North Elevation (Towards Larchwood)

South Elevation (Bowden Way)

Design & Access Statement

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1. Introduction

This Design and Access Statement has been prepared in support of a Full Planning Application for the Residential Development on land to the south of Southdowns Park, adjacent to the designated Ancient Woodland to the west.

Our vision is to create an attractive and high-quality neighbourhood settlement.

The development is designed around a sequence of attractive green spaces. A range of materials and detailing creates a visually varied and coherent high-quality neighbourhood, which is both distinctive and responds to local character.

The proposed development provides for 6no. 1 Bedroom Apartments and 2no. 4 Bedroom Town Houses, arranged over 2no. Buildings

The Proposals in particular, specifically address the Inspectorate's findings in appeal ref: AP/24/0019, in terms of the Scale, Height and Bulk of the Buildings. This Design & Application follows positive responses to the Proposals from Council, through the Pre Application process.

1.2 Scope and Content of Document

This Design and Access Statement is submitted in compliance with the Development Management Procedure (England) Order 2010 as amended in 2012 and 2013 (DMPO), and the Planning Practice Guidance 2014 (PPG, Paragraph 031, reference ID 14-031-20140306).

The Statement illustrates the design principles and concepts that underpin the application proposals and address the requirements set out in the NPPG 'Making an application'.

Specifically, responding to the NPPG requirements 'What should be included in a DAS', this Statement explains:

- The design principles and concepts.
- The steps taken to appraise the context of the proposed development and how the design has taken this into account.
- The Applicant's approach to access.

1.3 Site Location and Application Description

The Application Site is located within Mid Sussex District Council. Approximately 1.5 miles southeast of Haywards Heath Town Centre. Some 40 miles south of London and some 15 miles north of Brighton

The Site is approximately 0.57 hectares / 1.43 Acres and is located to the south of Southdowns Park and east of Colwell Road.

The Application seeks consent for the erection for, 6no. 1 Bedroom Apartments and 2no. 4 Bedroom Town Houses, arranged over 2no. Buildings

The proposed development will comprise of:

- Erection of 6no. 1 Bed Apartments, arranged within 2 Storey Building Height.
- Erection of 2no. 4 Bed Town Houses, arranged within 2.5 Storey Building Height.
- Primary Vehicular, Pedestrian & Emergency Access shall be via the existing access from Southdowns Park.
- Green open space provision, by means of the enhanced Ancient Woodland setting
- Biodiversity zones

The Application is accompanied by a full suite of design information, from all appropriate design consultants' disciplines.

Figure 1. Site Location


Figure 2. Aerial View and Wider Context
Colwell Road
Southdowns Park
Wivelsfield Road
Colwell Road
Application Site
Bowden Way
Kennard Lane
N

2. Site Context

2.1 Local Facilities

The Site is situated approximately 1.5 miles to the southeast of Haywards Heath town centre. The Town Centre contains most of the everyday shopping and services locations, together with numerous recreational facilities.

Recreation and Leisure

Haywards Heath town centre contains a selection of independent stores, numerous small to medium size retail chains and numerous large supermarkets. The surrounding streets and roads provide a wide and diverse selection of smaller independent stores and high street brands, along with numerous public houses, restaurants, craft shops and coffee shops.

Haywards Heath traces it's origins back to 1544. However, the completion of the London and Brighton Railway Line in 1841 marked the rapid expansion of Haywards Heath, providing jobs and opportunities for many people in East and West Sussex, as well as commuters from outside of Sussex.

Surrounded by the natural and stunning countryside of Sussex. Haywards Heath offers an inviting community atmosphere, whilst its excellent connections make it the ideal centre for business in Mid Sussex, within easy reach of Gatwick Airport, Brighton and Central London.

Direct from Haywards Heath Main line station, London Victoria can be achieved in 45 mins with nationwide connections, Brighton within 15 mins. Ashford International (via one change) within 2 hours, providing connections through to Europe.

Education & Community Facilities

There are numerous and extensive facilities within close and accessible distances from the Application Site (refer to Facilities Map and Movement Plan.)

Healthcare

Haywards Heath contains its own Hospital facility, being well connected with public transport. The Princess Royal is of course highly regarded, in providing acute hospital services, including an extensive A&E Department. Additionally, Haywards Heath provides an abundance of GP Surgeries and Clinics.

