

**London Road,
Handcross**

**Prepared for
Welbeck Strategic Land III Limited
by
Stuart Michael Associates Limited**



April 2026

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SMA Ref: 7409/ESS

Issue Status: 02

DOCUMENT CONTROL			
Project	London Road, Handcross		
Job No.	7409		
Document Title	Energy and Sustainability Statement		
File Location	N:\Admin Project\7400 to 7499\7409 - Handcross, Mid Sussex\Reports\7409 Sustainability Appraisal Issue 01.docx		
Prepared by	M Hopkins	Date	27/01/2026
Reviewed by	M Ohrland	Date	29/01/2026
Approved by	G Pellegrino	Date	02/02/2026
Document Issue	Description / Changes	Revised by	Date
01	Draft for Review	-	02/02/2026
02	Final Issue	MH	30/04/2026



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CONTENTS

	PAGE
1.0 INTRODUCTION	1
2.0 PLANNING POLICY	5
3.0 SUSTAINABILITY MEASURES - PER UNIT	16
4.0 SUSTAINABILITY MEASURES ACROSS THIS SITE	28
5.0 TRAVEL AND TRANSPORT	30
6.0 SUMMARY AND CONCLUSION	33

FIGURES

Figure 1	Site Location
Figure 2	Site Transport Connections

APPENDICES

Appendix A	Illustrative Site Layout
Appendix B	Site Parameter Plan

1.0 INTRODUCTION

- 1.1 This Energy and Sustainability Statement (ESS) has been prepared by Stuart Michael Associates Ltd (SMA) on behalf of Welbeck Strategic Land III Limited (the Applicant) to summarise measures and options for the development of a sustainable residential scheme at London Road, Handcross (the 'Site'). **Figure 1** shows the Site's location.

Figure 1 – Site Location



- 1.2 The Applicant is seeking outline planning consent from Mid Sussex District Council (MSDC) for the development of up to 55 dwellings, with vehicular access via London Road along the Site's eastern boundary. All matters are reserved except for access.
- 1.3 An illustrative Site layout has been prepared for the Site and is attached as **Appendix A**.



- 1.4 SMA has been appointed by the Applicant assist with the preparation of detailed technical reports to accompany the application submission, relating to Flood Risk and Drainage (foul and surface water), Utilities, and Air Quality and Noise. SMA will also assist with all other project inputs as required (Masterplanning, DAS, Public Consultation,) associated with the above.
- 1.5 This report provides an outline summary of the range of sustainability options to be considered by the Applicant to inform preparation of a Site Masterplan. It is acknowledged that further refinement and detail would be necessary at the discharge of conditions stage.
- 1.6 In preparation of this report, due regard has been given to the key national and local planning policy objectives towards tackling climate change, conserving energy, reducing carbon emissions, and conserving and enhancing the natural and built environment in new developments. This has included:
- Net Zero
 - National Planning Policy Framework (February 2025)
 - National Planning Practice Guidance
 - Future Homes Standard
 - Mid Sussex District Plan 2014 – 2031 (adopted March 2018)
 - Mid Sussex District Plan Sustainability Appraisal (September 2017)
 - Mid Sussex District Council Sustainable Economic Strategy and Action Plan 2025 – 2028
 - Slaugham Neighbourhood Plan 2014 – 2031 (adopted September 2019)
 - Slaugham Neighbourhood Plan – Sustainability Appraisal (November 2018)
 - West Sussex County Council – Digital Infrastructure Strategy 2020 – 2030



Existing Local Public Transport Services

- 1.7 Metrobus Services 271 and 273 are available from both northbound and southbound bus stops on London Road, approximately 100m south of the Site, connecting Crawley and Brighton. Service 271 runs every hour to two hours, and service 273 runs every 90 minutes to an hour.
- 1.8 Handcross District Community Bus services 4 and 10 are available from both north and southbound bus stops on London Road, approximately 250m north from the centre of the Site, connecting Slaugham, Paese Pottage, and Horsham. Service 4 runs on Fridays, and Route 6 runs on Wednesdays, both between 9:45am and 13:15pm.

Pedestrian and Cycle Accessibility

- 1.9 It is anticipated that the Site would benefit from two access points. The main Site access would be located along the eastern boundary of the Site, on London Road, this access would be for all modes of transport. The second access point is located in the southeastern corner of the Site, connecting to London Road, providing pedestrian and cycle access.
- 1.10 The entire western boundary of the Site is existing woodlands, which will be retained and enhanced as a buffer from the boundary edge. Similarly, in the southeast and east of the Site, there is existing woodlands which will be retained and enhanced. The southwest of the Site will be designated as public open space, including play areas, surface water attenuation, and associated pedestrian and/or cycle connections.
- 1.11 These shared use paths will be suitable for pedestrians and cyclists of all abilities, and for pushchair and wheelchair users.
- 1.12 Whilst there are no formal cycle facilities in proximity to the Site, or Handcross, the residential roads to the south of the Site are subject to a 30mph speed limit that could provide for a safer environment for those who wish to cycle.
- 1.13 Approximately 7km north of the Site is national cycle route 21, which spans from Greenwich to Eastbourne. This provides a mainly traffic-free, and safer, environment for cyclists.



- 1.14 The Site is within walking distance of a range of services and facilities. Handcross High Street is located approximately 600m south of the Site.
- 1.15 There are two educational facilities located within the vicinity of the Site; Handcross Primary School and Brighton College Prep Handcross.
- 1.16 Additional services are also accessible in Crawley, which is approximately 8km north of the Site. These services are accessible by walking, cycling, public transport or driving. **Figure 2** highlights the proposed Site's connectivity to the surrounding area and key destinations across the region.

