

# 03 DESIGN PROCESS

## 3.4 Design Development Continued

This second outline application builds on the strengths on the first outline application, refining the masterplan further with regard to the site analysis, and local planning policy context, local knowledge, consultation responses, sustainable design principle. It particularly considers the deliverables and viability of the development.

The parameter plans and illustrative masterplan have taken into account the existing environmental opportunities and constraints at the site.

The masterplan has follows a landscape led approach, with the existing tree-lined Hurstwood Lane along with on site trees, hedgerows ponds and surrounding landscape informing the layout.

Initially alternative land use zoning plans were produced and as the new outline designs developed the school site was relocated from the north eastern edge of the developed site to the south edge.

An overhead HV cable runs across the site from a point just south of the Hurstwood Grange business park east to the most southern parcel on the site where it runs to the north and south to the boundaries of the site. It is anticipated that these overhead lines will be buried and engagement with UK Power Networks on the feasibility and cost of this has already been undertaken.

There were multiple design and practical reasons why it was deemed more appropriate to relocate the school site to the southern corner of the site. Firstly, the access originally proposed for the school in the previous scheme cut-through Ancient Woodland which was not appropriate and would not be supported by planning policies. The alternative access to this parcel of land, therefore, needs to loop around the ancient woodland to the south, at an early stage the Department for Education raised concerns about this approach and the lack of accessibility it would mean for the school.

Additionally it was considered that this access

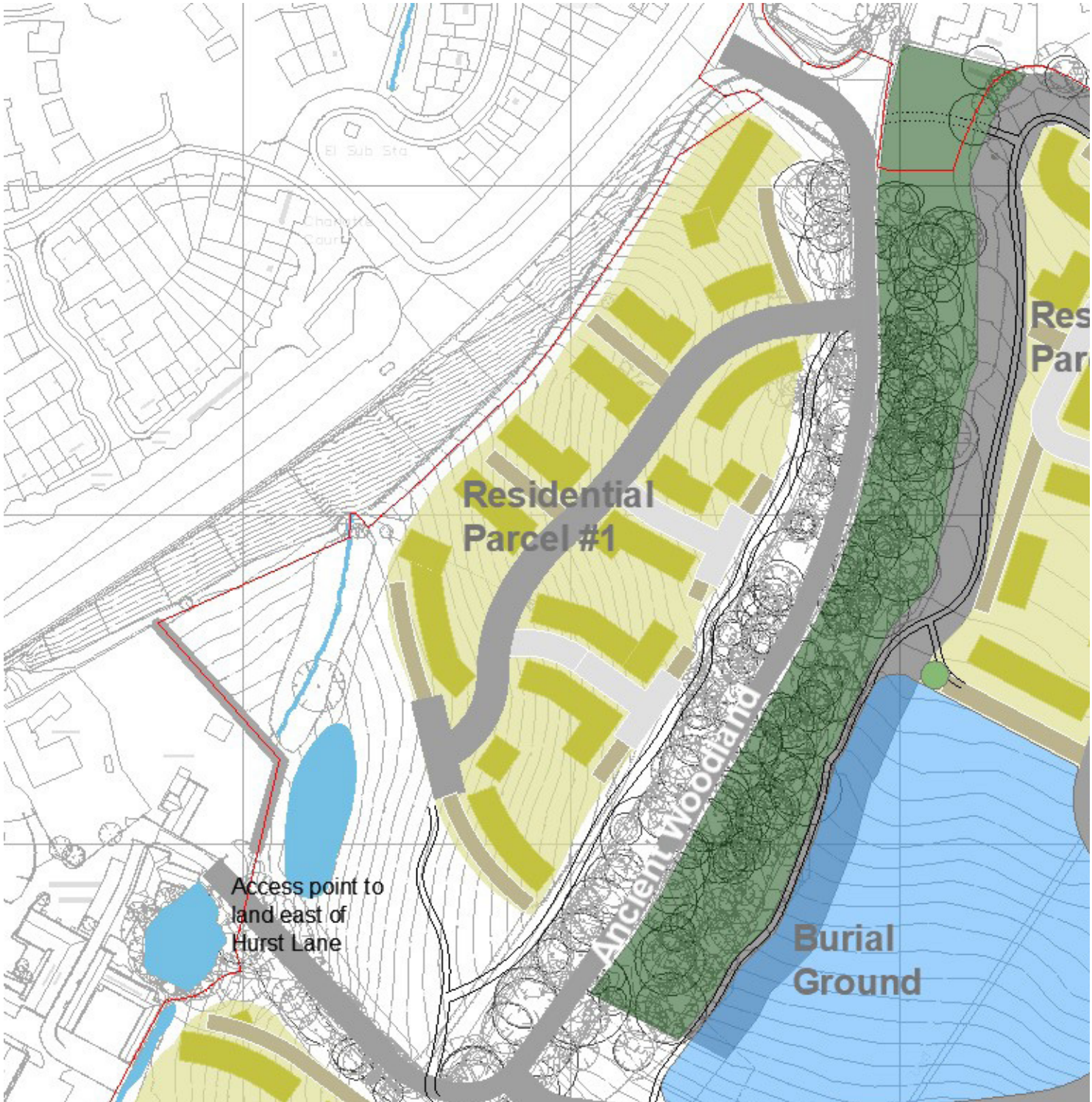
arrangement would isolate this part of the site from the rest of the development with community uses

located the other side of Hurstwood Lane, creating a clear division between new residential areas and the communal uses. Providing residential to the eastern side provides a greater mixture of activity and engagement on the site. Furthermore, the southern part of the site is more accessible for this key piece of social infrastructure such as it is better integrated with the existing settlement areas including the bus stops on Fox Hill.

In terms of the schools revised location, having concluded that it would not be appropriate to locate it in the north eastern part of the site like the previous scheme, there were really very few options available for an alternative location across the site due to the changing topography. Ultimately the most suitable location was concluded to be the southern corner given it is relatively flat and accessible from the existing road network.

The block structure was revised, to accommodate attenuation basins following soak-away testing and to soften the development edge against public open space.

Hurstwood Lane was initially intended to be closed from Hurstwood Grange northwards, providing a significant shared green link through the plan and with Hurstwood Grange being accessed from the south. The access for Hurstwood Grange and the creation of the access for parcel 1, parcel 4 and Hurstwood Grange via the existing Hurstwood Lane from the north maintained more existing trees and ecology and was ultimately a more desirable proposal, as illustrated on the last plan to the right.



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## 3.5 Public Consultation

In advance of submitting a new application, and as part of the design development process, Homes England wanted to understand the views of local residents and other stakeholders. Two separate engagement activities took place early 2022. An online consultation took place on the evening of 24th January 2022 and an in person consultation was conducted on 7th March 2022 at Haywards Heath Town Hall.

Stakeholders were asked if they supported specific design elements and were given the opportunity to provide further comments or feedback about the proposed designs.

In addition to the two larger engagement events that were held, the project team has regularly engaged with stakeholders through direct meetings during the course of the project. Online meetings have been held with Haywards Heath Town Council and Wivelsfield Parish Council since summer 2021 at various dates to discuss the proposals and also the nature of the wider engagement strategy.

The first three questions sought demographic information of respondents such as age, postcode and whether they were answering as an individual or on behalf of a business/ organisation. This information helps Homes England understand the reach of different stakeholders and can be used to improve future consultations. The data is also useful when measured against Equality, Diversity and Inclusion (EDI) aspects.

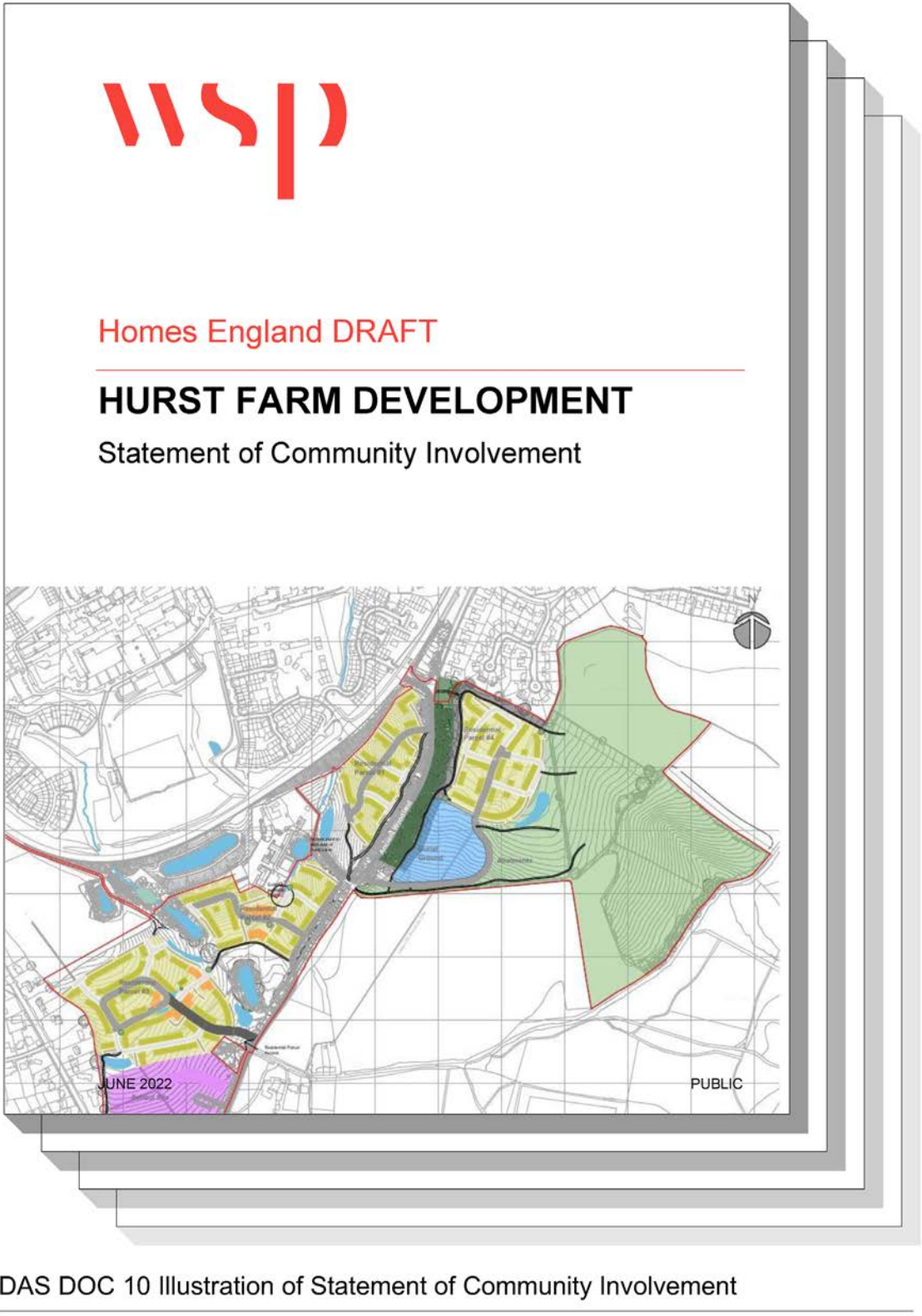
The comments received during this consultation fell into three broad groups: Traffic/travel and Congestion, Green Spaces and Environment, and School Placement. In each of these areas, the comments from residents were considered when developing the Masterplan.

The application submission at Hurst Farm has followed best engagement practices to ensure an open and transparent pre-application consultation process.

The design team have engaged with a very wide audience and received a high number of responses to help understand the concerns and thoughts on the scheme proposals. Whilst there are a number of concerns raised about the general principles of the development, the consultation has been focussed on seeking views on the particular layout of the proposed masterplan compared to the previous 2017 version.

Responses received on this matter, particularly in relation to the school, have been mixed with the general feeling that the new school will generate traffic impacts whether it is located to the north or the south of the site.

