHARACTER

Does the scheme create a place with a locally inspired or otherwise distinctive character?

MSDG Design Principles : DG1-10, DG14, DG17, DG18, DG25, DG28, DG31-32, DG36, DG38, DG54-56
 BfHW Design Ref: DG3, DG4, DG5, DG6, DG7, DG9, DG10

Two land mark buildings are envisaged at the junction where the access road turns into the main part of the site. This will assist in the legibility of this junction to encourage traffic to turn into the main part of the site. Equally, these buildings will be visible from the centre of the site and the area of public open space, assisting people in understanding how to get out of the site.

The illustrative layout plan shows positive development edges to all of the built form with buildings overlooking the public realm, main routes and areas of public open space.

There are two principal areas of open space within the site which will have different character:

- The south western boundary of the site is an open landscaped area including the potential for a drainage feature. This edge retains the setting of the mature trees on this boundary and allows for planting which could improve the ecological value of the site such as wildflower planting or other native species.
- The central area of public open space which is a focal space within the development. This space utilises the backdrop of existing planting and has potential for a young childrens play area (LAP) if this were required. It is envisaged that this would use natural materials to offer a place to rest, play and meet within the site.

The illustrative site layout plan optimises the use of land available for development in the context of the character of the surrounding area and the other principles of good urban design.



FIGURE 13. Plan showing the character of the proposed scheme

The density, scale and massing follow the character of the surrounding area with a variety of built form typologies and a maximum two storeys in height.

The layout promotes the development of high quality buildings which will follow through the detailed design of the scheme.

Figure 13 also shows potential local character areas which could be used to inform the design of buildings in a way which is responsive to their position within the site and the wider area as follows:

- Key buildings will be provided in this location to assist in the legibility of the scheme. Their distinction will be provided in their use of detailing and materials rather than scale and these buildings will turn the corner providing surveillance the street.
- Buildings in the southern part of the site will be of a lower overall density. They will be set back slightly into their plots to allow for soft landscaping to their front gardens. Any garages will be recessed behind the building line to provide a more broken grain to the frontage.
- Buildings in and around the public open space area will be of a varied character in terms of their material and detailing. This echoes the character of buildings around The Green in the northern part of the village.
- Other buildings within the site will be modest in form and design to assist in the legibility of the overall place
- Active frontages will be provided to the streets and spaces to provide passive surveillance

BFL6 WORKING WITH THE SITE AND IT'S CONTEXT

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro climates?

MSDG Design Principles : DG1-10, DG11, DG14,DG17, DG18, DG25, DG27, DG28, DG31-32, DG36
 BfHW Design Ref: DG1,DG3

The illustrative site layout plan takes advantage of the site assets as set out earlier in this document.

All existing landscape features have been retained and incorporated into the scheme including trees and hedgerows.

The assessment of the character of built form in the surrounding area and wider village demonstrate that the approach to building within the site will reinforce the character of the village.

The analysis of the wider landscape and topography show that the development of this small area of land is consistent with the pattern of built form in the village . The site is visually contained by existing planting on the edges of the site and with blocks of woodland further south of the site.

The layout of the detached properties at the lower density in the south west of the site and the potential for enhanced boundary tree planting responds to the mitigation to protect the rural setting of the Grade II Listed Wyatts to the south of the site, together with the Conservation Area to the east.

To enhance the environment tree planting and soft landscape is envisaged within the site and on its edges. This will also filter views of the development from outside of the site.

The illustrative site layout plan envisages a high quality public realm and uses a variety of street typologies and layout arrangements to encourage slow traffic speeds which will ensure that it is focused on people rather than vehicles.

BFL7 CREATING WELL DEFINED STREETS AND PLACES

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

MSDG Design Principles : DG15,DG16,DG19-21, DG27, DG36,DG37
 BfHW Design Ref: DG4

The proposals provide a clear structure of streets with a sense of enclosure and positive frontages as shown at Figures 13.

The layout shows attractive streets and spaces defined by buildings rather than the highway. (Figure 16)

Landmark buildings have been used to turn corners providing overlooking to the street and continuous active frontages.

BFL8 EASY TO FIND YOUR WAY AROUND

Is the scheme designed to make it easy to find your way around?