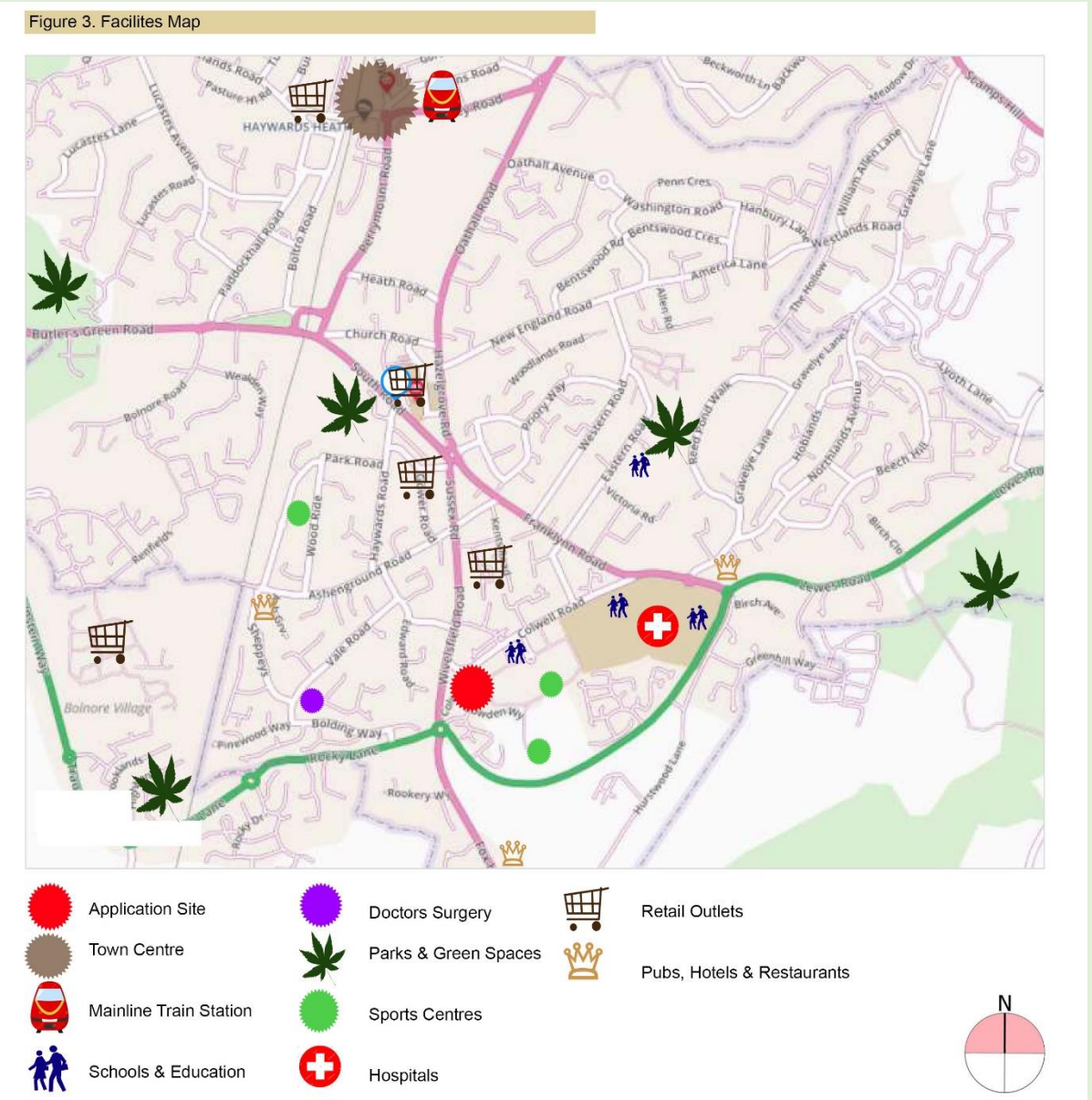
Open Space

Within close accessible distances from the Application Site, there is an abundance of open space and parkland. (Refer to Facilities Map.)

Employment

Haywards Heath provides a number of employment opportunities, through a number of commercial business parks and directly within the Town Centre and the local adjoining Towns. These include for retail, leisure, and commercial uses, providing sustainably accessible local employment for the area. Jobs in the hospitality, retail practitioner and care sectors, all provide both full and part time employment, with training opportunities for all craftspeople. Haywards Heath is an important commercial centre of Mid Sussex and southern England.

