



SUSTAINABILITY AND ENERGY ASSESSMENT

LAND AT SCAMPS HILL, LINDFIELD



1 INTRODUCTION

1.1 Scope of the Statement

1.1.1 This Sustainability Statement has been prepared in support of an outline planning application made by Gladman Developments Ltd (Gladman) for development of land off Scamps Hill, Lindfield. The description of development is as follows:

“The erection of up to 90 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point. All matters reserved except for means of access.”

1.1.2 Although this application is made in outline and the more finer details such as design, materials and construction are to be resolved through subsequent reserved matters applications, this statement demonstrates the sustainability of the proposal.

1.1.3 All development should respond to the objectives of sustainable development and reflect the need to safeguard and improve the quality of life for residents, conserve resources such as energy, reduce/minimise waste, and protect and enhance the environment. The Council’s validation list requires applications to include a Sustainability and Energy Assessment to include details to demonstrate how the proposal will be efficient in its use of energy, water and drainage, and to demonstrate compliance with Policy DP39 of the Mid Sussex District Plan.

1.1.4 This statement will provide details on the application’s approach to sustainability under the following headings:

- Minimise Energy Consumption through Sustainable Design
- Ecology and Landscape

- Water
- Sustainable Design, Good Environmental Practices and Materials
- Minimising of energy consumption and maximising renewable energy supply
- Provision of greenspace and SUDs
- Landscape character
- Sustainable location for development

2 APPRAISAL

2.1 Ecology and Landscape

2.1.1 An Ecological Appraisal has been prepared as well as an Arboricultural Assessment, a Landscape and Visual Appraisal and a Design and Access Statement (DAS). All these documents were produced by FPCR and the LVA demonstrates that the site's landscape character has the ability to absorb change through a thoughtful landscape-led residential development, incorporating additional landscape planting along the western boundaries.

2.1.2 The proposed scheme will deliver 4.13 hectares of green infrastructure and has the potential to provide opportunities to enhance the ecological value of the site through the retention of existing hedgerows and the incorporation of additional planting of native trees within the public open space as well as along urban streets.

2.2 Water

2.2.1 The outline planning application is accompanied by a Flood Risk Assessment which has been produced by Lees Roxburgh.

2.2.2 In summary, the development drainage proposal at this outline stage comprises a SuDS drainage scheme to manage excess runoff from the development, comprising a detention basin located to the north of the site. The detention basin has been designed to maintain runoff at pre-development rates. The FRA proposes the development be contained outside of the mapped extent of surface water flood risk and this will inherently address any perceived risk directly associated with Scrase Stream. Overall, the FRA demonstrates that the proposed development would be operated with minimal risk from flooding and would not increase flood risk elsewhere.

2.2.3 The subsequent developer will take into consideration technologies such as water efficient taps, water efficient toilets and low output showers to ensure dwellings achieve less than 110 litres per person per day as per Building Regulations and in line with Policy DP42: Water Infrastructure and the Water Environment of the Mid Sussex District Plan.

2.3 Sustainable design, good environment practices and materials

2.3.1 The DAS demonstrates that sustainable, landscape-led design is at the heart of the application with appreciation to the local context, character, vernacular and setting. Specifics in building materials is a matter for the subsequent reserved matters application, however, conditions may be placed by the local authority to ensure good environmental and design practices upon the granting of permission.

2.4 Minimising of energy consumption and maximising renewable energy supply

2.4.1 A Construction Management Plan will be submitted during the reserved matters stage of the application process which will detail how the development and building specifications will ensure the minimisation of energy consumption. Many different renewable energy technologies will be considered by the subsequent reserved matters applicant to ensure the development's energy is sustainably sourced.

2.5 Provision of green infrastructure and SuDS

2.5.1 The proposed drainage scheme involves a detention basin located to the north of the site that will store and release any excess runoff from the development. The submitted FRA concludes that the drainage proposals can be delivered in accordance with the NPPF and will not increase the risk of flooding to the surrounding area.

2.5.2 In summary, the development drainage proposal at this outline stage comprises a SuDS drainage scheme to manage excess runoff from the development, comprising a detention basin located to the north of the site.

2.5.3 A network of green infrastructure (GI) is proposed throughout the site. The GI has been designed to deliver high-quality green spaces that are multi-functional in their design and management. This includes spaces for recreation such as the Local Equipped Area of Play (LEAP). There will be areas of new species-rich planting as well as planting of native tree species in order to deliver ecological benefits. The GI has also been designed to encourage health and well-being. This is achieved by incorporating recreational routes that link in with the existing Public Right of Way (PRoW) network.

2.6 Landscape character

2.6.1 To understand the potential impact of the proposal on the landscape character setting a Landscape and Visual Appraisal (LVA), prepared by FPCR, has been submitted as part of the application. The LVA concludes that the site's landscape character has the ability to absorb change through the introduction of landscape-led residential development and the establishment of the proposed mitigation measures, including additional landscape planting along the western boundary. Overall, it is considered that effects resulting from the proposed development will not give rise to unacceptable landscape and visual harm.

2.7 Sustainable location for development

2.7.1 The site is extremely well located on the edge of Lindfield within close proximity and easy walking distance to the town centre and its associated amenities and facilities, including , but not limited to a primary and secondary schools, shops, a supermarket, leisure centre. Figure 5.1 of the Transport Assessment, submitted as part of the application, sets out the walking distance

from the centre of the site to several of the key local amenities, all of which are significantly closer than the 'preferred maximum' walking distance.

- 2.7.2 As well as being located within safe walking distance of the town's amenities, there is a good level of public transport within walking distance of the site. The nearest bus stops to the site are located on Gravelye Lane, Southbound being 240 meters to the south of the site, and northbound 250 meters. There are four bus services that operate from the bus stop that provide regular services to destinations including Haywards Heath, Uckfield, Crawley and Burgess Hill.
- 2.7.3 Haywards Heath Railway Station is located circa 2.9 km from the proposed site access and is therefore an 11-minute cycle from the site. The station has 312 cycle spaces. Alternatively, the bus Service Nos 31/31A/31B offer travel to bus stops in close proximity to the station, such as Sainsburys or Perrymont Road, in about 12-17 minutes. The station is served by ten services per hour northbound to destinations including London Victoria, London Bridge & St Pancras International, and Cambridge, and ten services an hour southbound to destinations including Brighton, Eastbourne and Littlehampton.
- 2.7.4 Given the extensive opportunities available, there is a real opportunity for a modal shift away from the use of private vehicles and towards sustainable modes of transport.

3 CONCLUSION

3.1 Conclusion

- 3.1.1 Although the application is only for outline planning permission, the development proposal is well evidenced to be sustainable, suitable, accessible, and deliverable. When the application is read as a whole, through this statement and the numerous other submitted reports, it is clear that the proposal is in a highly sustainable location. Key local services and facilities can all be accessed via active and sustainable modes of transport which will assist in the reduction of private car dependency and the associated impacts on air pollution.
- 3.1.2 Overall, this report has provided details of sustainable design, construction and other measures that could be incorporated into the development proposals on land off Scamps Hill, Lindfield to reduce energy, water and materials to address climate change.



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