All feedback has been carefully considered by Homes England and addressed in the full report and the other supporting technical documentation where appropriate. Homes England appreciate all of the feedback and engagement that has been received during this process as it has made a valuable contribution to this planning application to be submitted to MSDC and Lewes District Council.





# 04 DEVELOPMENT PROPOSALS

## 4.1 Indicative Masterplan

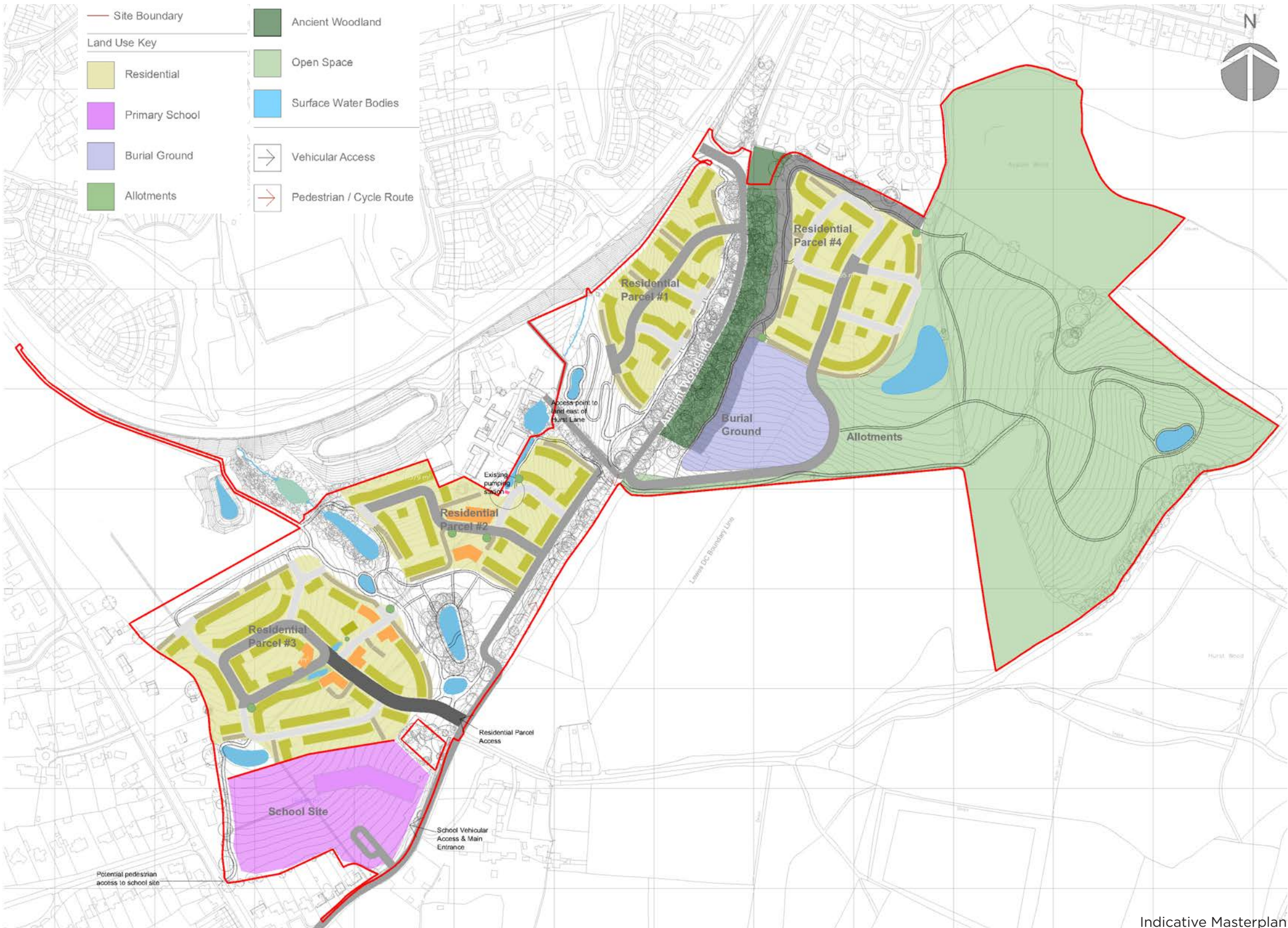
A series of parameter plans accompany the masterplan which will be used to guide development on the site to ensure that it is contextually appropriate and combines to create a high quality place.

The illustrative masterplan within this outline application gives an indication to the potential development form on the site. It takes account of the site constraints, the policy context, the surrounding contextual cues and future aspirations for the site.

It provides a robust framework within which up to 375 homes, public open space and play areas, landscaping, the country park, allotments, burial ground and highway infrastructure can be delivered in a sensitive and cohesive manner.

It demonstrates that the quantum of development proposed can sit alongside appropriate landscape and ecology retention, enhancement and mitigation.

The plans on the following pages illustrate each of the particular design characteristics of the development proposals, all future proposals should be broadly in accordance with these parameter plans.



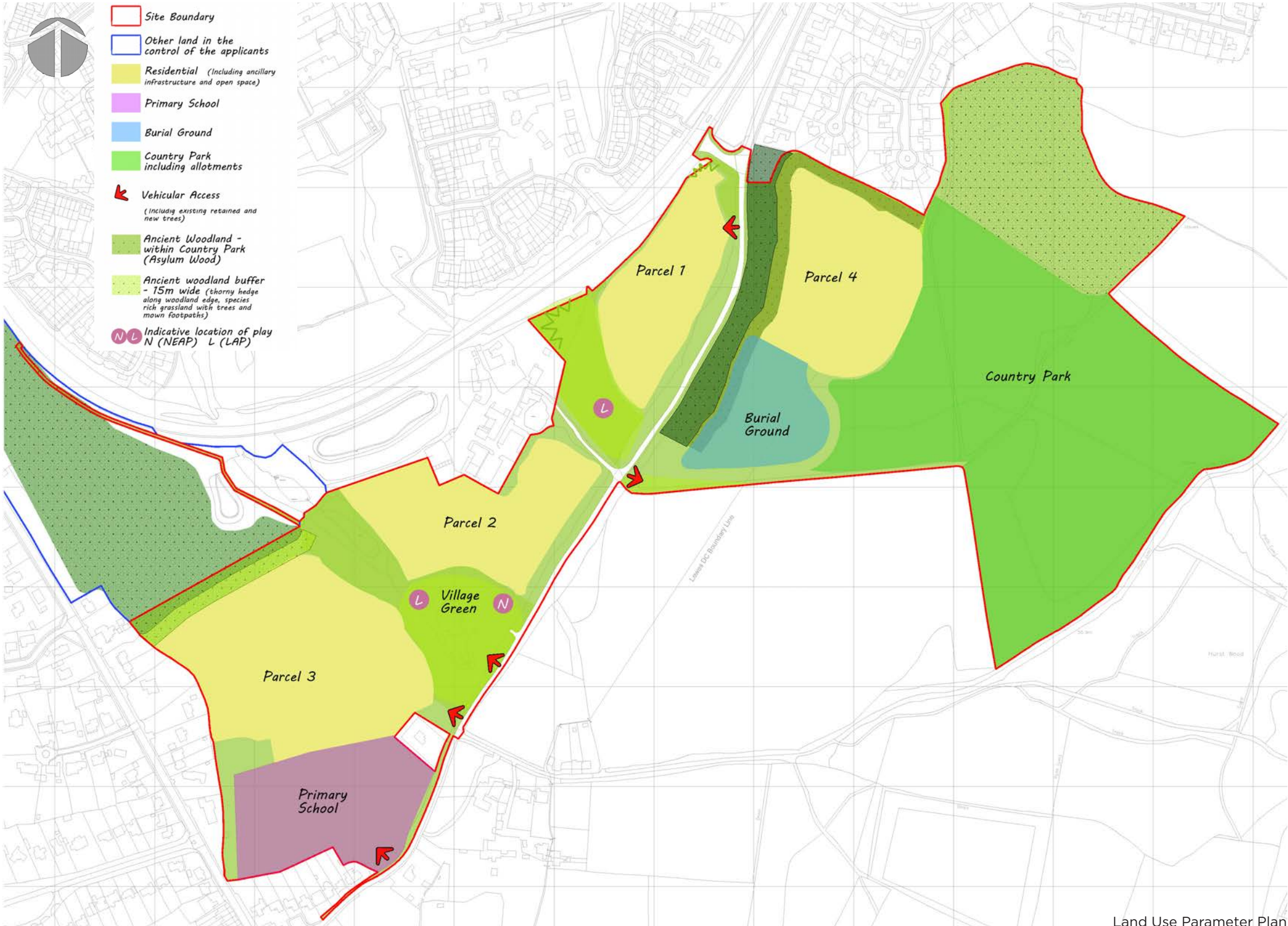
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## 4.2 Land Use

The Land-Use and parameter plan (adjacent) will control the quantum of development, the type of land-use and the spatial zoning of the development. Future development should be broadly in accordance with this plan.

The development area comprises dwellings, roads, parking, areas of incidental open space, landscaping and associated infrastructure. The residential parcels sit within a network of green corridors, spaces and movement routes. They have been located to align with the site constraints and maximise the opportunities.

The residential development Parcels 1 and 4 are accessed from the northern end of the existing Hurstwood Lane, along with the existing Hurstwood Grange small business area. Parcels 1 and 2 and the school are accessed from the southern end of the existing Hurstwood Lane.



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## 4.3 Amount

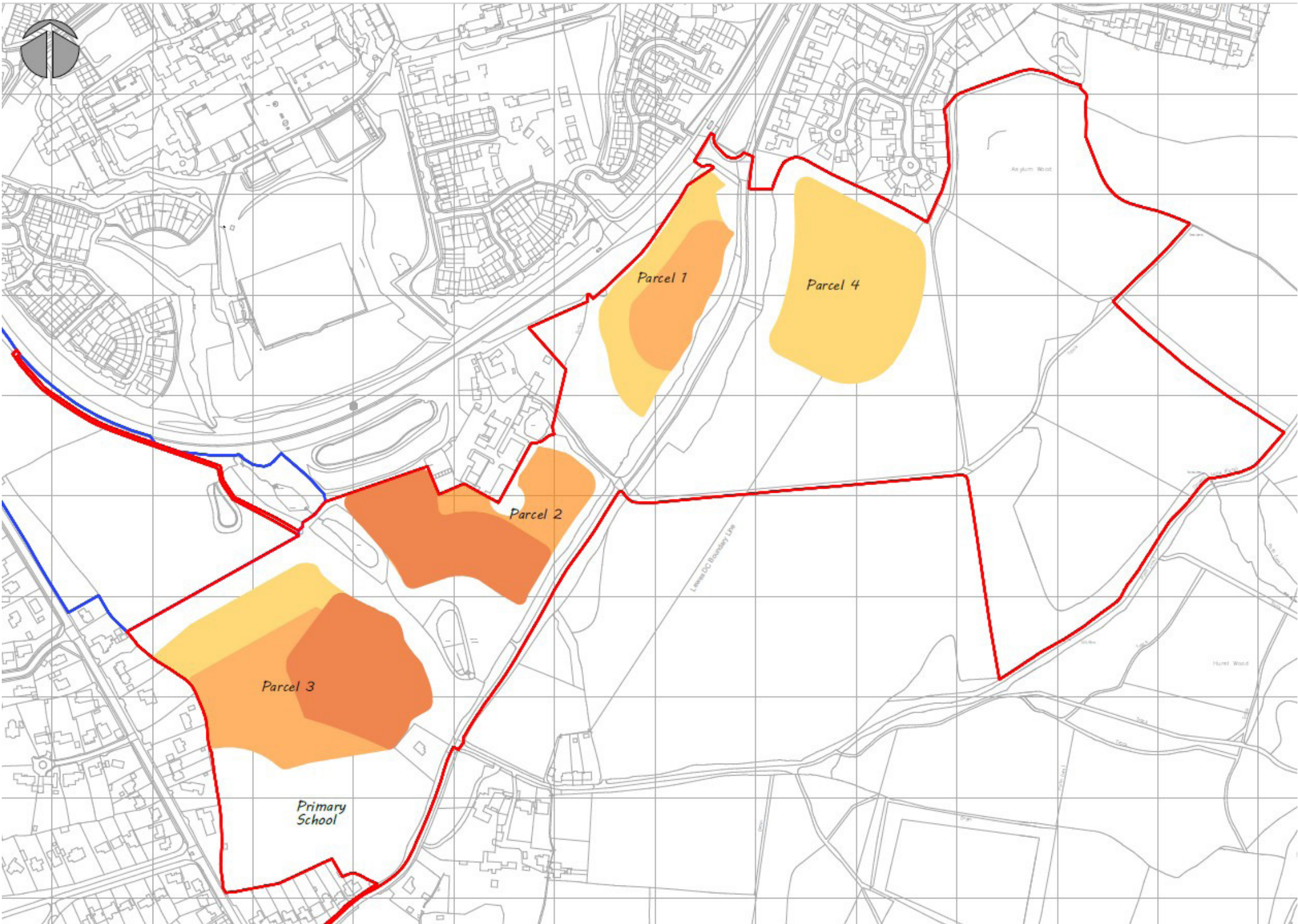
The development will provide up to 375 homes, with the density varying across the site, ensuring that appropriate levels of density are located in appropriate areas of the Site.