Figure 3. Facilites Map



2.2 Links and Transport

Road

The Application site is located within close proximity to the A23, providing direct Access to London to the north and Brighton to the south. Haywards Heath is well located in relation to the primary and national road network. Towns and destinations which can be reached within the hour include:

- Brighton – 35 minutes
- Horsham - 25 minutes
- Crawley - 20 minutes
- Guildford – 60 minutes
- Royal Tunbridge Wells – 45 minutes
- Worthing – 35 minutes
- Bognor Regis – 60 minutes
- Eastbourne – 55 minutes

Rail Travel

Haywards Heath mainline station is some 1.5 miles north of the Application Site. The Station provides numerous routes to both neighbouring and distant Towns. (Refer to Movement Plan)

Bus Travel

The closest Bus Stop from the Application Site is some 5 minutes' walk at Rocky Lane. Bus routes STP1, 149, 271,272,33 & 30, provide connections to all neighbouring areas and schools.

Pedestrian Connections

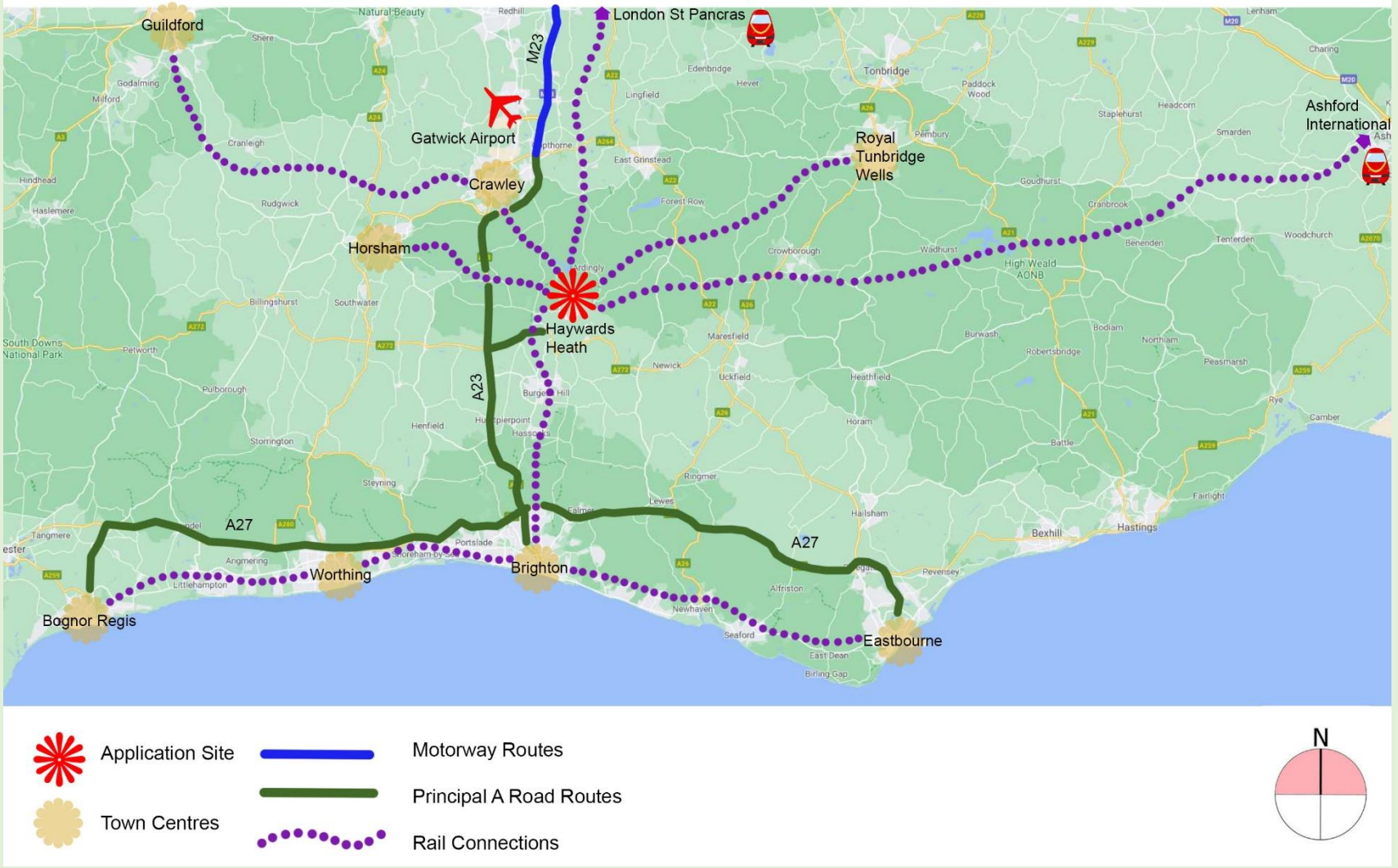
Numerous pedestrian routes are available directly from the Application Site, connecting to the local neighbourhood and Green Spaces.


