

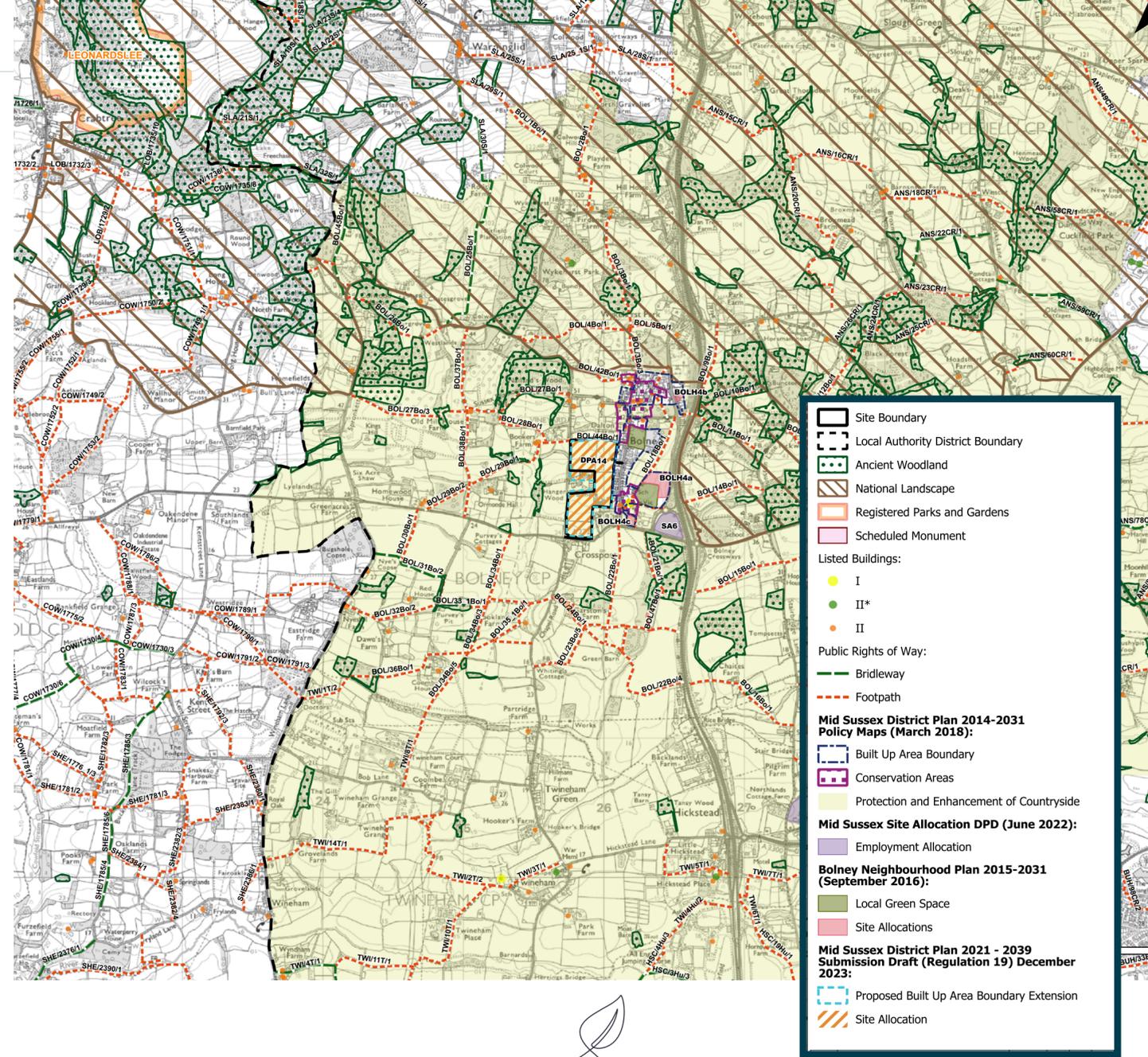
Landscape

Landscape Policy

The Site is not located within any landscape or landscape-related designations. The High Weald National Landscape is located approximately 450m north and east of the Site, although it has been determined that the Site does not form part of the setting of this National Landscape (refer to the LVA for further detail). In addition, the South Downs National Park is located approximately 6.4km to the south of the Site.

The Site is located just over ten metres from Bolney Conservation Area at the nearest point, and the Grade I listed Church of St. Mary Magdalene is located approximately 120 metres to the east of the Site.

There is no formal public access to the Site but footpath 44BO extends along the northern boundary of the Site.



View from elevated point of the Site

Landscape Character

In the Landscape Character Assessment for Mid-Sussex (November 2005) the Site is classified as part of character area 10, "High Weald Fringes". The Site and its context broadly align with the characteristics of area LCA 10; undulating agricultural fields that are generally rural and enclosed by hedgerows and woodland.

Although from elevated ground long views to the South Downs, across the Low Weald, are available. Busy roads are also located within the vicinity of the Site (A272 and A23), as well as rural, narrow lanes such as Foxhole Lane.

Site Character

The Site comprises five, rectilinear, pasture fields, largely enclosed by hedgerows, tree and woodland. The landform within the Site is undulating and views towards the South Downs, across the Low Weald, are available from the central, elevated ground at the centre of the Site (field F3).

The Site is bound by Bolney settlement to the east, Cowfold Road (A272) to the south, Foxhole Farm and Foxhole Lane to the west and a combination of woodland, residential gardens and small-scale paddocks to the north.

As a consequence, the Site is influenced by existing dwellings immediately east of the Site and Cowfold Road (A272) immediately south. Therefore, the Site is generally simple in form due to the narrow range of colours, forms and textures within the agricultural fields, but with some diversity from the surrounding influences.

- The site is not located within any landscape or landscape-related designations
- There is no formal public access to the site and views into the site are limited due to existing screening
- The landscape and visual effects are largely localised and the most prominent parts of the site have been kept free from development

Visibility

Site visits found that views into the Site are limited due to the landscape’s well-established vegetation and the settlement of Bolney often screening views.

To the north and west some clear views into the Site are available from footpath 44BO and Foxhole Lane. However, beyond the Site’s immediate vicinity views are screened by the well-established vegetation, including from the High Weald National Landscape.

To the east views are restricted by the existing settlement of Bolney, although clear views would be available from the nearby dwellings, as well as glimpses from along The Street and distant views from the grounds of the Church of St. Mary Magdalene.