MSDG Design Principles : DG11, DG15, DG16-18,
 BfHW Design Ref: DG2,DG3,DG5,DG6

The proposals provide a clear structure of streets with a sense of enclosure and positive frontages as shown at Figures 14 and 17.

Two land mark buildings are envisaged at the junction where the access road turns into the site. This will assist in the legibility of this junction to encourage traffic to turn into the main part of the site. Equally, these buildings will be visible from the centre of the site and the area of public open space, assisting people in understanding how to get out of the site. / drive along the southern boundary of the site will be more sympathetic in character to the transition between the urban area and landscape.

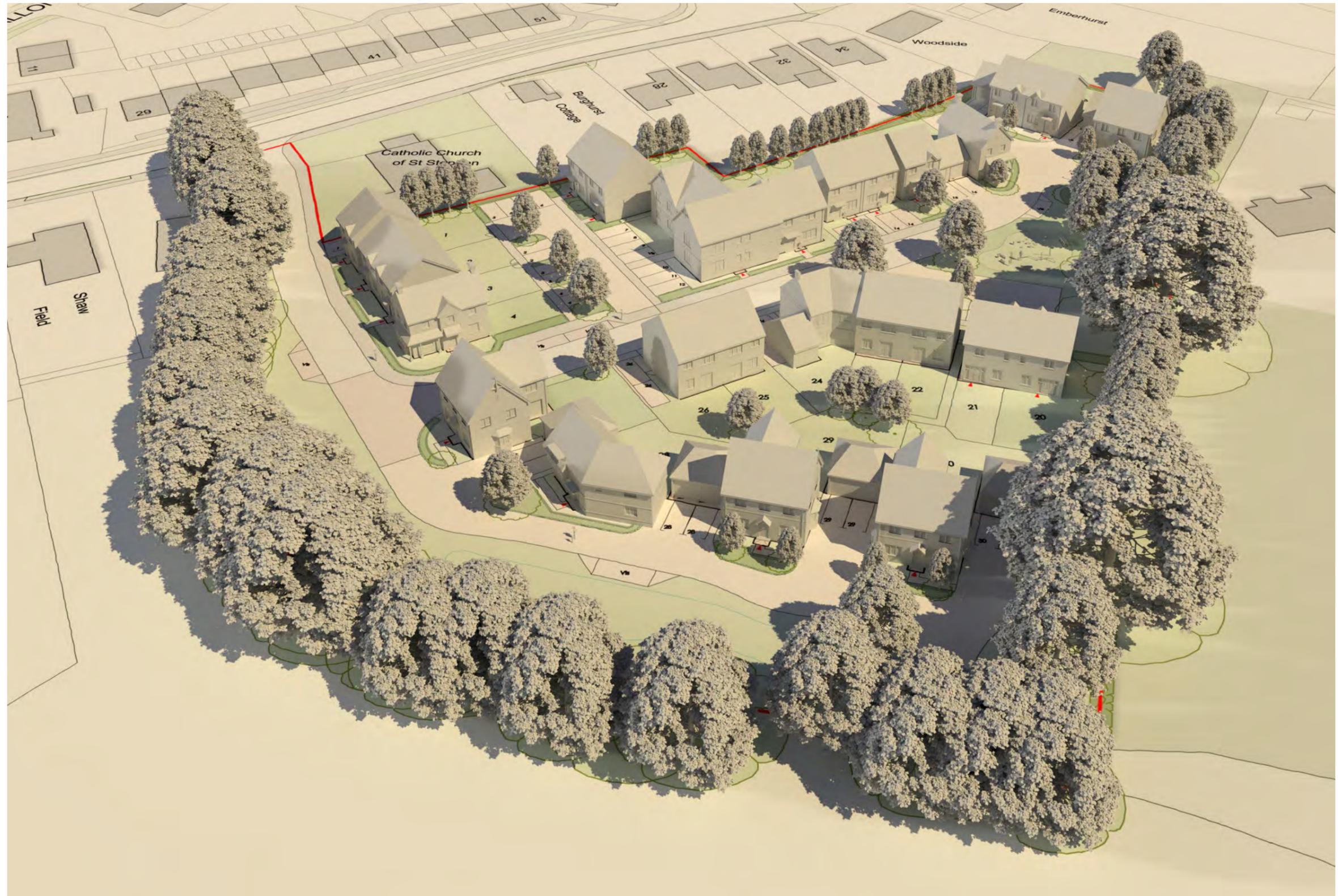


FIGURE 14. Illustration showing the scale and massing of the proposed scheme



FIGURE 15. Illustration showing the street hierarchy and public and private spaces