Figure 2 – Site Transport Connections (Source: iTransport)

Journey by Bus	
Site (Handcross) to Crawley	16 Minutes
Journey by Train	
Crawley to Horsham	10 Minutes
Crawley to Haywards Heath	10 Minutes
Crawley to Brighton	28 Minutes
Crawley to London Waterloo	47 Minutes
Crawley to Guildford	60 Minutes
Journey by Car	
Site (Handcross) to Balcombe	7 Minutes
Site (Handcross) to Crawley	10 Minutes
Site (Handcross) to Gatwick	15 Minutes
Site (Handcross) to Haywards Heath	18 Minutes
Site (Handcross) to Horsham	25 Minutes



2.0 PLANNING POLICY

National

Net Zero

- 2.1 On 27th June 2019, the Government formally amended the target within the Climate Change Act as follows: 'It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline.'
- 2.2 The United Kingdom was the first major economy to legislate for net zero emissions. At the UN Climate Summit on 4th February 2020 to launch the COP26 conference, Government confirmed their plans for the target to end the sale of new petrol and diesel cars and vans by 2030, and for all new cars and vans to be zero emission by 2035.
- 2.3 In addition, on 3rd February 2020, the UK energy regulator, Ofgem, published their plans to decarbonise energy to deliver a net zero future by 2050. Within their nine-point 'action plan,' they aim to: *'Enable drivers to go electric by supporting an energy network that can power 10 million electric vehicles by 2030.'* (Ofgem, 2020). Further, advice is also within the Committee on Climate Change report of February 2019 *'UK housing: Fit for the future?'*.
- 2.4 A key message from this report is with regard to performance and compliance. Closing the energy use performance gap in new homes (the difference between how they are designed and how they actually perform) could save between £70 and £260 in energy bills per household per year.
- 2.5 Furthermore, the report states that:

'There are plans for 1.5 million new UK homes by 2022. These new homes must be built to be low-carbon, energy and water efficient, and climate resilient. The costs of building to a specification that achieves the aims set out in this report are not prohibitive, and getting design right from the outset is vastly cheaper than forcing retrofit later. From 2025 at the latest, no new homes should be connected to the gas grid. They should instead be heated through low-carbon sources, have ultra-high levels of energy efficiency alongside appropriate ventilation and, where possible, be timber-framed. A statutory requirement for reducing overheating risks in new builds is needed, alongside more ambitious water efficiency standards, property-level flood protection in flood risk areas, and increasing requirements for greenspace and sustainable transport in planning and guidance.'



- 2.6 The report also calls on householders to make small differences for big change, such as setting boilers to the correct temperature, installing shading, and increasing insulation. The Government published their 'Net Zero Strategy: Build Back Greener' in October 2021, which is aimed at following a path over the next three decades to avoid catastrophic climate change. The Government see the present challenge to meet Net Zero by 2050 as offering opportunity for a green industrial revolution. For power this means a fully decarbonised power system, including more solar energy.
- 2.7 For buildings the Net Zero Strategy targets decarbonising heat through:
- accelerating heat pump deployment (with a target of 600,000 installations per year by 2028);
 - building heat networks; *and*
 - incorporating hydrogen into the energy mix via blending with the existing gas network; appraising hydrogen's suitability for direct heating; and transitioning boilers to be 'hydrogen ready' by 2026.
- 2.8 The second strand of the Build Back Greener plan for buildings is to improve buildings themselves and ensure 'as many homes as possible to achieve EPC Band C by 2035'. This is proposed to be delivered through the Future Homes Standard, increasing the minimum energy efficiency standards of rented accommodation, and '*exploring opportunities to improve the energy performance of owner-occupier homes.*'
- 2.9 Building on the COP26 announcement at the UN Climate Summit the Net Zero Strategy strengthened the ban of new petrol/diesel cars/vans by bringing the deadline forward to 2030. Also, as part of the key commitment all that new cars/vans must be zero emission at the tailpipe from 2035. At the Conservative Party Conference in September 2023 the Prime Minister reverted plans to cease the sale of new petrol and diesel cars to 2035.
- 2.10 There were several other statements made by the Prime Minister indicating a delay in roll out of measures to meet Net Zero, including a slower transition from gas boilers to heat pumps (BBC, 2023). These statements are yet to be formalised in Government Policy or Strategies. Published in January 2023, 'Mission Zero' is an Independent Review by Rt Hon Chris Skidmore of the



Government's Net Zero Strategy Aims - to build upon the UK's leadership in tackling climate change and legally binding commitment to achieve Net Zero by 2050.

National Planning Policy Framework (updated February 2025)

- 2.11 The National Planning Policy Framework (NPPF) sets out the Government's updated planning policies for England and how it expects them to be applied. Stated paragraph and section numbers refer to those of the NPPF. Relevant policies are highlighted below.

Sustainable Development & Decision-Making

- 2.12 Paragraph 10 describes that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 states that for decision taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 2.13 Paragraph 85 explains how the Government is committed to the delivery of sustainable economic growth through planning, operating to encourage and not impede sustainable growth. *'Significant weight should be placed on the need to support economic growth and productivity'*.

- 2.14 Paragraph 77 states 'Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for ... development where this can help to meet identified needs in a sustainable way. In doing so, they should:



- a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;
- b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;'

2.15 With regard to rural housing, Paragraph 82, developments should be responsive to local circumstances and needs including proposals for community-led development for housing. Sustainable development in rural areas means housing that will 'enhance or maintain the vitality of rural communities' (Paragraph 83).

Promoting Sustainable Transport

2.16 Also relevant to this application, Section 9 of the NPPF is dedicated to the promotion of sustainable transport. Paragraph 112 states that if setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Conserving and Enhancing the Natural Environment

2.17 Section 15, paragraph 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value



- b) Recognising the intrinsic character and beauty of the countryside, and the wider benefit from natural capital and ecosystem services
- c) 'minimising impacts on and providing net gains for biodiversity.'
- d) Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- e) Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land where appropriate.

National Planning Practice Guidance

2.18 The National Planning Practice Guidance (PPG) provides advice on the interpretation of, and supports, the NPPF. As guidance, not policy, PPG is subordinate to the NPPF as confirmed by the Planning and Compulsory Purchase Act (2004). PPG is an online resource that is updated to reflect the most recent views of the Secretary of State.

Climate Change

2.19 Integrating adaptation and mitigation are solutions that will support sustainable development. Examples include:

- 'by maximising summer cooling through natural ventilation in buildings and avoiding solar gain;
 - through district heating networks that include tri-generation (combined cooling, heat and power); or
 - through the provision of multi-functional green infrastructure...'
- (Paragraph Reference ID: 6-004- 20140612).

