

LAND EAST OF HAYES LANE  
**Slinfold**

DESIGN & ACCESS STATEMENT  
NOVEMBER 2025

**tilco**  
THE INCIDENTAL LAND COMPANY

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**THE INCIDENTAL LAND COMPANY**

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# Foreword.

The Incidental Land Company's outline planning application for Land east of Hayes Lane, Slinfold proposes the development of 38 high quality new homes. The new homes will be supported by new areas of public open space, totalling approximately 2 hectares. The open space will be for the benefit of existing and new residents alike, and include new and retained walking routes providing links to the Downs Link bridleway, as well as a series of natural play areas, an attractively landscaped Sustainable Drainage System basin, areas of new tree planting and wildflower meadows, and space for informal recreation.

This Design and Access Statement provides a review of the Site and its context to ensure an appropriate design response. The access into the Site, and the layout are applied for in full. A Planning Layout has been prepared, which details the distribution of the new homes, how they relate to the internal street network and the proposed access arrangement from Hayes Lane.

Whilst design elements such as landscaping and external appearance are to be determined as part of a future Reserved Matters application, the general principles which should be followed have been set out within this Design and Access Statement.

## CHAPTER ONE: INTRODUCTION

An introduction to the Design and Access Statement and the vision for Land at Hayes Lane, Slinfold.



## CHAPTER TWO: PLANNING POLICY

An overview of the National and Local Planning Policy Context and other considerations.



## CHAPTER THREE: LOCATION

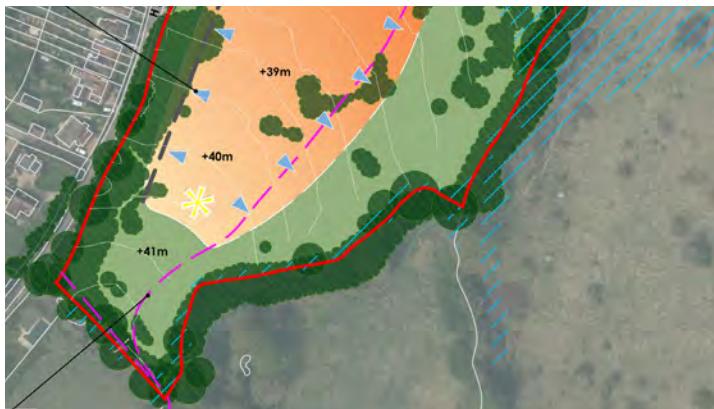
An analysis of the Site location, including its landscape context, access and its relationship with local infrastructure. Includes a local character review.



## CHAPTER FOUR: TECHNICAL SUMMARIES

An in-depth analysis of the technical aspects of the Site, including topography, ecology, drainage, noise and arboriculture.





## CHAPTER FIVE: MASTERPLAN EVOLUTION & INVOLVEMENT

An insight into the strategic design vision and overall masterplanning principles for Hayes Lane, Slinfole.



## CHAPTER SIX: MASTERPLAN PROPOSALS

A detailed description of the Development Framework Plan, Character Areas and Access proposals.



## CHAPTER SEVEN: GREEN INFRASTRUCTURE & BIODIVERSITY

A detailed explanation of the green infrastructure and landscape proposals.



## CHAPTER EIGHT: CONCLUSION

This chapter summarises the masterplan and design proposals applied, and assesses the proposals against the Building for a Healthy Life criteria.

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# 1.

## INTRODUCTION.

This opening chapter introduces the Site and explains the role of a Design and Access Statement as part of the planning process. It also sets out the Vision for the proposed new neighbourhood at Land east of Hayes Lane, Slinfold as an integrated and sustainable new place.





## 1.1 BACKGROUND

This Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of The Incidental Land Company to accompany an Outline Planning Application, with all matters reserved except for means of access and layout, for 38 dwellings (Use class C3), including 13 affordable homes, informal open space, landscaping and associated infrastructure. Proposed vehicular and pedestrian access will be taken from Hayes Lane.

This document describes how the proposed vision and masterplan represent a well-designed response to the Site's context in planning for a sustainable new neighbourhood.

The DAS should be read alongside the following suite of key documents and plans which comprise the Outline Planning Application:

- Application Site Location Plan
- Planning Statement
- Air Quality Assessment
- Flood Risk Assessment and Drainage Strategy
- Transport Statement
- Arboricultural Impact Assessment/Tree Survey
- Water Neutrality Statement
- Landscape and Visual Impact Assessment
- BNG Report and Statutory Metric
- Preliminary Ecology Appraisal
- Accommodation Schedule
- Local Plan
- Block Plan
- Opportunities and Influences Plan
- Planning Layout
- Public Rights of Way Plans
- Site Access Plans
- Illustrative Landscape MAsterplan
- Topographical Survey



## 1.2 PLANNING HISTORY

An Outline Planning Application (DC/15/0591) was submitted to Horsham District Council in March 2015 by Taylor Wimpey Strategic South Eastern (TW), and was subsequently refused later that year. Whilst this application is submitted independently of TW's previous application, it is intended that the reasons for refusal will be addressed where reasonably practicable to ensure that the application represents a scheme which has taken on board the previous consultee feedback.

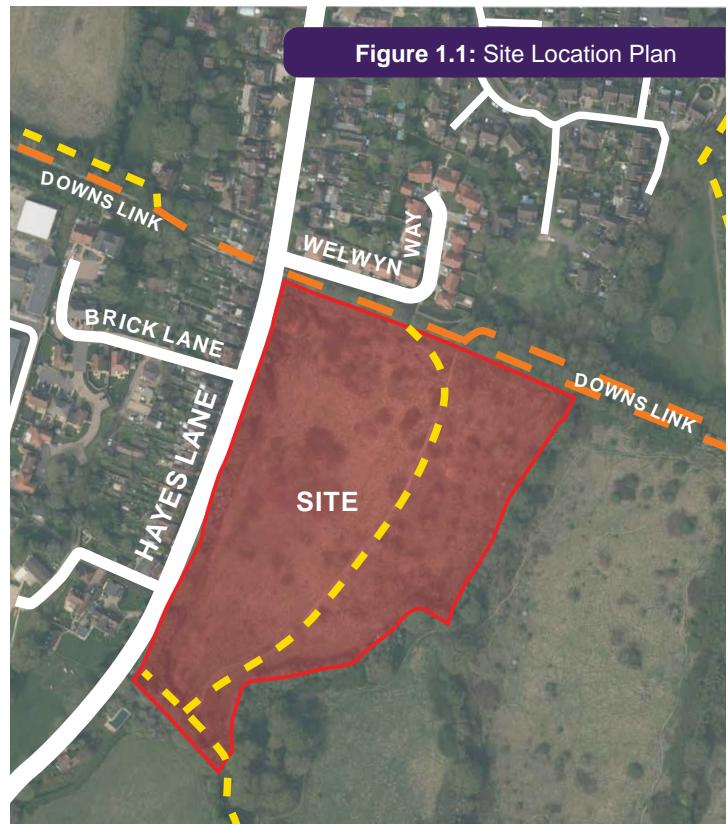


Figure 1.1: Site Location Plan



- Site Boundary
- Existing vegetation retained
- Proposed Pedestrian Connections
- Sustrans Route 223
- Proposed housing area: 2.00ha / 4.94acre
- Proposed tree planting
- Downs Link Bridleway and Long Distance Route
- Existing Public Footpath



