



Land South of St Stephens Church, Hamsland, Horsted Keynes  
December 2020

# Design & Access Statement





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Figure 1: The Site

The proposal that forms this planning application is for the erection of 30 dwellings (30% affordable) at land south of St Stephens Church, Hamsland, Horsted Keynes.

The submission of this application follows the site being allocated in the Draft Mid Sussex District Council Site Allocations Development Plan (Reg 19) for the erection of 30 dwellings.

Whilst it is recognised that the draft Horsted Keynes Neighbourhood Plan (Reg 14) does not propose any specific housing allocations it is also noted that the application site is one of two sites supported within the draft Neighbourhood Plan for housing development, as set out in the MSDC SAD.

This document:

- Illustrates the site analysis undertaken.
- Explains the design concept and principles established as a result of this site analysis.
- Illustrates the design development process.
- Presents the proposal and demonstrates how it responds to the site, its locality and the wider context.
- Illustrates the landscape strategy and access considerations that are integral to the development.

This document is to be read in conjunction with: -

- Planning Statement - SIGMA Planning
- Landscape and Visual Impact Assessment - Landscape Collective
- Arboricultural Report - Broad Oak Tree Consultants
- Ecology Reports - Ecology Solutions
- Transport Statement - RPS
- Flood Risk Assessment and Drainage Strategy - JNP
- Heritage - Orion Heritage
- Archaeology - Orion Heritage



The application site is formed of an irregular shaped field parcel with varying boundary treatments and densities of vegetation, located to the southern side of Hamsland, Horsted Keynes.

## Boundary Treatments

**North East** - The north east boundary of the site is defined by hedge and low density tree planting.

**South East** - The south east boundary, which borders Milford Place and its curtilage, is defined by several mature trees to its northern end whilst the southern end of the boundary is comprised of hedge planting.

**South West** - The south western boundary is defined by a mature tree line (fig 5) together with a hedge and ditch which runs along the southern end of the boundary.

**North West** - The north west boundary of the site, which borders both St Stephens Church and existing dwellings which are served off Hamsland, is defined by an existing post and rail fence together with hedge planting.

## Access

Whilst there is no public access into and through the site, private access to the site, both pedestrian and vehicular, is served off a narrow strip of land (fig 4) which extends from the main body of the site, along the south west side of the St Stephens Church site, up to the southern side of Hamsland.

## Heritage

The nearest listed property is located c.200m to the south east of the site and therefore any impact the site has upon its setting needs to be considered.

The site sits c.10m to the south of the Horsted Keynes Conservation Area (as shown in fig 6), any impact the development has upon the conservation area will also need to be considered.

## Topography

The site falls in a south eastern direction with the highest point being at the site access point off Hamsland (+92.21m) and the lowest being in the southern corner (+84.23m).

## Ecology

A Preliminary Ecological Appraisal of the site was carried out in 2019 by Ecology Solutions which indicated that Reptile and GCN surveys were required.

GCN presence was found in one pond circa 200m to the south of the site whilst reptile surveys indicated a low population of slow worms to be present on the site. This will need to be considered in the development of the proposal.

A site walkover in September 2020 confirmed the site has remained in largely the same condition and therefore no further surveys/updated surveys were required.

## Flood risk

The entirety of the site is located in Flood Zone 1 and therefore has a very low risk of pluvial flooding.



Fig 2: View from the southern end of the site looking north west through to north east.



Fig 3: View from north through to western side of site looking north through to south east.



Fig 4 View looking towards Hamsland showing the site's access route



Fig 5: The site's south western boundary tree/hedge line.

## Arboriculture

An on site tree inspection carried out in March 2020 identified 39 trees on, and immediately adjacent to, the site. These are however all located to the site boundary, as can be seen in figure 6.

Of these 39 there are:

- 3no Cat A
- 6no Cat B
- 26no Cat C
- 2no Cat C/U
- 2 no Cat U.

The Cat A trees identified in the tree inspection are in the locations shown in figure 6.

## Landscape and Sensitive views

As is set out in the LVIA that accompanies this application, the impact the scheme has upon the following viewpoints will need to be a considered and inform any development.

1. View from Hamsland Looking South
2. View from POS west of the Site
3. View from public bridleway 19HK looking north-north east.
4. View from the public footpath 20HK looking north/north east

Further to the above, the private amenity of the two storey dwellings that about the site's north/north west boundary (see fig 2) must be considered.

## High Weald AONB

With the site being located in the High Weald Area of Outstanding Natural Beauty (HWAONB) there are further considerations that need to be made, these are addressed on page 06.



Figure 6: Development Considerations

PRoW/ public footpath



Key public views of the site

Vehicular route



Conservation area

Site Access



Category A Tree

Two storey dwellings



Water course

Bungalow



Place of Worship



## 1. Access

Access to the site is only possible via the existing access point off Hamsland (to the north of the site). As such this access point will be retained and utilised for both vehicular and pedestrian access into the site.

It is recognised there is an existing belt of trees along the south western boundary of this access route with RPAs as identified in the Arboricultural survey. A strategy for how any existing tree roots will be protected is explained on page 15 of this report and in both the AIA and TS that accompany this application.