Higher densities will be located along the avenues and higher order streets, whilst lower densities will be located towards landscape sensitive areas to maintain its rural setting.

A mix of homes will be provided across the site including affordable housing and a range of dwelling sizes.

Affordable housing provision will be in line with policy guidance, which requires provision of 30%. This will constitute a mix of shared ownership and affordable rent, the detail of which will be submitted at Reserved Matters Stage and will be informed by the Section 106 Agreement.

The affordable provision will be distributed throughout the site.



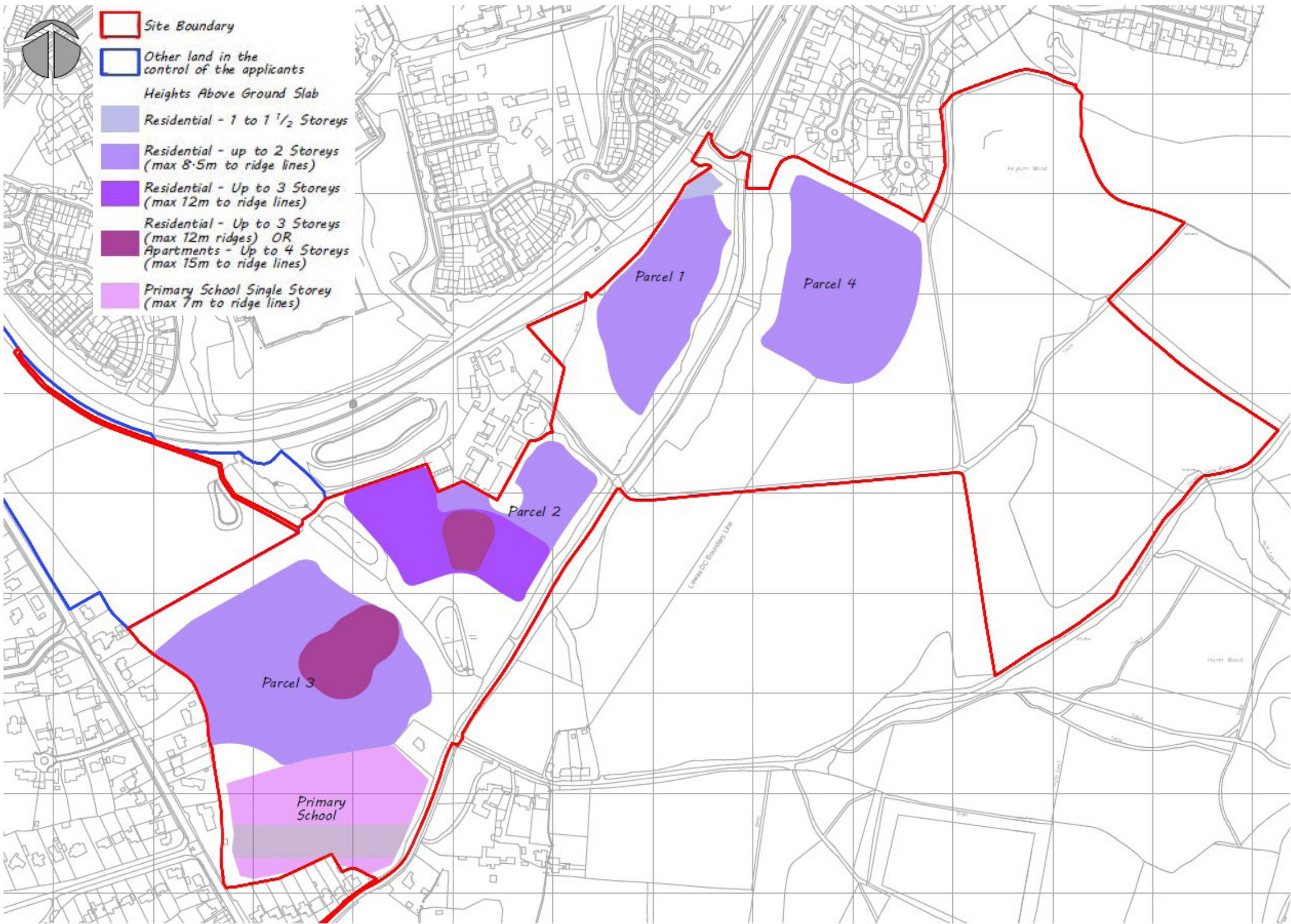
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## 4.4 Scale - Massing and Building Heights

It is important that the scale of the proposed development relates to the pattern of development and character of the surrounding area.

Storey heights across the site will typically be permissible up to 3 storeys, as shown on the adjacent plan. However, it is anticipated that much of the development will be 2 storeys in height, with 2.5 - 3 storey homes used to enhance the street-scape at key nodal points, along main streets and to terminate key vistas. At the high point on the north west corner the heights will be limited to 1 to 1.5 storeys.

Individual 3-4 storey buildings may be included in the final design. At key gateways and nodal points up to 4 storeys may be appropriate, however this will be acceptable only where the topography of the site is lower.



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## 4.5 layout and Appearance

The layout and scale of the development has been influenced by the topography, existing green infrastructure of ponds, hedgerows and tree belts, and the sites location in relation to the surrounding and ancient forests, and countryside access.

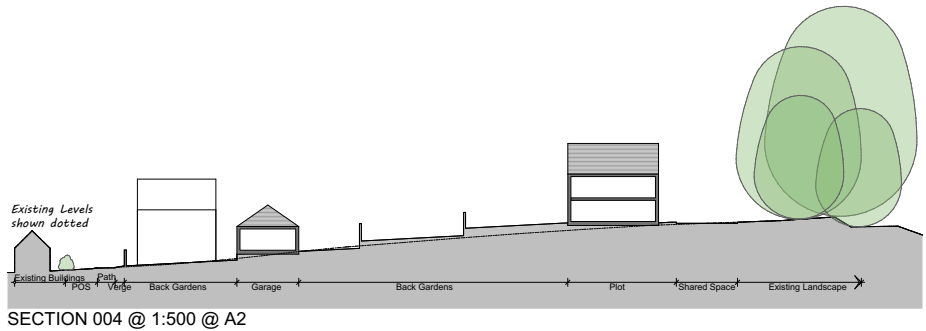
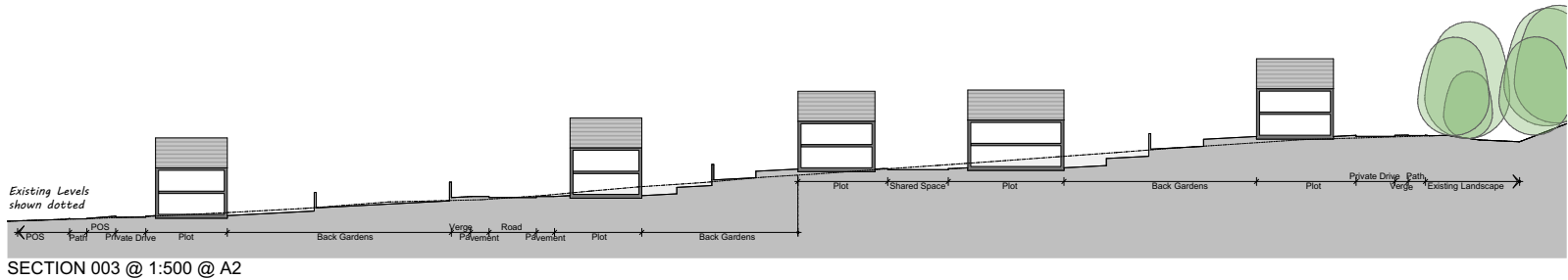
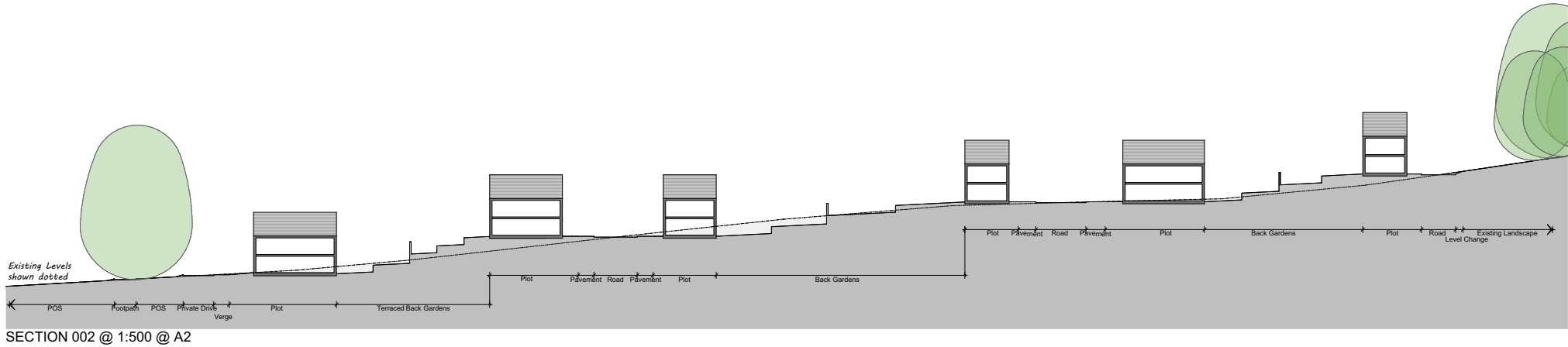
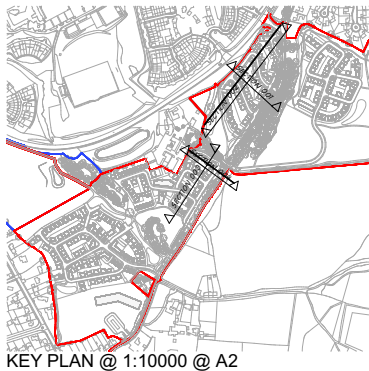
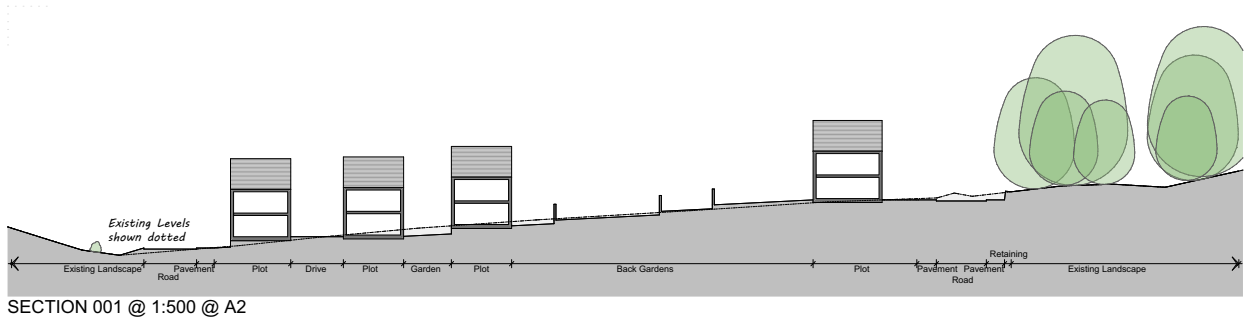
The proposed development responds to the level changes across the Site, with the movement network addressing the contours and proposed retention and enhancement of landscape and ecology throughout.