Street & home

BFL9 STREETS FOR ALL

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

MSDG Design Principles : DG11, DG12, DG19, DG28,DG29, BfHW Design Ref: DG3,DG9

Figure 15 shows the pattern of streets and spaces within the site.

There is a hierarchy of streets with two types of street:

- The residential street which is 5.5m in width and has footways. This is used to serve the majority of housing.
- Shared surfaces / private drives - These vary in width and encourage slower traffic speeds and serve small pockets of dwellings from the residential street

Two different street typologies have been provided to assist in the legibility of the development and to encourage slower traffic speeds in certain parts of the site. In addition the shared surface / drive along the southern boundary of the site will be more sympathetic in character to the transition between the urban area and landscape.

A traffic calming feature has also been shown where the road turns into the main part of the site to reduce traffic speeds.

There is a clear definition between public and private space as shown:

- Private space
- Public space



FIGURE 16. Illustration showing how the buildings define the street



FIGURE 17. Illustration showing the overlooked public open space at the eastern end of the site

BFL10 CAR PARKING

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

MSDG Design Principles : DG19, DG20
BfHW Design Ref: na

In accordance with best practice, car parking has been provided in a number of forms including, on plot, in shared courtyards and in laybys off carriageway.

Car parking has been provided to meet the standards for Sussex County Council with the following provision:

- 1 bedroom dwelling - 1 space
- 2 bedroom dwellings - 2 spaces
- 3 bedroom dwellings - 2 spaces
- 4+ bedroom dwellings - 4 spaces

In addition to the allocated spaces, 6 visitor spaces have been provided which have been distributed evenly around the site.

Where car parking is not provided on plot it is overlooked by development to ensure it is secure

BFL11 PUBLIC AND PRIVATE SPACES

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

MSDG Design Principles : DG15, DG25,DG26,DG27, DG28, DG29, DG37
BfHW Design Ref: DG7

A potential area of play for young children has been incorporated into the scheme with good accessibility to existing recreational facilities in the village less than 250 meters walk away.

The layout has been designed for all users and avoids steps and steep slopes within the layout. The detailed design of buildings, spaces and the public realm will build on this principle.

The areas of public open space and streets are all active and buildings animate and respond to the spaces within the scheme.

There is a clear definition between public and private space as shown on Figure 16.

BFL12 EXTERNAL STORAGE AND AMENITY SPACE

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

MSDG Design Principles : DG21-24,DG39
BfHW Design Ref: na

Consideration has been made for service vehicles and turning areas have been provided within the site to allow refuse and service vehicles to turn.

All of the dwellings have rear / side access which will allow for the storage of bins within residential curtilages and off the street.

At this stage it is not know whether sub stations will be required, however there is space to accommodate these within the open spaces without detriment to the quality of the residential environment.

All of the dwellings have rear access which allows for cycles to be stored in back gardens in secure sheds.

At this stage it is not appropriate to consider the location and design of utility meters and external pipes, however, this will be dealt with at the detailed design stage to ensure that they do not detract from the design of the buildings or quality of the environment.

05

CONCLUSION

The purpose of this document is to support the emerging allocation of the site in the Mid Sussex District Council Strategic Site Allocations DPD (Draft Allocation Policy SA29).

The document demonstrates that the site can accommodate 30 homes and public open space whilst complying with and reflecting the design guidance within the High Weald AONB draft design guide and MSDC draft design guide.

Whilst the layout and proposals are for illustrative purposes only at this stage, they have been considered in some detail. The approach to built form and landscape, show that a suitable form of development can be delivered in a way which responds positively to the site and it's landscape context, and will enhance the character of the village and wider area through high quality built form and spaces.