Haywards Heath


London
M23
10A


COMPASS BUS

Figure 4. Movement Plan (Principal Routes)



2.3 Local Built Character

In order to design a development that respects its setting and reflects the local character of its surroundings, an analysis of the local area and its history, has been undertaken.

Brief history of Haywards Heath

Haywards Heath's Muster Green was the site of the Battle of Muster Green, a minor battle that took place in early December 1642 during the First English Civil War between a Royalist army under Edward Ford, High Sheriff of Sussex, and a smaller (but more disciplined) Parliamentarian army under Herbert Morley. Due to the fact that neither side possessed field guns, hand-to-hand combat ensued and after roughly an hour of fighting and 200 Royalists killed or wounded, the Parliamentarians emerged victorious and routed the Royalist army.

Haywards Heath is in the east of the ancient parish of Cuckfield. A separate civil parish and urban district of Haywards Heath was created in 1894. From 1934 to 1974 Cuckfield, Haywards Heath and Lindfield were combined to form Cuckfield Urban District, but since 1974 the three settlements have had separate councils again.

Haywards Heath as a settlement is a relatively modern development. Following the arrival of the London & Brighton Railway in 1841, its size has increased considerably. Haywards Heath railway station opened on 12 July 1841 and served as the southern terminus of the line until the completion of Brighton station on 21 September. The position of Haywards Heath, and its place on both this railway and near the main road (A23) between London and Brighton, enables it to function as a commuter town, with many residents working in London, Brighton, Crawley and Gatwick Airport.

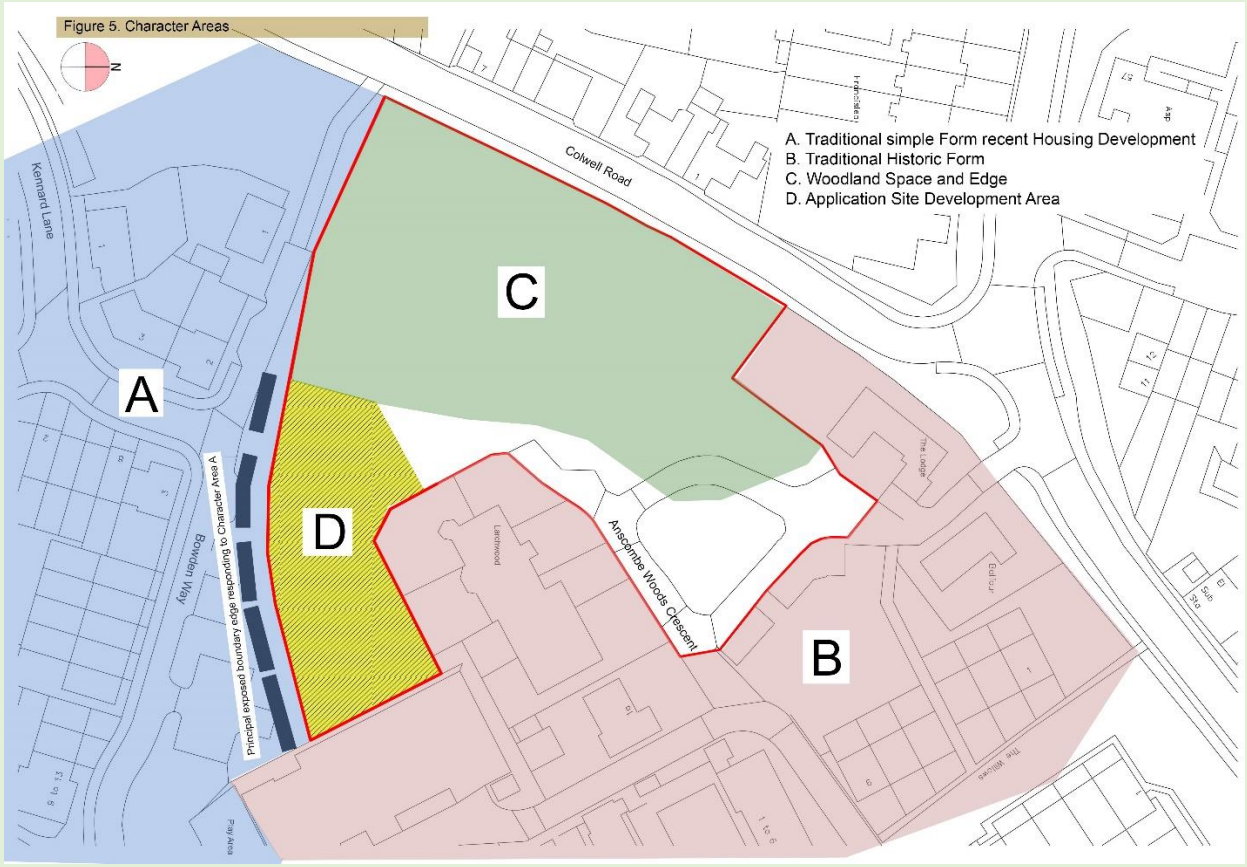
The opening of the Eliot Cottage Hospital, later King Edward VII Eliot Memorial Hospital, in 1906, named after benefactor, Alice Annie Eliot (1864–1904) In the 1960s and 1970s, two light industrial estates were built. Office development has lately resulted in the town being a regional or national centre for several national companies and government agencies.

