

04 DEVELOPMENT PROPOSALS

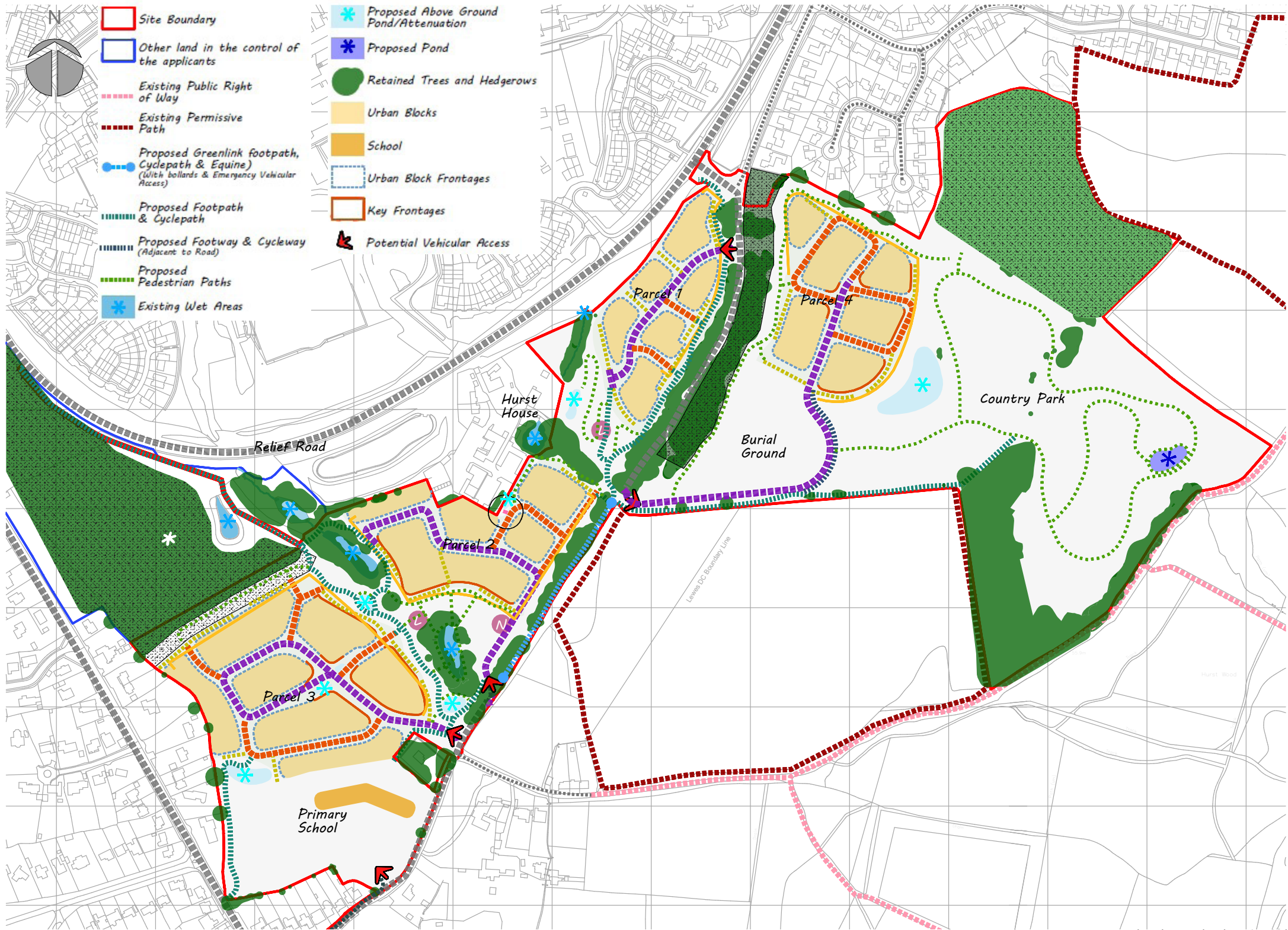
4.12 Active Frontages and Urban Block Principles

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.