To the south, glimpsed views into the Site are available from Cowfold Road (A272) through the hedgerow during winter months, and residents immediately beyond experience clear views into the Site from first storey windows, above the hedgerow. Views into the Site are also available from slightly further east along Cowfold Road, and intermittent views towards the Site are available across the agricultural land to the south of Bolney, through gaps in vegetation. From the South Downs National Park the Site is indiscernible given the distance from the Site.



View A: A narrow view into the Site from the field gate along Foxhole Lane



View B: A clear view into the Site from footpath 44BO, immediately north of the Site



View C: A distant view towards the Site from the grounds at the Church of St. Mary Magdalene

Heritage

The Site does not contain any statutorily Listed or locally Listed Buildings, nor does it fall within the boundary of a Conservation Area. The Site is located c. 25m west of the southern section of the Bolney Conservation Area and c.10m southwest of the northern section.

The Archaeological potential of the Site is considered in the Archaeological Desk-based Assessment which describes the Site has having an overall “moderate predicted archaeological potential” and concludes that the proposed development is “unlikely to have a substantial negative impact or cause significant harm on any underlying archaeological assets that may be present at the Site.”

With regards built heritage, the assets assessed in the Heritage Statement have been identified in consultation with the Conservation Consultee to the LPA. The heritage assets considered potentially sensitive to the development due to their potential historical functional associations and intervisibility with the Site comprise the Grade I Listed Church of St. Mary Magdalene, Grade II Listed Walnut and Well Cottage and Bolney Conservation Area, Old Post Office, Bolney Place and Providence Chapel.

The setting of heritage assets in the vicinity of the Site has been a key driver in the formulation of this masterplan. Specifically, the placement of open space within the central area of the Site has responded to the settings of the Bolney Conservation Area, the Listed Church of St. Mary Magdalene and the Listed Well and Walnut Cottage, as this area has glimpsed visibility from the churchyard, and lies closest to the Listed cottage and non-designated Old Post Office. The placement of the road between the northern and southern areas of the Site has been carefully considered, balancing distance from the Conservation Area and visibility from the east. The scheme also incorporates a set back of development from the public footpath to the north and appropriate screening vegetation, which respects the character of the footpath which leads west from the northern part of the Conservation Area.

As such, the scheme is considered to meet the requirements of Policy DPA14 of the draft Local Plan, which stipulates that development protects the setting of Well and Walnut Cottage and Bolney Conservation Area.

Through mitigation, the anticipated harm has been reduced to low level of less than substantial harm for the Conservation Area and Well and Walnut Cottage and very low level of less than substantial harm for the Church of St. Mary Magdalene.

Assessment has identified low and very low levels of harm to non-designated heritage assets comprising the former Post Office, Bolney Place and the Providence Chapel. These are modest levels of harm to assets of local interest.

As such, the development is considered to be within the levels of harm found to be acceptable when it was considered for allocation in the Local Plan.

- The setting of heritage assets have been a key driver in the design of the masterplan
- The placement of open space has responded to the settings of the Bolney Conservation Area, St Mary Magdalene Church and Well and Walnut Cottage
- The open space within the centre of the site is an opportunity to open up publicly accessible views to the St Mary Magdalene Church



St Mary Magdalene's Church, Bolney



Walnut & Well Cottage, The Street



View towards St Mary Magdalene's Church from centre of the Site

Local Amenities

The National Travel Survey identifies that 80% of all journeys up to 2km are undertaken on foot – there are a wide range of services and facilities that are within walking distance of the Site, including:

- Bolney C of E Primary School
- Bolney Nursery Garden Centre
- Maryland (Employment)
- Rawson Hall (Village hall, community café and post office)
- Bolney Cross Village Stores and Service Station
- Bolney Cricket Club
- Bolney Wine Estate
- The Bolney Stage Public House

A number of additional facilities are located within five miles of the Site, recognised in national guidance as being an achievable distance for most cyclists.

- Public Right of Way
- Bus Stop
- Pre-school / Primary Education
- Secondary / Higher Education
- Retail
- Pub / bar / restaurant
- Employment
- Community Centre
- Playground
- Playing Fields
- Place of Worship

- The proposed access arrangements have been designed in consultation with WSCC Highways and a Road Safety Audit to agree a safe and suitable entrance into the site
- Sustainable travel will be improved pedestrian and cycle infrastructure, bus service improvements and a new car club

02. Site Appraisal

Access and Transport

Transport Vision

Wates Developments' vision for the Site is to create a high-quality, sustainable, residential-led neighbourhood, where people want to live and spend time.

The Masterplan provides a network of 'Liveable Streets' – where access to vehicles and for parking is managed. In addition, a network of traffic free routes will provide connections between the development parcels within the Site and to the wider community.

The opportunity for sustainable travel will be improved through the implementation of active and sustainable travel strategies, as well as providing safe and suitable transport infrastructure.

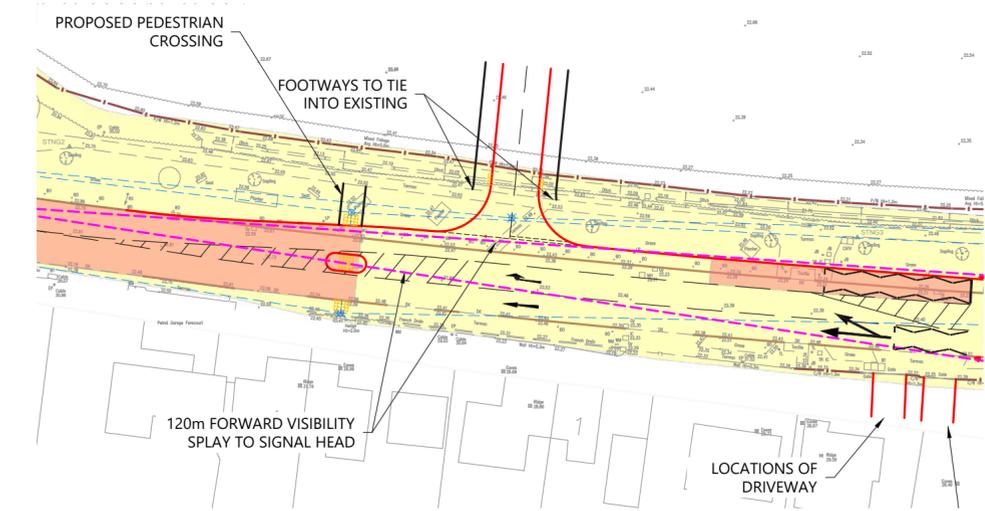
Doing so will maximise opportunities afforded by changing societal attitudes towards active travel, working from home and on-line shopping, increasing the likelihood of retaining trips within the area, achieving modal shift away from the private car and reducing the overall level of vehicular traffic generated by the development.