The Site naturally divides into parcels that help to preserve the existing character and form of the area. The existing Hurstwood lane and its tree belts provide a naturally landscaped approach and entrance to the site as well as a north-south spine to connect all the non-vehicular movements around the site to. There is also potential to utilise the sloping nature of the Site to develop views across countryside to the east, the country park and to the surrounding landscape.

The minor valleys, flat spots and hydrology lends itself to an integrated Sustainable Drainage System (SuDS) in the form of swales, attenuation ponds or multi-functional green infrastructure. SuDS can manage surface water run-off and drainage sustainably and in an ecologically beneficial way, providing a natural need for , and enhancing the open space throughout the site.

The parks created help mediate the levels between sites, where there are steeper contours the steps between plots can enliven terraces and provide longer views out of the site over the parks and countryside.

As part of the design process the roads were aligned to respond to the levels and indicative site sections created to explore where and how much plots would need to step to relate to the site topography in the steeper areas of the parcels.



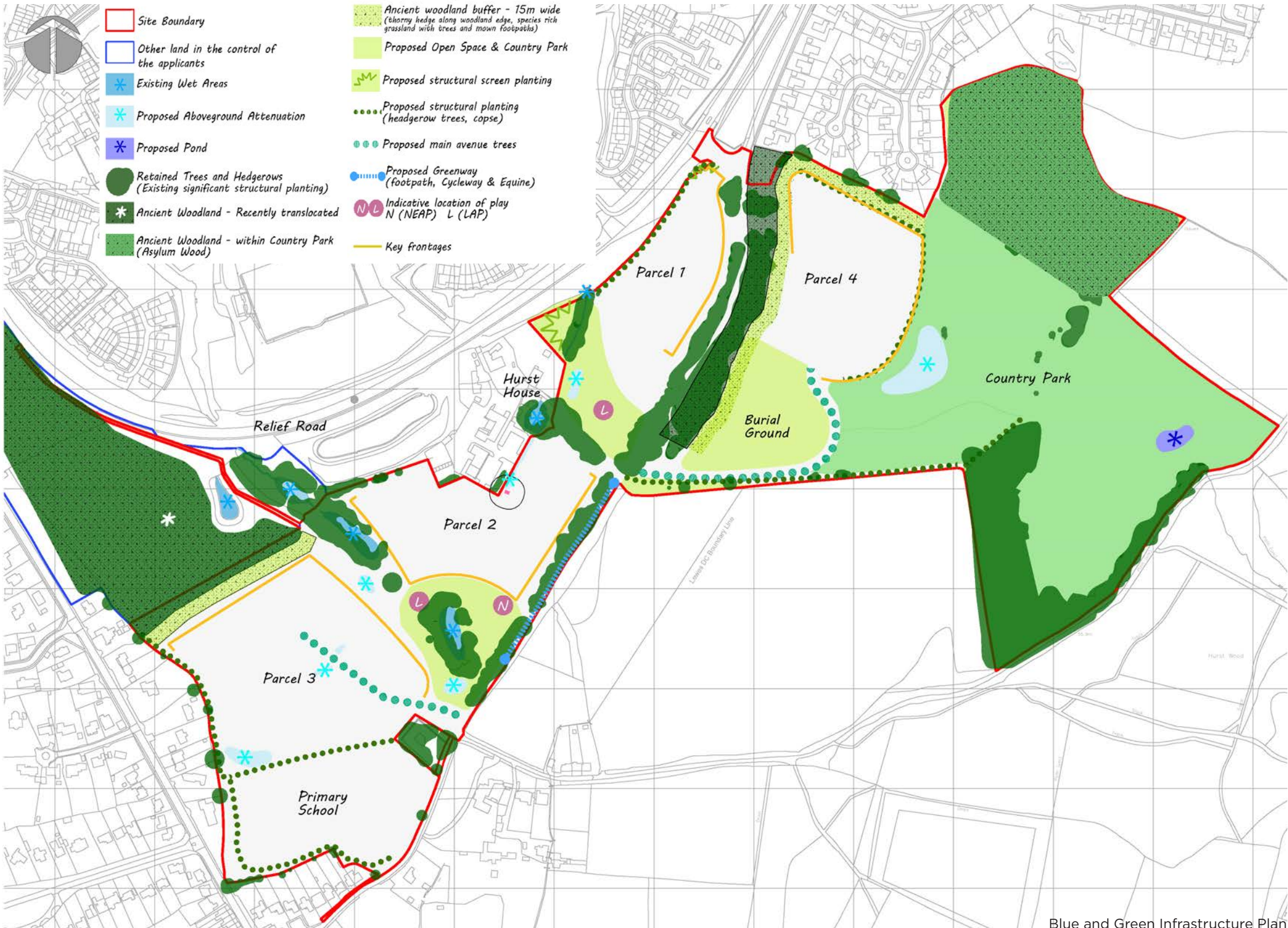
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## 4.6 Blue and Green Infrastructure Parameter Plan

There are a number of existing key landscape features within the site boundary that should be maintained.

- The ancient woodland - Asylum wood on the north of the site
- The ancient Woodland to the eastern boundary of Hurstwood Lane
- The mature trees either side of Hurstwood Lane
- The wet areas, ponds and trees on the west of Hurstwood lane.
- The hedgerows and undergrowth either side of Hurstwood Lane and along the shallow valley line north of Hurstwood Grange.

The masterplan proposals include an extensive structural landscape as well as a network of smaller pockets of landscape and ecological areas. More detail on this is included within the Landscape Strategy section of this document and a more detailed commentary on the ecological, drainage and arboricultural proposals and mitigation are included within the corresponding accompanying reports.

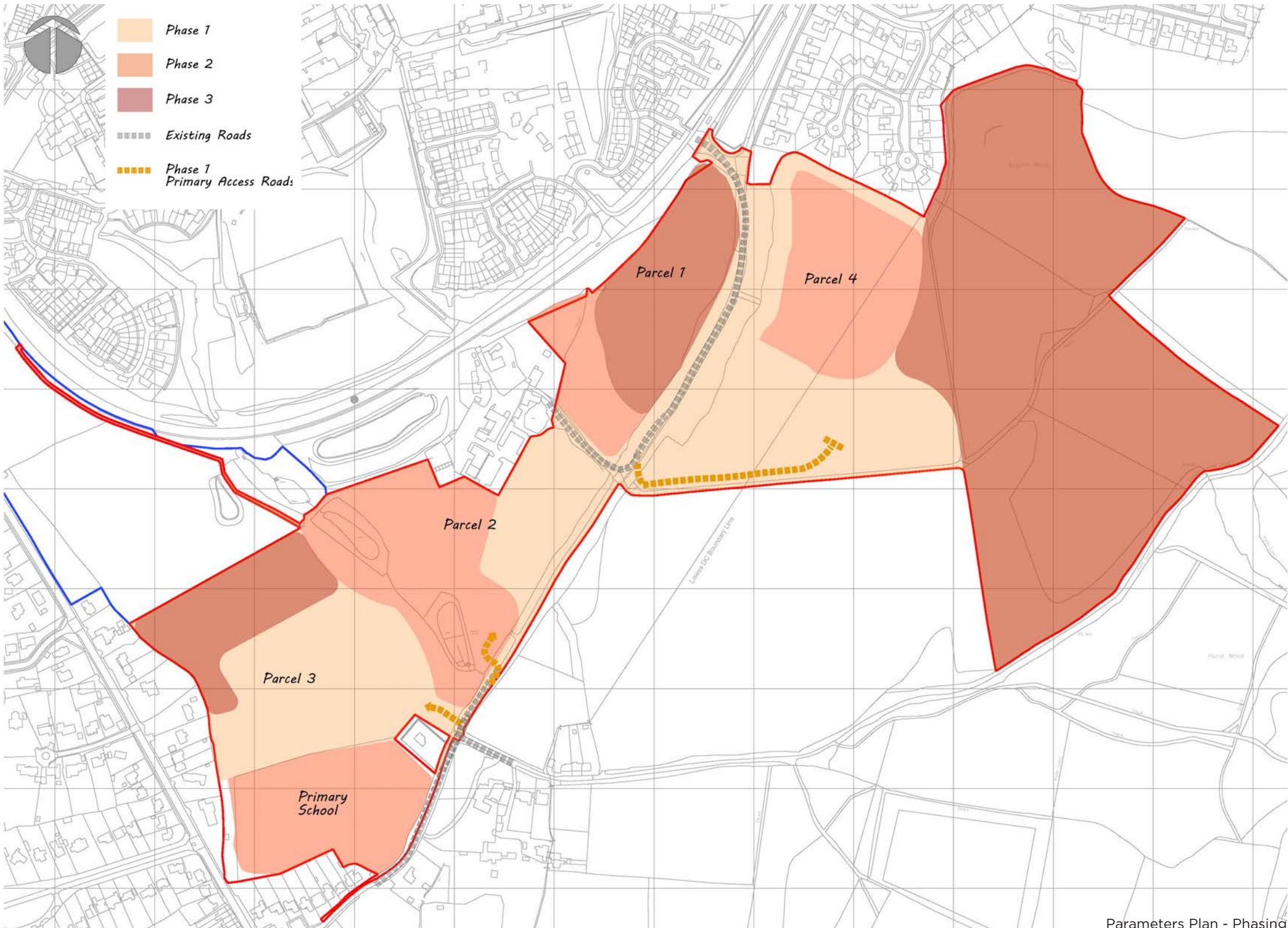


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## 4.7 Phasing

In the first phase Hurstwood Lane provides an existing base for the routes into the development.

The existing route to the Hurstwood Grange business area is maintained and the community facilities of the burial site and allotments are created and access extended to them. Homes England will deliver the access points to the site and up to the burial ground initially and thereafter access to the parcels will be subject to reserved matters.



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## 4.8 Street Hierarchy

A clear street hierarchy will permeate throughout the entire development. This structured network of streets of varying levels of order and formality will aid legibility and way-finding throughout the development. Street sections which illustrate these typologies are included on following pages.