2.20 Local Planning Authorities can set energy performance standards for new housing that are higher than the building regulations, but only up to the equivalent of Level 4 of the Code for Sustainable Homes (Paragraph Reference ID: 6-012-20190315)

Design

2.21 The Guidance '*Design: process and tools*' sets out 10 characteristics of good design (Paragraph Reference ID 26-001-2019001). These are explored within the



National Design Guide (MHCLG, 2021). Paragraph 87 of the National Design Guide states: *‘Electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter’. (street clutter is defined as ‘street furniture and landscape arranged so that streets are difficult to move through, use or are unattractive’).*

Future Homes Standard

- 2.22 The principle of the Future Homes Standard was introduced by the UK Government in spring 2019 to future-proof homes and allowing them to transition to Net Zero alongside technological advances. Consultations were undertaken until January 2020 and final changes made to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings in 2022.
- 2.23 The Future Homes Standard aims to deliver homes that don’t need fossil fuels for heating and won’t need retrofitting to achieve zero-carbon emissions. The changes to the Building Regulations Part L and F are considered to be transitional arrangements to reduce emissions and improve energy efficiency, towards the Future Homes Standard. The necessary legislation to enact the Future Homes Standard is planned to be introduced in 2024, with implementation set for 2025.

The Building Regulations 2010: Infrastructure for the charging of electric vehicles (Adopted June 2022)

- 2.24 In June 2022, the Government published an updated document outlining new legislation regarding the provision of EV charging infrastructure for new developments.
- 2.25 Paragraph 1.1 of the document states that “Where associated parking spaces are provided for a new residential building, the number of associated parking spaces that have access to an electric vehicle charge point must be a minimum of either of the following. (A) The number of associated parking spaces. (B) The number of dwellings that the car park serves.”



Local Policies

Mid Sussex District Plan 2014 – 2031

2.26 The Mid Sussex District Plan was adopted in 2018 and provides the Council's vision for how the district will develop and a delivery strategy for how it will be achieved, from 2014 to 2031.

2.27 Currently the District Council is in the process of reviewing and updating the Plan where necessary. The new District Plan 2021 – 2039 will replace the current adopted District Plan. The new District Plan is scheduled for formal adoption at the end of 2026.

2.28 The relevant policies within the Plan are listed below.

DP4: Housing

2.29 The Plan will deliver an average of 876 dwellings per year until 2023/24 and an average of 1090 dwellings per year between 2024/25 and 2030/31.

DP5: Planning to Meet Future Housing Need:

2.30 The Council will continue to work under the 'Duty-to-Cooperate' with all other neighbouring local authorities on an ongoing basis to address the objectively assessed need for housing.

DP12: Protection and Enhancement of the Countryside

2.31 The primary objective of the District Plan with respect to the countryside is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there. It aims to enhance the countryside, support the rural economy by accommodating well-designed, appropriate new forms of development and changes in land use where a countryside location is required and where it does not adversely affect the rural environment.

DP21: Transport

2.32 MSDC will continue to work with public transport providers to ensure that the level of service provided meets the needs of commuters and other travellers.

2.33 The District Plan ensures that developments are accompanied by the necessary supporting infrastructure, with the aim to create sustainable communities with



local transport networks and sustainable ways of access to local services and facilities.

DP28: Accessibility

- 2.34 All development will be required to meet and maintain high standards of accessibility so that all users can use them safely and easily. This will apply to all development, including changes of use, refurbishments and extensions, open spaces, the public realm and transport infrastructure, and will be demonstrated by the applicant.

DP37: Trees, Woodland and Hedgerows:

- 2.35 Proposals for new trees, woodland and hedgerows should be of suitable species, usually native, and where required for visual, noise or light screening purposes, trees, woodland and hedgerows should be of a size and species that will achieve this purpose.

DP38: Biodiversity:

- 2.36 Biodiversity will be protected and enhanced by ensuring development contributes and takes opportunities to improve, enhance, manage, and restore biodiversity and green infrastructure, to promote a biodiversity net gain.

DP39: Sustainable Design and Construction:

- 2.37 All development proposals must seek to improve the sustainability of development and, where appropriate and feasible, according to the type and size of development and location, incorporate the following measures:
- Minimise energy use through the design and layout of the scheme including through the use of natural lighting and ventilation;
 - Explore opportunities for efficient energy supply through the use of communal heating networks where viable and feasible;
 - Use renewable sources of energy;
 - Maximise efficient use of resources, including minimising waste and maximising recycling/ re-use of materials through both construction and occupation;



- Limit water use to 110 litres/person/day in accordance with Policy DP42;
- Demonstrate how the risks associated with future climate change have been planned for as part of the layout of the scheme and design of its buildings to ensure its longer-term resilience

DP40: Renewable Energy Schemes:

- 2.38 The Mid Sussex Sustainable Energy Study (2014) assessed the potential for renewable energy schemes in Mid Sussex and concluded that the level of technical and capacity constraints in the district were likely to prevent major new renewable energy schemes from coming forward over the Plan period.
- 2.39 Renewable energy schemes were likely to be relatively small-scale and the local community could have a key role through Neighbourhood Plans or other local initiatives. Such projects could help support energy security, respond to fuel poverty, reduce carbon emissions and provide a longer term financial return for communities

DP41: Flood Risk and Drainage:

- 2.40 Proposals for development will need to follow a sequential risk-based approach, ensure development is safe across its lifetime and not increase the risk of flooding elsewhere. The District Council's SFRA should be used to identify areas at present and future flood risk from a range of sources including fluvial (rivers and streams), surface water (pluvial), groundwater, infrastructure and reservoirs.
- 2.41 SuDS should be implemented in all new developments of 10 dwellings or more to avoid any increase in flood risk and protect surface and ground water quality. Arrangements for the long-term maintenance and management of SuDS should also be identified.
- 2.42 SuDS should be sensitively designed and located to promote improved biodiversity, an enhanced landscape and good quality spaces that improve public amenities in the area, where possible.
- 2.43 The preferred hierarchy of managing surface water drainage from any development is:
- Infiltration Measures



- Attenuation and discharge to watercourses; and if these cannot be met.
- Discharge to surface water only sewers

Slaugham Neighbourhood Plan 2014 – 2031 (September 2019)

2.44 The Slaugham Neighbourhood Plan (SNP) has been prepared by Slaugham Parish Council (SPC). The SNP will guide and influence development in the Parish up to 2031. Neighbourhood Plans allow local people to influence the type of development for their area, while contributing to the wider needs of the area.