Sustainable Transport Measures

A Travel Plan (TP) has been produced in support of the development proposals. The TP sets out a range of sustainable transport measures that will be

incorporated within the development proposals. These measures include but are not limited to the following:

- Pedestrian and cycle infrastructure within the Site and active travel connections to the wider community.
- Pedestrian improvements to The Street – the development proposals include a scheme of works to improve walking journeys along The Street by providing crossing facilities and new stretches of footway.
- Bus Service Improvements – enhancement and improvement of bus services are being explored with bus operators. Potential improvements could include the provision of additional bus stops, upgrading existing stops and improved frequency of the 273 bus between Crawley and Brighton via Bolney.
- Car Club – there will be the provision of two Car Club vehicles on the Site, available to both new residents and the wider community
- Bus Taster Passes / Sustainable Travel Vouches – taster passes and travel vouchers will be available to residents of the development, funded by the developer, to encourage the uptake of sustainable travel.



Proposed Site Access Arrangement

Traffic Impact

The impacts of the development proposals on the local road network have been assessed in consultation with West Sussex County Council, to ensure that the proposed development does not have an unacceptable cumulative residual impact on the performance of the local highway network.

Consistent with the mitigation strategy identified through the Mid Sussex Transport Study, the development proposal will be required to provide proportional financial contributions towards network mitigation, to enable the County Council and its partners to deliver network enhancements.

Site Access

The proposed access arrangements have been designed in consultation with WSCC to agree a safe and suitable form of access that does not have a detrimental impact on the performance of the A272.

Following an iterative design process, the access is to take the form of a priority junction with right hand turn lane facility, enabling vehicles to wait clear of the running traffic lane while waiting to turn right from the A272. Other measures include the introduction of anti-skid surfacing and further pedestrian crossing enhancements.

The access has been subject to an independent Stage 1 Road Safety Audit with all matters raised by the Auditor addressed in accordance with their recommendations.

Arboriculture

SJA Trees has undertaken a full tree survey of the Site and identified 291 individual trees, 25 groups of trees, 6 hedges and one area of woodland growing within or adjacent to the Site.

The arboricultural character of the Site is formed by the trees growing within the hedgerows and along the field boundaries, all or which align north-south and east-west. The greatest densities of trees are found lining Foxhole Lane to the West and the Public Right of Way along the Northern Boundary. The majority (80%) of the trees are broadleaves with most being native or naturalised with the occasional planted exotic species, located within the curtilage of Foxhole Farm.

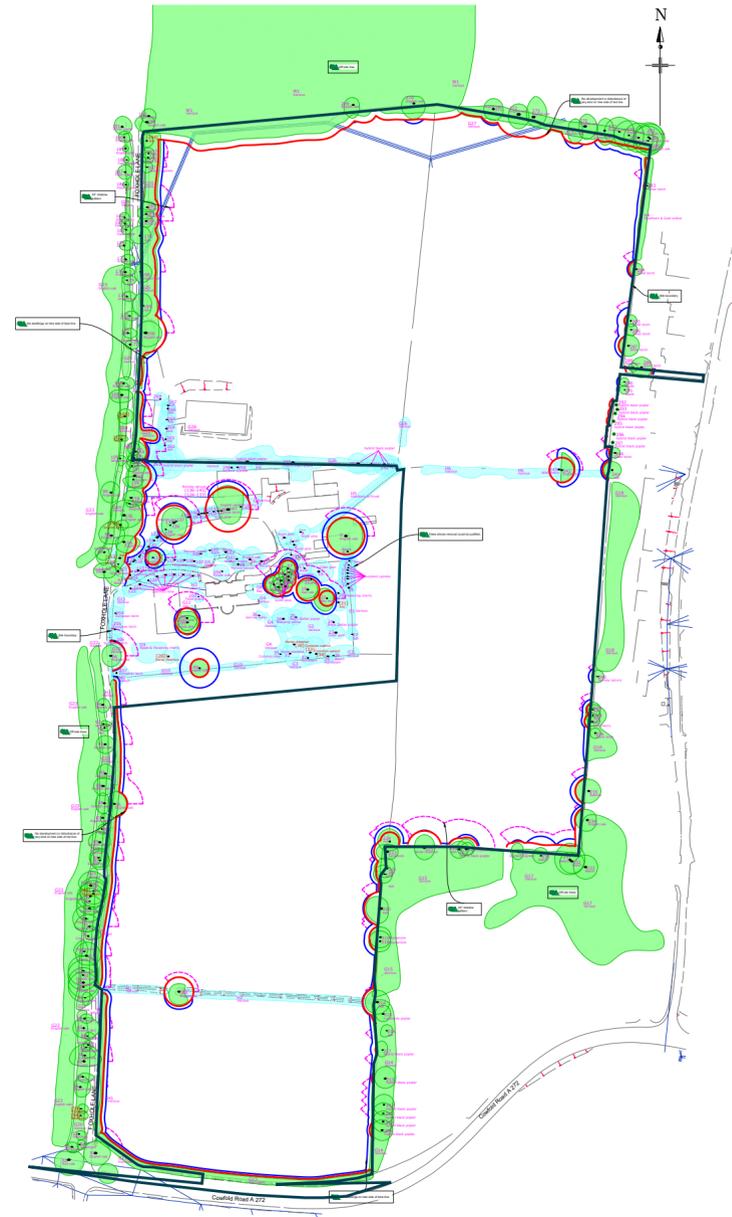
The most commonly found species is English oak, making up 28% of the individual trees, which in addition to ash (10%), Norway spruce (7.5%) and Hybrid black poplar (7%), make the dominant species of the Site. Heights range from 11m to 23m but with the average height being 18.5m. The age range of the trees on the Site is almost entirely mature or semi-mature with young trees being underrepresented with no veteran or ancient trees present. This character is consistent with much of the surrounding landscape.

At the time of writing none of these trees are covered by a tree preservation order (TPO); and the Site is not within a conservation area, and therefore there are no constraints relating to existing trees in this regard.

There are no woodlands within or abutting the Site that are classified as 'Ancient'.

The Arboricultural impacts of the scheme will be addressed in the arboricultural impact report (AIR) submitted with the application.