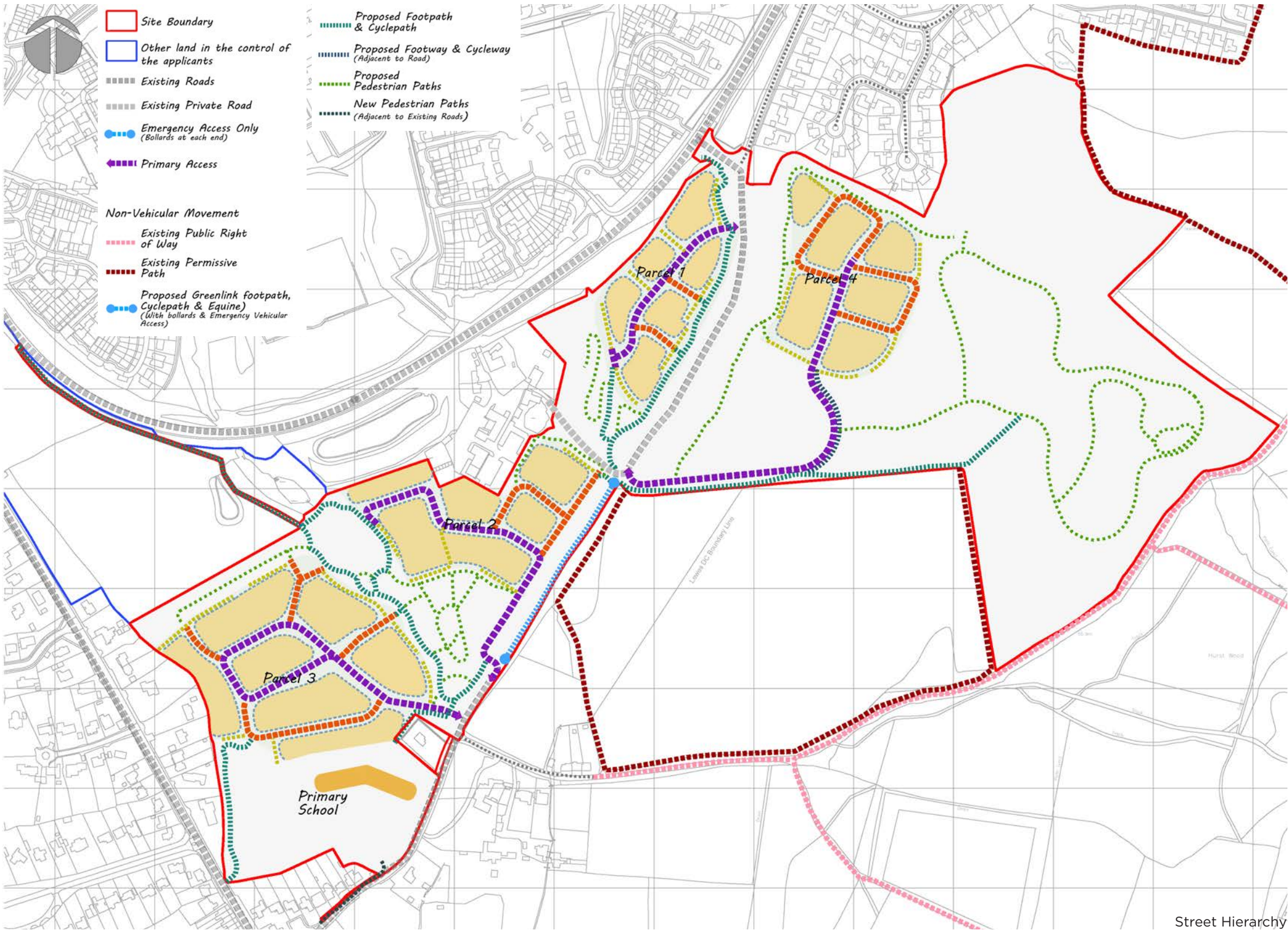
Avenues - the highest order residential streets which will form the main vehicular movement spines through the residential areas. They will be able to accommodate footpaths on both sides of the road, with regular tree planting on both sides of the carriageway.

Secondary Street - the second order street will connect the Avenues into the heart of development parcels. They will be smaller scale in scale than the Avenues, less formal but still with footpaths.

Mews - these are a lower order of street within the overall hierarchy. They are less formal streets and will be shared surface areas with low speeds, accommodating all road users. The space will not be segregated and pedestrians will have priority.

Private Drives - the lowest order street creates a more informal street-scape, often permeating out from higher order streets to the edge of development. Similarly to Mews streets, they will be shared surface and accommodate all road users.

Non vehicular links are constituted by the Green Link, and shared routes which accommodates pedestrians, cyclist and equine traffic. Shared pedestrian/cycle routes link in to create east west connections and the pedestrian paths create a permeable network of routes through the site, connecting to higher order streets.



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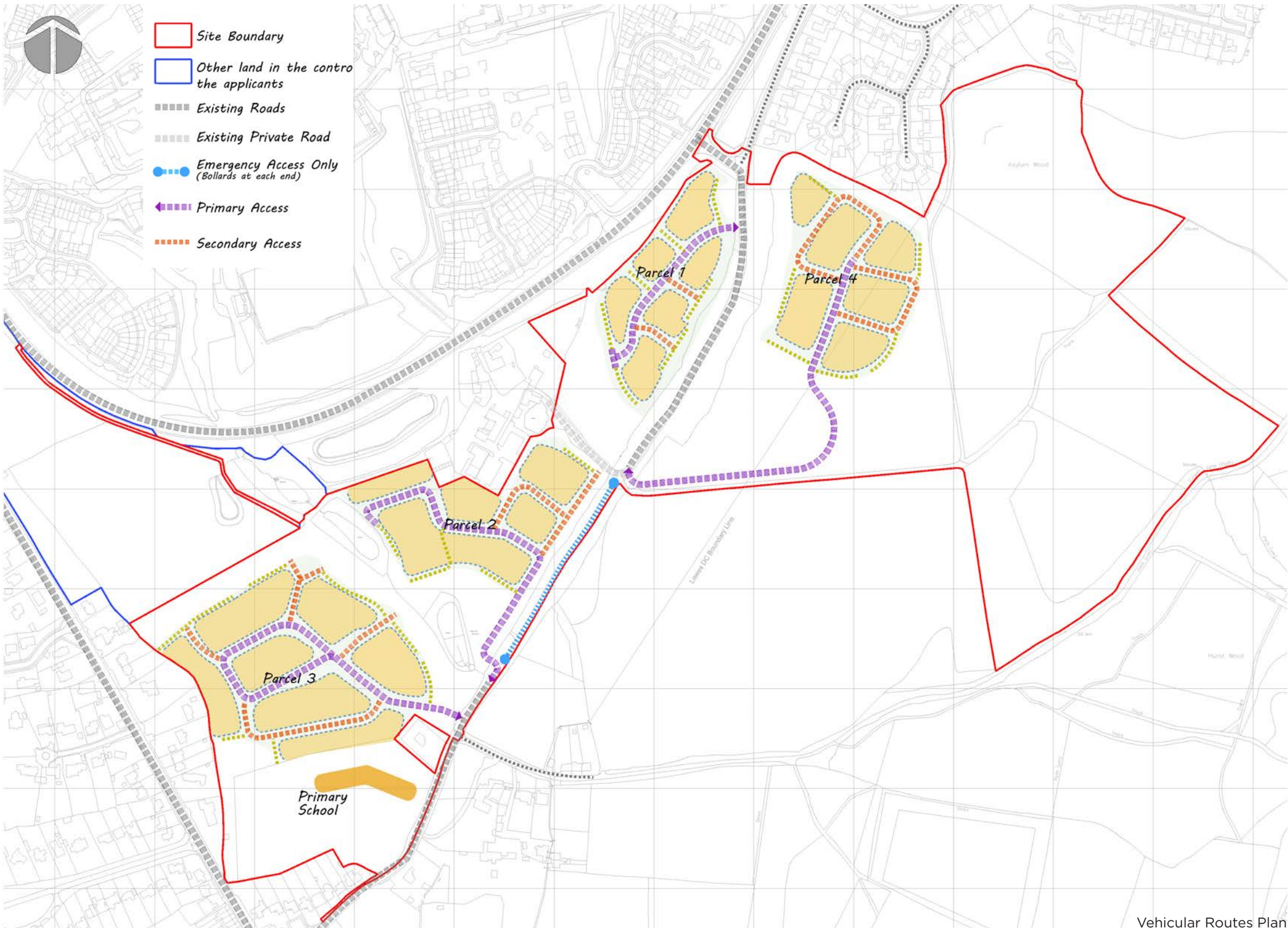
## 4.9 Vehicular Routes

There are two locations that provide vehicular access to the proposed site; Access from the north is from Rocky Lane and access from the south is from Fox Hill.

Access to the proposed northern residential site will be taken from Hurstwood Lane which is accessed via the A272 Rocky Lane. In order to access the northern residential parcels, an amendment to the alignment of Hurstwood Lane and the removal of some trees along the western side of Hurstwood Lane is required. The realignment will allow two cars to pass comfortably, as the carriageway is to be widened slightly (using land from the western side of Hurstwood Lane). A new footpath is also proposed from the Old Farm Close link along the western side of the Hurstwood Lane carriageway into the development site. This is the most likely desire line for pedestrians coming from and going to the north. This allows disabled compliance improvements for the site and for those with pushchairs for example. This widening of Hurstwood Lane along this stretch is important in order to allow refuse vehicles to enter the residential site, as well as the potential for bus services to utilise this route. The road has been widened to provide 6m in most locations along the route, but at the pinch point this is reduced to 5.8m.

The southern access into the development parcels is taken from Fox Hill and Hurstwood Lane from a point just north of the junction with Colwell Lane. The access has been designed in order to minimise the impacts upon the existing vegetation on the western side of Hurstwood Lane. The access road will sweep in providing a consistent two lane carriageway. At a point where the road sweeps in, the existing Hurstwood Lane road will have vehicular rights extinguished, leaving it open to pedestrians, cyclists and equestrians only.

Crossing points (uncontrolled) are to be provided to allow pedestrians and cyclists safe locations to cross from the paths in the adjacent parks to the closed off Green and traffic free part of Hurstwood Lane.



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## 4.10 Non-Vehicular Routes

Although within the west part of the site and along Hurstwood lane there are limited existing pavements and footpaths, existing pedestrian routes around the site on the east of Hurstwood Lane are well developed.

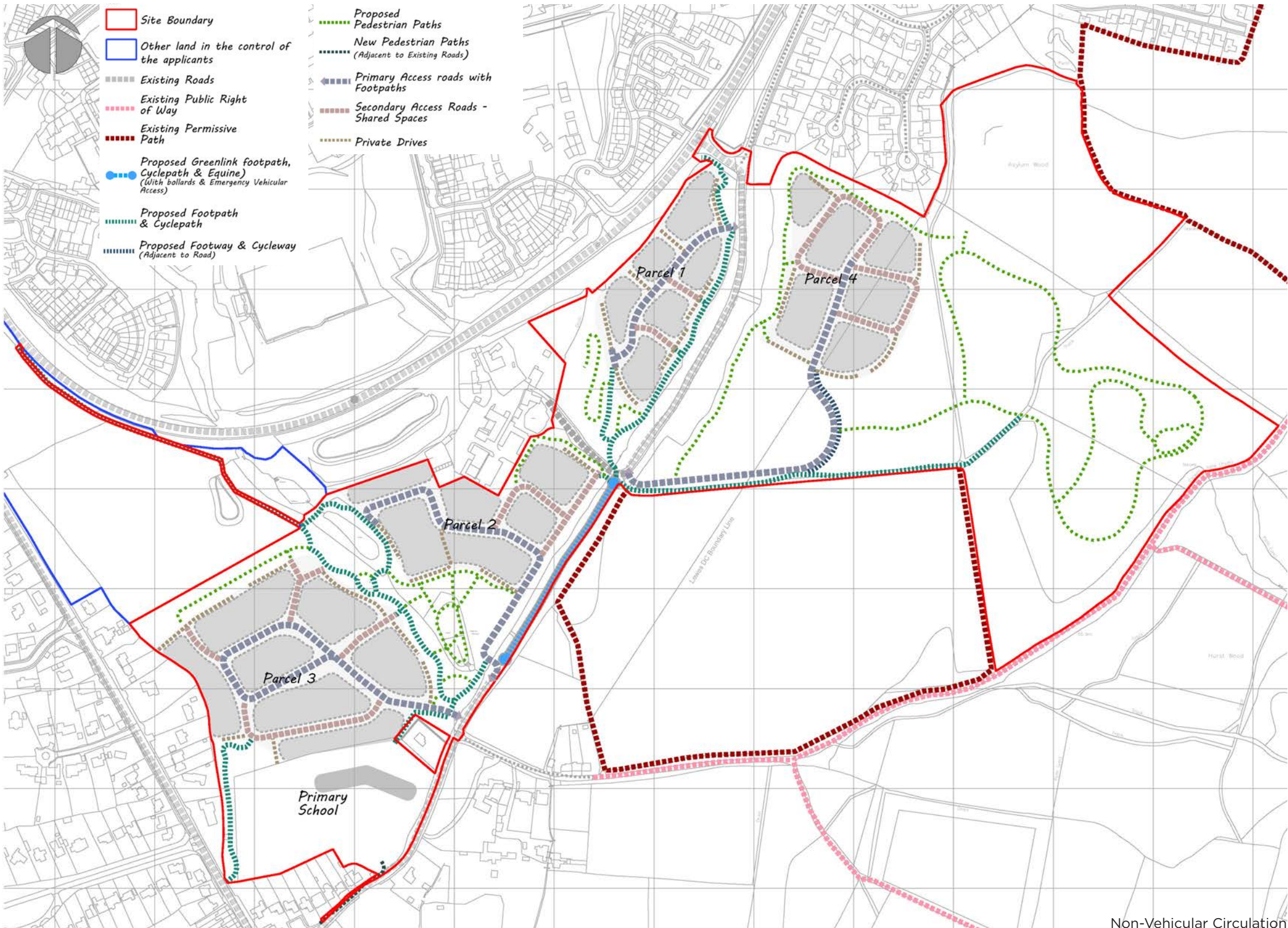
The proposals maintain the existing routes in the new country park and ancient woodland areas and link into the surrounding countryside, and create a green link that provides a pedestrian, cycle and equine facility linking through the whole site north to south. This is constituted by part of Hurstwood lane that is closed to traffic, and other shared non vehicular routes either through parks or where necessary along side roads.