### 1.3 THE VISION

Land east of Hayes Lane, Slinfold will:

- Deliver a sensitively designed residential community that **integrates and complements the existing character and of Slinfold**;
- Propose a **suitable mix of high-quality new homes** that fit seamlessly into the surroundings;
- **Respond positively to the prevailing character of Hayes Lane**, through the inclusion of a **linear form of development** mirroring the existing homes;
- Deliver **appropriately scaled new homes**, with no house exceeding 2.5 storeys in height;
- **Retain the majority of the existing vegetation** across the Site, **especially the mature trees** which are located along the Site's boundary with Hayes Lane;
- **Include an appropriate buffer to the Downs Link** which runs along the Site's northern boundary, **whilst also improving access to it** through the inclusion of new and improved recreational routes and/or public rights of way through the Site;
- Create an **attractive area of public open space** which can be enjoyed by people of all ages and abilities; and
- Seek to **conserve and enhance biodiversity** through **protecting existing habitat** and creating new ones within the Site.



# 2.

## PLANNING POLICY.

A detailed assessment of the planning policy framework is set out in the Planning Statement. This section focuses on the national and local planning policies most relevant to the design and access proposals for the development.





## 2.1 NATIONAL PLANNING POLICY CONTEXT

### National Planning Policy Framework (NPPF)

At the national level the relevant policy guidance is set out in the NPPF (December 2024). The NPPF sets out a presumption in favour of sustainable development and is a material consideration in the making of planning decisions, setting out the parameters by which planning applications are to be assessed in relation to:

- The presumption in favour of sustainable development
- Decision making
- Delivering a sufficient supply of homes
- Promoting healthy and safe communities
- Promoting sustainable transport
- Making effective use of land
- Achieving well-designed places
- Conserving and enhancing the natural environment

The NPPF recognises the important contribution small and medium sized sites can make to the supply of new housing in an area (Paragraph 73), particularly as they can be built out relatively quickly.

The NPPF sets out a strong emphasis on delivering a sufficient supply of homes, including affordable (Paragraph 61). Local Planning Authorities should meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community.

Paragraph 131 of the NPPF states that "Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Paragraph 135 provides a set of design criteria which new development should seek to achieve:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

### Building for a Healthy Life (BHL)

'A Design Toolkit for neighbourhoods, streets, homes and public spaces'

BHL is one of the most widely used design tools in England for creating places that are better for people and nature. It was written in partnership with Homes England, NHS England and NHS Improvement and is structured to set clear expectations for new developments.

By following BHL, a critical aspect of the proposals for the Site is to design for active travel and access to green space. The ability to be able to walk and cycle within the new neighbourhood and further afield to essential services and work is key to minimise traffic and mitigating climate change. Equally, and as BHL sets out, the COVID-19 pandemic has reinforced the importance of designing for active travel. This is in recognition that design choices that help people feel disposed to walk or ride a bicycle in their neighbourhood are critical to supporting a sense of well-being from outdoor exercise.

The development of the Site will also respond positively to climate change. The principles embedded in BHL as a whole creates the basis for a sustainable development, including in relation to designing for active travel, maximising access to green space, working with the existing landscape and securing biodiversity enhancements.

## National Planning Practice Guidance

The Planning Practice Guidance (PPG) explains how the NPPF policy should be implemented. Paragraph 001 (ID: 26-001-20191001) of the PPG provides further information on design in the planning process. It states:

“...development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

## National Design Guidance

In October 2019, the Ministry of Housing, Communities and Local Government (MHCLG) published the National Design Guide (NDG). The NDG has been put in place to advise local authorities and their officers when assessing planning applications, councillors when making planning decisions, applicants and their design teams when preparing a planning application and local communities and their representatives.

Whilst it seeks to inform development proposals and guide the assessment of them, it also supports paragraph 139 of the NPPF which states “development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.”

Part 2 of the NDG sets out the ten characteristics which help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.



National Design Guide's Ten Characteristics of a Well-Designed Place

## 2.2 LOCAL PLANNING POLICY CONTEXT

### Adopted Local Plan – Horsham District Planning Framework (excluding South Downs National Park) (Nov 2015)

The Site lies within the administrative boundary of Horsham District Council (HDC). At the time of preparing this DAS, HDC's current Local Plan is called the Horsham District Planning Framework (HDPF), and was adopted in November 2015.

The key policies listed within the HDPF, and that are of relevance to this DAS, are as follows:

**Policy 1: Sustainable Development**

**Policy 3: Development Hierarchy**

**Policy 4: Settlement Expansion**

**Policy 15: Housing Provision**

**Policy 16: Meeting Local Housing Needs**

**Policy 24: Environmental Protection**

**Policy 25: The Natural Environment and Landscape Character**

**Policy 26: Countryside Protection**

**Policy 31: Green Infrastructure and Biodiversity**

**Policy 32: The Quality of New Development**

**Policy 33: Development Principles**

**Policy 34: Cultural and Heritage Assets**

**Policy 35: Climate Change**

**Policy 36: Appropriate Energy Use**

**Policy 37: Sustainable Construction**

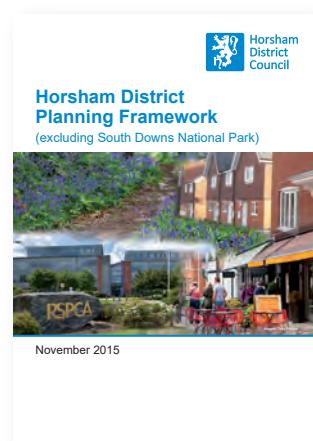
**Policy 38: Flooding**

**Policy 39: Infrastructure Provision**

**Policy 40: Sustainable Transport**

**Policy 41: Parking**

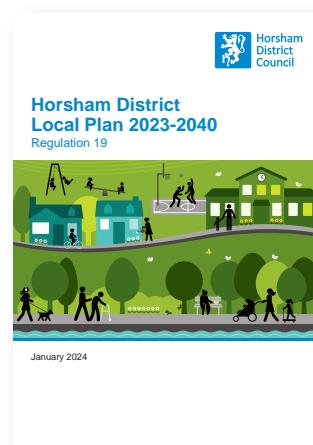
**Policy 42: Inclusive Communities**



*Adopted Local Plan – Horsham District Planning Framework (excluding South Downs National Park) (Nov 2015)*