- Over 800 new trees will be planted as part of the proposals
- There are no TPO's, Veteran Trees or woodlands classified as 'Veteran' impacted by the site
- No category 'A' or 'B' trees and no trees of high landscape or biodiversity are to be removed



Tree Constraints Plan

Ecology and Biodiversity

A comprehensive suite of ecological surveys has been completed across the Site, providing a robust baseline to inform the masterplanning process. This has included a desk study and habitat survey, in addition to detailed Phase 2 survey work for bats, Badger, Dormouse, reptiles, Great Crested Newt and breeding birds.

The Site itself is not subject to any statutory or non-statutory ecological designations. The nearest statutory designation is Blunts Wood and Paige's Meadow Local Nature Reserve (LNR) located approximately 5.6km to the north-east of the Site, whilst the nearest European designation is Ashdown Forest Special Protection Area (SPA) and Special Area Conservation (SAC) located approximately 16km to the north-east of the Site. The nearest non-statutory nature conservation designation is Colwood Lane Designated Road Verge, which is located approximately 0.85km north-west of the Site. All of the ecological designations in the surrounding area are physically well separated from the Site and are therefore unlikely to be adversely affected by the proposals.

In terms of habitats, the Site is dominated by species-poor modified grassland, with other habitats including Bracken, scrub, tall forbs, a pond, hedgerows and woodland edge. Habitats were largely assessed to be of low value, with features of ecological importance including hedgerows and the woodland edge.

Following detailed Phase 2 survey work, the Site has been recorded to support some foraging and commuting bats, Dormouse, reptiles including Slow-worm and Grass Snake, and a number of widespread bird species. Great Crested Newt was also recorded from a pond within the surrounds of the Site.

The results of the surveys have been used to design an ecologically informed masterplan that can avoid, retain, mitigate, compensate and enhance the Site for the ecologically sensitive and protected habitats and species present. Accordingly, the masterplan retains important ecological features including hedgerows (aside from small losses for road accesses) and woodland edge habitat and provides appropriate buffers to such features. Large areas of greenspace are

provided within the central part of the Site and around the site margins, particularly within the north, providing substantial opportunities for new habitat creation and enhancement of connectivity for wildlife across the Site. In particular, the scheme will strengthen existing woodland and hedgerow corridors along the western and northern boundaries of the Site. New areas of wildflower grassland will provide a resource for pollinators and habitat for a range of wildlife, whilst creation of wetland habitats as part of the drainage strategy will benefit amphibians and aquatic invertebrates. Additionally, a number of specific faunal enhancements are to be included within the scheme including integrated bat and bird boxes within new dwellings, creation of habitat piles to benefit species such as invertebrates, reptiles and amphibians. Together, these measures will provide enhancements for biodiversity and secure an overall biodiversity net gain (anticipated to be at least 30%).

- Ecological designations well separated from site and unlikely to be affected by the proposals
- Site is dominated by species-poor grassland of low ecological value
- The masterplan retains and buffers important ecological features including hedgerows and woodland edge
- Large areas of greenspace will provide for new habitat creation and enhancement of connectivity for wildlife across the Site
- An overall biodiversity net gain will be secured (anticipated to be in excess of 40% for habitats)



Flood Risk Map

Flood Risk

Considerations

The Site is situated in Flood Zone 1, indicating a low probability of river or sea flooding.

Certain areas of the Site are indicated by EA mapping to be at a high risk from surface water flooding, including in the northeast of the Site and in the far south adjacent to Cowfold Road. No built development is proposed within these areas.

While more surface water will be generated as a result of the development, it will be appropriately managed as described below and released at a low return period greenfield runoff rate. Surface water flood risk at the Site is presented in Figure FRD1.

Although baseline conditions indicate a moderate risk from groundwater flooding, the proposed site layout and surface water drainage strategy are expected to minimise this risk to a very low level.

Response

The Site has not been identified as being at risk from river or sea flooding and therefore no mitigation against this type of flooding is considered necessary.

It is noted that the Environment Agency state that regarding the available datasets for surface water flood risk, further assessment is likely to be needed to assess planned development.

It is acknowledged that the development of this Site will increase the amount of surface water runoff that is generated and therefore incorporated within the design of the proposed development will be a sustainable surface water drainage strategy, with the integrated use of SuDS.

As presented in Figures FRD2 - FRD4 within the FRA, proposed SuDS features have been located strategically across the Site in areas considered to be at the greatest risk from surface water flooding. These features have been designed

appropriately to provide the necessary storage required for the proposed development.

The proposed SuDS features will provide a betterment to the existing situation. In the east of the Site where the land slopes down toward The Street, the proposed SuDS features have been strategically located to intercept and store and then transport runoff away from this area to ultimate discharge locations in the south and northwest of the Site. Surface water will ultimately discharge at low return period greenfield runoff rates.