## 2. Protect Existing Views and the Arboricultural Network of the Site

In order to protect existing views and protect the arboricultural network that contains the site it is proposed to maximise the extent of the existing tree network that will sit within managed land and out of private gardens.

This will ensure the retention and health of the tree belt and in doing so maintain the screening of the site that they offer which will in turn limit the effect development has upon views from the wider area.



## 3. Development Scale

The proposed scale of development is another key consideration for the scheme. Limiting it to two storeys will offer several benefits:

- The development will respond to the scale of existing development that borders the site.
- It will limit the impact the development has on views from the wider landscape.
- It will limit the inter visibility between the development and neighbouring conservation area and thus limit the impact it has upon it.



## 4. Preserving Privacy of Neighbouring Dwellings Private Amenity

Orientating development so as to back onto the private amenity of existing dwellings that border the site, as opposed to facing on to them, will prevent the risk of overlooking of these spaces and thus ensure their privacy is retained.

In the case of the existing dwellings to the north of the site this will have further benefit in that it will prevent the risk of the dwellings in the proposed development overshadowing the rear gardens of these properties. By preventing this, the quality and usability of the existing dwellings rear gardens will be further protected.



## 5. Drainage

Providing a sustainable drainage strategy for the scheme that is able to discharge into the existing water course which abuts the site's boundary will ensure the proposal delivers a scheme which is able to attenuate and dispose of surface water in a safe and sustainable way and remove any risk of flooding as a result of the new development.

Using geo-cellular storage to provide the required attenuation will limit the effect the scheme has on the landscape and help the scheme to deliver its allocation as set out in the Draft Mid Sussex District Council Site Allocations Development Plan (Reg 19).



## 6. Responding to the Sites Topography

As described and illustrated in the previous chapter, the site slopes in a southerly direction with approximately an 8m difference in height from the highest to the lowest part of the site. Responding to this topography and creating a scheme which limits earth works will limit the effect development has on the immediate and wider landscape.

This will be primarily addressed by laying the sites principle access road in a south west - north east direction, following along a contour so to ensure it is level and thus limits the effect the scheme has on the sites existing topography.





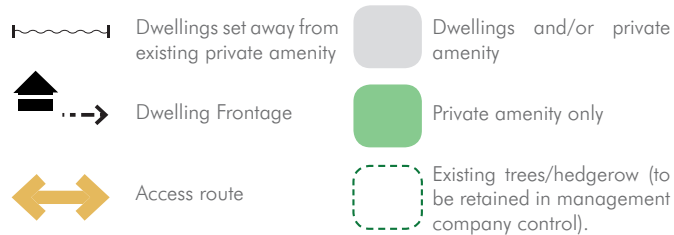
The design criteria set out on the previous page, which evolved from the site analysis undertaken, and advice from applicable consultants, leads to an initial site layout framework as shown in figure 8.

The framework focuses on:

1. Providing a single safe vehicular access/exit point off Hamsland.
2. Developing a layout which limits required earth works and changes to the site's existing topography.
3. Retention and maintenance of the arboricultural network that contains the site.
4. Responding to the scale of existing residential development around the site and in doing so knitting it into its immediate context whilst limiting the effect it has upon views from both the wider landscape and Horsted Keynes Conservation Area.
5. Ensuring privacy of existing dwellings amenity space is retained.
6. Ensuring that the scheme accommodates a sustainable drainage strategy which provides the required attenuation and therefore ensures it is able to attenuate and dispose of surface water in a safe and sustainable way and remove any risk of flooding as a result of the new development.
7. Fulfilling the allocation for 30 dwellings as set out in the Mid Sussex District Council Site Allocations Development Plan (Reg 19).



Figure 8: Initial Site Layout Framework



In addition to the site specific constraints, and the initial site layout strategy that is informed by these, guidance set out in The HWAONB Design Guide must also be considered. Below is a summary of criteria set out in the guide which will help to inform the proposal.

#### DG3:

- New streets should be arranged to form a clear hierarchy; streets that connect beyond the site, side streets and side streets and back lanes
- In all but the smallest of housing schemes, a variety of these street hierarchies should be deployed
- Side and back lanes: These offer only very local access and thus should be designed to be narrower, quieter, and more intimate. They would not normally contain separate pavements. Instead they would have simple grass verges, and may lead on to courts.

#### DG4:

- Discernible building lines should be established in new schemes, so that there is a relatively consistent level of setback visible in each street scene
- Close board fences are not an appropriate boundary treatment to define the fronts or sides of plots from the public realm. They are uncharacteristic of vernacular treatments, and contribute little to visual quality.

#### DG5:

- Domestic buildings in the High Weald are typically two storey in height
- Some single storey buildings – mostly small footprint and often timber framed and boarded.
- Hipped or half-hipped roofs are commonplace, as are cat slide roofs, varying roof orientation, eaves height and angle can add to character.

