

Land West of Selsfield Road, Ardingly, West Sussex

DESIGN STATEMENT

DS-01



ANTLER HOMES

APRIL 2026

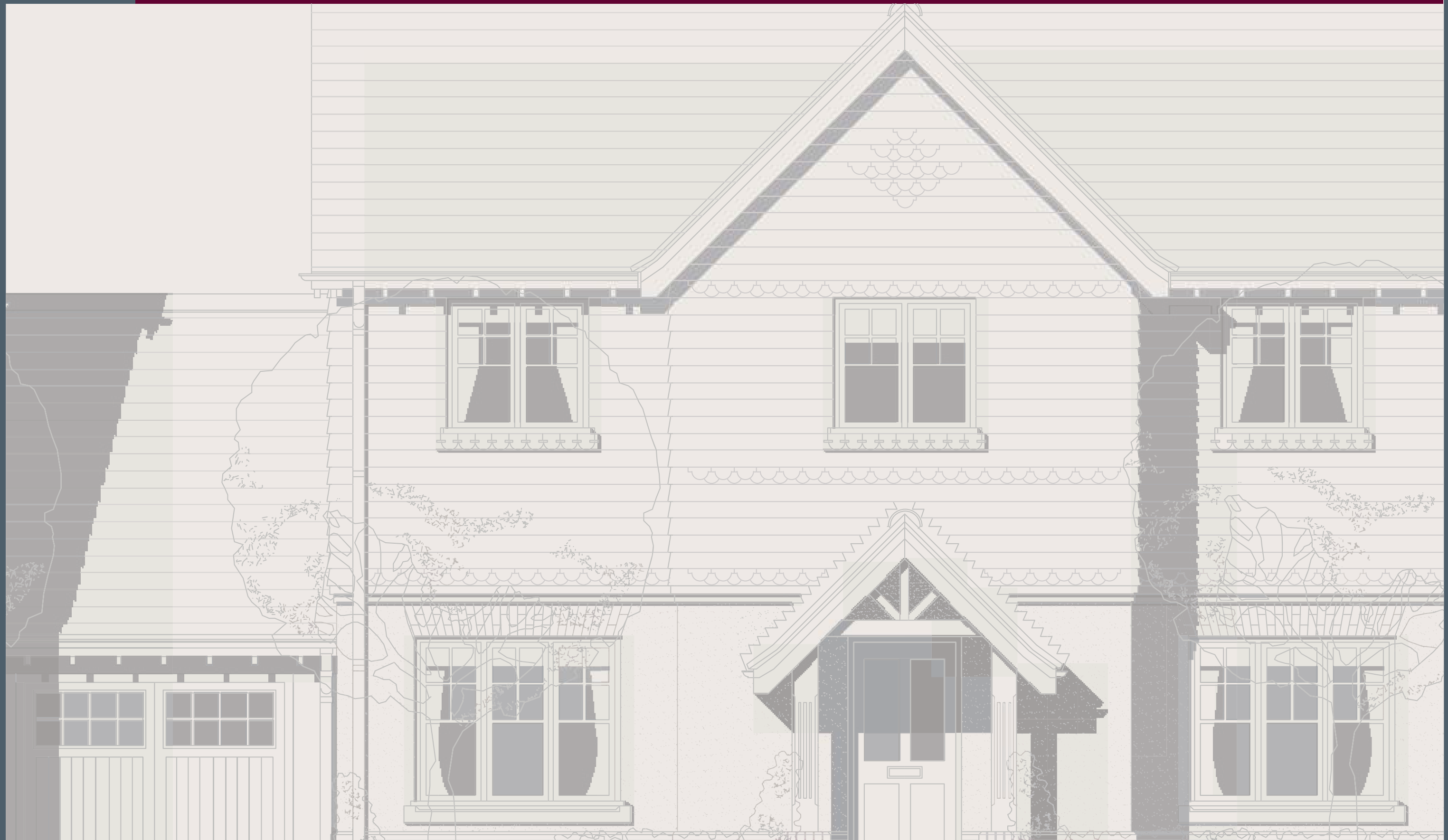


Design Statement prepared on behalf of Antler Homes PLC to support Reserved Matters Application for the erection of 35 dwellings, with associated access, drainage works, tree works, open space and landscaping.

This document should be read in conjunction with all design information and technical reports submitted in support of this application.



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OVERVIEW

This Design Statement has been prepared on behalf of Antler Homes PLC for the Reserved Matters Application for 35 dwellings, with associated access, drainage works, tree works, open space and landscaping. This document should be read in conjunction with all design information and technical reports in support of this application.