The population has risen from 200 in the early 1850s to 22,800 (2001 census), making it one of the larger towns in West Sussex. The area of the civil parish is 974.99 hectares (2,409.3 acres).

Haywards Heath was in East Sussex, but a change to the county boundary in 1974 brought it under the jurisdiction of West Sussex

Local Built Character

The Application Sites surrounding Character is of distinctively varying forms (Figure. 5) However, the predominant Development Area responds to the adjoining Character Area A, to the south. It is this Character Area which has informed the proposed Buildings external appearance and design influence.



3. Site Opportunities and Constraints.

3.1 Review

As part of the comprehensive review of the site, a series of existing site characteristics and resulting development constraints and opportunities have been identified. These have been highlighted and illustrated in the Opportunities and Constraints Plan (Figure 6)

3.2 Topography

The Application Site is essentially on a level plateau on a north south axis. On a west east axis there is a gentle slop to the east, consistent with the adjoining topography beyond the southern boundary to Bowden Way.

3.3 Access

Both vehicle and pedestrian access is gained via the existing hardstanding areas to Anscombe Woods Crescent, to minimize the impact on the Ancient Woodland and its associated 15m offset line.

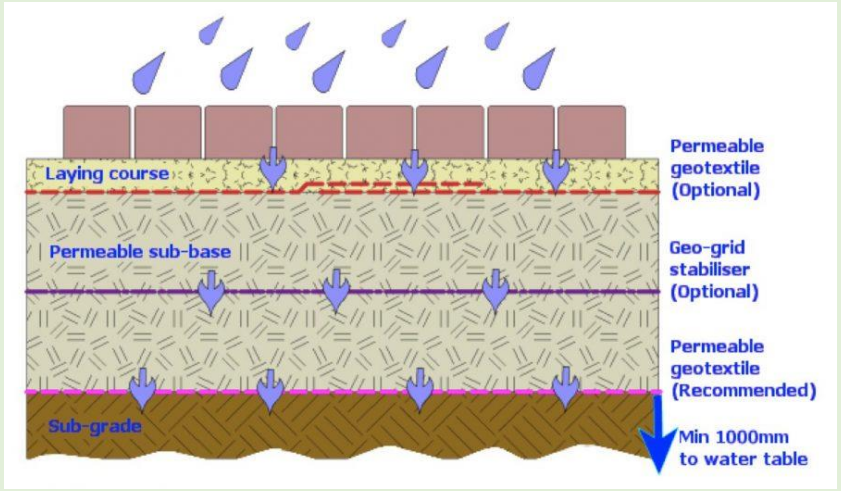
3.4 Landscape and Trees

The Site is generally well contained with existing mature trees located along most of its boundaries. The Layout form has been carefully considered in order to respect the setting of these trees and their associated green spaces, with particular emphasis placed on the setting and integrity of the inclusive Ancient Woodland. Furthermore, the Application includes for a comprehensive Tree Report by the Arboriculturist.


6. Opportunities and Constraints
Existing hardstanding area to be resurfaced with permeable paving
13no. parking space provision served via existing hardstanding area
existing parking
existing parking
Refuse collection point
Lodge
Larchwood
Play Area
3.6m wide permeable paved locked bollard pedestrian & emergency services access
P7&8
P3-6
Bowden Way
No.3
No.2
Ancient Woodland
Colwell Road
Kennard Lane
Key Building response directions
Sensitive Building faces
Existing Boundary planting
Proposed Boundary planting
Ancient Woodland and associated 15m buffer zone
Minor (additional) encroachment areas within the AW 15m Buffer zone
Entrance views to the enhanced Ancient Woodland
Pedestrian routes
Visual screening to the wider area
N

3.5 Sustainable Drainage (SuDS)

Surface water run off would be attenuated on site by means of crated soakaways. In addition to this hardstanding areas would be surfaced with permeable materials, to enable surface water infiltration. There would be further potential (subject to drainage strategy) to provide `Wetlands` area, to enable a significant gain towards Ecology and Biodiversity.