2.45 Relevant policies include:

Policy 2: Sustainable Development Measures:

2.46 Development proposals which incorporate efficient and sustainable energy sources (including, but not limited to, photovoltaic panels, solar thermal insulation, biomass and heat pumps, and domestic water harvesting/ recycling systems) will be supported.

Policy 3: Green Infrastructure:

2.47 Development proposals, which seek to conserve, maintain or enhance existing green infrastructure network will be supported. Proposals to provide additional green infrastructure will be supported. Proposals which seek to improve access for pedestrians and cyclists through green infrastructure linkages will be particularly supported.

2.48 Proposals which would result in the loss of existing green infrastructure will not be supported unless it can be demonstrated that the development proposals bring new opportunities which mitigates or compensates any loss, whilst ensuring the protection of the existing ecosystem.

Policy 7: Superfast Broadband:

2.49 The NPPF acknowledges that “advanced, high-quality and reliable communications infrastructure is essential for economic growth and social well-being.” It indicates that planning policies should: support the expansion of electronic communications networks, including 5G and full fibre broadband connections; set out how high-quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded



over time; and should prioritise full fibre connections to existing and new developments.

- 2.50 The more rural parts of the Parish suffer from a lack of high-speed broadband. Handcross and Pease Pottage connections were upgraded in February 2015.

West Sussex County Council (WSCC) Digital Infrastructure Strategy 2020 - 2030

- 2.51 The WSCC Digital Infrastructure Strategy explains how the council plan to ensure that connectivity to the county meets the economic, environmental and social needs now and in the future, to improve connectivity in the hardest to reach areas in addition to Government's national Project Gigabit, targeted with reaching 99% of UK premises with gigabit capable connectivity by 2030. It is split into three strategic priorities:
- 2.52 SP1: To enable future-ready infrastructure that will support our diverse economy and stimulate growth and innovation;
- 2.53 SP2: To enable the creation of connected places, unlocking value for communities, businesses, public services and the environment;
- 2.54 SP3: To improve access to connectivity in hard to reach areas, reducing the digital divide and unlocking the potential of our rural economy.



3.0 SUSTAINABILITY MEASURES - PER UNIT

- 3.1 The following section considers the measures that could be incorporated to dwellings throughout the Site. The measures are applied individually; however, when implemented collectively, they could deliver significant overall improvement in environmental performance and energy efficiency. The combined effects of these measures are intended to support the development in being able to achieve an EPC B rating or better, in line with emerging expectations under the Future Homes Standard (2025) for low-carbon, energy efficient homes.
- 3.2 Dwellings constructed today may operate in a substantially different climate over the coming decades, and; therefore, should be designed to ensure they are resilient to future Climate Change impacts, such as increases in temperature, rainfall and wind. Enhancing climate resilience would provide long-term benefits for homeowners through the reduction in running costs, comfort and supporting national carbon-reduction objectives.
- 3.3 For a development of approximately 55 units, it is considered that the measures, when procured in bulk, would be cost effective. Wind energy and biomass/biofuels are discounted from consideration at this Site as they are not appropriate for the individual dwelling level. Instead, the focus would be on sustainably orientated design principles, efficient heating systems, and renewable technology to help support improved EPC performance.
- 3.4 In accordance with local policies and documentation, developments should aim to incorporate low-carbon building technologies, improve household energy efficiency, and enhance resilience to climate change. The measures below reflect both national and local aims for decarbonisation and renewable energy usage.

All-Electric Dwellings and the Phase-Out of Gas

- 3.5 In line with the UK Government's commitment to decarbonise heat and the planned phase-out of fossil fuel gas boilers in new homes from 2025, it is recommended that all dwellings within the development would be all-electric to align with the Future Homes Standard.
- 3.6 This approach would remove reliance on gas infrastructure and support the transition to low-carbon heating systems such as air source heat pumps.



Solar Energy

Solar Thermal Panels

- 3.7 Solar thermal panels are used for water heating systems. There are two types: evacuated tubes or flat plate collectors. Both types can be mounted on roofs and require a hot water cylinder to store the heated water. As the solar energy is converted to heat stored in water, the system will be much more capable to deliver hot water demand in the summer compared to the winter.
- 3.8 Ideally solar thermal collectors need to be installed on a roof facing due south at a 20–50-degree angle from horizontal. However, they can work effectively when positioned between southeast and southwest.
- 3.9 According to the Renewable Energy Hub (2026) a typical solar thermal system (comprising solar collectors, control panel, pipes, hot water tank and installation) will cost between £3,000 - £8,000. The size of the system required will depend on the water demand of the home. Approximately 1m² of solar thermal panels is required per person in the dwelling.
- 3.10 The proportion of hot water demand met by solar thermal water heating systems will vary according to usage patterns, household size, and water tank storage capacity, as well as climatic conditions. Although solar thermal energy is sustainable, it is not a complete solution. It is likely that the system will need to be backed up by a boiler or immersion heater. It is also a less flexible source of renewable energy as it is solely used for hot water but is not capable of being used for electric showers, dishwashers, or washing machines, which accommodate only cold-water supplies.

Photovoltaic Panels

- 3.11 Adding solar photovoltaic panels to a property is a versatile way to incorporate renewable energy. The energy generated is converted to electricity and so can be used for household appliances, lighting and heating systems.
- 3.12 UK Government Data (2025) indicates that solar panels are on the roofs of approximately 1.6 million households in Great Britain, which is 5.5% of total households. The Site is located in the South East of England, which has a regional percentage of solar panels on homes of 5.7%, which is slightly above the national average.



- 3.13 The Energy Saving Trust expects that a typical 6kWp system would cost the householder between approximately £7,000 and £8,000 to install, Solar panel systems that are 3.5kWp cost between £5,500 and £6,500. It is indicated that Solar PV panels can provide a potential annual saving on a household's energy bill of approximately £250 - £500. Should there be excess electricity generated compared to demand, the surplus can be traded by the homeowner through the Smart Export Guarantee. This is a scheme which came into force on 1st January, 2020 and requires all energy suppliers with 150,000 or more customers to provide at least one Smart Export Guarantee tariff.