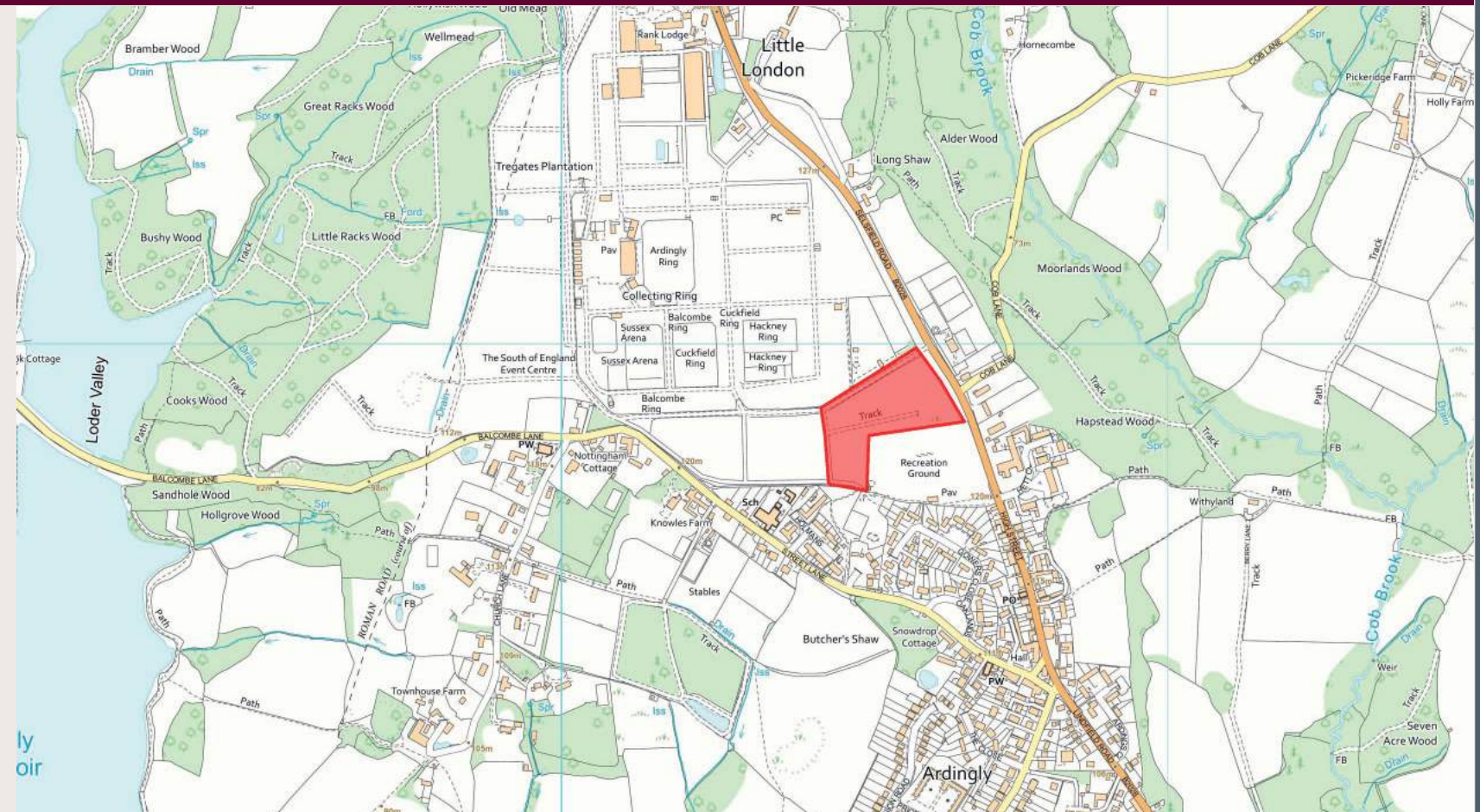
PURPOSE OF DOCUMENT

The key purpose of this Design Statement is to expand upon the principles approved under Outline Consent no. DM/22/1575 and should be read in conjunction with the Design & Access Statement that accompanied that application.

This Design Statement does not seek to re-invent any of the approved principles but to document the design evolution following detailed technical guidance with regard arboriculture, drainage, sound, landscaping, ecology and architecture.

Site evaluation, constraints and opportunities formed part of the approved Design & Access Statement and should be referred to when reading this Design Statement.

Whilst the approval of the site layout is a reserved matter, and accompanies this application for consideration, it has been based around the principles discussed and agreed during the outline application process and evolved taking into consideration detailed technical advice received to date.