### Emerging Local Plan – Horsham District Local Plan 2023 - 2040

HDC are currently preparing a new Local Plan, which was formally submitted to the Planning Inspectorate on 26th July 2024. In April 2025, an Initial Findings Letter was published by the examining Inspector which advised the Council to withdraw the plan. Horsham District Council is currently considering its options, but until this document is adopted, the aforementioned HDPF continues to be the adopted policy document which is used to determine and guide development in the area.



*Horsham District Local Plan 2023 - 2040*

## Slinfold Neighbourhood Plan – June 2018

In July 2018, the Slinfold Neighbourhood Plan to 2031 (SNP2031) successfully passed referendum, with 32% turnout seeing 83% of the votes cast agreeing that the SNP2031 be used by HDC for the determination of planning applications in the Parish of Slinfold.

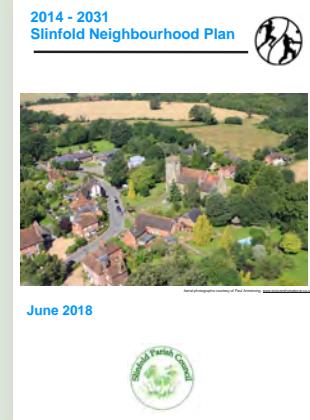
Following this, in September 2018, HDC resolved at Full Council that the SNP2031 should be 'made' and become part of the Development Plan for HDC.

Policy 7: East of Hayes Lane is allocated the Site for residential development under the site allocation PDS8. Paragraph 5.26 sets out how although the previous application (DC/15/0591) was refused, the principle of development of the Site was established and supported by HDC.

Policy 7 sets out some criteria that should be met for development of the Site to be supported, summarised as follows:

- Positively respond to the prevailing character of the surrounding area;
- Maximum of 2.5 storeys in height to reflect local vernacular;
- Retention of mature trees and hedges;
- Inclusion of a buffer and improved access to the Downs Link; and
- Conserve and enhance biodiversity and existing ecological networks.

These five principles have been used to formulate the Vision (set out in Paragraph 1.3), and guide the masterplanning process.



Slinfold Neighbourhood Plan  
2014 - 2031



# 3.

## LOCATION.

An analysis of the Site location, including its landscape context, access and its relationship with local infrastructure. Includes a local character review.





### 3.1 SITE LOCATION AND DESCRIPTION

## Slinfold

Slindon is a village located in the Horsham District of West Sussex. It lies approximately 4 miles (6.4km) west of Horsham, just to the east of the A29. The village is located within the wooded clay vales of the Sussex Weald to the south of the River Arun.

The Site measures approximately 3.93ha and is located on the southern edge of Slinfold, to the east of Hayes Lane.



**Figure 3.1: Site Location Plan**



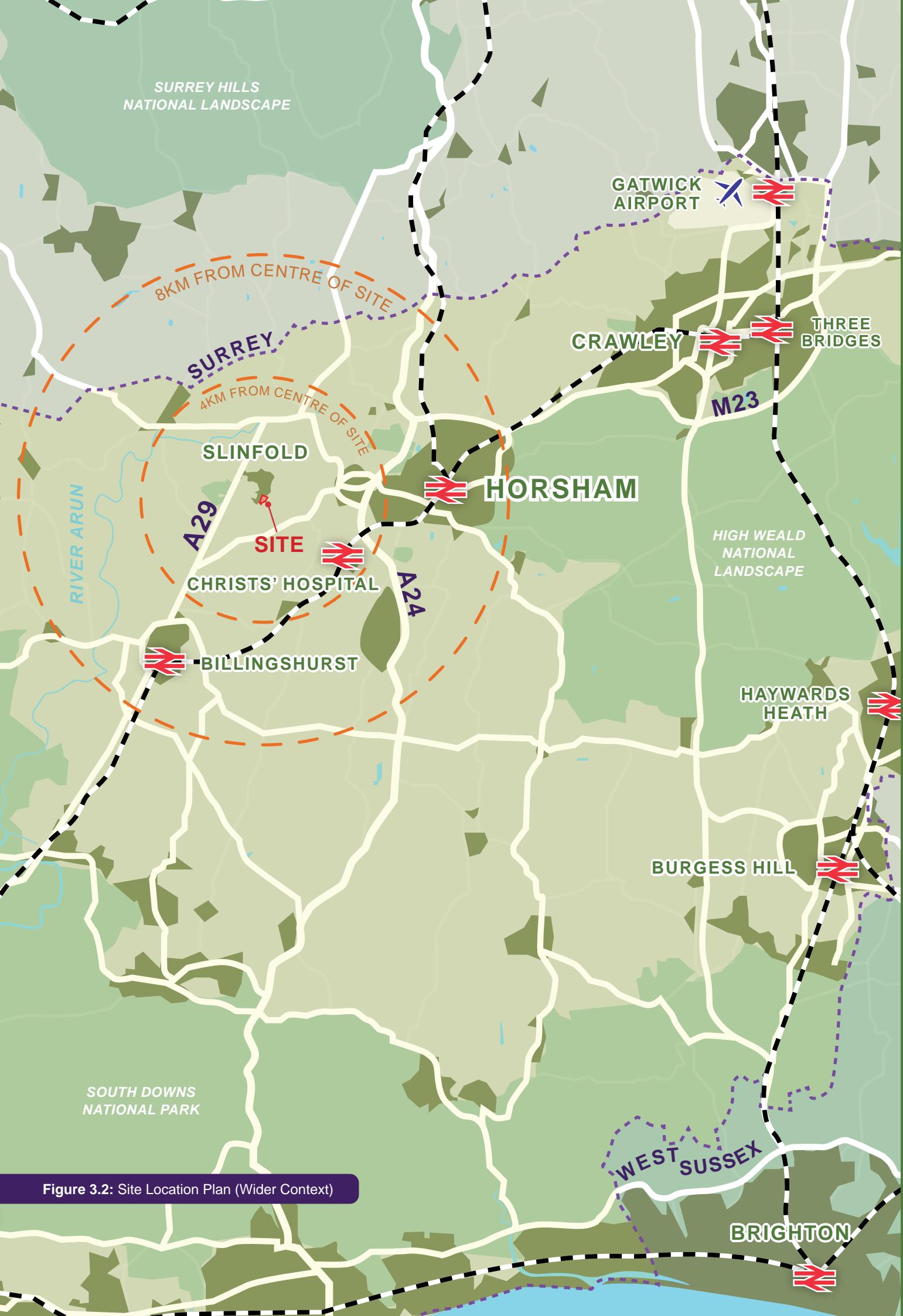


Figure 3.2: Site Location Plan (Wider Context)