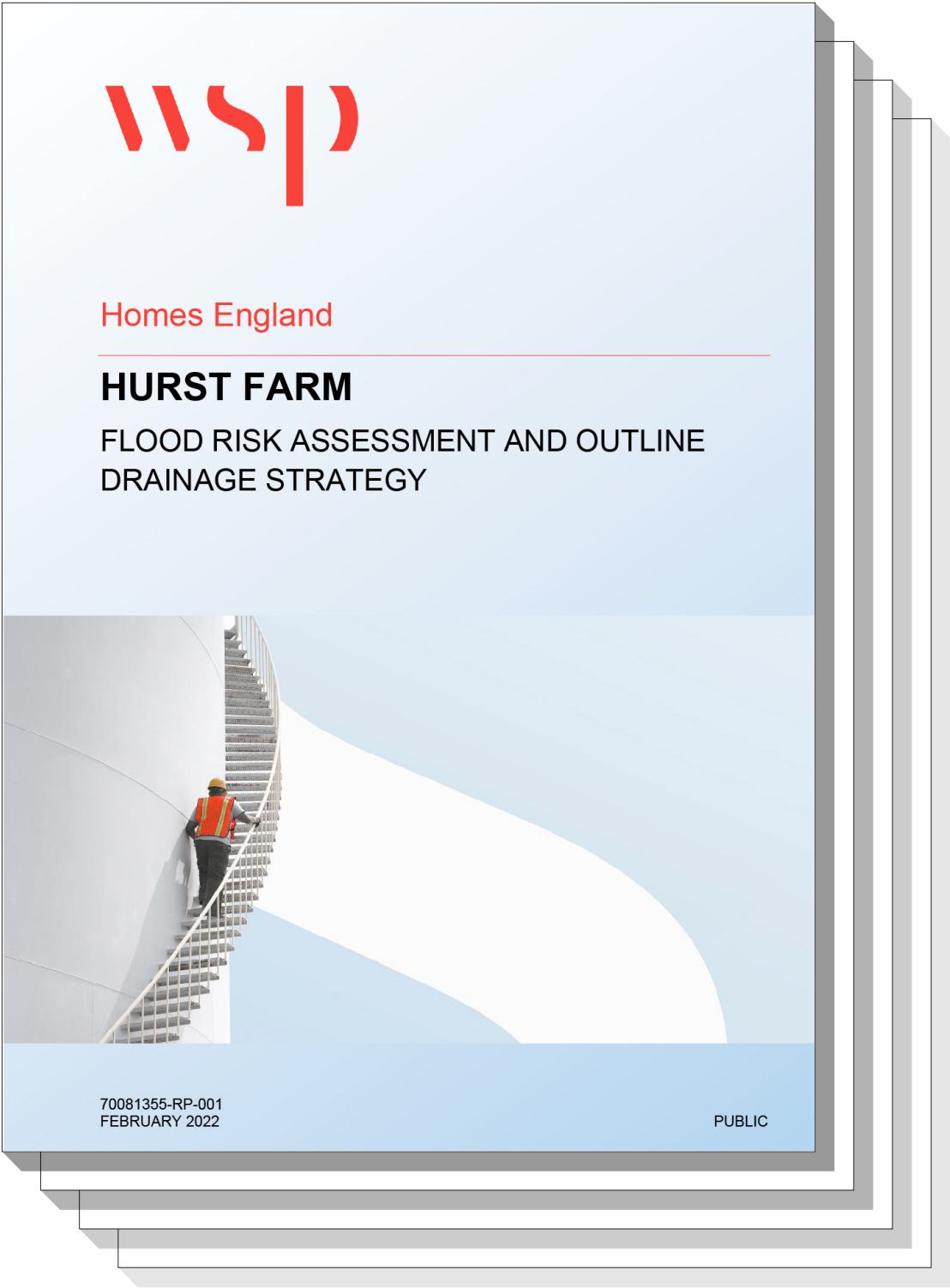


Illustration of FRA & Outline Drainage Strategy Document by WSP

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.

