

## Design & Access Statement and Heritage Statement

### Property:

10 Hamsey Road  
Sharpthorne  
East Grinstead  
RH19 4PA

### Prepared by:

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Dated: **31<sup>st</sup> Oct 2025**

Ref: **GDS2344D – 10 Hamsey Road**



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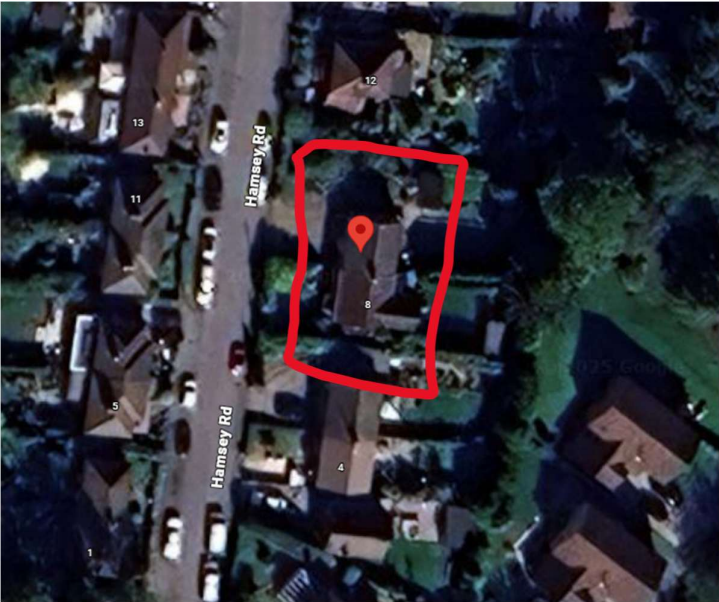
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1.0 EXECUTIVE SUMMARY

This statement supports the planning application for installing external wall insulation at 10 Hamsey Road. It explains the design rationale, sustainability benefits, and compliance with national and local planning policies, including considerations for the High Weald Area of Outstanding Natural Beauty (AONB).

2.0 SITE OVERVIEW



Hamsey Road lies within Sharpthorne, part of the High Weald AONB, under Mid Sussex District Council. The area consists mainly of semi-detached and detached homes with brick façades and tiled roofs. No.10 Hamsey Road is a semi-detached dwelling with traditional brickwork. The walls are currently uninsulated, contributing to heat loss.

3.0 PLANNING HISTORY

The following planning applications, although not directly linked to this property, have been submitted for works in the locale.

| Reference no. | Description of development                              | Year Determined | Decision |
|---------------|---------------------------------------------------------|-----------------|----------|
| DM/24/1688    | Installation of an Air Source Heat pump.                | 2024            | Approved |
| DM/24/1041    | Proposed insulated render to all external facing walls. | 2024            | Approved |

## 4.0 ASSESSMENT OF IMPACT

The works at 10 Hamsey Road are part of a Retrofit package and will improve the property in terms of

EWI applied to all external walls, finished with brick slips to complement existing character.

No changes to openings or footprint; insulation follows existing wall lines.

Thickness of insulation (typically 90–120 mm) will not significantly alter building proportions.

High-performance insulation boards with weather-resistant brick slips, complying with INCA best practice.

The existing Finlock gutter will be removed to enable the EWI works. PVCu Fascias, soffits and rainwater goods will be installed in place.

No changes to vehicular or pedestrian access. Works will not affect entrances or pathways

The works will be compliant with the latest Building Regulations Part L - Conservation of Fuel and Power.

Installation follows PAS2035 retrofit guidance for thermal upgrades.

## 5.0 PLANNING CONSIDERATIONS

### **NPPF (Section 12)**

*Requirement:* Achieve well-designed, sustainable places.

*How proposal complies:* Improves energy efficiency while maintaining visual harmony.

### **Mid Sussex District Plan DP26**

*Requirement:* Respect character and use appropriate materials.

*How proposal complies:* Render colour and texture chosen to complement local vernacular.

### **Policy DPC4: High Weald AONB**

*Requirement:* Conserve and enhance natural beauty.

*How proposal complies:* Neutral tones and minimal visual impact align with AONB guidance.

### **Mid Sussex Design Guide SPD (2020)**

*Requirement:* High-quality design responding to context.

*How proposal complies:* EWI integrated without altering building form.

### **High Weald Housing Design Guide (2019)**

*Requirement:* Reflect local distinctiveness.

*How proposal complies:* Colour and finish informed by High Weald Colour.

## **6.0 EXTERNAL**

Aluminium starter track above damp-proof course. Insulation boards fixed using adhesive and mechanical anchors. Reinforcing mesh embedded in base coat for stability. Brick slips applied for weather resistance and aesthetic finish.

## **7.0 SUMMARY AND PLANNING CONSIDERATIONS**

The proposed EWI installation enhances energy efficiency, reduces carbon emissions, and respects the character of Hamsey Road and the High Weald AONB. It complies with national and local planning policies and best practice standards.

The works will also be compliant with the latest Building Regulations Part L Conservation of Fuel and Power.

## APPENDIX A – PHOTOGRAPHS



1. Existing Front Elevation



2. Existing Side (West) Elevation



3. Existing Rear Elevation