DOCUMENT STRUCTURE

1. INTRODUCTION
2. DESIGN
3. SUSTAINABILITY
4. CONCLUSION

VISION STATEMENT

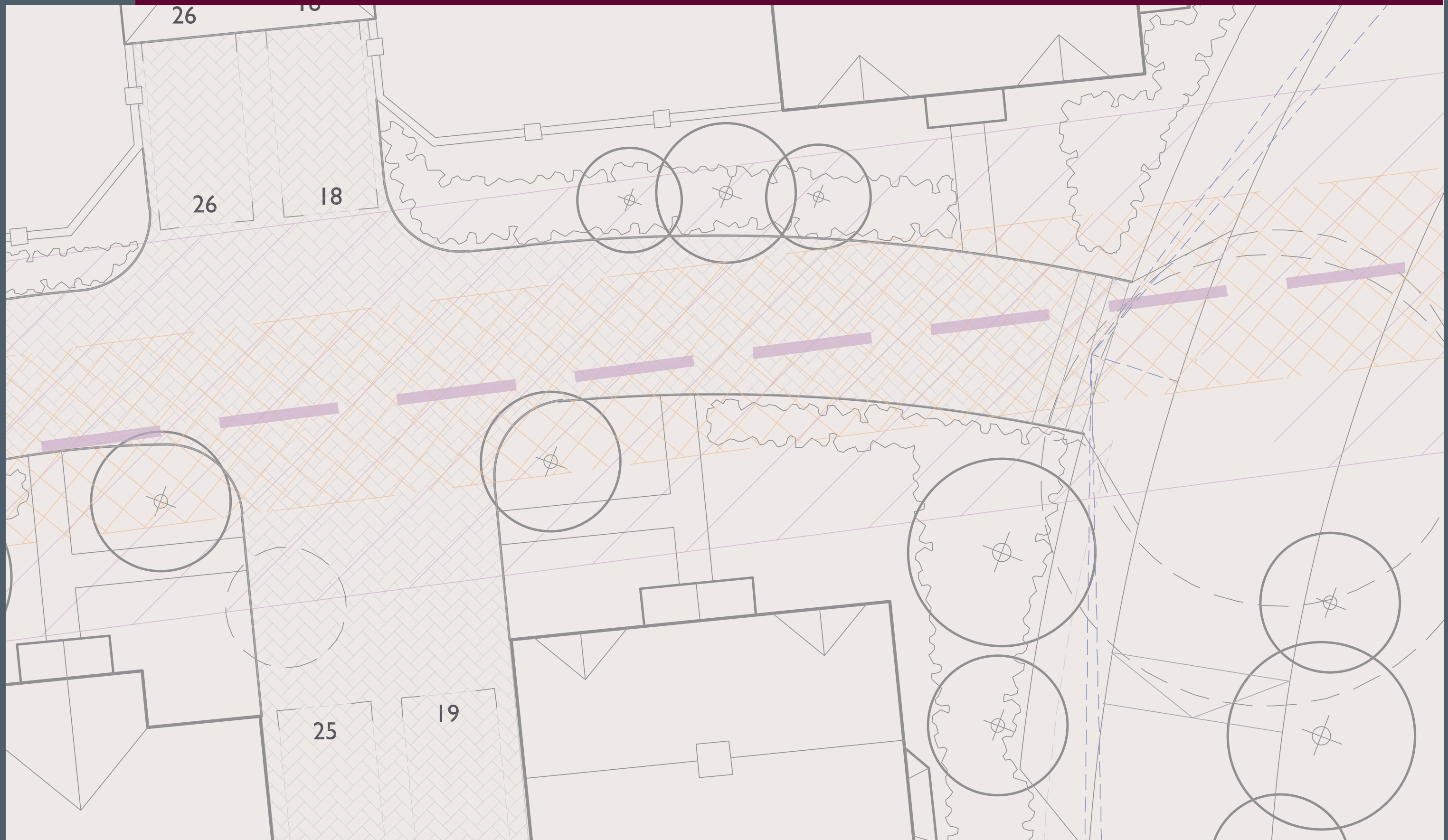
“To create a high quality, attractive new residential development that offers a range of private and affordable housing , that responds to and enhances the local area and integrates into the wider community.”

OBJECTIVES

- >To create a high quality and attractive development.
- >To create a development that reflects its geographical location and is sympathetic to the local environment.
- >To create an environment that is in keeping with the local area and vernacular.
- >To create a safe and secure environment.
- >High emphasis on creating spaces with character and a strong sense of place
- >Sustainability to be at the forefront of our approach.
- >Enhancing the local area and facilities for local people.
- >Respect and enhance the landscape framework.
- >Creating a positive, long lasting legacy.



*IMAGE ABOVE IS INDICATIVE



ILLUSTRATIVE MASTER PLAN

KEY DESIGN CRITERIA -

Perimeter Block form of development creating clear boundaries between public & private spaces and a strong active frontage.

Built form strategically placed to shield rear gardens from sound emitted from Selsfield Road and the show ground in times of use.

Pedestrian friendly street network with parking located so that it does not dominate the street scene.

Landscape led Design including open space, play space, extensive planting and fully integrated surface water drainage system to increase bio-diversity.

Integrated Pedestrian / Cycle pathways to create permeability from Selsfield Road to the public footpath network to the South.

Carefully designed street scapes reflecting local vernacular & character.



MOVEMENT STRATEGY

Vehicular access will be from the existing access road to the show grounds to the North of the proposed site. The existing junction with Selsfield Road to the East will be subject to improvements, agreed at the Outline stage, and secured via a S278 application.

