

Project Name:	Land South of Hanlye Lane, Cuckfield
Document Reference:	020.0885/TN/4
Document Name:	Technical Note
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	05.02.24	SKB	Revised Layout	TAF
3	10.05.24	CID	Revised Layout	CID
4	20.06.24	TAF	Revised Layout	CAT

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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Sigma Homes to respond to the Design Review Panel (DRP) comments received in relation to a live application for a '*Residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, landscaping and all other associated works*' (application reference: DM/23/2610) on Land South of Hanlye Lane, Cuckfield.
- 1.2 Comments were received from the DRP on 5th December 2023 who, fundamentally, support the scheme (with amendments). Within this TN, the following highway related comments made by the DRP have been considered further, with justification or amendments where appropriate:
 - *DRP are not convinced by the severance of the highway in the central part of the site, as this would result in an inefficient layout and cars needing to reverse frequently and near a number of dwellings: and*
 - *DRP also queried the juxtaposition of roads running along both sides of the new central green lung. Consideration could instead be given to incorporating much of this as a shared surface without pavement.*
- 1.3 The site layout has been revised following the comments, where possible, including reducing the number of units to 50. The revised layout is included in **Appendix A**, whilst the DRP comments are included in **Appendix B**.

2. SEVERANCE OF THE HIGHWAY

- 2.1 The comment states that the *DRP are not convinced by the severance of the highway in the central part of the site, as this would result in an inefficient layout and cars needing to reverse frequently and near a number of dwellings.*
- 2.2 The site has been designed in such a way that it gives priority to pedestrians and is a landscape led scheme, as was considered a requirement within the Mid Sussex Local Plan Policy SA23 given the location of the site within the village and the surrounding High Weald AONB.
- 2.3 Similarly, the highway design of the scheme has been considered against guidance such as Manual for Streets (MfS) and the West Sussex County Council (WSCC) Local Design Guide. MfS sets out the street hierarchy to create attractive layouts which are both safe and suitable for all users. The proposed design therefore has certain widths and requirements that it must adhere to, ensuring an attractive layout is achieved, but also one that doesn't contradict other important design elements (i.e drainage, landscaping).
- 2.4 In specific consideration to the Local Design Guide, while the spine road can accommodate two-cars passing simultaneously, given the carriageway widths, full height kerbs are provided to separate the carriageway and the footway, ensuring pedestrian safety is maintained.
- 2.5 With MfS and the Local Design Guide in mind, the spine road that connects the two parts of the site has been designed to clearly delineate the main internal routes and as such suggests vehicles frequently utilise these routes. Where traffic is less frequent, the use of shared surfaces has been applied (as discussed in the next section).
- 2.6 It is common for parking spaces to front onto main internal spine roads, however, with consideration to the proposed site layout and the two separate parts of the site, the traffic movements in each section are circa half of the total. Therefore, the frequency of a vehicle reversing out of their drive whilst others nearby are relatively minimal.

3. USE OF SHARED SURFACES

- 3.1 The comment states that the *DRP also queried the juxtaposition of roads running along both sides of the new central green lung. Consideration could instead be given to incorporating much of this as a shared surface without pavement.*
- 3.2 Whilst it is noted that there are roads running parallel with the green lung in the central part of the site, the layout has been revised following the DRP comments to include the use of additional shared surfaces where possible and practical.
- 3.3 The design of the layout has been considered against the WSCC Local Design Guidance for which, given the horizontal alignment of the internal roads (where a footway is present), vehicles could overrun areas and therefore full footway construction is proposed along the main internal routes to maintain segregation and ensure pedestrian safety. Shared surfaces are utilised where traffic flows are anticipated to be low (such as at the end of home zones and cul de sacs) and should generally be avoided on more arterial / spine roads within developments due to the increase of conflict and thus reduced safety for all users.
- 3.4 Specifically, the amendments have included the removal of the bend outside plots 47 – 48 and as such, the former carriageway (which was tarmac) has been replaced with a shared surface. This has also therefore negated the requirement for the footway which was previously provided outside plots 44 – 48.
- 3.5 A pedestrian connection is provided through to the PRoW to the south of Plot 44.
- 3.6 For the western side of the site, a shared surface is already provided outside plots 14 – 16. The formal pavement has also been removed between 11– 14 and so is now provided as a shared surface in this location.