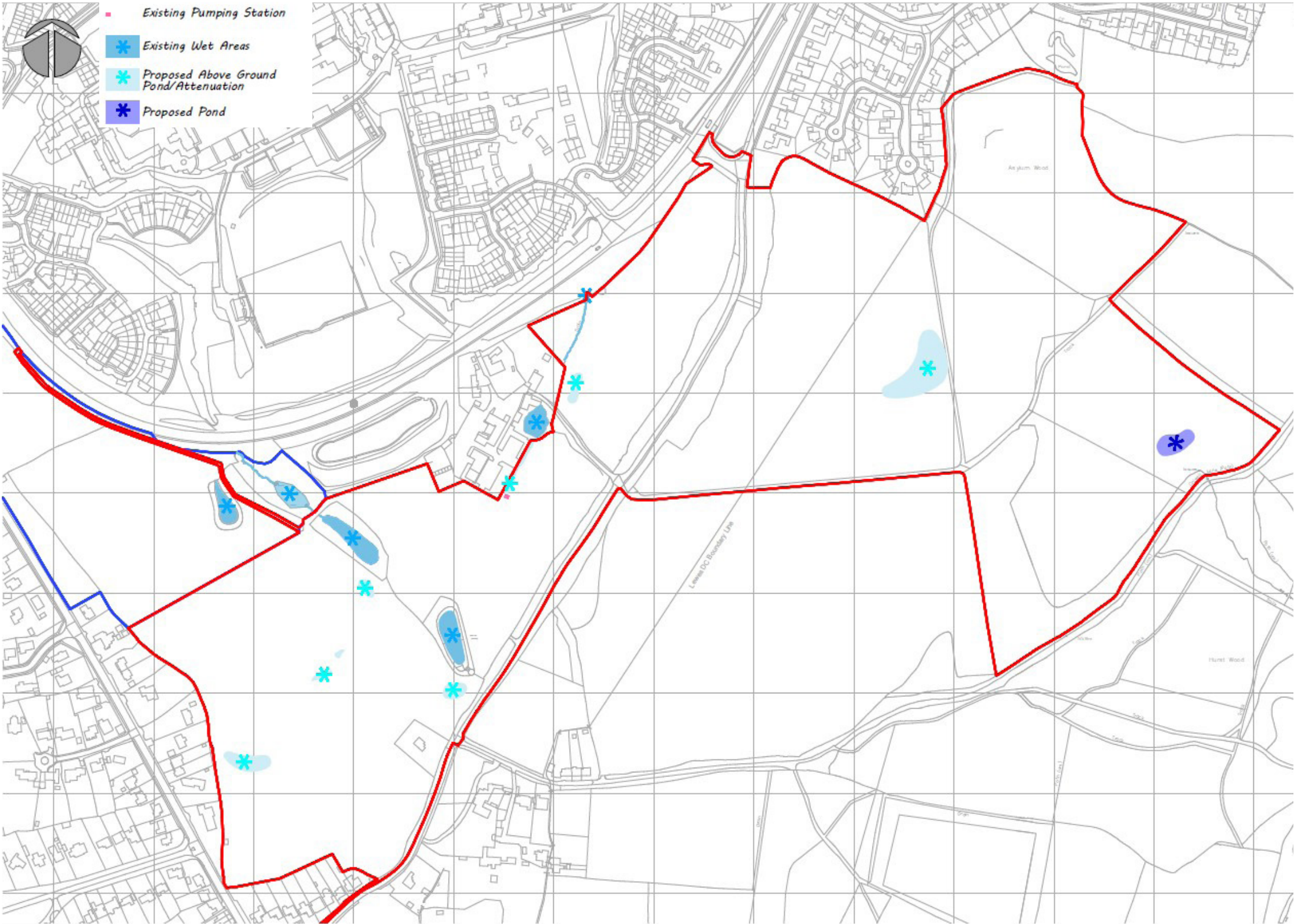
The proposed surface water drainage strategy respects the drainage hierarchy approach by implementing SuDS features for attenuation before being discharged offsite. SuDS features around the site include ponds, swales, permeable paving, geocellular storage features and other SuDS features deemed feasible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

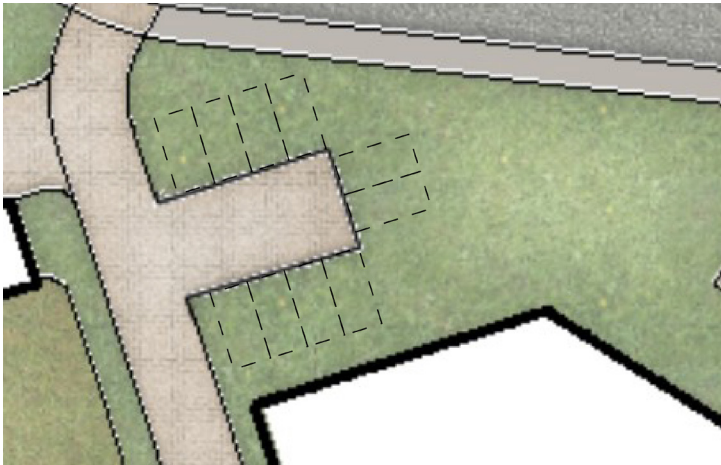
For non-residential institutions such as education facilities, the WSCC guidance states that developers should undertake a site-specific assessment when considering cycle parking demand and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking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

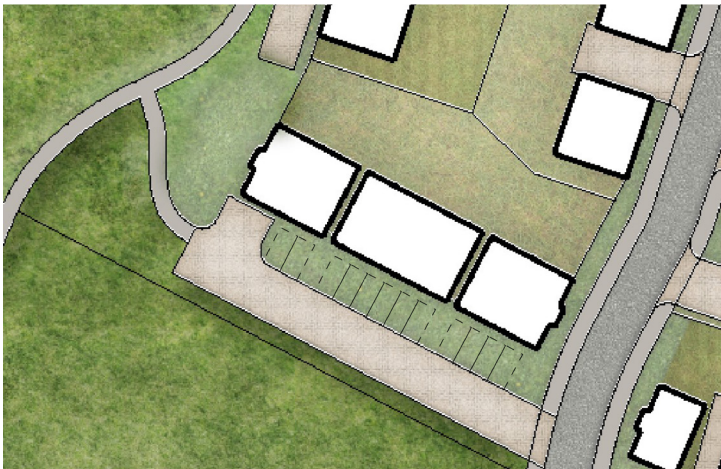
Full details of the current WSCC parking guidance is outlined and the methodology employed on this Outline Submission are contained within WSP's Transport Assessment document



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.