## 3.2 ACCESS AND CONNECTIONS

### Existing Highways Network

The village of Slinfold is located to the east of the A29 and north of the A264. The A29 provides a good transport link to Billingshurst to the south and converges with the A24 further north. The principal vehicular routes that run through the heart of Slinfold is The Street and Hayes Lane. These roads converge with Lyons Road to the east and provides a route to Broadbridge Heath to the east. Further east is the A24 and the market town of Horsham.

### Public Transport

There are several bus stops located along The Street, Park Street and Lyons Road. The bus services that operate along these streets are the 63 and the 100. Route 63 travels from Guildford to Horsham, and route 100 offers services from Horsham to Pulborough via Billingshurst. Both routes 63 and 100 offer regular services on Monday to Saturday.

 Site Boundary: 3.93ha

 Public Footpath

 Public Bridleway

 Industrial Area

 A29 Road

 Bus Stops & Route

 The Red Lyon Pub & Restaurant

 Slinfold C of E Primary School

 Industrial Area

 The Red Lyon Pub

 Religious Facility

 Slinfold Football Club

 Slinfold Golf & Country Club

 Slinfold Tennis Club

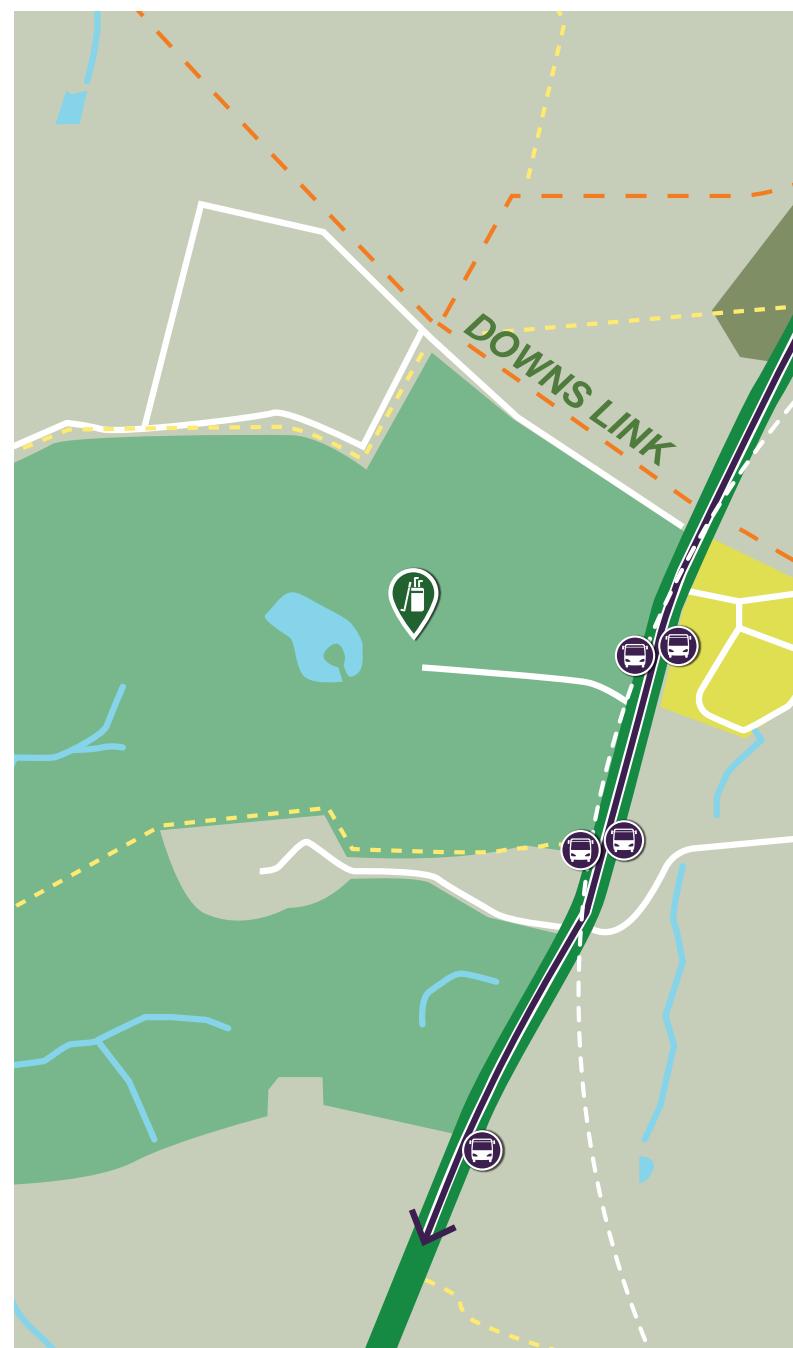
 Slinfold Cricket Club

### Active Travel

There are two public footpaths within the Site boundary. Public Footpath SLD-1467 runs from Hayes Lane along the Site's south western boundary, and extends southwards until it meets Public Footpath SLD-1468. Public Footpath SLD-3782 runs from the northern boundary of the Site to the south western boundary of the Site, adjoining to the aforementioned Public Footpath SLD-1467.

Additionally, the Downs Link bridleway and National Cycle Network Route 223 extend along the Site's northern boundary, which is a 37 mile long-distance route connecting the North Downs Way in Surrey to the South Downs Way in West Sussex.

**Figure 3.3: Existing transport network and local facilities.**



### 3.3 LOCAL FACILITIES

Slinfold offers a range of essential local services and facilities that cater to the needs of its residents. While not possessing a comprehensive town centre like larger settlements, the village provides convenient access to key amenities.

At the heart of the village, the Slinfold Village Store serves as a central hub, offering everyday essentials and a post office facility, readily accessible to residents. Complementing this, The Red Lion pub provides a local gathering place and dining option.