There are no existing links to shared pedestrian/cycle routes in the vicinity of the site. Existing cycle access to the site is via on road cycling without cycle lanes.

New shared pedestrian cycle routes are proposed providing east-west links via the north-south green spine, connecting the relief road and the country park into the central spine of the site.

The country park provides a network of paths to link into the existing footpaths, PRowS and permissive paths to the east and south of the site.

The masterplan defines clear primary routes for pedestrians and cyclists, following key desire lines to ensure safer access and movement around the site.



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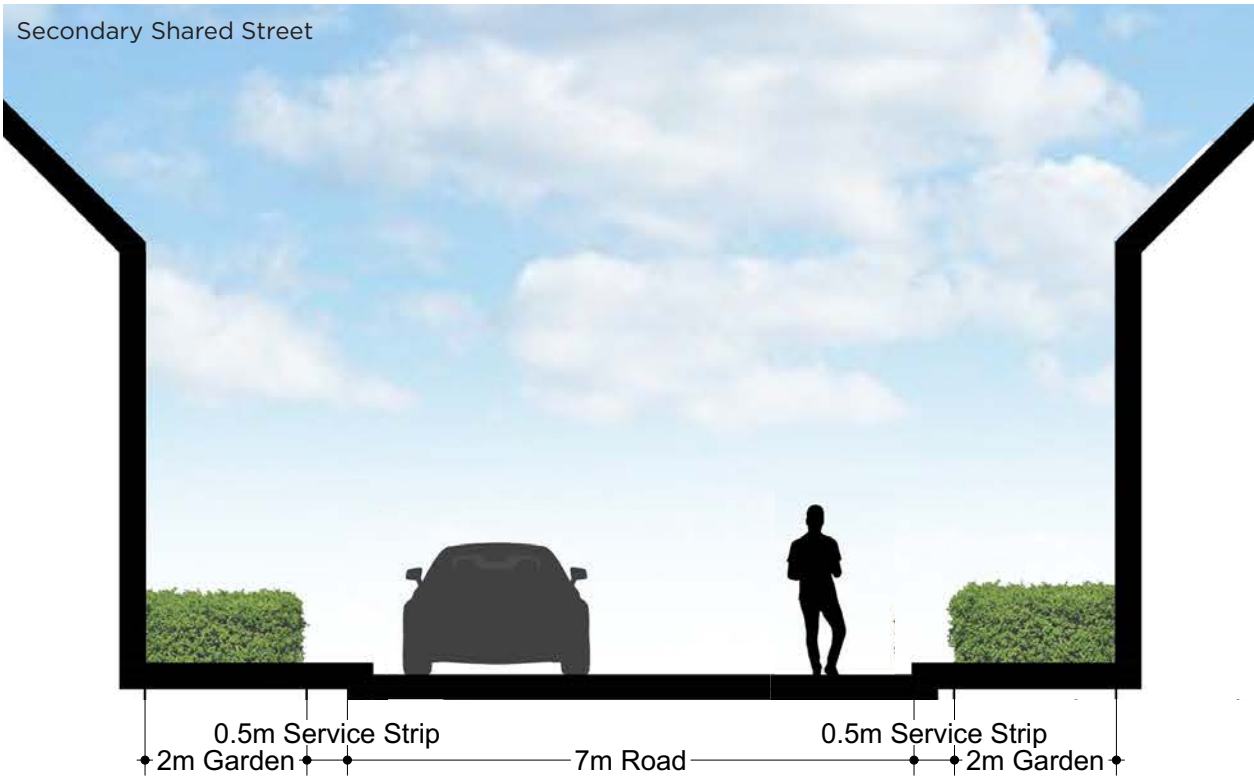
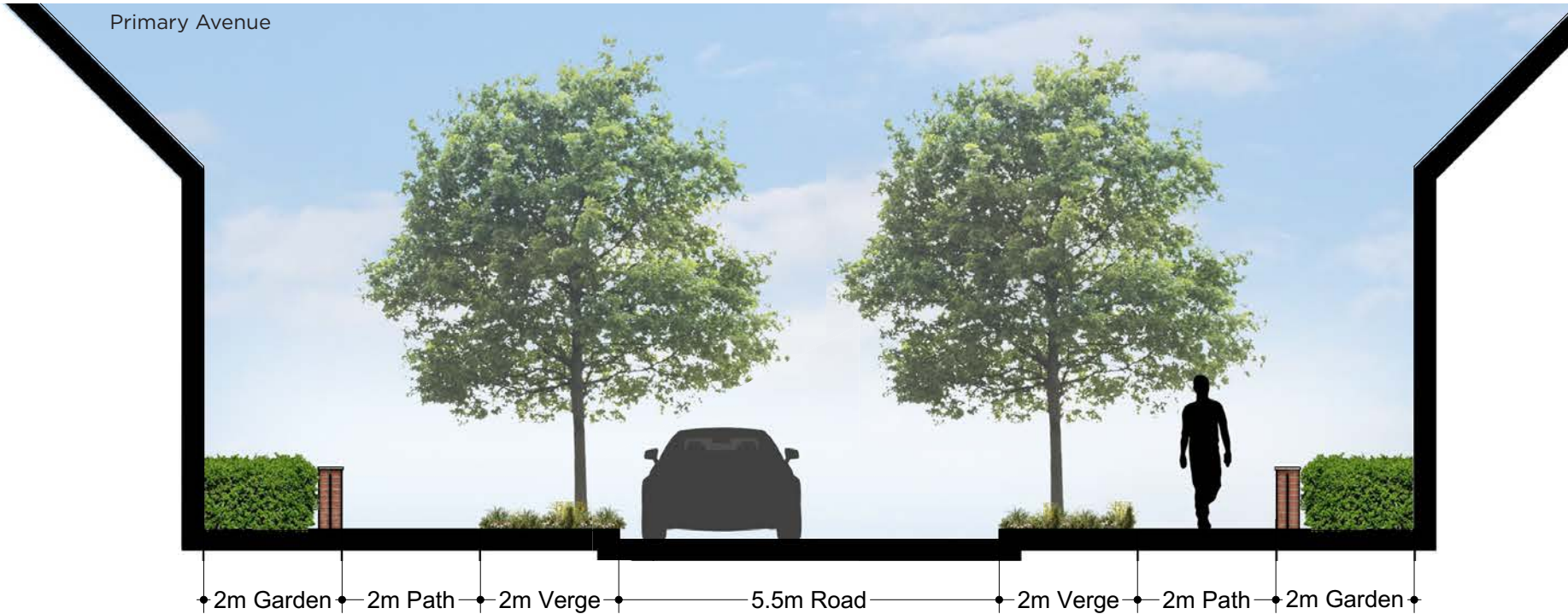
## 4.11 Indicative Street Sections

These drawings are indicative typical sections proposed for the street typologies to guide the development proposals. There will be some minor variations at points throughout the development where the site specific constraints necessitate a variant configuration.

**Avenue**  
The Avenues form the main vehicular movement corridors through the site. The carriageway is wide enough to accommodate buses. The street will have footpaths on both sides of the carriageway. Grass verges with planting will run along both sides of the street helping to soften this more formal street and give it a greener character. Changes in surface and raised tables at key junctions will help to lower vehicular speeds. Front gardens and a consistent building line will reinforce the status of this street in the overall hierarchy.

**Shared Streets**  
The secondary streets link from the avenues and encourage reduced vehicle numbers and low speeds that will facilitate a shared surface approach. Pedestrians, cyclists and vehicles will share the carriageway space. Front gardens will provide separation from the building fronts to the shared surface. In light of the current uncertainty regarding shared surfaces, the street is designed as a shared surface with a width of 7m, which will allow it to be easily changed over to a 5m carriageway with 2m footpaths should government guidance on this change. The 7m width facilitates visitor parking and passing cars.

**Edge Lane and Private Drives**  
The lowest order of street is the Edge Lane. Edge Lanes or private drives will create a more informal street-scape. They will link into the higher order roads, and permeate out to the edges of the development. The edge lanes will also embody shared surface principles and accommodate all users.



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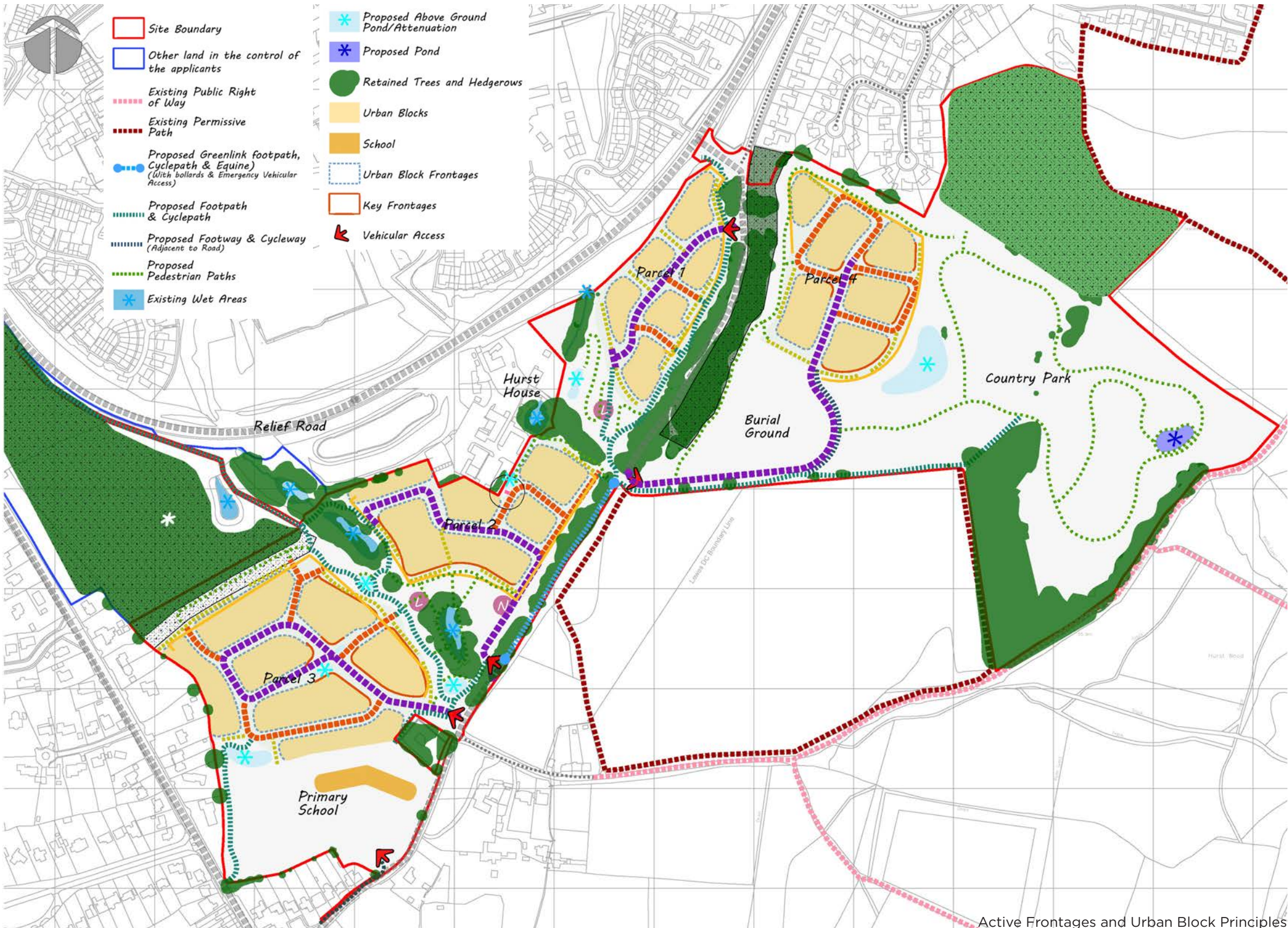
## 4.12 Active Frontages and Urban Block Principles

The block structure of the masterplan has been laid out to ensure that the public realm is overlooked by passive surveillance whilst maximising the retention of existing trees and hedgerows to integrate the landscape into the proposals. Frontages should ideally contain windows to habitable rooms and accesses to dwellings.