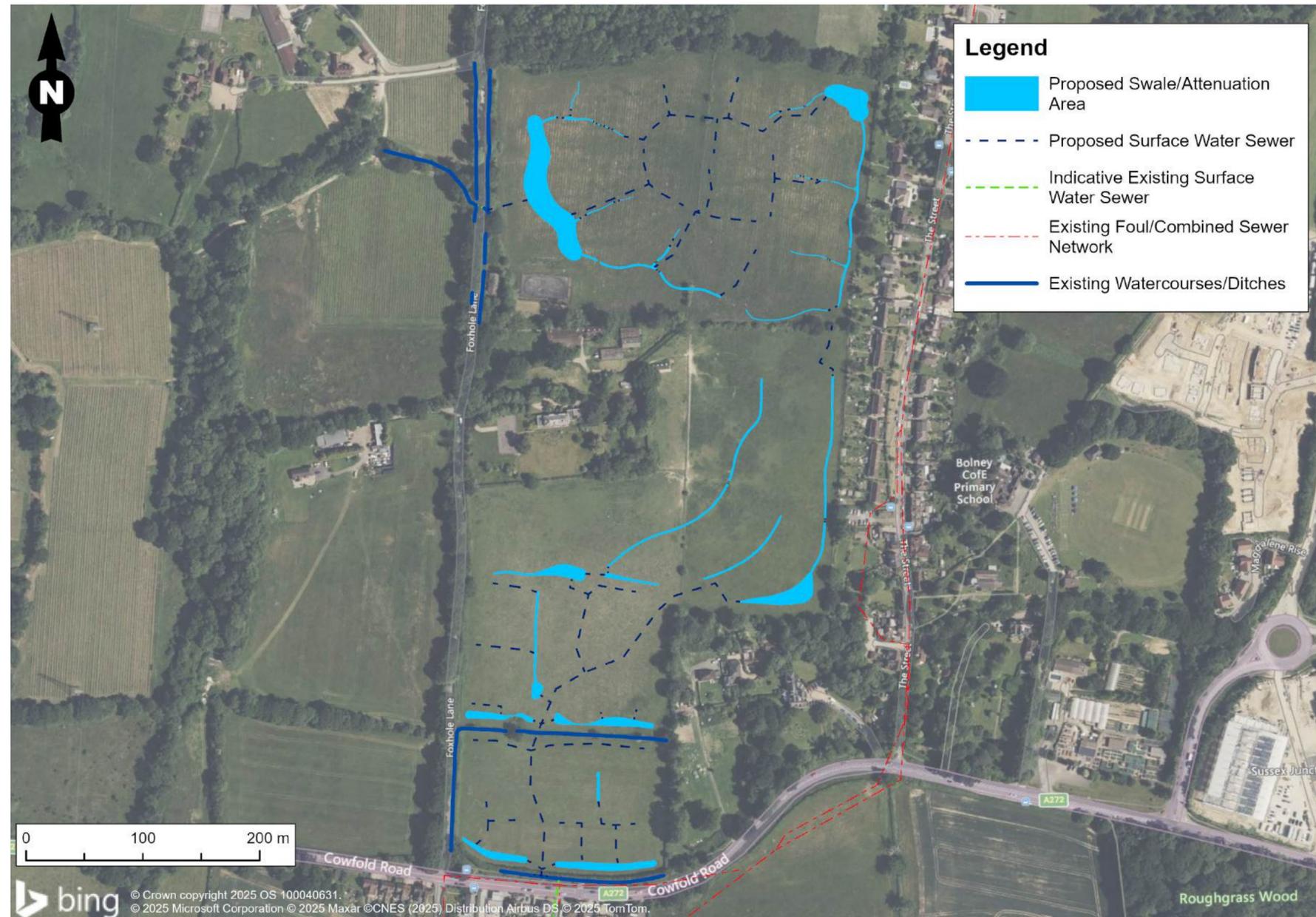
Within external areas of the Site any emerging groundwater, while considered to be very unlikely, will be managed by the proposed surface water drainage strategy. There is considered to be no groundwater flood risk to the proposed dwellings.

- Site is located in Environment Agency Flood Zone 1.
- Proposed SuDS features have been located strategically across the Site in areas considered to be at the greatest risk from surface water flooding.
- Surface water flood risk is considered to be managed by the proposed surface water drainage strategy and the strategy is considered to provide significant betterment to the present situation.

Utilities

Overhead Lines Strategy

Agreement in principle has been reached with UKPN to divert the existing overhead lines in the north of the Site.



Proposed Drainage Plan

Proposed Drainage Strategy

Considerations

Certain areas of the Site are indicated by EA mapping to be at a high risk from surface water flooding either as overland flow paths or as areas where surface water may collect and pond. Furthermore, without mitigation the increase in impermeable areas due to the development will result in an increased surface water discharge at the Site.

Response

The proposed surface water drainage strategy for the Site has been developed and informed by the existing site constraints and hydrological catchments. Separate drainage strategies for the northern and southern developments have been developed and are presented in Figures FRD2 – FRD4 within the FRA.

In the northern development parcel, a connecting network of swales, surface water attenuation areas, and gravity driven surface water sewers where necessary, have been strategically located adjacent to the proposed areas of development, to be directed toward the west into an existing watercourse that is culverted beneath Foxhole Lane.

In the southern development parcel and across the central areas of the Site where

the proposed access road is located, a separate network of swales, surface water attenuation areas, and gravity driven surface water sewers where necessary, have been strategically located adjacent to the proposed areas of development and the proposed access road, to be directed into the existing east to west ditch running adjacent to Cowfold Road in the south of the Site. The existing ditch is then culverted under Cowfold Road and emerges as an open channel south of the road and associated dwellings.

The surface water drainage strategy will capture all runoff generated at the Site, and in the east will divert surface water runoff away from the back gardens of the properties at The Street, therefore providing a betterment to the present situation whereby standing water can be considered a nuisance after heavy rain.

The surface water drainage strategy has been carefully developed to address the proposed landscape and visual requirements, identified during the baseline analysis for the development.

The proposed SuDS features have been strategically located across the development, with the view to creating blue/green water and wildlife corridors permeating through the Site to provide the necessary management

of water quantity and quality whilst also providing an enhancement to the natural environment and as such can be considered to contribute towards Biodiversity Net Gain (BNG) requirements.

The proposed SuDS will deliver long term mitigation by attenuating and treating the development-generated surface water runoff and will ultimately discharge at low return period greenfield runoff rates to existing watercourses/ditches within the boundaries of the Site.

The drainage is designed in accordance with the Lead Local Flood Authority (LLFA) requirements.

Regarding the proposed foul drainage strategy, Southern Water have confirmed capacity in the existing foul sewerage system for the proposed development. The foul flows from the proposed development will be directed into an existing foul sewer located in the grass verge adjacent to Cowfold Road to the south of the Site. The sewer then flows in a southerly direction along Bolney Chapel Road. It is noted that no foul flows from the proposed development are proposed to be directed into the existing sewer system in The Street.

- The proposed SuDS/surface water drainage strategy for the Site has considered existing site constraints and hydrological catchments.
- The strategy will capture all runoff generated at the Site and will divert runoff away from properties at The Street providing significant betterment to the present situation.
- Proposed SuDS features will provide necessary management of water quantity and quality and will enhance the natural environment.
- The strategy will deliver long term mitigation of surface water at the Site.
- Southern Water have confirmed capacity for the proposed development in the existing foul sewerage system.

03. Design Proposals



Design Development

Context and Early Development

Wates Developments have been promoting the Site and developing their proposals for this Site in tandem with the emergence of the draft Regulation 18 and Regulation 19 Local Plans, the latter submitted for examination in July 2024.

Allocation (DPA14) in the current Reg 19 Plan, consolidates the provision of 200 homes on one site at Land at Foxhole Farm. Alongside the provision of much needed local housing, the allocation also includes: substantial public open space; new pedestrian links to the village and surrounding area; community allotments; land for educational use; and a community facility.