Slinfold Church of England Primary School is situated within the village, serving the educational needs of younger children from Slinfold and the surrounding hamlets. For further educational requirements and a wider array of services, the larger nearby towns of Horsham and Billingshurst are readily accessible.

Beyond essential amenities, Slinfold also boasts excellent recreational facilities. The Slinfold Golf and Country Club, located to the west of the village, provides extensive leisure opportunities. Furthermore, located at Cherry Tree Farm, the Slinfold Tennis Club offers three full-sized, floodlit artificial clay tennis courts and a modern clubhouse. This site is also home to Slinfold Football Club, providing further sporting opportunities and a strong community presence for local enthusiasts. Both clubs are well-regarded in the local community, providing opportunities for social play, coaching, and competitive participation.



## 3.4 LOCAL CHARACTER REVIEW

### Historical Context

Slindfold's origin can be tracked back as far as the 5<sup>th</sup> and 6<sup>th</sup> Centuries when groups of Saxons who settled on the coast used areas of the Weald to provide them with resources. Although Slindfold was not specifically named in the Domesday Book, it is believed that people were living in the area by 1086.

Within much of Wealden, large areas of land remained as commonly held pasture or commons. However by the time the Parish Church of St. Peter was built in the 12<sup>th</sup> Century, only a small area of common land remained. The construction of the church encouraged further development over the next few centuries on the remaining common land to the south. By 1500, the area surrounding the church comprised one large farm and three small farms, two artisan's dwellings, the rectory and a church house on the edge of a courtyard.

The area surrounding the church and The Street gradually developed throughout the 16<sup>th</sup> and 17<sup>th</sup> Centuries. The former common land area within the curve of The Street, which now forms part of Slindfold's central fields, remained as open farm land. Development in the village slowed until the mid-18<sup>th</sup> Century when population growth led to the subdivision of many existing houses.

Until the early 19<sup>th</sup> Century, the route from Billingshurst to Horsham was via Slindfold, however two bypass roads were built (the A264 and the A281) which meant traffic travelling between the settlements bypassed the village.

The 19<sup>th</sup> Century brought growth to the village and Slindfold gained a railway line and station. The number of village houses increased from 18 to 27 with a number of cottages built throughout the parish. The turn of the 20<sup>th</sup> Century also saw development along Hayes Lane. The railway station closed in 1965, 100 years after it opened.

Very little development took place between the two world wars, however the village expanded rapidly during the last half of the 20<sup>th</sup> Century. The village core has however remained, and today forms the Slindfold Conservation Area.

### Urban Grain Characteristics

Slindfold exhibits a varied urban grain that reflects its evolution from a village core to more recent developments. Within the village core, an informal building line predominates, with a diverse mix of architectural styles. Here, development often follows the organic curve of The Street, creating a looser, less rigid urban pattern. Properties typically feature

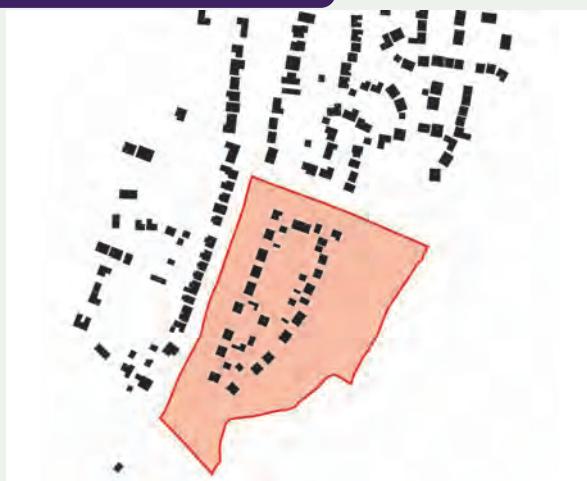


boundaries defined by brick walls, fences, and mature planting in gardens and open spaces, which significantly contribute to the village's attractive character. Buildings in this older part are predominantly two-storey, with some two-and-a-half-storey exceptions.

In contrast, more recent adjacent built-up areas often present a more uniform and sometimes denser development pattern. While still featuring predominantly two-storey homes, these areas tend to have buildings set back from the road edge by front gardens, creating a consistent setback.

Plots in these newer sections are generally medium-sized, offering good-sized back gardens. Vehicular routes are often curvilinear, radiating off primary routes and frequently ending in cul-de-sacs. Across both the historic core and newer expansions, a consistent approach to car parking is evident, with on-curtailage parking, parking courtyards, and dedicated lay-bys effectively keeping roads relatively free from on-street parking. This blend of historic informality and more planned uniformity defines the overall urban character of Slindfold.

Figure 3.4: Figure Ground



Example of a building with patterned brickwork, blue brick headers between red stretchers. Prominent brick chimney stacks articulate roofscape.



An example of a brown brick building with red tiled roof, contrasting red brick detailing to building facade. Dormer window adds interest to roofscape.



Red brick building with vertical tile hanging in front facing gable ends. Chimney stacks articulate roofscape. Decorative soldier course adds horizontal detail to building facade.



Buildings in Slinfold are predominately two storeys, with some examples of two and a half storeys. Tile hanging to building facades are a common feature of the village and the local area.



Timberframed building with plaster infill and Horsham stone roof.



Georgian building with white painted brickwork. Porch with doric columns mark the front entrance.



Red brick building with vertical red brick lintels.

## Architectural Context

Our analysis, based on site visits to Slinfold and deskbased research of the 'Slinfold Conservation Area' statement and 'Slinfold Parish Design Statement', have helped us to gain an understanding of the village's architectural context. This understanding will be vital in ensuring that the development's new homes respect the local vernacular.

### Architectural style evident in Slinfold:

#### Vernacular Character

- Timber frame infilled with wattle and daub
- Horsham Stone
- Tile Hanging
- Weatherboarding

#### Georgian

- Distinctive brick patterns using grey headers and red stretchers
- Large sash windows
- Classical doorways with doric columns

#### Victorian

- Patterned bargeboards
- Simple porches
- Bay windows



Dormer windows and bay windows add interest to street scene.



White painted brickwork with grey tile roof.



Brown brick building with red brick detailing surrounding fenestration.