The structure is organised so as to promote a legibility of place with a focus on creating a walk-able neighbourhood, with recognisable clusters of buildings establishing nodal gateways within the development.

Water attenuation basins and swales are an integral feature of the development and therefore need to be planned into the scheme early.

The natural surveillance and high quality scheme will generate a sense of ownership and responsibility in residents for their surroundings, and provide a foundational level of implied security. Public, semi-public and private space can be well defined using gates, fences walls and landscaping as appropriate to provide a quality public realm that encourages desirable activity and greater respect for the community.



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## 4.13 FRA Drainage Strategy

The site is within Flood Zone 1 and so is appropriate for development. The existing ponds and seasonal wet areas will be retained and the site will utilise new SUDs as shown on the adjacent plan to enhance the natural drainage characteristics of the site.

Flood Risk has been assessed at the site of the development from a number of sources within the Site in terms of topography, geology, hydrogeology and climate change by reviewing available information, and aimed to identify the potential sources of flooding and how residual flood risk will be managed without causing flood risk elsewhere.

The Site specific Flood Risk Assessment & Outline Drainage Strategy has been prepared in accordance with national, regional & local planning policies.

Consultation with the Environmental Agency (EA), WSCC as the Lead Local Flood Authority (LLFA), Mid Sussex District Council (MSDC) and Southern Water (SW), as the local water authority, has been carried out throughout the preparation of this report to ensure their awareness of the proposals, their ability to advise on Site constraints and on the proposed surface water drainage strategy.

The EA and the online GOV.UK Flood Map for Planning identify that the Site is located in Flood Zone 1 where the probability of river or sea flooding is less than 0.1% (1 in 1000) chance in any given year. Meaning, that the probability of tidal or fluvial flooding can therefore be assessed as negligible.

Flood risk from sewer and artificial sources, have been assessed as having a negligible effect on the Site.

Flood risk from groundwater has been assessed as having a Low effect on the Site. If basements are to be proposed, a basement impact assessment should be carried out to ensure groundwater will not be displaced to third party land and result in groundwater flooding offsite.

Flood risk from surface water flooding has been identified as having a medium affect within the Site boundary. The proposed surface water strategy will minimise the surface water flood risk. The post-development flood risk from this source will be reduced to low.



Illustration of FRA & Outline Drainage Strategy Document by WSP

4.13 FRA Drainage Strategy

Sustainable Drainage System (SuDS) will be implemented as part of the development where practicable and viable to provide source control, improve water quality, reduce flood risk and enhance amenity and biodiversity.

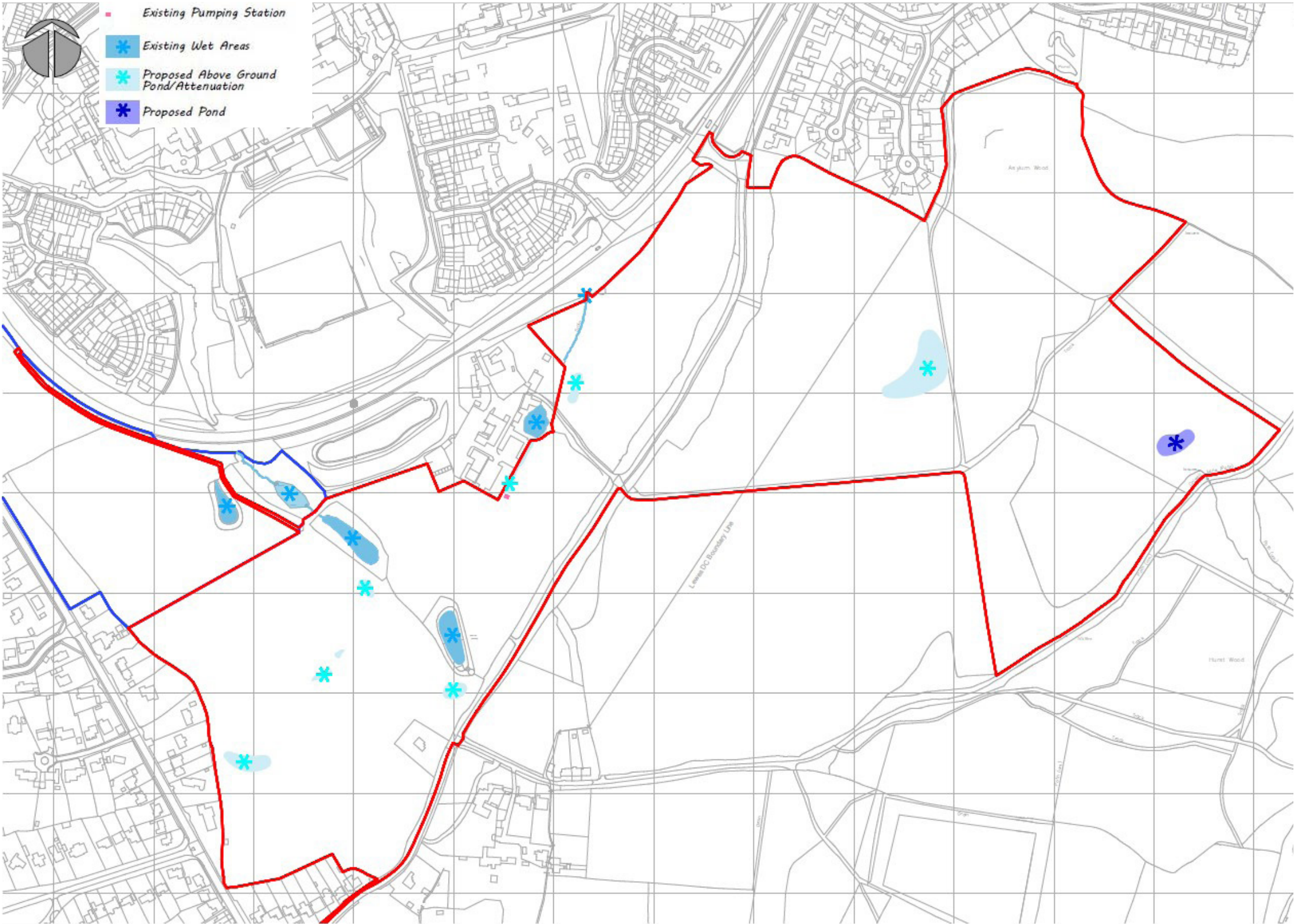
The proposed surface water drainage strategy respects the drainage hierarchy approach by implementing SuDS features for attenuation before being discharged offsite. SuDS features around the site include ponds, swales, permeable paving, geocellular storage features and other SuDS features deemed feasible at later design stages.

It is proposed to discharge surface water runoff from the development at Qbar greenfield runoff rates of 5.85l/s/ha with the consideration of long-term storage.

Within all parcels, surface water will run via gravity to the proposed SuDS attenuation feature before being discharged to an existing surface water sewer and eventually into the nearby watercourse.

A non-return valve is proposed to prevent any backflows from the public sewer network.

An outline foul water drainage strategy has been proposed based on information provided by SW and undertaken utility surveys. Throughout the Site it has been proposed that foul water flow through new sewers running through the parcels and into a new foul sewer along Hurstwood Lane. It is proposed that this new foul sewer connect into existing southern water assets and follow existing foul routes offsite.



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## 4.14 Transport Plan, Car and Cycle Parking

The central portion of Hurstwood Lane is to be closed to through traffic and kept as a green link. This makes the southern portion of the residential and primary school site accessible from Fox Hill. The northern portion of the residential development, the burial ground and country park are accessible from the Rocky Lane relief road.

The closure of the central portion of Hurstwood Lane will re-distribute traffic around the site to the high classified Fox Hill and Rocky Lane roads, bringing significant traffic reduction on Hurstwood Lane and allowing the development of a much more pedestrian and cycle friendly environment.

Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up.

There are a variety of parking solutions which could be adopted throughout the development, a number of which are demonstrated in the adjacent diagrams.

Adequate parking should be designed in to the scheme such that it does not dominate the street scene, with the majority of parking provided on-plot or as close to the dwelling as possible. This will help to emphasise the sense of parking ownership throughout the design.

Frontage and on street parking should be limited to short runs and softened by planting or framed by adjacent buildings, in line with the guidance the local guidance on parking and the detail contained in the transport statement.

It is anticipated that vehicle parking shall be provided in accordance with 'WSCC: Guidance on Parking New Developments (September 2020)'; however, prevailing parking standards at the time of the Reserved Matters application / discharge of Conditions will be complied with.

The WSCC guidance states no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2/spaces per dwelling.

Provision for disabled parking and motorcycle parking will be consistent with DfT Manual for Streets requirements. A minimum of 20% of all parking spaces will be 'active' charging points for electric vehicles, with ducting provided at all remaining spaces (where appropriate) to provide 'passive' provision for these spaces to be upgraded in future..

The Proposed Development is located within Parking Behaviour Zone (PBZ) 3 and the residential parking guidance for this PBZ, is as Table 2 of the WSCC guidance, illustrated below.

Residential Expected Parking Demand for PBZ3

| No of Bedrooms | No of Habitable Rooms | No of Spaces Required |
|----------------|-----------------------|-----------------------|
| 1              | 1 to 3                | 0.9                   |
| 2              | 4                     | 1.3                   |
| 3              | 5 to 6                | 1.8                   |
| 4+             | 7 or more             | 2.5                   |

The WSCC guidance states that if garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5.

The WSCC guidance states no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2/spaces per dwelling.

It is anticipated that residential cycle parking shall be provided in accordance with Table 1 of 'WSCC: Guidance on Parking at New Developments (September 2020).

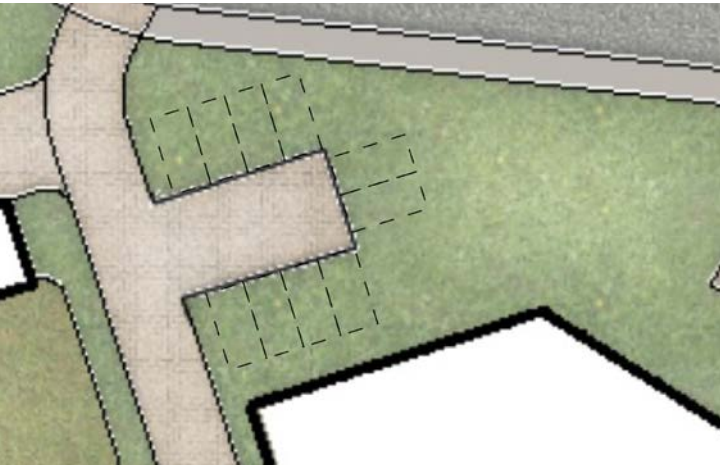
For non-residential institutions such as education facilities, the WSCC guidance states that developers should undertake a site-specific assessment when considering cycle parking demand and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and, where relevant, attracting/retaining staff.