#### DG6:

- Parking courtyards are effective to serve terraces/mews, must be small-scale, serve no more than five dwellings and be well overlooked. They should be defined by buildings bordering the space, arranged to animate the courtyard, or bounded by appropriate planting, rather than enclosed by close-board fences to back gardens.
- Avoid front of plot parking that dominates the street scene.
- Edge of parking court softened by native planting.
- Vernacular style car barns within parking courts.



DG3: Lowest order street: side and back lane



DG6: Vernacular style car barn - parking court



DG7: Chimney stacks articulating roofscapes



DG7: Brick arch over window



DG5: Open eaves



DG7: Tile hanging



DG7: vernacular canopy



DG7: White weatherboarding

#### DG7:

- Roof pitches in clay tiled roofs are reasonably steep; occasionally 42.5°, never lower, but more usually 47.5-50°
- Open eaves are characteristic, no bulky boxed upvc soffits.
- Porches are typically simple canopies, either flat or open gables, occasionally monopitch.
- Window heads in brick elevations are typically arched; curved or flat brick arch.
- Tall chimney stacks.
- Clay tile roofs and tile hanging facade is common to most of the High Weald.
- Full height brick buildings in the High Weald are not common.
- Brick ground floor with a first floor clad in weather-boarding or tile-hanging. The cladding material must continue all the way around the first floor of a building
- Weatherboarding is characteristically painted white in some High Weald settlements, its appearance contributing heavily to the local distinctiveness of a settlement.
- There are many localised pockets of black painted (or tarred) weatherboarding

#### DG8:

- Dedicated waste and recycling storage or set down spaces can help reduce street clutter and encourage people to store their bins neatly

#### DG9:

- Large areas of black-top, for instance in parking areas or footways, will not be appropriate
- Where pavements are provided, they should generally be in a material that matches the highway surface.
- Other footpaths, such as those through green spaces, should be in a softer material such as self-bind hoggins or resin bound gravel.
- Many smaller streets and lanes in High Weald settlements don't have many road markings, using instead their scale, or surfacing changes to indicate priorities

Another consideration that informs the proposal is the Draft Horsted Keynes Neighbourhood Plan.

Section 5 (Housing and Design of Development) of the plan requires that development, amongst other criteria, should be 'maintaining Local character and ensuring good quality design', in doing so it reaffirms many elements of the design criteria already established through site analysis and appraisal of the HWAONB design guide.

The materials and forms illustrated in the document (fig 9) further emphasise this close relationship with those referred to in the HWAONB Design Guide.

Policy HK4 sets out the design requirements for development within the village, these include:

- '... All development should maintain the distinct local character and demonstrate good quality design..'
- '...respects the scale, bulk and character of existing and surrounding buildings..'
- '...using good quality materials that complement the existing palette of materials used within Horsted Keynes..'
- '...adopting the principles of sustainable urban drainage, where practicable..'
- '...respecting the natural contours of the site and protecting and sensitively incorporating well-established natural features of the landscape including trees, species-rich hedgerows and ponds within the site..'
- '...providing sufficient external amenity space, refuse and recycling storage and car and bicycle parking to ensure a high quality and well managed streetscape..'

Policy HK12 goes on to state that 'Development proposals creating significant new drainage requirements must demonstrate that effective Sustainable Drainage Systems are incorporated..'

The above echoes and re-emphasises the importance of the design criteria which has been set out earlier in this report.



Figure 9: Houses and materials shown/referred to in section 5 of Horsted Keynes Neighbourhood Plan



Review of the above design guidance offered in the HWAONB Design Guide and Horsted Keynes Neighbourhood led to a developed Site Layout Framework as shown in figure 10.

The developed Layout Framework seeks to address the site layout design criteria set out in DG3, DG4, DG6 and DG9 of the HWAONB Design Guide by:

1. Creating a hierarchy of streets.
2. Having discernible building lines with a relatively consistent level of setback visible in each street scene.
3. Ensuring any parking courtyards are small-scale and serve no more than five dwellings whilst also ensuring they are well overlooked and bounded by planted margins.
4. Avoiding front of plot parking, preventing cars dominating the street scene.
5. Ensuring dedicated waste and recycling storage (for any apartments) and set down spaces (for all houses).

The developed Layout Framework also seeks to address and adhere with much of the design criteria set out in the Draft Horsted Keynes Neighbourhood Plan by:

6. Providing sufficient external amenity space, refuse and recycling storage and car and bicycle parking.
7. Responding to the natural contours of the site and protecting and incorporating landscape features such as trees and hedgerows.
8. Incorporating a SuDS scheme within the proposal.

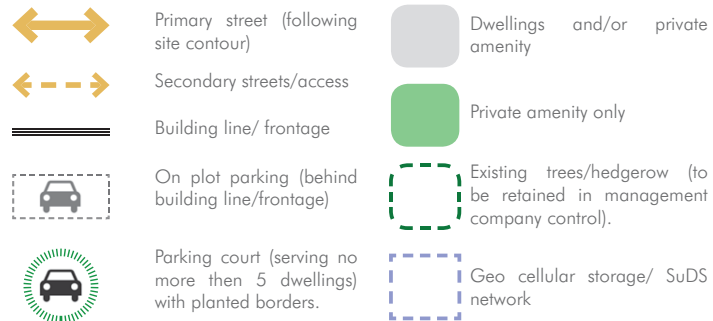


Figure 10: Developed Site Layout Framework





The proposal is a result of responding to the opportunities and constraints set out at the beginning of this report and, as seen on pages 06-08, responding to the design criteria set out in the HWAONB Design Guide and Horsted Keynes Neighbourhood Plan.