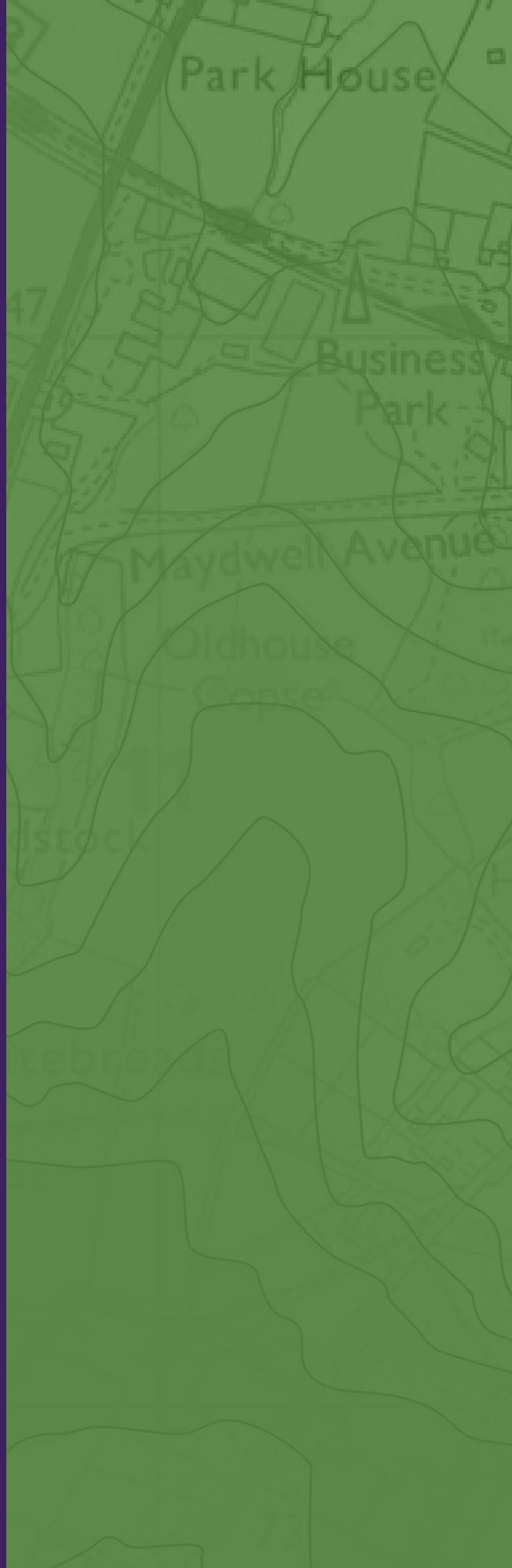


Example of a building constructed of red brick and grey headers.

# 4.

## TECHNICAL SUMMARIES.

An analysis of the Site location, including its landscape context. This chapter includes a review of the local topography, ecology, character, arboriculture, drainage and noise considerations.





## 4.1 EXISTING SITE USE AND CHARACTERISTICS

### The Site

The Site measures approximately 3.93ha and is irregular in shape. It comprises a single field of pasture with patches of scrub and scattered young and semi-mature trees. It is heavily vegetated along its boundaries with unmanaged mature hedgerows and tree lines, which comprise mostly oak with some ash, grey willow, hawthorn, hazel and hornbeam.

The western boundary is defined by a dense managed hedgerow, approximately 1.5m in height, with several mature trees up to approximately 15m in height.

The northern boundary is defined by a mature hedgerow with numerous mature trees, including several mature oak trees. Towards the centre of the northern boundary there is a break in vegetation approximately 5m in width, with a metal palisade fence separating the Site here from the Downs Link path beyond.

The eastern boundary is demarcated by a mature hedgerow with numerous young trees into the Site. The southern boundary comprises a mature hedgerow with several mature oak trees adjacent to the public footpath that runs along the inside of the boundary.

The Site contains long grassland and scrub, with some young/semi-mature trees scattered within it, with the trees becoming more dense in the eastern part of the Site.

Figure 4.1: Photo Location Plan.