Safe pedestrian and cycle links shall be provided throughout the Site to create a network that links with those that already exist in the wider neighbourhood and aid access to the nearby public transport links.

Full details of the current WSCC parking guidance is outlined and the methodology employed on this Outline Submission are contained within WSP's Transport Assessment document



On Plot Parking



Parking Courts for apartments



Frontage Parking

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## 4.15 Character Areas

The character of new residential development is a key consideration within the design process.

Indicative character areas have been defined which can be seen in the adjacent diagram. These areas will help to inform more detailed design strategies going forward.

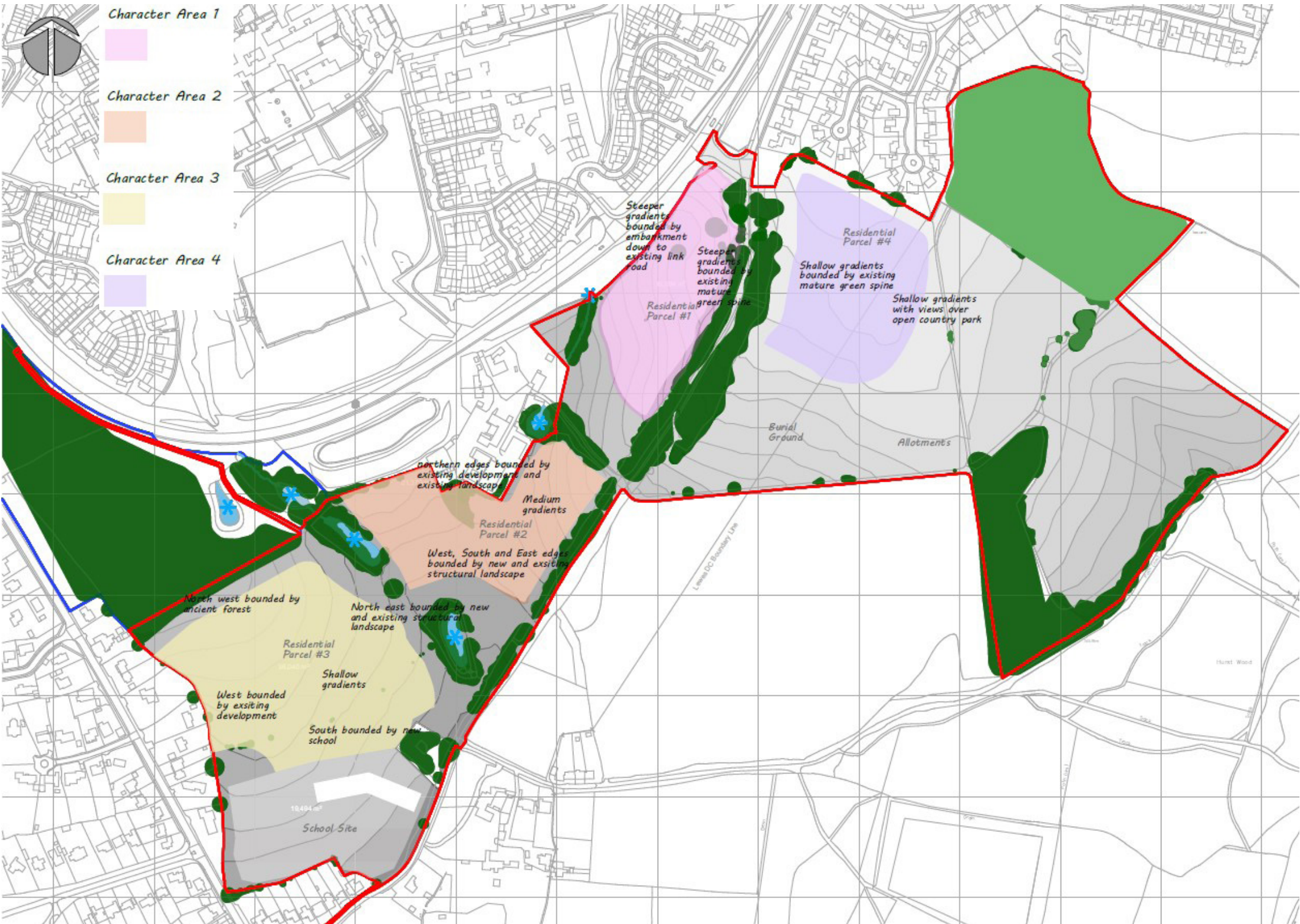
Each of the parcels have natural characteristics that can be exploited. The naturally existing field boundaries divide up the site into more contained plots that each have their own more specific characteristics and the areas of POS between have been reinforced and enhanced to provide quality amenity space which provide outlook, individuality and interest throughout the site.

Parcel 1 is the most steeply sloping. It slopes down towards Hurstwood lane, while the western edge rises up to a crest adjacent to the relief road. To the south it will overlook the small park adjacent to Hurstwood Grange. Looking west over the slightly sunken Hurstwood Lane, and over the more gently sloping parcel 4, there may be views in to the proposed country park.

Parcel 2 has the most varied natural character with tree-lined boundaries opening on to a variety of existing lanes, new POS, , the village green, ponds and the listed Hurstwood Grange to the North.

Parcel 3 is gently sloping, it has again varied boundaries ranging from Existing transplanted ancient woodlands to the north, the new school situated down hill to the south, with the tree-lined existing Hurstwood Lane to the east and backing on to existing gardens to the west.

Parcel 4 is also more gently sloping , with existing house gardens to the north and the proposed burial ground to the south. To the west is ancient woodlands bordering Hurstwood Lane and to the east it will overlook the proposed Country Park.



# 04 DEVELOPMENT PROPOSALS

## 4.15 Character Areas Continued

The character of new residential development is a key consideration within the design process and it will need to be determined and described within the reserved matters application.

In the first instance the natural characteristics detailed in the previous section forms the basis of the individual character for each parcel. Then within each parcel there are generally two distinct conditions set up by the interaction of the road layout and plot edges.

All of the plots tend to have edges that face out onto the public space - these one sided streets will have a more open and landscape aspect than the streets than face inwards.

Inward facing streets will have a more enclosed character, less landscaping and more hard finishes in the public realm with the public frontages of dwellings facing each other.

Parcel 3 will have an extra condition set up by the entrance avenue with grass verges, street trees and set back pavements. Building heights are likely to be higher here with key buildings on prominent corners and it will have a more urban feel than anywhere elevations on the development.

The edges of parcels 3 and 4 facing out on to the village green are likely to need to be more formalised with stronger boundary definition, while the dwellings facing out on to the northern park and country park may be able to transition more loosely with a more naturalistic character.





# 05 LANDSCAPE

## 5.1 KEY SITE CONTEXT

The following diagram illustrates the key landscape context as part of the development at Hurst Farm. Information identified has been used to inform the landscape proposals and looks to utilise these features into the open green spaces. Existing features within the site boundary consist of reservoirs, streams, ancient woodland and a varied landscape topography as illustrated in the map and site photo's.



Site Context Map

# 05 LANDSCAPE

## 5.2 MASTERPLAN

The existing landscape offers three distinct character areas illustrated here in the masterplan. Each zone aims to utilise the topography while drawing attention to some existing landscape features and enhancing those that exist already. The new parks provide a framework of open green spaces for recreation whilst offering a range of play facilities, community spaces, blue infrastructure, gardens, allotment, cycle and walking trails.

Country Park



Hillside Park



Village Green



Hurst Farm Masterplan

# 05 LANDSCAPE

## 5.3 VILLAGE GREEN

The village green is located south west of the Hurst Farm development centralised to be come the focal point for surrounding residents. The green will perform a multifunctional role providing a range of playscapes, community gardens, recreational open green space, informal hard sports courts, picnic shelter and waking trails. Utilising existing landscape features, the village green makes use of the reservoirs on site currently creating a waterside experience a series of bridges and boardwalks while maintaining

### 1 Play space

At foremost the playground is positioned in a key central location to the village green for greater visual permeability/ safety. The location provides a strong link between the two sides of this development and aims to provide a nature play theme set amongst trees, using more natural play equipment and soft landforming.



### 2 Recreation/ open green space

Access to recreational green space is a highly valuable asset within this scheme. The village green will provide a multi-use function suitable for sport activity, picnic areas, range of community events, resting , dog walking and other physical activities. The open spaces have been located to maximise the use of the more level topography that exist here.



Village green masterplan

# 05 LANDSCAPE

## 5.3 VILLAGE GREEN

### 3 Park shelter

The park shelter will provide a central focal point to the village green offering a year round function as a community hub. The lightweight structure offers a gathering spot for local residents as well as a shelter for picnic benches, tables and chairs.



### 4 Exercise trails

Network of paths will circulate the village green providing a range of physical exercise routes for all abilities to enjoy. These paths will range from harder surfaced, widely accessible routes to more challenging routes, making use of the varying topography.



### 5 Informal Hard Courts

Positioned on a more northern aspect, these informal hard spaces can provide room for a variety of sporting activities such as tabletennis, basketball while also including outdoor gym equipment for a mixture of age group users.



Village green masterplan

# 05 LANDSCAPE

## 5.3 VILLAGE GREEN

### 6 Woodlands

Hurst Farm looks to preserve much of the existing landscape character and ecology systems. A series of subtle footways will meander through established wooded and waterside zones unlocking various nature walks.



### 7 Gardens

A central spine of gardens with herbaceous planting and trees will provide an impressive display of flowering plants through village green core. South to North walking route will ascend through the gardens to a vantage point opening views across the green.



### 8 Reservoir / boardwalk

The village green will look to enhance the collection of reservoirs already on site while introducing further water bodies to create a series of waterside boardwalks . These boardwalks are intended to be lightweight structure to minimise disturbance.



Village green masterplan

# 05 LANDSCAPE

## 5.4 VILLAGE GREEN - TYPICAL SECTION



Village green section

# 05 LANDSCAPE

## 5.5 VILLAGE GREEN - MATERIALITY

### STREET FURNITURE

Street furniture will need to be robust but suited to a semi rural setting. Mix of timber and steel used for bins, seats and benches.



Picnic benches



Litter bins



Benches

### HARDSCAPE

Hardscape will give a semi rural finish to all surfaces. Main footways will use a resin bound treatment, while secondary paths will use a self bound gravel. All boardwalks will be finished in timber with natural stone used around gathering areas.



Resin bound gravel



Timber boardwalk



Self binding gravel



Coloured asphalt/ concrete sport



Natural stone



Playground softfall

### PLAYSCAPE

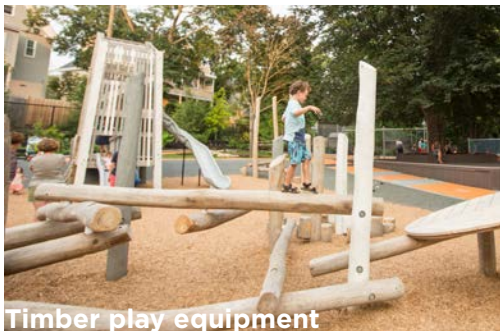
The playscape will be a mix of timber climbing and steel play equipment with grass mounding providing natural landforms.



Grass mounding



Steel slide



Timber play equipment

### PLANTING PALETTE

Planting will consist of herbaceous planting within the community gardens with amenity grass & wildflower mixes throughout the park.



Amenity grass



Herbaceous planting



Wildflower planting