<https://energysavingtrust.org.uk/advice/solar-panels/>

- 3.14 Solar Energy UK (2025) reports that the top Smart Export Guarantee tariffs range from 20-25/kWh. This includes payment for battery storage. An emerging direction for PV technology is 'solar glass' which captures electrical energy in the same way as for rooftop (or ground mounted) PV panels. At present, solar glass is not clear and; therefore, is generally not an attractive option as a replacement to standard glazing. There may be applications for solar glass to replace traditional glazing, for example in conservatory roofs or on car ports, should these be included in the detailed design.
- 3.15 The Renewable Energy Hub (2026) indicates that in the UK, it can be expected that solar panel systems can provide approximately 40-70% of a household's electricity demands.

Energy Storage

- 3.16 An electrical battery would complement rooftop PV solar panel installation to store energy for use at times when the solar panels cannot generate and directly supply the household, for example at night. Batteries are attractive to residents as they avoid excess generation being returned to the grid and provide the option of importing energy from the grid at times of cheaper supply, therefore reducing electricity bills.
- 3.17 Battery size can be tailored to the expected household demand and matched to the expected energy generation from the installed solar panels. The cost of a battery system therefore varies accordingly. The common brands of batteries for the domestic market are Tesla, GivEnergy, Powervault and Panasonic. Typical parameters and costs for batteries available today are set out in **Table 1**. Energy



can also be stored in the form of thermal energy via heavily insulated water tanks. These are compatible with solar thermal installations or heat pumps as discussed later in this report.

Table 1 – Battery Comparison Table

Make / Model	Capacity	Power Output	Approximate Cost
Tesla Powerwall 2	13.5kWh	7kW peak / 5kW continuous	£9,000
GivEnergy Gen2	9.5kWh	-	£3,800
Powervault P4 Slim	8.0kWh	4.8kW	£8,200

Air Source Heat Pumps

- 3.18 Air source heat pumps accompanied by zoned ‘wet’ underfloor heating on the ground floor are an increasingly popular option to incorporate renewable energy measures in dwellings. This is because a heat pump transfers heat at a higher coefficient of performance if it delivers to a large warm water circuit (like underfloor heating) rather than a small high temperature circuit (like wall-mounted radiators), and so is an efficient method of heating a modern, well insulated home.
- 3.19 ASHPs are on average three times the efficiency of a gas boiler (EDF, 2025) and are particularly compatible for new build homes where the heating system and insulation can be designed for maximum efficiency. When powered by solar panels, heat pumps can be entirely carbon zero.
- 3.20 The equipment typically comprises an external unit to extract heat from the air. This is passed through the central heating system and distributed to the dwelling’s heating equipment. A designated cupboard is required in each unit to house the air source heat pump control and central heating equipment.
- 3.21 Leading brands of ASHP’s include LG, Daikin, Vaillant and Mitsubishi. The Mitsubishi Ecodan is a good example of an air source heat pump suited to the residential environment (shown in Photograph 1). This equipment has achieved the Noise Abatement Society’s Quiet Mark, meaning it is not likely to have unacceptable or adverse impacts on residents.
- 3.22 The Energy Saving Trust indicates that ASHPs cost around £11,000 and can provide annual savings of up to £1,200. The savings that could be realised by installing a heat pump will depend on the type of heating system that is replaced.

Heat pumps should generally be cheaper to run than most other fuel types apart from a newer gas or oil boiler.

<https://energysavingtrust.org.uk/advice/in-depth-guide-to-heat-pumps/>

Figure 2 - Typical Air Source Heat Pump



- 3.23 Financial support for the cost of ASHPs is available via the Government's Boiler Upgrade Scheme however this is only relevant for retrofitting where an ASHP would be replacing a fossil fuel boiler and so would not be available to this development.

Housing Design

- 3.24 Building Regulations (DLUHC and MHCLG, 2023) require building design and construction to make '*reasonable provision*' for the conservation of fuel and power. This can be achieved through:

'(a) limiting heat gains and losses—

- (i) through thermal elements and other parts of the building fabric; and*
- (ii) from pipes, ducts and vessels used for space heating, space cooling and hot water services;*

(b) providing fixed building services which—

- (i) are energy efficient to a reasonable standard;*
 - (ii) have effective controls; and*
 - (iii) are commissioned by testing and adjusting as necessary to ensure they use no more fuel and power than is reasonable in the circumstances.'*
- (Requirement L1(a): Limiting heat gains and losses).*



- 3.25 Glazed units are expected to conform to modern thermal standards, minimising heat loss. Further measures such as blinds and curtains can be installed by future occupiers to minimise heat loss in winter and minimise excessive solar heat gain in the summer. Ventilation is also intrinsic to building design to enable airflow.

WELL Building Standard

- 3.26 WELL is the first framework of its kind to codify health & wellbeing within the built environment. The certification process requires a similar, evidence-collation approach to other schemes such as BREEAM (Building Research Establishment Environmental Assessment Methodology) and LEED (Leadership in Energy and Environmental Design) but it enables projects to focus on human-centric design in a way that other certifications do not.

- 3.27 The WELL standard is a way of improving the built environment and it covers ten core topics, which are:

- Air
- Water;
- Nourishment;
- Light;
- Movement;
- Thermal comfort;
- Sound;
- Materials;
- Mind; and
- Community.

- 3.28 Whilst the WELL standard is more commonly applied to commercial and workplace environments, there are many principles that can be applied to the domestic setting, such as:

- Integrating streetscape vegetation to improve air quality;
- Allocating at least 5% of on-street parking for car-pool or shared-use vehicles;
- Electric vehicle charging points are encouraged;
- Measures are put in place to avoid off-site discharge of water. These



could include bioretention, infiltration planters, porous pavements, green roofs, rainwater harvesting and reforestation;

- Local food sources such as a community garden;
- Lighting control;
- Bicycle lanes and parking facilities;
- Maximum allowable sound level outside of residences; and
- Places and programmes for social cohesion, such as parks.