It does so by satisfying the below criteria:

1. Providing a single safe vehicular access/exit point off Hamsland.
2. Responding to the natural contours of the site and in doing so limiting earth works and changes to the sites existing topography (further illustrated on page 11).
3. Ensuring protection and maintenance of the arboricultural network that contains the site by retaining it in managed land and in doing so preventing works on the network and any impact on views from the wider landscape that would come as a result of this.
4. Ensuring privacy of existing dwellings amenity space by, where the proposal abuts existing residential development, having an inward looking development with rear gardens backing onto the existing rear gardens.
5. Creating a hierarchy of streets (primary and secondary). Proposing surfacing changes to help indicate priorities between the principle access road, secondary streets and courtyards.
6. Having discernible building lines with a relatively consistent level of setback visible in each street scene.
7. Ensuring any parking courtyards are small-scale and serve no more than five dwellings whilst also ensuring they are well overlooked and bounded by planted margins.
8. Avoiding front of plot parking, preventing cars dominating the street scene.
9. Ensuring dedicated waste and recycling storage (for apartments) and set down spaces (for all houses).
10. Providing sufficient external amenity space, refuse and recycling storage and car and bicycle parking.
11. Accommodating a sustainable drainage strategy which provides the required attenuation and therefore ensures it is able to attenuate and dispose of surface water in a safe and sustainable way and reducing flood risk to existing and proposed properties. (See FRA)



Street following contours.

Existing trees & hedge retained in managed land.

Dwellings set away from existing rear gardens.

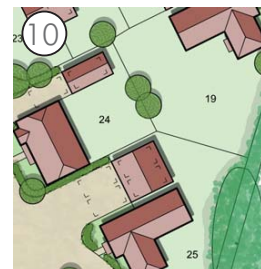
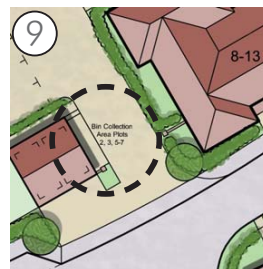


Material and width used to create hierarchy of streets/spaces in scheme.

Discernible building lines.

Small parking courts, overlooked and with planted borders.

Car parking to side of dwellings.



Dedicated waste set down spaces.

Sufficient external amenity.

Figure 11a: Principles integrated into the proposal

## 04 Layout

The incorporation of the principles illustrated on page 09 result in the proposed site layout as illustrated in fig 11b.

The proposal seeks to satisfy all the design criteria whilst satisfying another of its criteria, fulfilling the allocation for 30 dwellings as set out in the Mid Sussex District Council Site Allocations Development Plan (Reg 19).



Figure 11B: The Proposed Site Layout



As discussed in the HWAONB Design Guide appraisal (pg 06) there are several characteristics, forms, materials and features that, together with the site layout principles, contribute towards the High Weald AONB architectural vernacular.

As referred to in the design guide, these include:

1. Typically two storey dwellings with a limited amount of single storey.
2. Hipped, half-hipped roofs and cat slide roofs.
3. Varying roof orientation, eaves height and angle.
4. Roof pitches reasonably steep.
5. Clay tile roofs and tile hanging façades.
6. Simple porch canopies, either flat or open gables, occasionally monopitch.
7. Window heads in brick elevations are typically arched; curved or flat brick arch.
8. Tall chimney stacks.
9. Limited full height brick buildings/elevations.
10. Elevations with brick ground floor and first floor clad in weather-boarding or tile-hanging.
11. White weatherboarding .
12. Localised pockets of black painted/tarred weatherboarding.
13. Avoidance of close board fences facing onto public realm.

Analysis of Horsted Keynes locality (fig 12-15) reaffirms the above characteristics as being those that help to define the High Weald AONB. In addition to the above, analysis of Horsted Keynes identifies other, materials and forms/features found in the village and which have been considered when deciding upon the form and appearance of the proposed dwellings within the scheme:

14. Weather-board facade with a brick plinth
15. Dormer windows
16. Bay windows

Cumulatively, the above forms, features and materials create the palette that helps the scheme to not only knit into the context of the High Weald AONB but ensures the scheme responds to the more localised vernacular of Horsted Keynes.



Figure 12: Chapel Lane/Lewes Road, Horsted Keynes



Figure 13: Station Road, Horsted Keynes



Figure 14: Station Road/Bonfire Lane, Horsted Keynes



Figure 15: Station Road, Horsted Keynes

## 08 Appearance

The form and materiality of the proposed dwellings have been composed using the materials and forms identified as being prevalent in both Horsted Keynes and the wider context of the High Weald AONB.