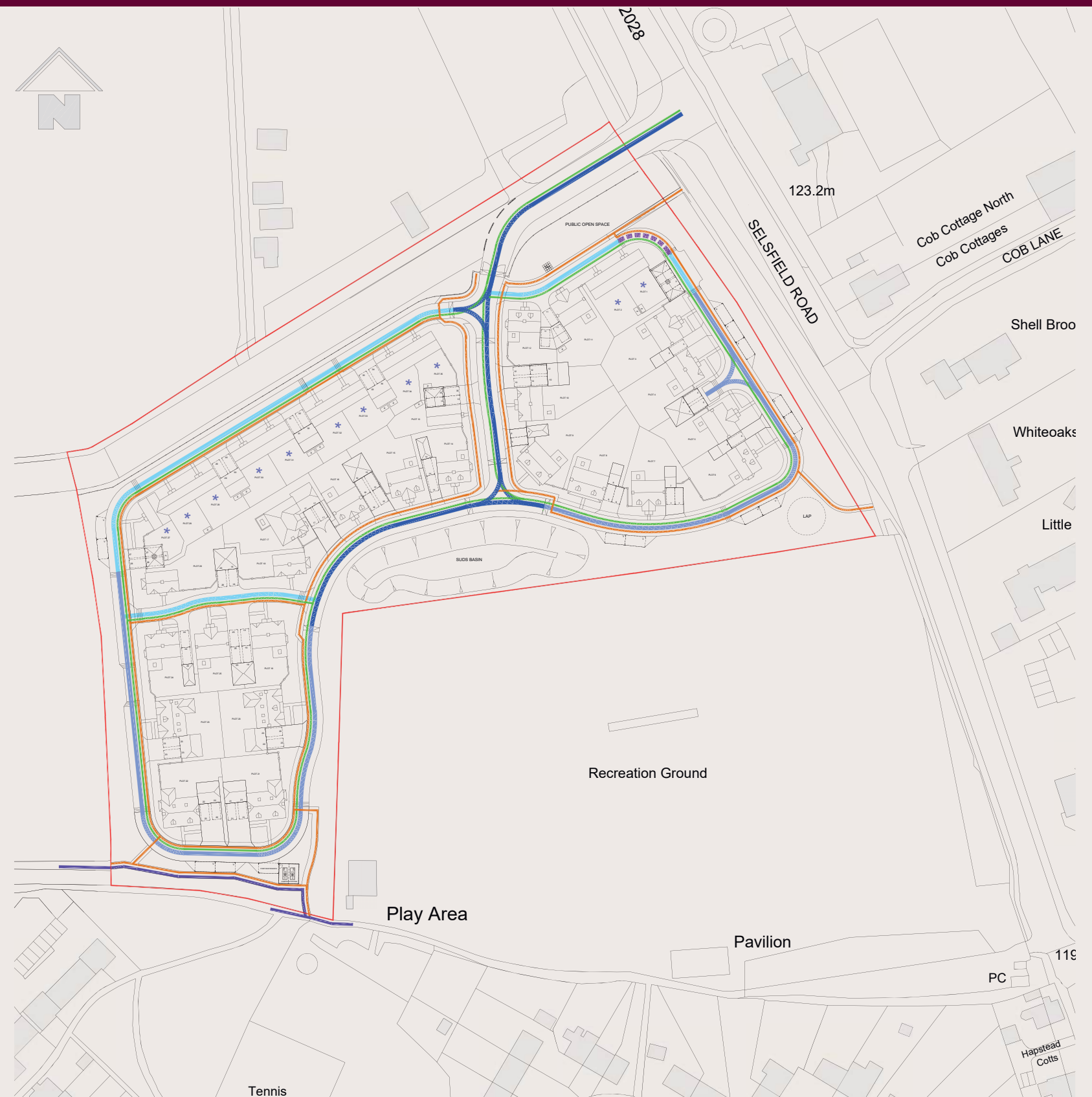
The access road will be of varying widths, corresponding to the internal road hierarchy and provide adequate turning areas to allow vehicles to enter and exit the proposals, safely in a forward gear including Refuse Trucks & Fire Tenders.

Pedestrian access will be from Selsfield Road to the East and the existing public right of way to the South. A 2m wide pedestrian footpath is proposed alongside the primary access road connecting to shared surfaces and path ways, linking to the network beyond. Crossing points will be provided throughout so that pedestrians can traverse the site safely.

DESIGN PRINCIPLES - MOVEMENT STRATEGY

LEGEND :

- SITE BOUNDARY
- VEHICULAR MOVEMENT
 - PRIMARY
 - SECONDARY
 - TERTIARY
- EMERGENCY FIRE ACCESS
- BICYCLE MOVEMENT
- PEDESTRIAN MOVEMENT
- EXISTING FOOTPATH



BUILDING TYPOLOGIES

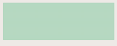
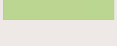
A mix of 2, 3, 4 & 5 bedroom high quality homes will be provided.