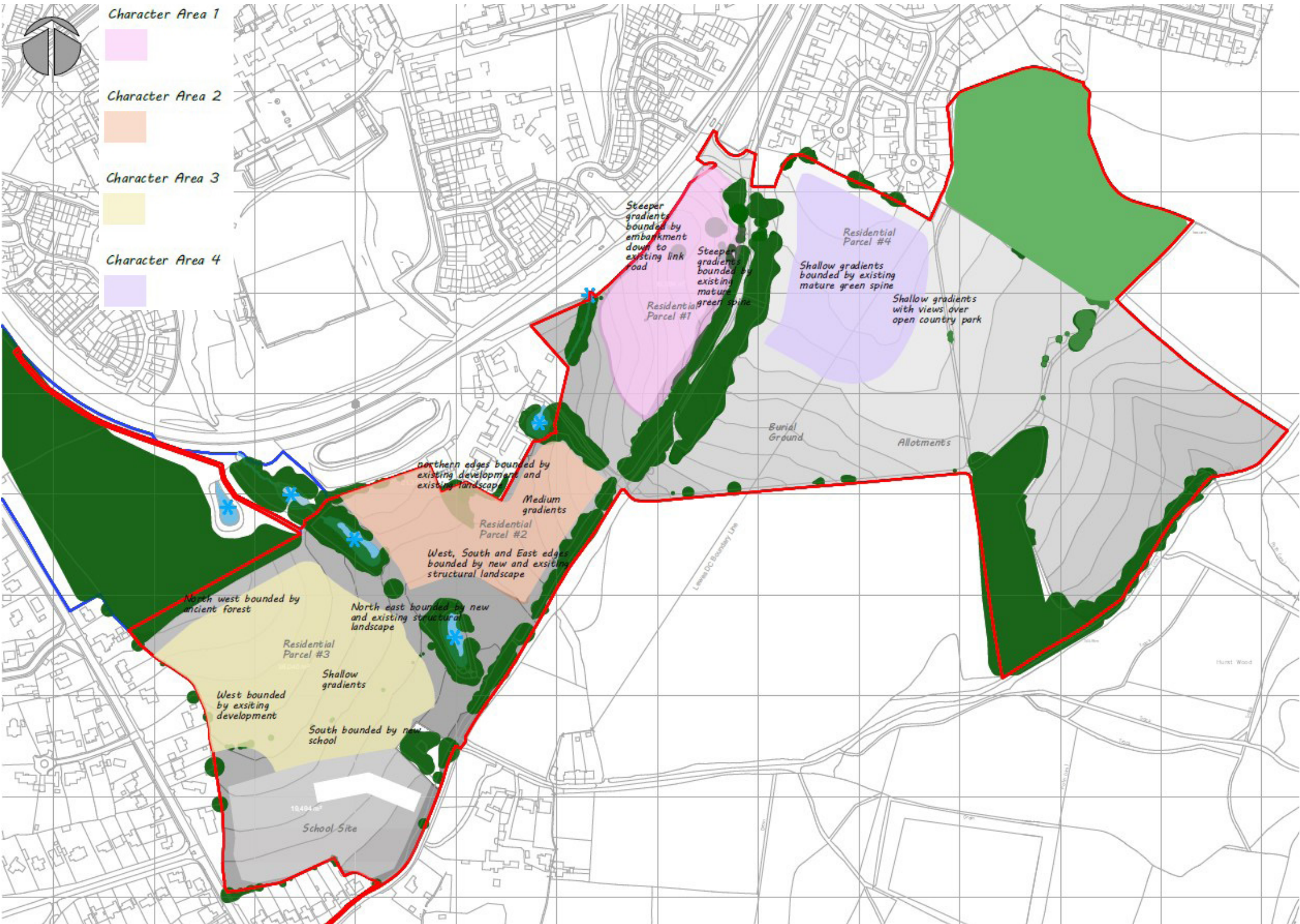
Each of the parcels have natural characteristics that can be exploited. The naturally existing field boundaries divide up the site into more contained plots that each have their own more specific characteristics and the areas of POS between have been reinforced and enhanced to provide quality amenity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



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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.