One can see in Fig 16 - 18 how the proposal responds to, and incorporates, these forms and materials with the inclusion of:

1. Window heads in brick elevations are typically arched; curved or flat brick arch.
2. Half hipped/barn hip roofs.
3. Hipped roofs.
4. Cat slide roofs.
5. Varying roof orientations and angles.
6. Clay tile roofs and tile hanging façades.
7. Simple porch canopies.
8. Tall chimney stacks.
9. Elevations with brick ground floor and first floor clad in weather-boarding.
10. Elevations with brick ground floor and first floor clad in tile hanging.
11. White weather-boarding with brick plinth.
12. Dormer windows
13. Bay windows
14. Avoidance of close board fence facing onto the public realm.
15. Two storey development.

The incorporation of these materials, forms and features help the scheme to respond to both its HWAONB and Horsted Keynes context, as noted above, whilst also addressing the criteria set out in the Horsted Keynes Neighbourhood Plan (policy HK4) by:

- Respecting the scale, bulk and character of existing and surrounding buildings.
- Using good quality materials that complement the existing palette of materials used within Horsted Keynes.

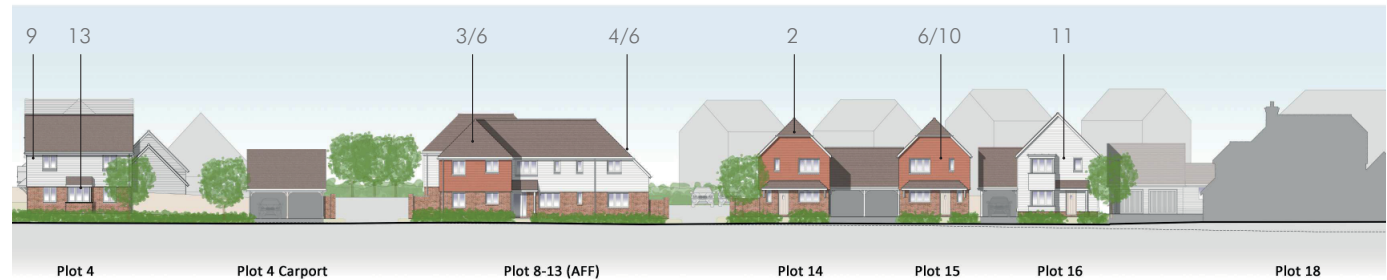


Fig 16:

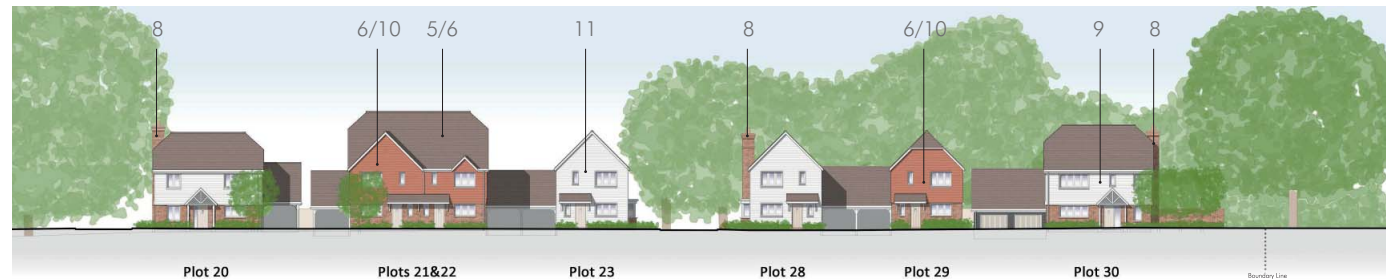


Fig 17:

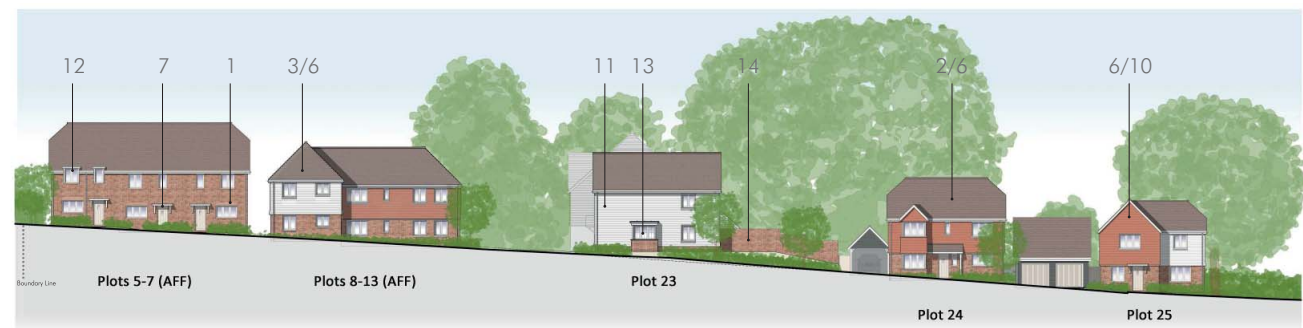


Fig 18:





Fig 18A: Indicative sketch of proposal in context.