**Photograph 1:** View from Public Footpath 3782 within the Southern portion of the Site looking North.



**Photograph 2:** View from View from Public Footpath 3782 looking West within the Site.

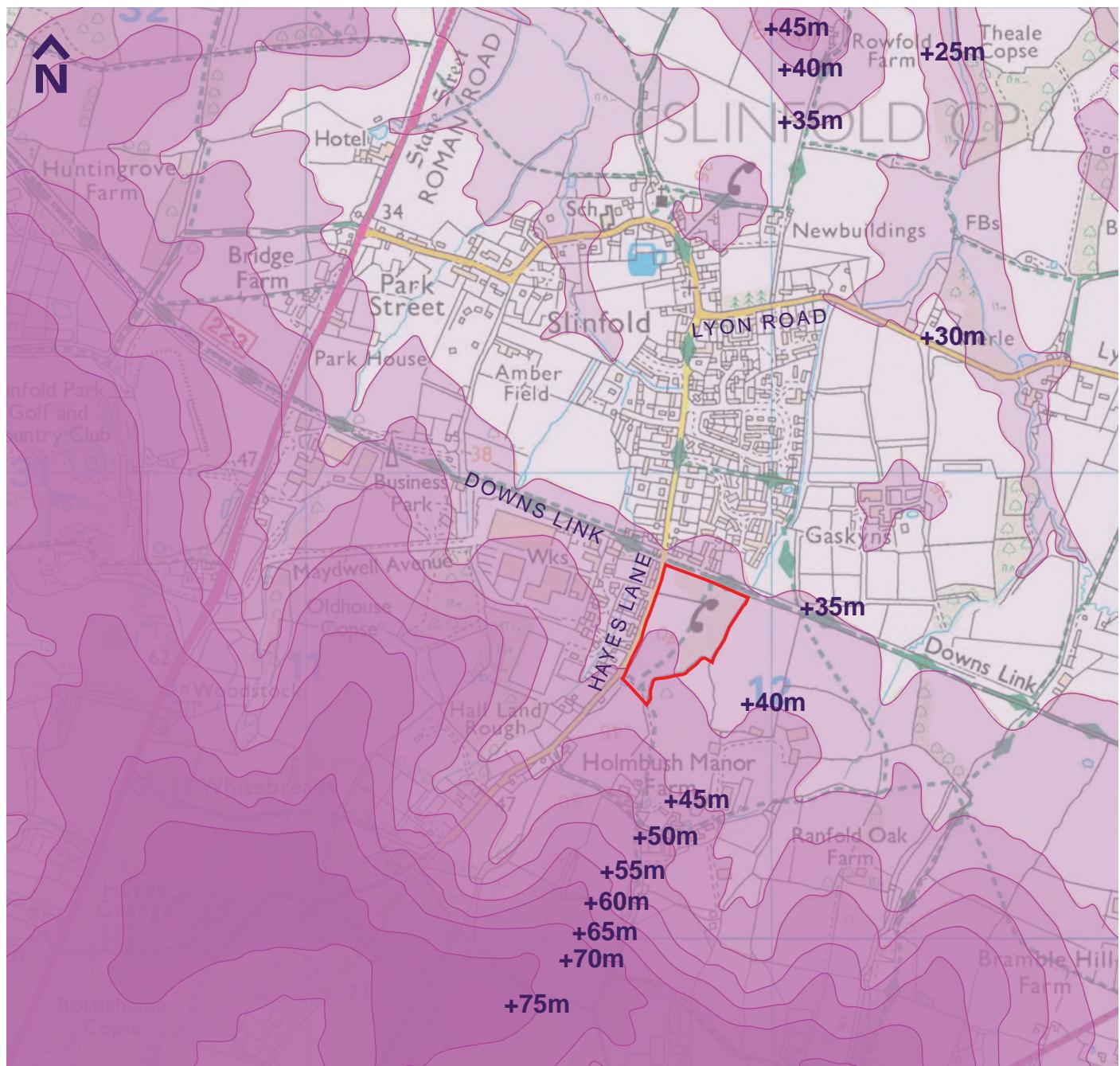


**Photograph 3:** View from View from Public Footpath 3782 looking North West within the Site.

## 4.2 TOPOGRAPHY

The land within the Site gently slopes down from approximately 45m Above Ordnance Datum (AOD) in the south, to 40m AOD in the north. Beyond the Site to the north, the landform falls away gradually to the centre of the residential area of Slinfold before rising towards Rowfold Farm. To the south of the Site, the landform rises steadily towards the woodland at Holmbush Upper Rough and Ranfold Grange. Land to the east and west of the Site remains relatively level.

Figure 4.2: Topography Plan.



## 4.3 ECOLOGY

A Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) Baseline Assessment have been undertaken for the proposed development. The Site is not subject to any statutory ecological designations. The nearest statutory designated site is Slinfold Stream & Quarry Site of Special Scientific Interest (SSSI), located approximately 930m to the north east.

Through the implementation of appropriate avoidance, mitigation and enhancement measures - including targeted surveys and habitat improvements - the proposals will address potential ecological impacts and deliver measurable BNG in accordance with statutory requirements.

 Site Boundary	 Other woodland; Broadleaved
 Bracken	 Line of trees
 Lowland mixed deciduous woodland	 Native hedgerow with trees
 Mixed scrub	 Urban tree
 Modified grassland	

Figure 4.3: Habitats Plan.



## 4.4 LANDSCAPE AND VISUAL CHARACTER

The Site is located on the south eastern settlement edge of the village of Slinfold. It lies to the east of Hayes Lane and to the south of the Downs Link bridleway, which incorporates a long distance walking route and the Sustrans route 223. The Site is very well contained by the existing dense boundary hedgerows and trees.

The Site is not covered by any statutory or non-statutory designations for landscape character or quality and is generally of medium landscape quality, comprising pasture with patches of scrub and scattered immature and semi-mature trees.

### Visibility

Development would be well contained by the dense vegetation on the Site boundaries and would complement the existing settlement pattern of Slinfold.

The undulating nature of the surrounding topography and the highly contained nature of the Site due to the existing surrounding vegetation, the relatively low-lying nature of the Site, and its proximity to housing in Slinfold, restrict opportunities for views. Photographs illustrating the views towards the Site are shown opposite.

### Landscape Character

The Site lies within National Character Area (NCA) 121: The Low Weald. NCA 121 is characterised as generally; pastoral landscape with arable farming associated with lighter soils on higher ground; field boundaries of hedgerows and shaws, enclose small, irregular fields; and the area has an intricate mix of woodland, much of it ancient, including extensive broadleaf oak over hazel and hornbeam coppice.

West Sussex County Council locates the Site in the Central Low Weald (LW6), characterised by:

- **Gently undulating landform;**
- **Small to medium sized pasture fields, enclosed by shaws, woodlands and hedgerows;**
- **Dense cover of ancient broadleaved woodlands and conifer plantations;**
- **Green lanes and driveways; and**
- **Many scattered, traditional Wealden farmsteads and cottages and a few linear villages.**

Horsham District Council classifies the Site as lying at the western edge of G2: Itchingfield and Barns Green Wooded Farmlands' Landscape Character Area, which exhibits the following characteristics:

- **Undulating ridges and valleys with strong linear field pattern;**
- **Strong sense of enclosure;**
- **Mainly horse grazed pasture and set aside fields;**
- **Narrow country lanes with wide grass verges; and**
- **Local mix of traditional building materials including timber framing, weatherboarding, brick and tile hanging.**



**Photograph 1:** View from Public Footpath 1467 looking north towards the Site.



**Photograph 2:** View from Public Footpath 1466 looking west towards the Site.



**Photograph 3:** View from Public Footpath 1467 looking north towards the Site (screened by vegetation).

## 4.5 ARBORICULTURE

An Arboricultural Impact Assessment has been prepared and submitted in support of the planning application.

The Site was surveyed, and 64 individual trees were identified, as well as 16 tree groups, 2 hedges and 7 areas of scrub.

Five of the individual trees, all along the Site frontage with Hayes Lane, are protected by a Tree Preservation Order (TPO).

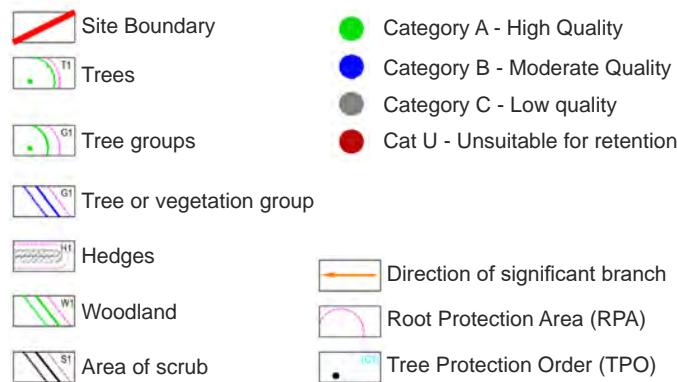


Figure 4.4: Tree Constraints Plan.



## 4.6 WATER, DRAINAGE AND HYDROLOGY

The entirety of the Site is located within Flood Zone 1, which is considered as having a low probability of flooding from rivers (fluvial) or the sea, defined as having less than a 1 in 1,000 annual probability of flooding (<0.1%).