To ensure the latter is deliverable, Wates have partnered with local charity Kangaroos, to develop a purpose-designed community building, which also includes associated external play/activity space that is vital to the work they do with their members.

Design Evolution: Stakeholder Engagement

The proposed masterplan has been developed via engagement with key stakeholders throughout the design process, including the District and Parish Councils, local residents (via an online public consultation) and relevant statutory utilities providers, and with West Sussex County Council acting as Highways and Lead Local Flood Authorities.

As is reflected in the requirements of Policy DPA14, and driven by a detailed analysis of the site context, landscape character and heritage constraints, early designs were developed around the concept of 2 distinct 'cores' (or development parcels), separated by an expanse of countryside open space (Fig. 1). This early layout shows one of the initial locations considered for the community building on the northern edge of the southern parcel.

As the Regulation 19 draft Local Plan emerged, the proposals began to be developed in more detail (Fig. 2). Most notably, development was pulled away from the southern edge of the Site to create a larger buffer to Cowfold Road and the south-western side of the northern parcel evolved to create a softer transition to the countryside edge.



Fig. 1: Early iteration of masterplan promoting Land at Foxhole Farm

The proposals continued to develop towards a pre-application submission (Fig. 3) with the introduction of infrastructure elements (such as SuDS features and play areas). The design of the community building was worked up in more detail,



Fig. 2: Reg 19 development of masterplan

following input from the charity partner, Kangaroos, and relocated to be close to the pedestrian link to The Street (in the north-east of the Site) and serve as a landmark building at the entrance to the northern development parcel.

Design Evolution: Pre-Application

Following a pre-application meeting with Mid Sussex District Council, the design was further developed to address officers' comments and refine the final design (Fig. 4). As illustrated by the side-by-side comparison of the adjacent plans, the main changes to the layout following pre-app were as follows:

1. Softening of the bends in the main access road (southern parcel and countryside open space) to provide a more direct and legible route through the Site, closer aligned to desire lines linking the southern parcel and pedestrian connections to The Street.
2. The introduction of a green arrival space at the north-eastern pedestrian link to The Street.
3. Amendments to western edge of northern parcel to enhance building frontages and improve natural surveillance.
4. Enhancements to green buffer along eastern edge of the Site to improve separation whilst maintaining natural surveillance to countryside open space.
5. Improvements to southern pedestrian link to The Street by closer aligning this with potential desire lines and marking with a feature tree to enhance legibility.
6. Reconfiguration of north-west corner to improve permeability and provide new pedestrian connection through to Bolney Wine Estate via Foxhole Lane.



Fig. 3: Masterplan presented at pre-app



Fig. 4: Proposed masterplan

Land Use, Height and Density

Land Use/Budget

The adjacent plan indicates the split of uses on the Site, illustrating how the development is comprised of 2 separate parcels.

Building Heights

In keeping with the prevailing building heights in the local area, proposed houses and apartment blocks will be to 2-storeys in height.

The community hub building will be single-storey, primarily to ensure full accessibility for users, a number of which will have mobility issues. This also reduces the visual impact of the building and is in keeping with the agricultural aesthetic it references.

Density

The proposed development comprises a base, medium level of density of up to 30 dwellings per hectare (dph), whilst the outer edges of the northern parcel, which act as a transition to the more rural surroundings to the north, are of a lower density (up to 20dph). The positioning of apartment 'villa' blocks along the southern edge represent an increased density of up to 65dph. As set out in the Planning Statement, the blended, net density is circa 29dph.



Land Budget Plan

- Residential (Use Class C3)
- Community hub (Use Class F1)
- Green infrastructure
- Access road



Building Heights Plan

- Residential (Up to 2.5 storeys)
- Residential (Up to 2 storeys)
- Community hub (Up to 1 storey)



Development Density Plan

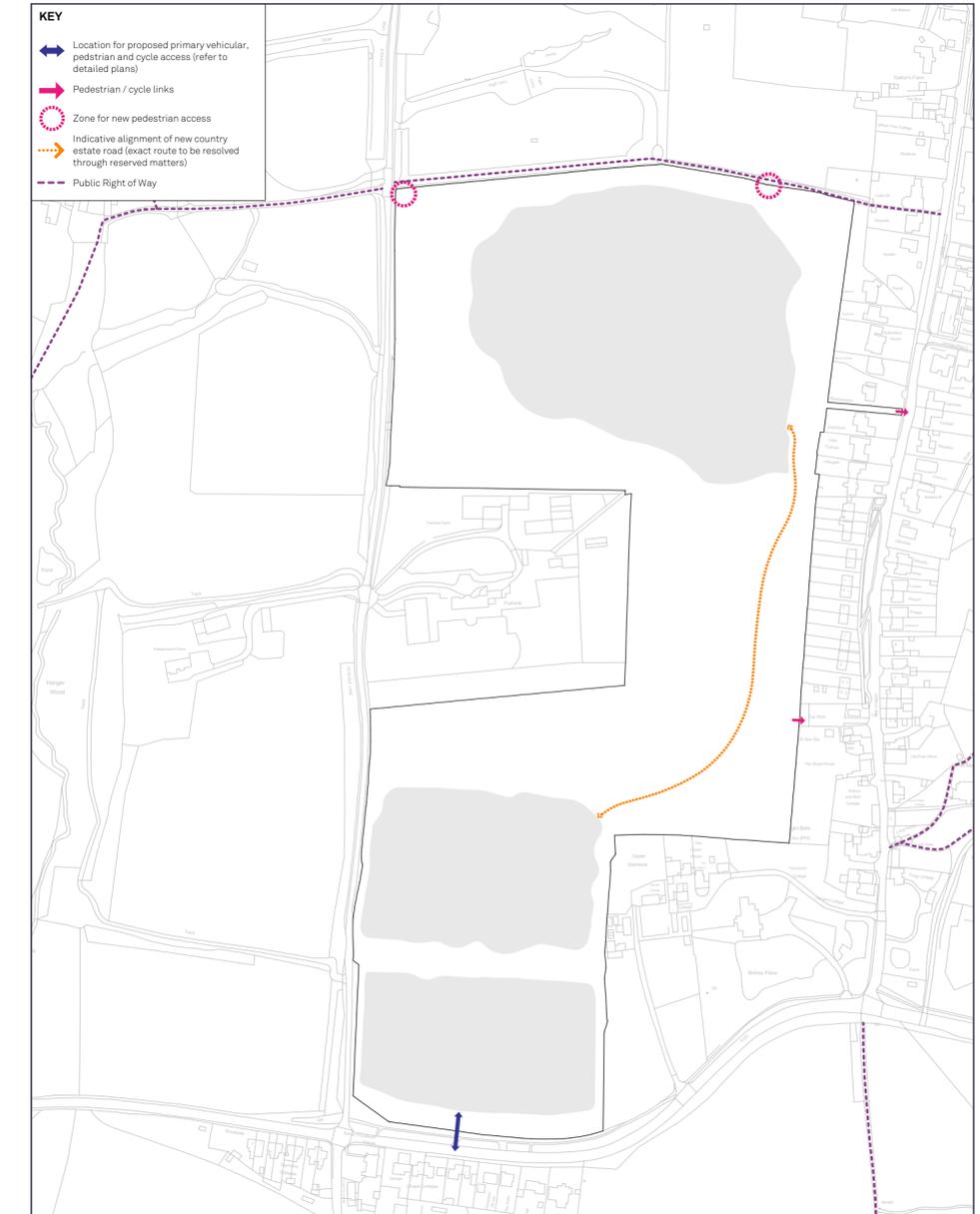
- Community hub (N/A)
- Residential (density up to 20dph)
- Residential (density up to 30dph)
- Residential (density up to 65dph)