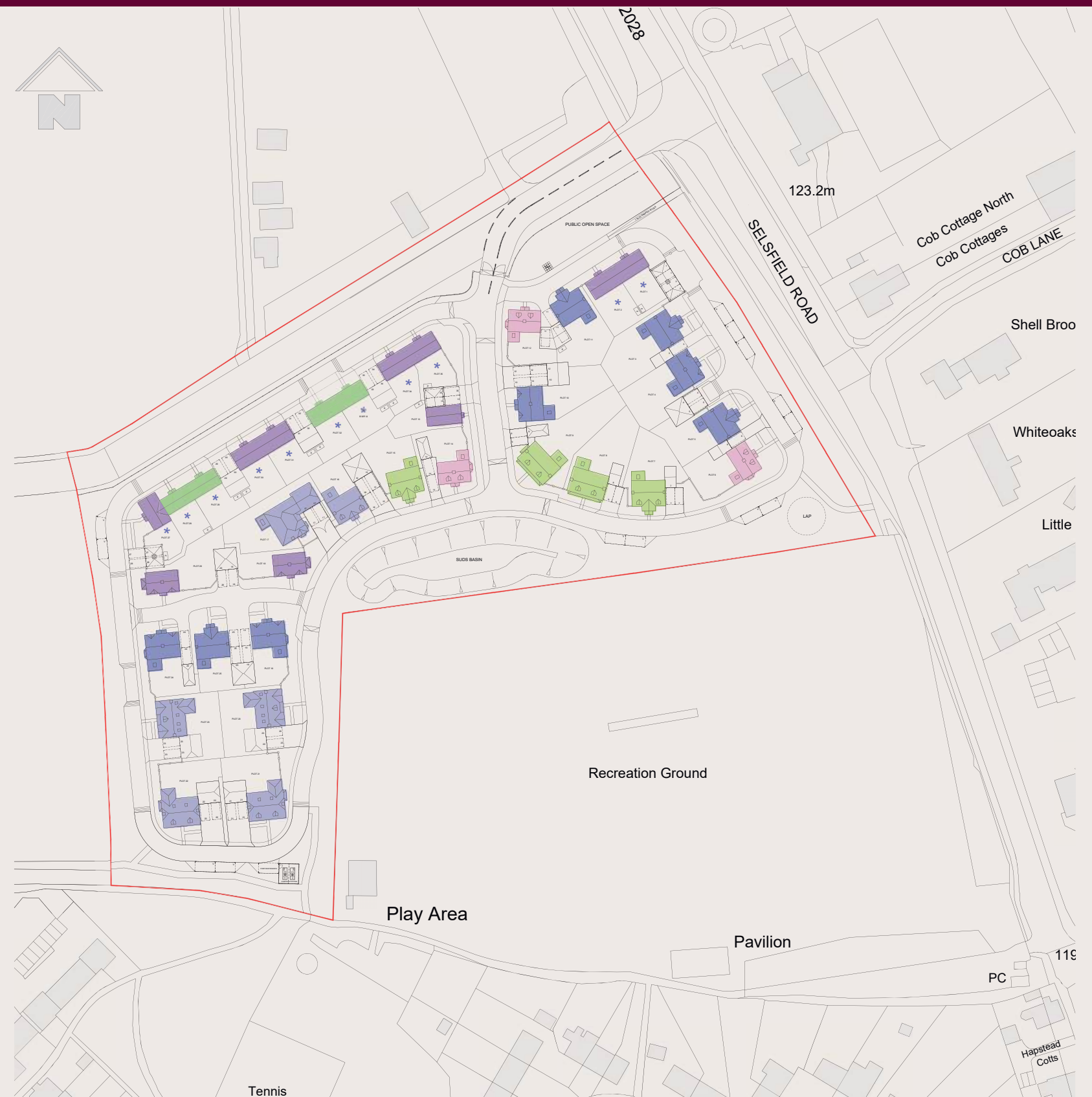
4 x 2 bedroom Houses
 10 x 3 bedroom Houses
 3 x 3/4 bedroom Houses
 8 x 4 bedroom Houses
 4 x 4/5 bedroom Houses
 6 x 5 bedroom Houses

At least 20% homes designed to Building Regulations M4(2) unless otherwise stated - See accommodation Schedule

DESIGN PRINCIPLES - BUILDING TYPOLOGIES

LEGEND :

	SITE BOUNDARY
	1 BEDROOM
	2 BEDROOM
	3 BEDROOM
	3/4 BEDROOM
	4 BEDROOM
	4/5 BEDROOM



TENURE

Affordable housing will be provided at 31% of the 35 units proposed.