4.Design Development

4.1 Overview

This section describes how the scheme has developed from the initial Opportunities and Constraints Plan (Figure 6) and informed the detailed scheme design proposals, underpinning this Planning Application.

4.2 Design Principles

Following the Inspectorate's findings to the Appeal decision of the previous Application, a comprehensive review of the Design principles has been undertaken to address a reduction in the amount of Building, height, scale and mass. The Application drawings and illustrations within this document, demonstrate the comparisons of Building Profiles with this Application and the previous Application.

The buildings block structure (refer to figure 6) of the development layout evolved around the existing natural green spaces and features of the site, in order to achieve the optimum setting to the public realm.

Key Building response directions (refer to figure 6) have been identified as gateways and wayfinding throughout the development, and as transitions between the different character areas.

The extensive mature tree boundaries, with their associated green spaces and Ancient Woodland are a key component in ensuring a development response with the buildings to achieve a cohesive layout form and optimise on their settings.

Views across the site from the northern entry point are maintained, through the positioning of the block structure and retention of the green spaces, enhanced Ancient Woodland setting and further planting.

4.3 Pre Application Stage

The Sketch Appraisal Layout for the Layout form (Figure 7) had evolved and submitted to Council through the Pre Application process. Feedback received at this stage assisted in refining the Layout to its final form (Figure 8)

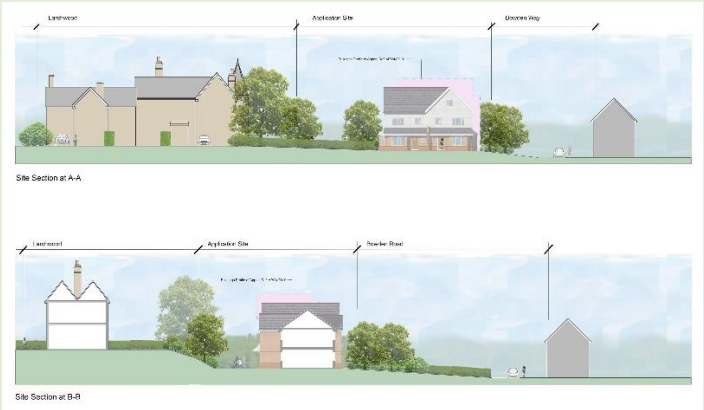
Figure 7. Sketch Appraisal Evaluation

5.Design Proposals

5.1 Layout

The Layout Form (Figure 7) is developed from the opportunities and constraints, identified at the Concept Layout stage. The Layout begins to include for more concise forms of design detail, including:

- Topography, in considering building heights and their relationships.
- Cohesive Street Forms and patterns
- Key Buildings / Frontages
- Housing Mix
- Character Areas settings and cohesive Building groups.
- Street Typology
- Building heights
- Buildings and their groups responding to the Public Realm green spaces and trees.
- Car Parking modes



South Elevation (Bowden Way)

Figure 8. Final Layout Form

5.2 Scale

The Apartment Buildings are of 2 Storey built form height, the Town House Buildings are at 2.5 Storey built form height. This maintains with the existing built form height to the surrounding areas, at Larchwood and the Apartment Buildings to Bowden Way (refer to Site Sections.)

5.3 Use and Amount

The proposals shall provide for 6no. Apartments & 2no. Town Houses, arranged over 2no. Buildings. The mix breakdown being a varying range of 1 & 4 Bedrooms. A parking provision of 13no. spaces shall be provided.

5.4 Appearance and Character Study

The prevailing character setting to the immediate surrounding area of the Application Site, would be defined accordingly: -

Northern Boundary: Traditional Residential Built Form to Larchwood and beyond along Southdowns Park.

Southern Boundary: More recent Residential Built Form, of simple detailed 2 & 3 Storey Buildings

Western Boundary: Existing mature Tree Planting set within the Ancient Woodland. The Ancient Woodland setting shall be enhanced as part of the proposals, to deliver a quality green setting to the Development.

Eastern Boundary: Traditional Residential Built Form, accessed via Southdowns Park.

The Built Form of the proposals shall make use of a range of external materials, to reflect the surrounding prevailing character to the southern edge frontage. This in turn shall enable the development form to create its own character area, by reference to `Key Buildings. ` variances with materials and wayfinding. Facing Brick and horizontal Weather boarding, would be the key elements, which would be supplemented with brick detailing and window head and cill dressings. All of which would be applied in a balanced and controlled manner. (Refer to Elevations.)