Access and Movement

The adjacent parameter plan indicates the key access principles associated with access and movement to/from and within the Site.

The new access to the Site from Cowfold Road has been designed in full (refer to accompanying Transport Assessment).

Links will be provided from the northern parcel and countryside open space to The Street (along the eastern boundary) and to the existing PRoW (to the north).



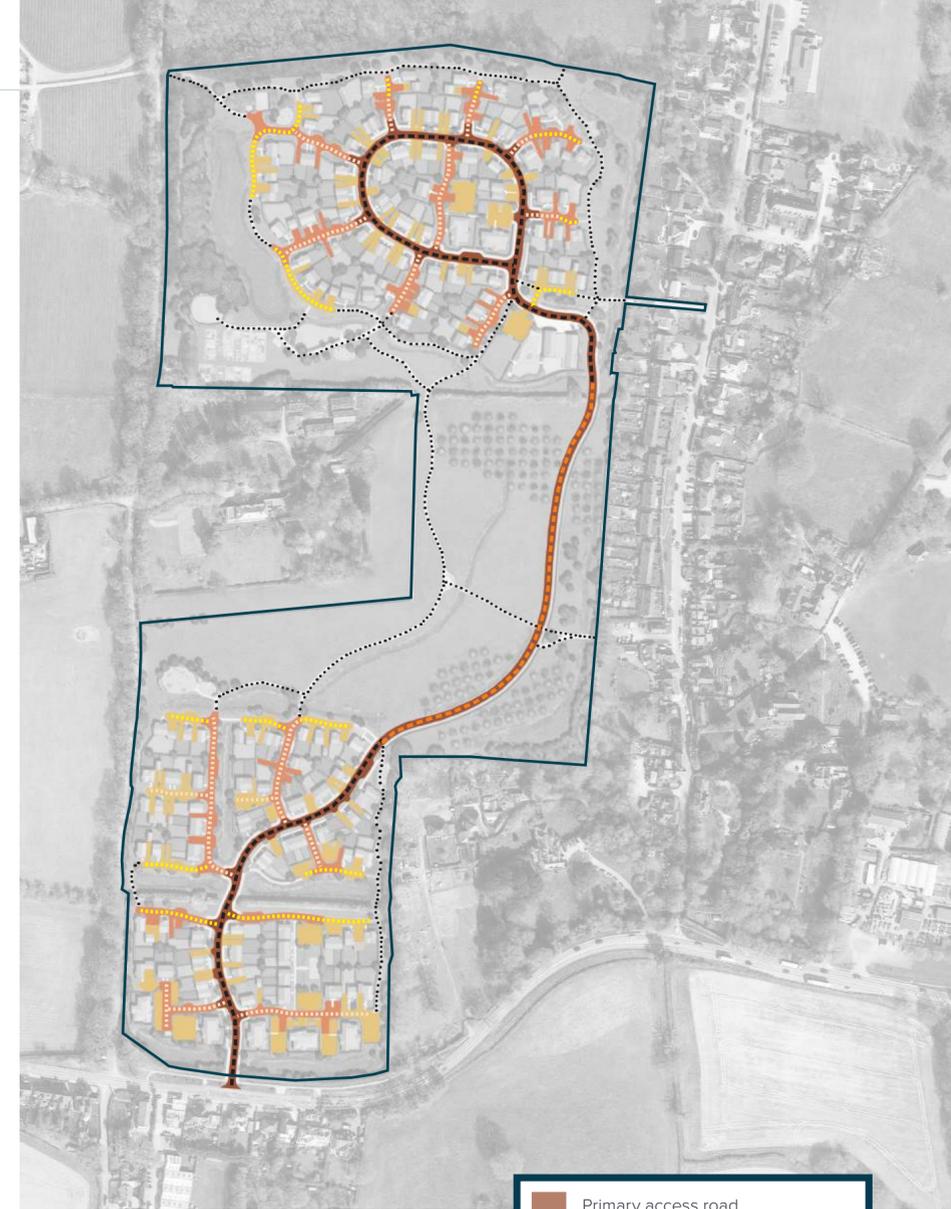
Access and Movement Parameter Plan

Road Hierarchy

The road hierarchy is designed to be simple and legible. The access from Cowfold Road to the south forms the primary street, which transitions into a country estate road as it passes through the central countryside open space.

Secondary streets spur off the primary street to form rural lanes or mews type arrangements. These terminate in private drives to provide connections to dwellings along the development edge.

Pedestrian and cycle paths allow circulation between parcels and connect the proposed development to The Street and the existing PRoW to the north.



Road Hierarchy Plan

- Primary access road
- Secondary streets
- Private driveways & parking courts
- Footpaths & cycleways

Street Typologies

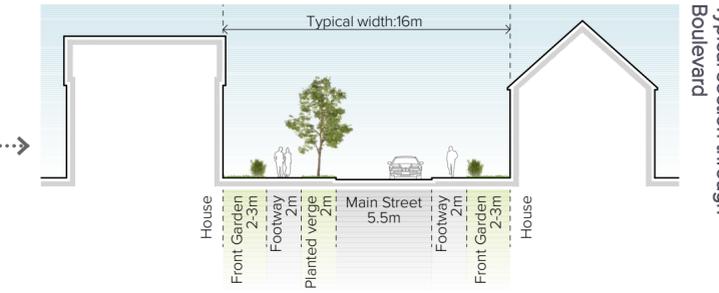
In addition to the hierarchy of roads, streets can be categorised into the following typologies, depending on their location and arrangement:

- Boulevard (main access road)
- Mews Street (minor access way)
- Rural Lane (development edge)
- Country Estate Road

The location of these street typologies is denoted on the opposite plan. The adjacent images illustrate their proposed character, whilst the indicative street sections outline the suggested typical size and relationship of buildings, roads, pavements and verges in each typology.