Solar Gain and Heat Loss

- 3.29 Where possible, buildings should be orientated to make maximum use of passive solar gain in order to reduce the need for space heating. At the same time consideration should be given to the potential for overheating from solar gain.
- 3.30 The proposed Site is approximately rectangular in a slightly north-north-east/south-south-west alignment. This potentially allows the majority of units on Site to have approximately south facing amenity areas (both key internal rooms and external garden space). The indicative street design creates 5 sub sectors allowing for a variation in unit orientation. It is therefore important to consider room arrangement within a dwelling as well as unit orientation relative to outside amenity space.
- 3.31 It is also important from a design perspective to balance passive solar gain with an attractive street scene. Solely linear streets, facing south are unlikely to be attractive to the Council when determining the planning application. Where it is not practical for the entire unit to face south, passive solar gain can be achieved with larger windows and bi-fold or French doors on the south facing elevation.
- 3.32 In order to fully take advantage of solar gain, shading from adjacent trees should also be considered during design of the Site layout. In some cases, trees can be useful to filter strong solar gain in summer months.
- 3.33 A further approach to minimising heat loss is to optimise the ratio of external wall area to internal floor area. A mix of unit sizes and dwelling types is likely to be included within the scheme. A higher proportion of semi-detached or terraced units compared to detached dwellings would minimise heat loss. Additional considerations that affect the efficiency and sustainability of a residential development are discussed in the following sub-sections.



Site Exposure

- 3.34 Working with the existing topography or creating new vegetated bunds of an appropriate scale to the landscape can contain the Site, and therefore mean it is less exposed to extreme temperatures. The proposed Site is relatively flat, with levels varying between 142m and 145m AOD, but is provided shelter from the west, north, south, and southeast by the existing field boundary vegetation and trees. The development proposal indicates that the existing tree belts in the west and southeast of the Site will be maintained and enhanced. Enclosure of individual plots and the overall Site with walls, hedges or fences can also minimise heat loss and provide noise attenuation.

Waste Storage and Disposal

- 3.35 WSCC and the South Downs National Park Authority are the waste planning authorities (WPA) for West Sussex. MSDC is the waste collection authority (WCA) and is responsible for the collection of this municipal waste. WSCC is the waste disposal authority (WDA), and provides waste disposal infrastructure to ensure waste generated by households, and other wastes collected by WSCC, is effectively managed.
- 3.36 With a population of over 160,000 people, Mid Sussex produces waste from a range of sources. All waste management involves energy, and so often releases carbon emissions, contributing to climate change. As a waste collection authority, MSDC collect kerbside waste and recycling collections every fortnight. For the reporting period of 2022-23, MSDC collected approximately 320kg of household waste per person in the district.
- 3.37 West Sussex Local Plan 2021 - 2039 states, within its Policy: Sustainable Design and Construction, that to minimise waste; *"In accordance with relevant policies in the West Sussex Waste Local Plan, all development will be required to support the circular economy by minimising construction, demolition and excavation waste disposed of in landfill and follow the waste hierarchy to maximise recycling and re-use of material."*
- 3.38 *New development shall be designed with adequate and easily accessible storage space that supports separate collection of dry recyclables and food waste, as well as residual waste taking account of guidance in the Mid Sussex Design Guide SPD."*



3.39 The Mid Sussex Design Guide SPD (adopted November 2020) Principle DG22: Integrate refuse and recycling into the design of new development, indicates that facilities for refuse and recycling storage should be:

- A suitable size to accommodate all the refuse and recycling containers to meet the needs of residents and be of a size acceptable to the refuse collection service;
- Carefully designed and located so they are neither visually obtrusive nor obstruct the passive surveillance of the street, and avoid having a deadening impact on the façade or threshold;
- Located where they will not be obstructed by car parking;
- Within secure and well-ventilated areas;
- Located so that they may be easily accessed from properties but where they will not cause nuisance through unpleasant odours or noise; and

3.40 Dedicated waste storage areas should be provided at each property to enable easy participation in reuse, recycling, and disposal of materials appropriately. Ideally space should be provided away from the frontage of the property in order to maintain a pleasant street scene, or enclosures should be used to hide the view of bins. Access will be required from the bin storage areas to the roadside for collection of waste.

3.41 Facilities could also be provided for the separate collection of kitchen and garden waste for composting at a community composting station. A community noticeboard (physical or electronically via social media) could be initiated for residents to share unwanted items, from food to furniture, discouraging disposal as the first option and encouraging adoption of the waste hierarchy (Prevent - Re-use - Recycling - Recovery - Disposal) as set out in the West Sussex Waste Local Plan (2014)

Vehicle Allowances

3.42 In accordance with the Mid Sussex Design Guide SPD Principle DG24, each dwelling would be provided with dedicated bike storage space for each unit could



provide encouragement for residents to travel more sustainably, especially for short trips. This is covered in more detail within **Section 4.0**.

- 3.43 In accordance with Building Regulations Part S new homes must be provided with a minimum of either of the following. (a) The number of associated parking spaces. (b) The number of dwellings that the car park serves.

Construction Specification

Materials Selection

- 3.44 There are four principal considerations that should influence the sourcing of materials:

- a) Responsible sourcing – sourcing materials from known legal and certified sources through the use of environmental management systems and chain of custody schemes including the sourcing of timber accredited by the Forestry Stewardship Council (FSC), or the Programme for the Endorsement of Forest Certification (PEFC);
- b) Secondary materials – reclaiming and reusing material arising from the demolition of existing buildings and preparation of sites for development, as well as materials from other post-consumer waste streams;
- c) Embodied impact of materials – the aim should be to maximise the specification of major building elements to achieve an area-weighted rating of A or B as defined in the Building Research Establishment (BRE) Green Guide to Specification. Consideration should also be given to locally sourced materials; and
- d) Healthy materials – where possible developers should specify materials that represent a lower risk to the health of both construction workers and occupants. For example, selecting materials with zero or low volatile organic compound (VOC) levels to provide a healthy environment for residents.

- 3.45 In addition to designing the physical buildings and their orientation to retain and capture energy, material selection plays an important role in development sustainability.

- 3.46 A mix of construction techniques and building appearances are considered likely to be used in a development of the proposed scale. Where possible, materials



with low embodied energy should be used for construction of the proposed units. The use of timber frames and/or cladding is a more environmentally considered method than traditional brick construction. As appropriate, and to aid blending the new development with existing properties in the vicinity, reclaimed or recycled materials could be used. This results in less energy consumption in construction overall.