Existing Site Access towards AW Bowden Way (East)

Southdowns Park (North)

Bowden Way (West)

Kennard Lane (South)

Bowden Way (South)

Bowden Way (East)

Bowden Way (South)

6. Access and Movement

6.1 Overview

The access and movement strategy aims to provide ease of movement and heightened legibility, with a primary focus on pedestrian and cyclists rather than motor vehicles. The strategy has been developed in line with national best practice design guidance set out in Manual for Streets.

Both national and local policy encourages sustainable transport provision to address the negative impacts associated with traffic generated by new developments.

The main objective of the access and movement strategy is to integrate with and build on the existing network of public transport, pedestrian and cycle routes provided in the wider local area.

6.2 Access (Vehicles, Pedestrian & Cycle)

It is proposed to provide access extending from the existing access via Southdowns Park. Southdowns Park in turn connects via the junction with Colwell Road.

6.3 Public Transport

These pedestrian connections will facilitate access to neighbouring extensive local bus routes and facilities (refer to 2.2 Links & Transport and figure. 3)

6.4 Traffic Calming

The primary method of traffic calming has been achieved through the design and alignment of the roads, which are reinforced by building form, landscape, and public realm treatments. This will ensure that low traffic speeds are maintained within the development. Other methods that have been employed include:

- Key spaces with changes in surface treatment and landscape measures.
- Road alignment with tighter bends; and
- Not providing unnecessarily wide carriageway widths.

By designing to encourage low vehicle speeds, the approach that has been taken for the development will add to the 'sense of place' rather than allowing highway features to dictate the character of the street.

6.5 Refuse Strategy

A Communal Refuse and Recycling Store will be provided for the Apartments. This has been positioned for ease of access for the residents and for weekly refuse collection. Thus, avoiding ad-hoc storage of bins.

6.5 Car Parking

The general approach taken has been to ensure that the proposed parking solutions are integrated within the built form, architecture, and public realm, with minimal visual intrusion and obstruction to pedestrians. The means of car parking is designed with reference to best practice guidance published by English Partnerships in 'Car Parking What Works Where' and 'Manual for Streets' and is to be safe and secure, with natural surveillance provided by over-looking properties. Spaces for cars should not interrupt service or emergency vehicle access or create unsafe conditions for pedestrians.

A further key consideration has been to ensure that the there would be minimal (additional) intrusion within the AW offset buffer (refer to Figure 6)

In respect of cycle parking a secure communal cycle store will be included within the proposals (refer to Site Layout)

7.Designing out Crime & Defensible Spaces

7.1 Overview

Government guidance advises that a balanced approach to design that reconciles the visual quality of development with the need for crime prevention should be encouraged.

A clear distinction between public and private spaces has been made within the proposals, with the Landscape setting of the buildings.

The layout provides residents with a sense of defensible space within the immediate environment and the enclosures and landscaping (refer to Fig.9)

Natural surveillance is achieved over public and private areas through the following design solutions:

- Buildings fronting roads, lanes & footpaths.
- Buildings overlooking areas of open space.
- The use of dual aspect Building corners.
- All areas have active frontage with doors and window openings facing the public realm.

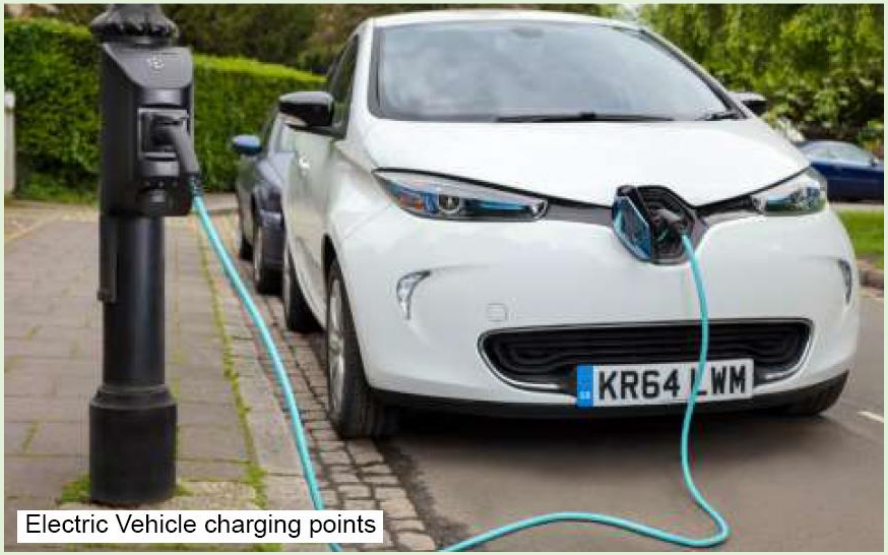
Figure 9. Designing out Crime / Defensible Spaces

8.Renewables

8.1 Overview

The list below summarises the key sustainable elements for the development:

- Good solar orientation to optimize solar gain
- Well positioned glazing providing good internal daylight, and connection to private external spaces.
- High level of insulation within the building's fabric, to reduce energy consumption and cost.
- Provision of resident cycle storage to encourage local travel to be undertaken by cycle.
- Provision of 1) Water butt of an appropriate size that can be installed to maximize rainwater collection. 2) Space for composting.