Boulevard (Main Access Road)

The primary access road is lined on one side with a generous verge and native tree planting, creating a pleasant, leafy feel to the principal routes through the development.



Typical section through Boulevard

Mews Street (Minor Access Way)

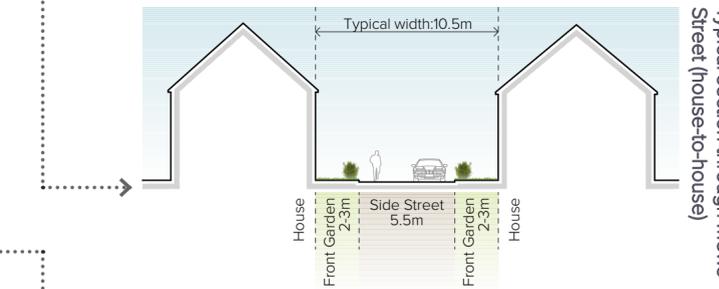
Secondary access roads that are in more constrained locations are conceived as mews-type roads with shared surfaces and enclosed more tightly by buildings and boundary treatments.



Typical section through Street (house-to-garden)

Rural Lane (Development Edge)

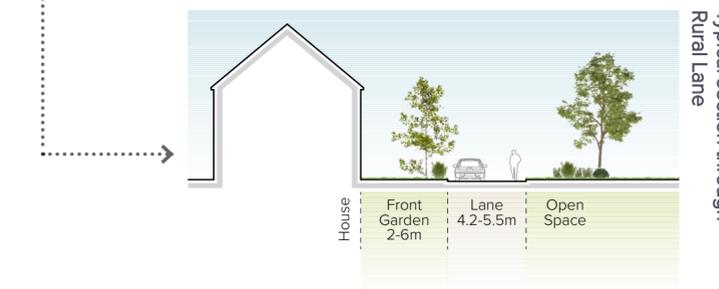
Secondary roads and private drives towards the edges of the development are presented as informal shared surface lanes, creating a softer transition to the rural edges of the Site.



Typical section through Street (house-to-house)

Country Estate Road

The principal road transitions to a notional parkland estate road where it passes through the countryside open space. It will be defined by a change in surface treatment and will have a footway on one side and be free from suburban paraphernalia.



Typical section through Rural Lane

Landscape Strategy

Landscape Approach

As outlined in the landscape section earlier in this document, a thorough Landscape and Visual review of the Site has been carried out and thus the proposed development has been designed with a landscape-led approach. By assessing the existing site features, and landscape and visual context, the optimum location and layout of development parcels was determined, and later tested and refined throughout the design process. The primary landscape strategy principles are as follows:

1. Southern parcel - This parcel is located on the lower slopes, tucked within existing vegetation and adjacent to existing built form. This ensures that landscape and visual effects are limited, including no impact on views from St Mary Magdalene's Church.
2. Central elevated ground – To limit landscape and visual effects on the wider landscape, built form has been exempt from this higher ground east of Foxhole Farm (field F3). Instead, a large area of countryside open space has been proposed. This would connect the two development parcels north and south, as well as be directly connected to the existing settlement. Therefore,

both new and existing residents can enjoy the open space along with views from the elevated ground towards the church and South Downs.

3. Northern parcel – Built form has been proposed within the lower ground in the northern extent of the Site as landscape and visual effects would be largely contained by the well-established vegetation, raise in landform to the south and existing settlement of Bolney. The layout also responds to existing settlement pattern of Bolney Common. The edges of the parcel are of lower density to create a softer transition to the semi-rural context and are offset from existing properties on The Street with a generous landscape buffer (50m to 65m wide).
4. Wherever possible existing vegetation along the Site's boundaries and within the Site would be retained, and reinforced where necessary, to help limit and contain landscape and visual effects.
5. Woodland and tree planting is proposed along the western edge of the Site to retain the rural character of Foxhole Lane.



6. Tree planting is strategically proposed to the north and east of the northern parcel to filter views of proposed dwellings for users of footpath 44Bo and residents along The Street.
7. New pedestrian and cycle connections are provided to The Street and the existing PRoW to the north of the Site, increasing permeability and accessibility for existing residents to the new facilities proposed on site.

Open Space Strategy

In addition to the Landscape Strategy an open space review and design process has been carried out to ensure that the proposed development adheres to the various open space requirements for this Site.

Draft Site Allocation - DPA14: Land at Foxhole Farm, Bolney Open Space Requirements

Draft allocation DPA 14 sets out what open space provision is expected on site and what financial contributions are expected for offsite provision. The following plan demonstrates how the onsite requirements would be fulfilled.

Mid Sussex Open Space, Sport and Recreational Facility Requirements.

In addition to the site allocation requirements, the proposed development would also need to adhere to the general open space requirements set out for Mid Sussex. The following plan demonstrates how these requirements would also be fulfilled and also illustrates any cross over with the draft allocation requirements.



1. Landscape buffers; 2. LAP and residential frontage; 3. Community orchards; 4. Recreational footpaths



Green Infrastructure

The concept for the masterplan - a pair of separate nucleated cores set within a new generous parkland setting - allows the green infrastructure to become a positive landscape connection between the two development parcels, and to the existing settlement.

This infrastructure includes a variety benefits, for new and existing residents alike, including: 9.28ha of public green open space, encompassing: community allotments and orchards, habitat areas, new woodland creation, sustainable drainage and biodiversity improvements, as well as land for educational use and a new community hub.



Interlinked green spaces within Bolney



Green Infrastructure Parameter Plan



LVIA Montage Viewpoint 3 (View from Foxhole Lane towards western edge of northern parcel) - Year 1



LVIA Montage Viewpoint 4 (View from existing PRoW to north of Site) - Year 1



LVIA Montage Viewpoint 5 (View from The Street looking along pedestrian/cycle connection to northern parcel) - Year 1