3.47 Additionally, sourcing materials and contractors close to the Site is a sustainable practice that should be applied during construction if practical, to minimise energy use and carbon emissions associated with transport.

3.48 The following features should be utilised as standard as far as possible:

- double glazed windows and doors;
- aerated taps and dual flush toilets;
- LED lighting;
- insulation appropriate to achieve adopted insulation levels; and
- where supplied, appliances with the best energy rating (A/A*/A**) possible should be installed.

3.49 In addition, the use of smart technology is encouraged through MSDC District Plan Policy DP39: Sustainable Design and Construction

3.50 Approaching sale of the dwellings, allowing flexibility in the internal fittings and specification can aid sustainability. For example, allowing purchasers the choice over the appliances installed ensures the specification is not in excess of requirements for the household, whilst maintaining high efficiency. Also, allowing purchasers to select finishes, sanitary ware, tiling, flooring and kitchen units will prevent wasteful redecoration on aesthetic grounds following handover of the property.

3.51 It is expected that during the construction period a Construction Waste Management Plan (CWMP) will be adhered to, ensuring appropriate handling, reuse, recycling, and disposal of materials. The CWMP will include but not be limited to the following factors:

- the quantity of materials required;
- appropriate storage of materials to avoid degradation;
- efficient allocation of materials across the site if multiple teams are



deployed during construction;

- contractor education upon how they are expected to appropriately re-use, recycle or dispose of excess materials; and
- the locations of site compounds where separate skips are provided for different types of waste, for ease of recycling.

Environmental measures

3.52 A series of small measures applied to each unit can collectively have a great impact. Examples are:

- provision of water butts for rainwater harvesting, minimising resource use;
- use of rain chains where appropriate to direct rainwater to specific locations either in support of planting, such as for garden trees or to replenish the natural water table;
- including green roofs and 'living walls' where possible without compromise to the building's integrity or durability;
- installation of a combination of bat, bird and bee bricks, tiles and boxes to encourage nature within the development; and
- Small gaps are recommended at the bottom of fences throughout the development to allow passage for hedgehogs across the site. These are known as hedgehog highways (Hedgehog Street, 2023).



4.0 SUSTAINABILITY MEASURES ACROSS THIS SITE

4.1 Sustainability measures work best when there is joined-up planning, linking individual measures with the wider community and infrastructure. Not only does this provide environmental sustainability but social sustainability through community interaction and responsibility. This section of the report considers some of the larger-scale measures that could be incorporated within the Site design.

4.2 Given the scale of development proposed, it is not considered that wind energy would be suitable. Similarly, initiatives such as biomass are considered incompatible and unsustainable.

Battery Energy Storage System (BESS)

4.3 Incorporation of battery storage would be beneficial with the installation of renewable energy sources such as photovoltaic panels. Currently the cost of battery storage is relatively high at the householder level balanced against the moderate lifespan of the equipment (approximately 10 years depending on usage).

Environmental Gain

4.4 It is observed from the Illustrative Layout (**Appendix A**) that within the proposed development boundary (red line) there is space set aside for the following:

- Amenity Green Space;
- Natural Green Space/ Play Areas;
- Open Green Space; and
- Tree Planting

4.5 Implementation of these features and other environmental measures is discussed in the following paragraphs. Increasing emphasis is being placed upon mitigating the ecological emergency declared at all scales.

4.6 Under the Environment Act 2021, the requirement for 10% BNG will become mandatory for the majority of Town and Country Planning Act for planning permissions made on, or after 12 February 2024.

4.7 As part of the outline application submission, Crossland Ecology have prepared an ecology report for this proposed development.



Tree Planting

- 4.8 The Site is enclosed by tree belts along the eastern and western boundaries, and additional trees are present along the northern and southern edges. Within the centre there are some individual trees which will be retained. Best practice is to retain as much of the valuable existing vegetation as possible and design a suitable Site layout around the Site constraints, including root protection zones for the existing trees.
- 4.9 It is noted from the Parameter Plan (**Appendix B**) a small number of existing trees will need to be removed to development, these trees can be offset by planting elsewhere on the landholding. The extent of off-Site planting could have a significant impact on the overall carbon balance of the development. New hedgerows are proposed to be added within the Site, at a unit gain of 44.7%.
- 4.10 After all other appropriate measures have been applied to the development, to minimise resource consumption in the construction and occupation of the dwellings, contribution of an area of woodland could further offset the carbon impact of the development.
- 4.11 Most methods for calculating carbon capture consider the lifetime carbon sequestration of the tree, i.e. it is assumed that a fixed amount of carbon (varying according to species and conditions of planting) is captured by a sapling over its lifetime.

Homeowner Information Packs

- 4.12 To help support the long-term sustainability of the new homes, it is recommended that the housebuilder provide each occupant with a Homeowner Information Pack. This pack would include clear guidance and advice on efficient operation of the home, including heating, ventilation, water consumption, and renewable energy. This initiative would help to ensure the sustainability benefits of each property from the outset.



5.0 TRAVEL AND TRANSPORT

Travel Plan

- 5.1 As part of this outline application submission, a Travel Plan Statement has been produced by iTransport. Within this document a range of sustainable travel measures to encourage and incentivise travel by sustainable modes are proposed. Subject to planning consent, it will be necessary for a final Travel Plan to be prepared (likely by way of a Planning Condition).
- 5.2 The TP prepared as part of this application sets out in which residents can reduce their dependency on car use, whilst promoting walking, cycling and public transport as viable alternatives.
- 5.3 The overarching aim of the TP is to put in place the management tools deemed necessary to enable residents to make informed decisions about their methods of travel to the Site, which at the same time minimises the adverse impact of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes.
- 5.4 The main objective of the TP would be to achieve a reduction in reliance upon Single Occupancy Vehicle (SOV) travel, where practically possible, to achieve fewer trips to and from the development than would otherwise be the case, in favour of sustainable modes.
- 5.5 The transport principles for the Site reflect sustainable objectives, which can be summarised under the following headings:
- Promote sustainable and active travel to the Site from all residents;
 - Promote sustainable transport choices for residents travelling to and from the Site;
 - Promote accessibility to the Site by walking, cycling, public transport and car sharing;
 - Increase the awareness of the environmental and social benefits of using alternative modes of transport; and
 - For those that do drive, encouraging the use of electric vehicles through the provision and ongoing monitoring of charging points.