Private Housing

3 x 3 bedroom houses
 3 x 3/4 bedroom houses
 8 x 4 bedroom houses
 4 x 4/5 bedroom houses
 6 x 5 bedroom houses

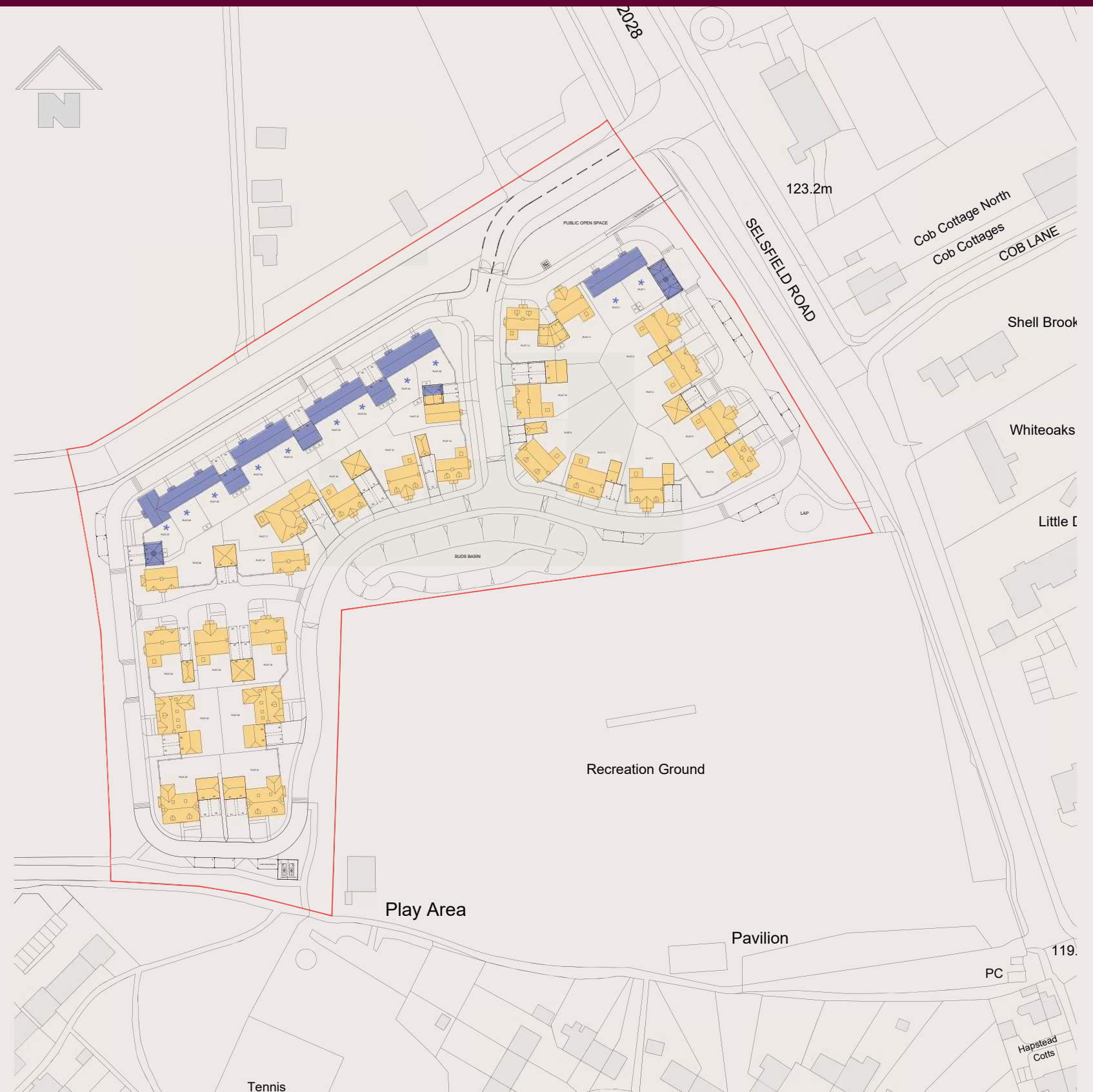
Affordable Housing -

4 x 2 bedroom houses
 7 x 3 bedroom houses

DESIGN PRINCIPLES - TENURE

LEGEND :