The proposed development consists of 30 units. This total is comprised of a combination of 1 bed apartments in addition to 2, 3 and 4 bedroom houses.

Of the 30 units, 9 are affordable, making up 30% of the development.

The 9 affordable units comprise of the below:

6no 1bed units (66.7%) - Apartments

3no 2bed units (33.3%) - Houses

The 21 open market units comprise of:

6no 2 bed units (28.6%) - Houses

12no 3 bed units (57.1%) - Houses

3no 4 bed units (14.3%) - Houses

In total there are:

6no 1 bed units (20%) - Apartments

9no 2 bed units (30%) - Houses

12no 3 bed units (40%) - Houses

3no 4 bed units (10%) - Houses

The distribution of these is illustrated in fig 19.



 Affordable unit



Fig 19: Distribution of unit sizes and tenure across site





The scale of the proposed development is to be largely two storeys with only Car Barns, Garages, and a small element of plot 17 being single storey.

This scale of development is proposed so as to:

- Respond to the scale of existing development that borders the site, as recommended in HK4 of the Horsted Keynes Neighbourhood Plan.
- Limit the impact the development has on views from the wider landscape.
- Limit the inter visibility between the development and neighbouring conservation area and thus limit the impact it has upon it.
- Comply with DG5 of the High Weald AONB Design Guide which states that 'Domestic buildings in the High Weald are typically 2 storeys in height' with only 'some single storey buildings'.

The proposal also incorporates a variety of terrace, semi-detached, link detached and detached dwellings. This approach helps to create variety in form and mass, as can be seen in fig 16 - 18, and avoids the development being dominated by detached dwellings, adhering with another recommendation made in DG5 of the HWAONB Design Guide.



Fig 20: Development Scale

# 08 Landscape Strategy

The Landscape Strategy that is integral to the proposal comprises of the below elements.

## 1. Ensuring Retention of the Site's Existing Tree Network.

The proposed layout ensures that all trees that define the boundary of the site, and offer screening of the development from the wider area, are retained.

This is ensured by shaping the scheme in a way that, where practicable, locates the existing trees within the managed area of the site and out of the rear curtilage of proposed dwellings.

Along the south western boundary this is ensured by incorporating a margin (minimum three metres) along the boundary which will, together with the trees within it, be within management company control and out of the rear / side curtilage of plots 26, 27 and 30.

Along the south eastern boundary trees are again located in managed land which again will prevent their removal or cutting back (except for works which are stated as being required in the AIA) being carried out.

## 2. Limiting the Effect on Views from the Wider Landscape.

By implementing the above the effect the scheme has on views from the wider landscape, and principally the locations listed below, will be limited. The effectiveness of this is analysed further in the LVIA prepared by Landscape Collective which forms part of this application.

- View from Hamsland Looking South
- View from POS west of the Site
- View from public bridleway 19HK looking north-north east.
- View from the public footpath 20HK looking north/north east.

## 3. Ecology Areas.

The proposal also retains pockets of open space which will be made up of tussock grassland. This is proposed in order to provide the required ecological mitigation for the site; providing habitat for slow worms which were identified as being present on site (see pg 02).



-  Trees & Hedge line retained in managed land
-  Curtilage of dwelling offset from tree & hedge line
-  Ecology Mitigation Area (tussocky grassland)
-  Rear/side curtilage of plots 26, 27 & 30



Fig 21: The elements of the proposal's landscape strategy



As has been noted earlier in this report, one of the key considerations for the proposal is the access into it via the narrow strip of land that is served off Hamsland.

As can be seen in the AIA that forms part of this application, RPAs are shown to extend across the width of this area and as such there is the potential for roots to be in the location where the access road will be located.

To establish the exact location/extent of the roots on site investigation will be undertaken prior to any works commencing.

In response to what is found, one of the below options/construction methods will be used:

1. Initial Proposal (if roots don't extend out from tree trunks)

Full depth carriageway and footway construction

2. Alternative Option 1 (if roots are found to extend out a minimal amount from tree trunks)

This option would locate the footway on the western side of the access road and would be constructed with 'no dig' materials such as Geotextile matting. The carriageway would be constructed to full depth construction (see fig 22a).

3. Alternative Option 2 (if roots are found to extend fully across the access route)

This option proposes a 'no dig' construction method for both the footway and carriageway ( see fig 22b)

The extent of access road that this relates to is highlighted in figure 23.

This strategy will ensure that the road construction responds to the on site conditions and there is therefore no detriment to the health of tree's/hedge's roots and consequently the health of the trees/hedges themselves.

Works to canopies of trees in along the same stretch of access road, to accommodate refuse vehicle access, are set out in page 21 of this report.