Electric Vehicle charging points

9.Environmental Sustainability

9.1 Overview

Climate change mitigation and adaptation measures have been considered in the design of the proposal. This section of the Design Statement identifies several design principles which have been addressed as follows.

9.2 Flood Risk

A Flood Risk Assessment has been undertaken and concludes that the whole site is in the Environment Agency's designated Zone 1 (lowest risk of flooding from rivers and sea) An assessment of the risk of flooding from other sources also concludes that the site is at low risk and shall remain so following completion of the development.

9.3 Drainage

Surface water run-off from the proposed development will be disposed of using sustainable techniques (SuDS) which ensure that there is no increase in the rate of run off leaving the Site. The proposed surface water drainage system will include flow restriction devices, below ground, and ground level storage together with measures to improve water quality prior to it being conveyed to a local watercourse network.

9.4 Water Management

Potable water efficient sanitary fittings can be utilised with the aim of reducing the potable water use, from the average of 150 litres per person per day, by more than 20%. Further detail of the measures proposed will be provided at the detailed design stage.

Once established, the landscaping planting will not require irrigation.

9.5 Sustainable Approach

The development has established several interlinking green corridors maintaining and linking existing hedgerows, tree belts and the Wooded Hedgerows, (SINC). These form a part of the wider Green Infrastructure (GI) network. The proposed landscaping across the Site connects to and enhances the GI network.

9.6 Layout and Massing

The layout of the development has contributed to mitigating the impacts of climate change through setting out a spatial framework that facilitates movement by walking and cycling as an integral part of the design approach. Careful consideration of the massing of buildings can also minimise overshadowing and optimise the efficiency of groups and individual buildings.

9.7 Materials and Waste

Construction waste can be managed and reduced through good on-site construction management practice so that a significant amount of waste requiring off-site processing or disposal is not generated.

As the design progresses, materials will be selected that take account of their BRE Green Guide rating, including their recycled and reused content, their source and the certification that accompanies them.

The end function of the development will also integrate a waste and recycling strategy to encourage residents to recycle and reduce waste to landfill.

9.8 Energy Efficiency

Energy efficiency and mitigation measures, and changes to national policy which change the weight of local policy, is a dynamic and rapidly evolving field due to regular advances in technology; emerging heat networks; changes in energy prices; changes to feed in tariffs; and changes to the understanding of best practice.

A best practice approach of reducing the energy use by: incorporating the appropriate opportunities that are available within the Site and design; taking advantage of thermal massing; reducing heat movement through the building fabric; taking advantage of materials with high thermal mass; reducing undesirable air/temperature movement; specifying efficient equipment; and enabling occupants to operate the building efficiently, rather than mitigating for that use, is proposed and has been incorporated into the planning application proposals. This will reduce the carbon emissions in line with the Government's Zero Carbon Buildings Policy.

9.9 Pollution

Best practice measures can be employed during the construction process to minimise the risk of pollution. The Site is not located within an Air Quality Management Area.

Measures are proposed to reduce the impacts of noise on future residents and light on future and existing residents. Insulation materials with a Global Warming Potential of less than 5 could also be procured, and boilers should be used which have low NO^2 emissions. Major construction materials can be utilised which have a low global warming potential.

10.Conclusion

This Design & Access Statement demonstrates how the design principles of development have been achieved, by a study of the local context and character, which shall ensure that a unique sense of place will be created. Furthermore, (as referenced within this document) it is considered that the Design principles fully and sensitively address the views & findings of the Inspectorates decision to the previous Appeal Application.

The design responds positively to the prevailing character of the area, in terms of its high-quality inclusive design, scale, mass and appearance, whilst also considering its boundary relationships with the adjoining prevailing character.

The development provides for a varied mix of accommodation from single bed dwellings to 4 Bedroom dwellings, by virtue of the scheme's sensitive design approach.

The design process from concept and evaluation stage, through to the detailed scheme design proposals, has been carefully considered with close examination of the Site's unique character and opportunities, to ensure that an optimum design solution would be achieved.

The cohesive manner in combining the character areas to create a legible purpose, is a success of the design process

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