- SITE BOUNDARY
- PRIVATE SALE
- AFFORDABLE



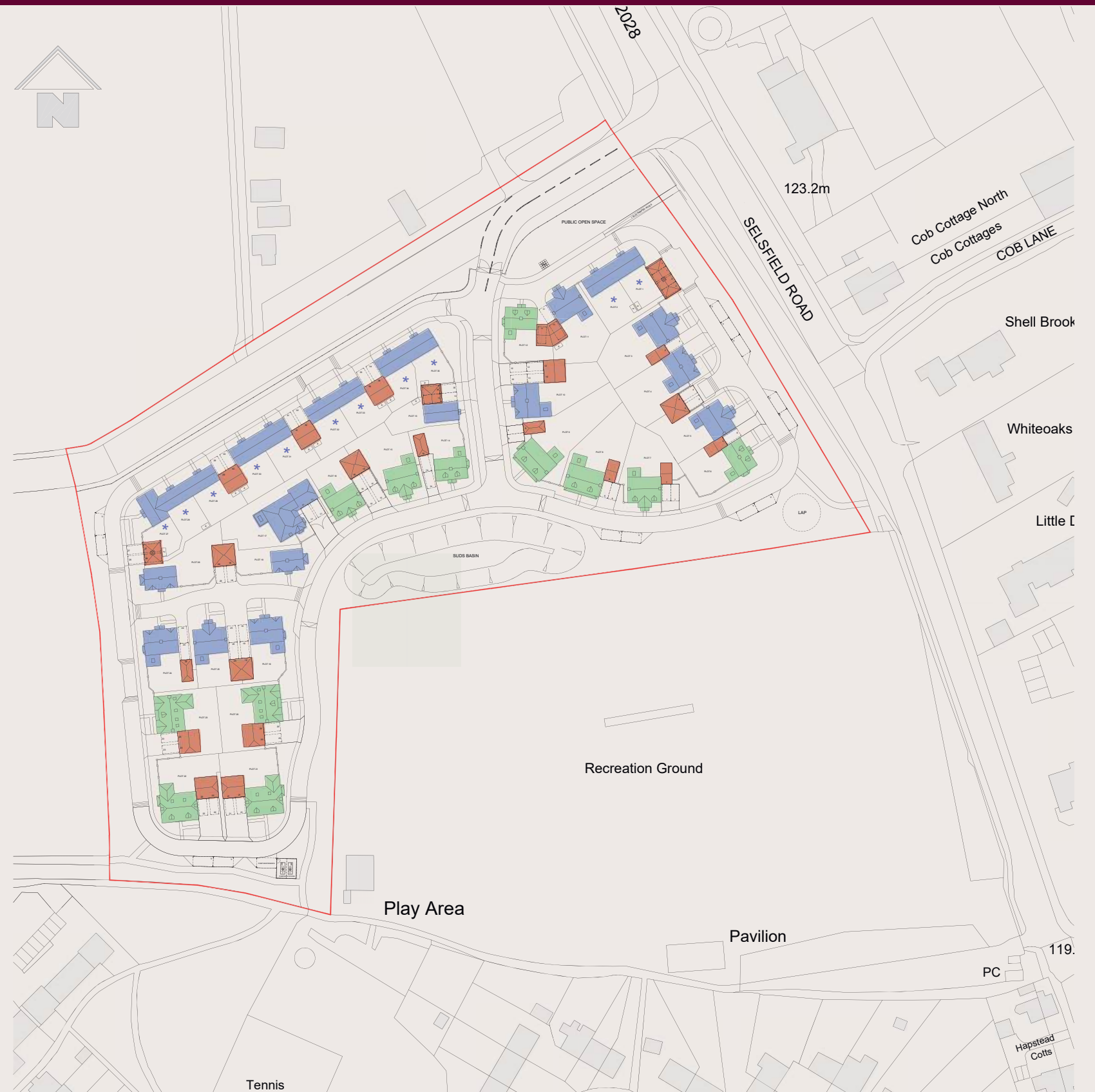
SCALE

The proposal would be predominately two-storey with some two and a half storey buildings at key locations, providing interest to the street scene with garages, carports, bay windows & entrance canopies interspersed at single storey level.

DESIGN PRINCIPLES - SCALE

LEGEND :

- SITE BOUNDARY
- 1 STOREY
- 2 STOREY
- 2.5 STOREY



HIGHWAYS STRATEGY

The main access road will be of varying widths (4.8 - 5.5m) with 2m wide pedestrian footpaths. Vehicles will enter the site from the existing show ground entrance to the North. The internal road network will allow all vehicles, including fire tenders and refuse lorries, to enter and leave the site safely in a forward gear. Turning areas will be provided at junctions with secondary and tertiary roads. All roads will be privately owned but constructed to adoptable standards.

Parking is provided via on plot private driveways and small parking courts with some private and visitor spaces located on the street.

A service strip will be provided for the full length of the access road.

DESIGN PRINCIPLES - HIGHWAYS STRATEGY

LEGEND :

- SITE BOUNDARY
- SECTION 278 HIGHWAY IMPROVEMENTS
- EXISTING ACCESS TO SHOWGROUND
- 5.5 / 4.8M PRIVATE ACCESS ROAD
- 2.0M FOOTPATH
- 4.2 - 4.8M PRIVATE SHARED SURFACE
- SERVICE STRIP
- PARKING COURT
- PRIVATE DRIVEWAYS
- ON STREET PARKING



PARKING STRATEGY

Private parking will be provided for all units in the following numbers -

- 2 bedroom units - 2 x spaces per unit
- 3 bedroom units - 2 x spaces per unit
- 4 bedroom units - 3 x spaces per unit
- 5 bedroom units - 3 x spaces per unit (Minimum) Some have 4 spaces

Private parking will be provided in the form of Carports, on plot parking, courtyard parking and Garages. All single garages will have minimum internal dimensions of 3.0m x 6.0m. Double garages will have a minimum internal dimension of 3.0m x 6.0m.