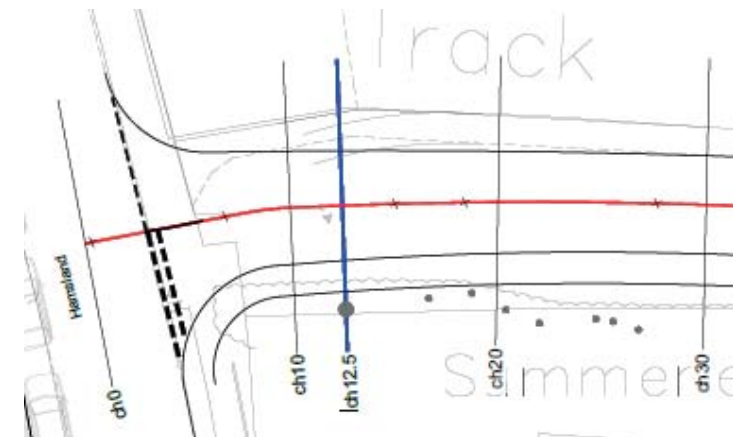
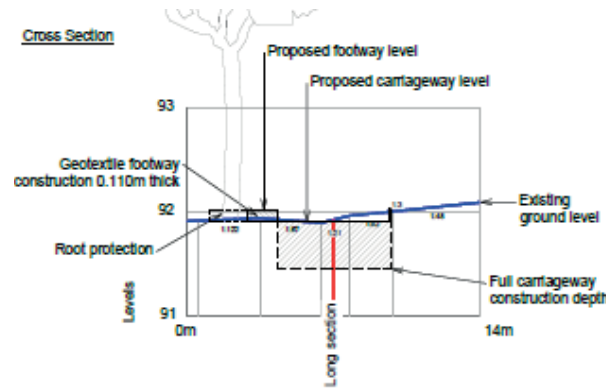


Figure 22a: Cross Section and Plan view of Alternative Option 1  
Taken from Appendix I of Transport Statement produced by RPS

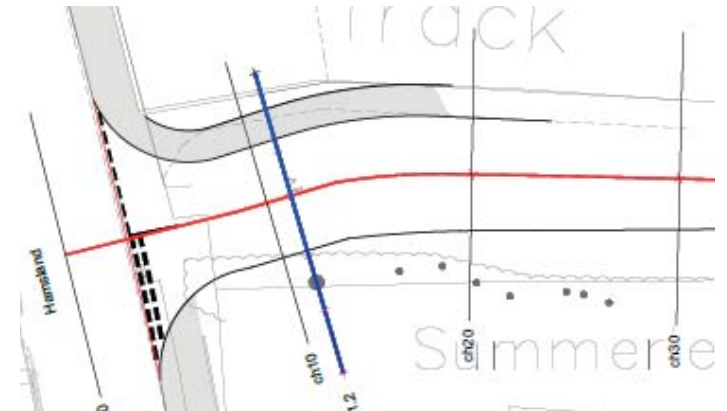
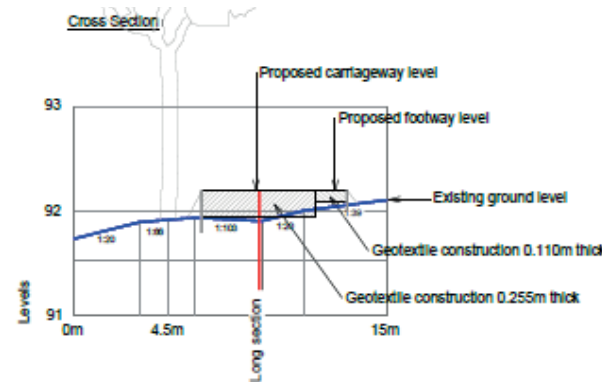


Figure 22b: Cross Section and Plan View of Alternative Option 2  
Taken from Appendix I of Transport Statement produced by RPS

The accompanying Transport Statement (produced by RPS) considers the surrounding highway network and the various methods of transport available to future residents and visitors between the development and the surrounding area.

With regards to access and movement into and within the site, safe access from Hamsland is ensured with appropriate sizing of road and visibility splays, as confirmed in the Transport Statement and a Stage One Road Safety Audit. Works required in Hamsland to assist this, and ensure the retention of existing on street parking, are explained on page 18 of this report.

As an integral part of the design process, access and movements around the development, and to each dwelling, have been considered and are as illustrated in figure 23. Taking guidance from 'Manual for Streets' and the HWAONB Design Guide a hierarchy has been established between the main access road through the site, and the points off this access road which lead to either parking courts or to the respective dwellings and their parking spaces.

The scheme ensures safe pedestrian connectivity between the site and surrounding area with the inclusion of a pedestrian footpath along the principle access road whilst shared surfaces are proposed for other areas of the development due to the small amount of dwellings served off each.

Access and movement within the dwellings has also been considered and in line with Policy DP28 of the *Mid Sussex District Plan 2014-2031* 20% of the development (plots 5-10) have been designed in accordance with Approved Document M4(2).

#### Access Road Construction

As set out on page 16 of this report, and expanded upon in both the Transport Statement (RPS) and AIA (Broad Oak Tree Consulting) that form part of this application, the construction of the access road leading from Hamsland to plot no1 (highlighted in fig 23) will be determined by the extent of the tree/hedge roots in that area of the site which will be established following on site investigation.