- 5.6 It is intended that the objectives will be met by identifying and implementing initiatives that provide residents with a variety of travel choices and in doing so, reduce the need to travel by private car. By meeting the objectives set out above, this RTP can comply with National and Local planning policies. The objectives will also provide focus and direction to the overarching RTP, leading to appropriate measures and targets being set.

Travel Plan Measures

Travel Plan Coordinator

- 5.7 Management of the TP represents an important role in pursuing its overall objectives and aims. The Travel Plan Coordinator (TPC) would have the primary responsibility for the management of the TP from prior to occupation of the dwellings until five years post the first occupation.

- 5.8 Measures set out within the Travel Plan could include:

Welcome Travel Pack

- 5.9 A Welcome Travel Pack would be produced and disseminated to all dwellings on first occupation, which would help influence residents in making their personal travel decisions. This Welcome Travel Pack would provide details of travel options to local facilities and area within a brief and informative format, using attractive and easy to follow maps with helpful text.

- 5.10 Residents would be made aware of all available travel choices upon moving into the new development and be provided with accurate and up-to-date information to encourage sustainable travel. New residents will be presented with a Welcome Travel Pack by the TPC setting out comprehensive details of the following:

- An overview of the TP measures and its objectives and targets;
- Plans of walking and cycle routes in the area;
- Details of car sharing services and car clubs;
- Contact details for local cycling groups and cycle shops;
- Site specific public transport information for services in the vicinity of the Site and onward connections, including bus / rail timetables and route maps;
- Sustainable travel voucher; to encourage walking, cycling and public transport uptake.



- Provide information about the health benefits of sustainable modes of travel. Contact details for the bus / rail operators and ticket ordering;
- 5.11 Additional measures, such as setting up a Bike User Group (BUG), implementation of a Car Club for residents within the development, provision of public transport timetable information, an information board within the sales suite and measures to encourage travel by foot would also be promoted.

Residents

- 5.12 From the outset, the proposed development should enable links with the existing public transport network, such as bus routes. This will involve liaising with existing operators to potentially add stops to existing routes and also ensuring there is direct footpath access for residents to reach pick up points.
- 5.13 In addition, cycle use should be encouraged for access to local shops and services and for recreation. This could be by:
- Providing dedicated and maintained cycle paths within the development;
 - Providing a secure and sheltered cycle parking area within the Site;
 - Subsidising a group of community cycles to pick up and drop off at a manageable set of locations in the vicinity; and
 - Establishing a community fund to subsidise the purchase of cycles for new residents, following the template of the 'Bike to Work' scheme.
- 5.14 Footpath creation within the Site to connect the Site with London Road and the facilities available within Handcross, including the bus stops.
- 5.15 The WELL Building Standards encourage, making space for more efficient and low carbon methods of travel is encouraged. Promoting car share schemes and making them accessible to new residents is one way this can be achieved. As part of this, dedicated spaces for car share participants could be provided within the development.

Summary

- 5.16 All the above measures are covered in more detail in the Transport Assessment and Travel Plan that have been prepared to accompany this outline application.



6.0 SUMMARY AND CONCLUSION

6.1 This Energy and Sustainability Statement (ESS) has been prepared by Stuart Michael Associates Ltd (SMA) on behalf of Welbeck Strategic Land III Limited to summarise measures and options for the development of a sustainable residential scheme at London Road, Handcross

6.2 This ESS has been prepared to advise upon an energy strategy, a water sensitive design, waste and recycling management strategy and a sustainable transportation strategy that could be incorporated at the proposed development Site. This report provides a summary of the range of sustainability options to be considered by the Applicant to inform preparation of a Site Masterplan.

6.3 Following completion of this assessment, it is considered that there are a range of technically feasible low carbon or renewable energy systems that could be incorporated into the proposed development. These measures, when applied collectively, could deliver significant overall improvement in environmental performance and energy efficiency.

6.4 The following key measures are recommended as most suitable for the location and scale of development proposed:

- Rooftop solar PV;
- Integrated air source heat pumps;
- Batteries for electricity storage, for at least a portion of the units;
- EV charging facilities at each unit;
- Woodland and tree planting and creation of wildflower areas;
- Environmental enhancements, such as bird, bat and bee boxes, and hedgehog highways;
- Community integration through provision footpaths and cycle paths linking the Site to its surrounds;
- Resource management through community composting facilities and water butts at each unit; *and*
- Travel Plan Measures.

6.5 The combined effects of these measures are intended to support the development in being able to achieve an EPC B rating through a fabric-first



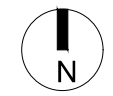
approach, with low-carbon heating and renewable energy measures in line with emerging expectations under the Future Homes Standard (2025) for low-carbon, energy efficient homes.

- 6.6 Full detailed design solutions would be determined at the Reserved Matters stage to align with future technology and best practice.



Appendix A

Illustrative Site Layout



Rev	Date	Revision Details	Dr	Ch
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Client's Name:
Welbeck Land

Job Title:
London Road, Handcross

Drawing Title:
Illustrative Site Layout

Scale:
1:500 @ A1 / 1:1000 @ A3

Drawn	Checked	Date
KB	KE	22.01.26

Job No	Drawing No	Rev
7671	PL-03	

Status:
PRELIMINARY



Appendix B

Parameter Plan

Key

- Indicative Residential Parcel with dwelling heights up to 2 storeys
- Proposed main site access from London Road
- Hedgerow planting on northern boundary to be retained
- Existing trees to be of significance to be retained
- Existing woodlands to be retained and enhanced as a buffer from the boundary edge
- Public open space, including play areas, surface water attenuation, and associated pedestrian and/or cycle connections
- Proposed Position of attenuation basin at the lowest point of the site
- Outline of Barn to be removed
- Existing access modified to become a pedestrian and cycle path



Rev	Date	Revision Details	Dr	Ch
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Client's Name
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Drawing Title
Parameters Plan

Scale
1:500 @ A1 / 1:1000 @ A3

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22.01.26

Job No
7671

Drawing No
PL-02

Rev

Status
PRELIMINARY

CAD File Name: 12011026 - 1000.dwg 10/1/2026