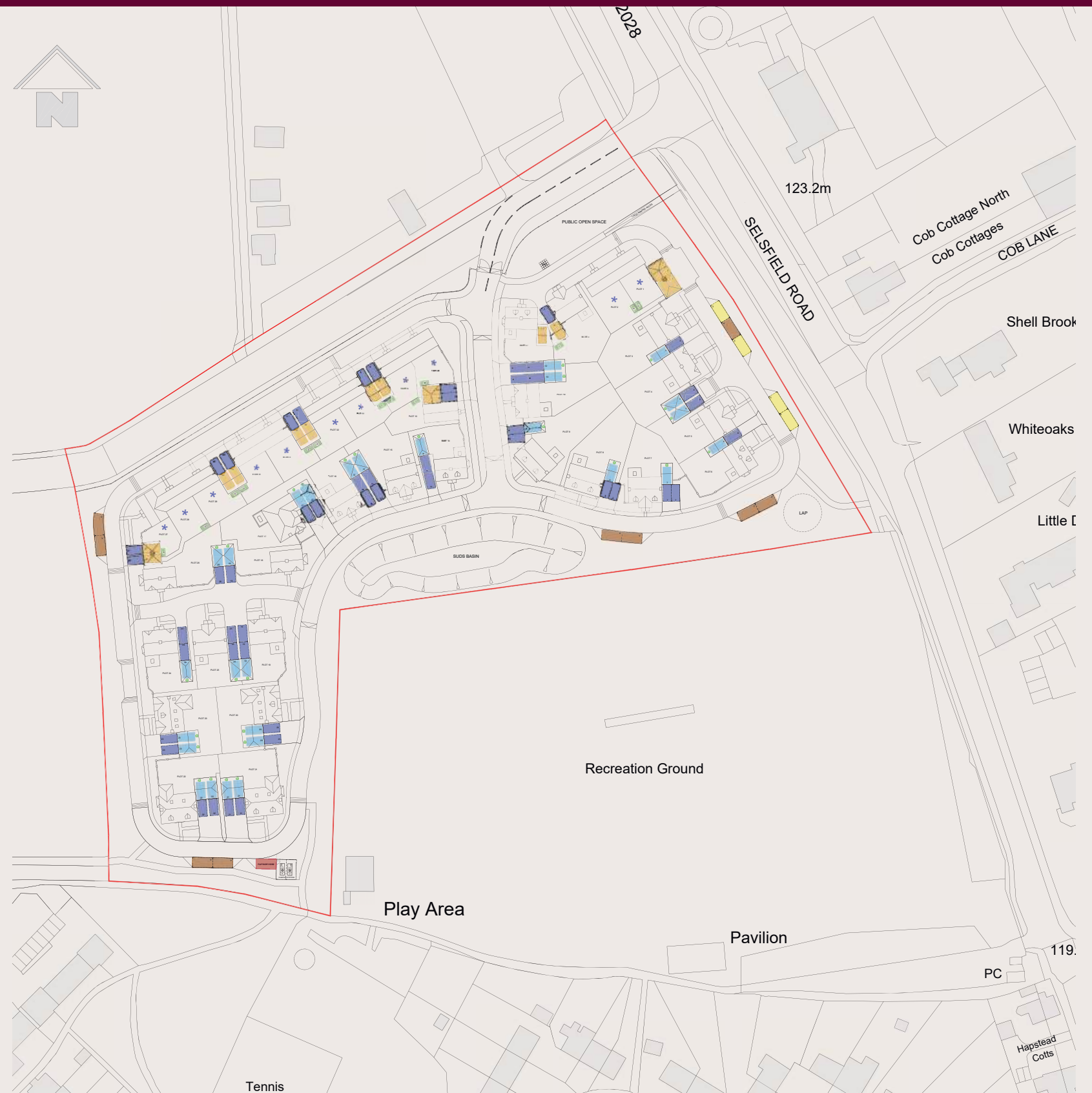
Cycle parking will be located within Garages on wall hung wrack's or in sheds located in the rear gardens where garages are not provided.

A total number of 105 parking spaces will be provided (including 9 visitors) which is in line with Mid Sussex District Council's requirements for a development of this size and mix.

DESIGN PRINCIPLES - PARKING STRATEGY

LEGEND :

- SITE BOUNDARY
- CARPORT PARKING
- GARAGE PARKING
- ON PLOT PARKING
- PUMP MAINTENANCE PARKING
- ALLOCATED ON STREET PARKING
- VISITORS PARKING



REFUSE STRATEGY

The proposals will provide a comprehensive refuse strategy for future residents.

Refuse and recycling receptacles will be located within rear gardens and either placed on the kerbside or at refuse collection points, by residents, within stipulated travel distances, on collection days.

Refuse vehicles can enter the site, crews can make their collections within the maximum travel distance, and exit safely in a forward gear.

DESIGN PRINCIPLES - REFUSE STRATEGY

LEGEND :

- SITE BOUNDARY
- REFUSE VEHICLE MOVEMENT
- - - - - CREW DRAG DISTANCE (MAX. 25M)
- - - - - RESIDENT DRAG DISTANCE (MAX. 30M)
- LOCATION OF REFUSE BINS
- BIN COLLECTION POINT