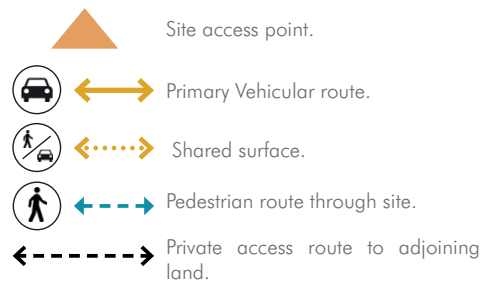


Fig 23: Vehicular and pedestrian connectivity into and around the site







The scheme's proposed parking strategy delivers the following criteria.

1. All properties have the required amount of allocated/private parking spaces as set out in Table 2 of the *West Sussex County Council Guidance on Parking at New Development* (August 2019).
2. Double garages are provided on plots 17, 18, 25 and 30. All of these plots have the required amount of allocated parking without reliance on using the garages and therefore these are excluded from the total parking provision listed below. In all other instances where there is covered parking it is in the form of Car Barns.
3. Unallocated/visitor car spaces are well spread throughout the development. A total of 5 visitor spaces are provided, equating to 0.17 per unit, closely aligning with WSCC's requirement.
4. All houses have private gardens, allowing secure cycle storage as necessary whilst apartments (plots 8-13) have a communal bike store which provides for the required amount specified in Table 1 of the *West Sussex County Council Guidance on Parking at New Development* (August 2019).
5. Parking courts serve no more than 5 dwellings and are largely bounded by planting and dwellings which over look them, in line with the recommendations made in DG6 of the HWAONB Design Guide.
6. On plot parking is typically to the sides of dwellings and double drive ways serving adjacent dwellings have been largely avoided, again in line with DG6 of the HWAONB Design Guide.

In summary the proposal comprises of 59 vehicular parking spaces made up of:

- 1 space for all 1 bed apartments
- 2 spaces for all houses
- 5 unallocated/visitor spaces

19	Allocated parking (covered)
35	Allocated parking (not covered)
5	Unallocated parking

59



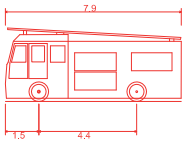
Fig 26: Distribution of allocated and unallocated parking spaces





As illustrated in figure 27, in accordance with the Manual for Streets and Building Regulations 2010 Part 'B' (Fire Safety), the development is safely accessed from Hamsland and ensures emergency vehicles and others can enter, turn within and exit the development with ease.

The proposed layout ensures a fire appliance can reach to within 45m from the furthest point within each dwelling, without having to reverse more than 20m.



Pumping Appliance  
Overall Length 7.900m  
Overall Width 2.500m  
Overall Body Height 3.300m  
Min Body Ground Clearance 0.140m  
Track Width 2.500m



Fig 27: Fire Appliance tracking on Site Layout



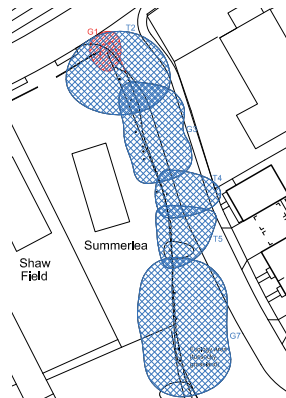
As illustrated in figure 29, the proposed layout facilitates entry into, and movement around, the site for an 11.997m refuse vehicle.

The layout allows for the refuse vehicle to drive to within close proximity of all dwellings. Consequently this allows for convenient and subtle refuse collection points and prevents the need for storage and collection points to be a significant distance from dwellings.

This strategy ensures that residents do not have to carry waste more than 30m to any refuse collection point whilst also ensuring that waste collection vehicles are able to get to within 25m of all waste collection points, in accordance with Building Regulations 2010, Part 'H' (Drainage and Waste Disposal).

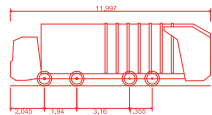
#### Tree works

To facilitate access of refuse vehicles into the site works to the canopies of trees/hedges G3, G7, T2, T4 and T5, as identified on the tree survey produced by Broad Oak Tree Consulting, are also required as illustrated in fig 28.



G1	Hawthorn, Holly	Multi stemmed near ground level. Holly dying - Fall
T2	Common Oak	Raise crown base to E to 5m.
G3	Hornbeam	Raise crown bases to E to 5m.
T4	Hornbeam	Raise crown base to E to 5m.
T5	Hornbeam	Raise crown base to E to 5m.
G7	Hornbeam	Raise crown base to E to 5m.

Fig 28: Tree works required to facilitate refuse vehicle access.



Copy Of Edited Copy Of Large Refuse Vehicle (4 axle)  
Overall Length 11.997m  
Overall Width 2.500m  
Overall Body Height 3.750m  
Min Body Ground Clearance 0.303m  
Max Track Width 2.500m  
Lock to lock time 4.00s

#### LEGEND

- Refuse Wheelie Bin Storage
- Recycling Wheelie Bin Storage
- Garden Waste Wheelie Bin Storage
- Communal Eurobin Storage



Fig 29: Site Plan illustrating how the site layout accommodates the access and movement of refuse vehicles.









Land South of St Stephens Church, Hamsland, Horsted Keynes  
December 2020