4. ADDITIONAL COMMENTS

- 4.1 It should be noted that as a result of the comments made by the DRP, the internal layout has been amended slightly. This includes, as previously identified, the removal of the bend outside Plots 43 – 44, as well as consideration to RPAs of some of the southern trees.

Plots 11 – 14

- 4.2 The section of carriageway between Plots 11 – 14 has been amended to avoid the RPA associated with T19. The carriageway has been reduced to 3.7m for circa 20m outside Plot 13. The width conforms to the requirement set out in MfS for fire tender access and the

vehicle tracking demonstrates that it is sufficient with regards to visibility and manoeuvring of the bends. The also helps slow vehicle speeds to create a more pedestrian friendly environment.

Plot 44

- 4.3 The removal of the bend between Plots 43 – 44 results in Plot 44 being provided with a short path to the end of the carriageway. Whilst Plot 44 is within the 45m required for fire tender access, refuse collection would require the residents of Plot 44 to wheel their bins to circa the end of the path to ensure distances for refuse collection personnel accord with MfS guidance.

5. SUMMARY

- 5.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Sigma Homes to respond to the Design Review Panel (DRP) comments received in relation to a live application for a *'Residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, landscaping and all other associated works'* (application reference: DM/23/2610) on Land South of Hanlye Lane, Cuckfield.
- 5.2 It is generally considered that the site has provided a well-designed layout that considers the requirements to be both landscape and pedestrian led. With the amendments made, we trust that this is sufficient to appease the DRP comments.

Appendix A



Appendix B

Notes of Mid Sussex Design Review Panel – 5 December 2023

Present:	Lap Chan (Chair), Michael Alete (Vice Chair), Nick Dexter, Giles Ings, Jenny Lewin, Nick Lomax, James Rae
Apologies:	None
In attendance:	Anna Kramarczyk (MSDC Urban Designer), Andy Watt (Senior Planning Officer), Roselle Goacher (Urban Designer, Chichester District Council)

Land South Of Hanlye Lane, Longacre Crescent, Cuckfield

Description of the Scheme

Residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works (Planning application DM/23/2610)

Presenters

Architect/Designers:	Chris Barker, Megan Smith, Jennifer Yon, Nick Francis, Adam King (ECE Planning Ltd)
Landscape Architect:	John-Paul Friend (LVIA Ltd)
Developer:	Adam Light (Sigma Homes Ltd)

In attendance

Ward councillor:	Cllr Malcolm Avery
Case officer:	Joseph Swift

The Panel's Comments

The Panel commended an enjoyable presentation and welcomed the non-pastiche architecture, which drew on the richness of Cuckfield's vernacular. Some of the proposed elevations, particularly the contemporary interpretation of a Kentish oast house, were beautiful. The proposal would thereby have a sense of place.

The Panel were not convinced by the severance of the highway in the central part of the site, as this would result in an inefficient layout and cars needing to reverse frequently and in close proximity to a number of dwellings. The Panel also queried the juxtaposition of roads running along both sides of the new central green lung. Consideration could instead be given to incorporating much of this as a shared surface without pavement, and otherwise limiting the use of tarmac elsewhere. Overall, the permeability through the site, connecting existing public rights of way from the west and the north, would be a clear benefit.

The Panel agreed that the landscaping for the scheme would be proportionate and generous, which would filter views of the built forms through the trees from the south. The scheme would be fairly well spaced out and the play spaces (which should be natural play) appropriately sited.

The Panel queried whether the development as a whole was too overwhelming in its elevations, noting that there were 23 different house types for 55 dwellings. They felt that this could be simplified and made more subtle, by relying on a reduced palette of texture and tone, particularly as it was otherwise clear there was sufficient visual interest in the structures. Care should also be taken to ensure that the detailing for the angled / cut brickwork shown in Elevations 1 and 4 would be neatly finished. In addition, there were concerns that the large windows on the south-facing properties

looking out to the roads would result in adverse impacts to future occupants, such as overheating, privacy and headlight nuisance.

The Panel requested consideration be given to the location of the solar panels and air source heat pumps, as well as overheating analysis to inform the final sustainability strategy.

Overall Assessment
Support, with amendments