The majority of the Site is at very low risk of surface water flooding. There is an area of the Site which is at risk of surface water flooding in the north eastern corner of the Site, as well as along the Site's eastern/south eastern boundary. The mapped flood extent shown below represents surface water run off that is unable to pass through the culvert beneath the public right of way to the north.

The proposed strategy for managing surface water run off on the Site will be through the creation of a new attenuation basin in the eastern part of the Site.



Figure 4.5: Surface Water Flood Risk Plan.



# 5.

## MASTERPLAN EVOLUTION & INVOLVEMENT.

An insight into the strategic design vision and overall masterplanning principles for Hayes Lane, Slinfold.







Figure 5.1: Illustrative Masterplan associated with Outline Planning Application DC/15/0591.



<span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Site Boundary	<span style="background-color: #336633; width: 15px; height: 10px; display: inline-block;"></span> Existing vegetation retained	<span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> Proposed Pedestrian Connections	<span style="background-color: #FFFF00; width: 15px; height: 10px; display: inline-block;"></span> Sustrans Route 223
<span style="background-color: #996633; width: 15px; height: 10px; display: inline-block;"></span> Proposed housing area: 2.00ha / 4.94acre	<span style="background-color: #339966; width: 15px; height: 10px; display: inline-block;"></span> Proposed tree planting	<span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> Downs Link Bridleway and Long Distance Route	<span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> Existing Public Footpath

## 5.1 PREVIOUS APPLICATION DC/15/0591 (2015)

As mentioned in Chapter One of this DAS, an Outline Planning Application (DC/15/0591) was submitted to Horsham District Council in March 2015 by Taylor Wimpey Strategic South Eastern (TW), and was subsequently refused later that year. Whilst this application is submitted independently of TW's previously application, it is intended that the reasons for refusal will be addressed where reasonably practicable to ensure that the application represents a scheme which has taken on board the previous consultee feedback.

### Reasons for Refusal (RfR)

- 1. “The proposal would result in development inconsistent with the overarching strategy for development set out in the emerging Horsham District Planning Framework and would be best placed to be considered through the neighbourhood plan process. The proposed development is therefore contrary to Policy CP5 of the Core Strategy (2007), Policies 2 and 3 of the Horsham District Planning Framework and the National Planning Policy Framework (2012).”*
- 2. “The proposed provision of up to 50 no. dwellings in this location, with the associated loss of trees, scrub and vegetation, would significantly diminish the informal and open character of this area, creating a discordant and uncharacteristically urbanised environment that would serve to derogate the noticeable transition between the more suburban context of the village and the more rural character of the open countryside to the south and east. The proposed development would, therefore, be harmful to the character and appearance of the locality, contrary to Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007) and Paragraphs 7 and 64 of the National Planning Policy Framework (2012).”*
- 3. “The proposed development makes no provision for contributions towards improvements to education provision; libraries; fire and rescue services; open space; sport and recreation facilities; community facilities; or affordable housing and is, therefore, contrary to Policies CP12 and CP13 of the Horsham District Local Development Framework: Core Strategy (2007) and the Horsham District Local Development Framework: Planning Obligations Supplementary Planning Document (SPD) as it has not been demonstrated how the infrastructure needs of the development would be met.”*

## 5.2 'MADE' SLINFOLD NEIGHBOURHOOD PLAN

As discussed in Chapter Two of this DAS, in July 2018, the Slinfold Neighbourhood Plan to 2031 (SNP2031) successfully passed referendum and was 'made' in September 2018, becoming part of the Development Plan for HDC.

Policy 7: East of Hayes Lane is allocated the Site for residential development under the site allocation PDS8. Paragraph 5.26 sets out how although the previous application (DC/15/0591) was refused, the principle of development of the Site was established and supported by HDC.

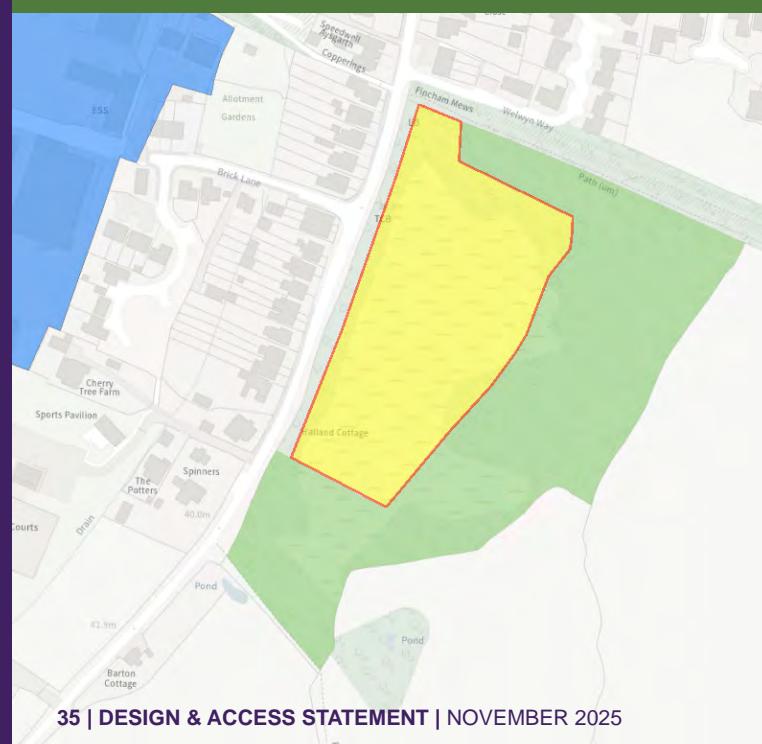
Policy 7 sets out some criteria that should be met for development of the Site to be supported, summarised as follows:

- Positively respond to the prevailing character of the surrounding area;
- Maximum of 2.5 storeys in height to reflect local vernacular;
- Retention of mature trees and hedges;
- Inclusion of a buffer and improved access to the Downs Link; and
- Conserve and enhance biodiversity and existing ecological networks.

These five principles have been used to formulate the Vision (set out in Paragraph 1.3), and guide the masterplanning process.



Figure 5.2: Slinfold Neighbourhood Plan 2031 – Site Allocation PDS8.



- Built up area boundary
- Downs Link
- Quiet Lanes
- Employment Centres
- Local Green Spaces
- Proposed Footpath
- PDS8 - East of Hayes Lane
- PDS10 - Crosby Farm
- PDS11 - West of Spring Lane
- PDS12 - The Cobblers, Hayes Lane
- Proposed Open Space
- Retention of mature trees & hedgerows
- Buffer Zone
- Conservation Area
- Ancient Woodland
- SNCI
- Listed Building

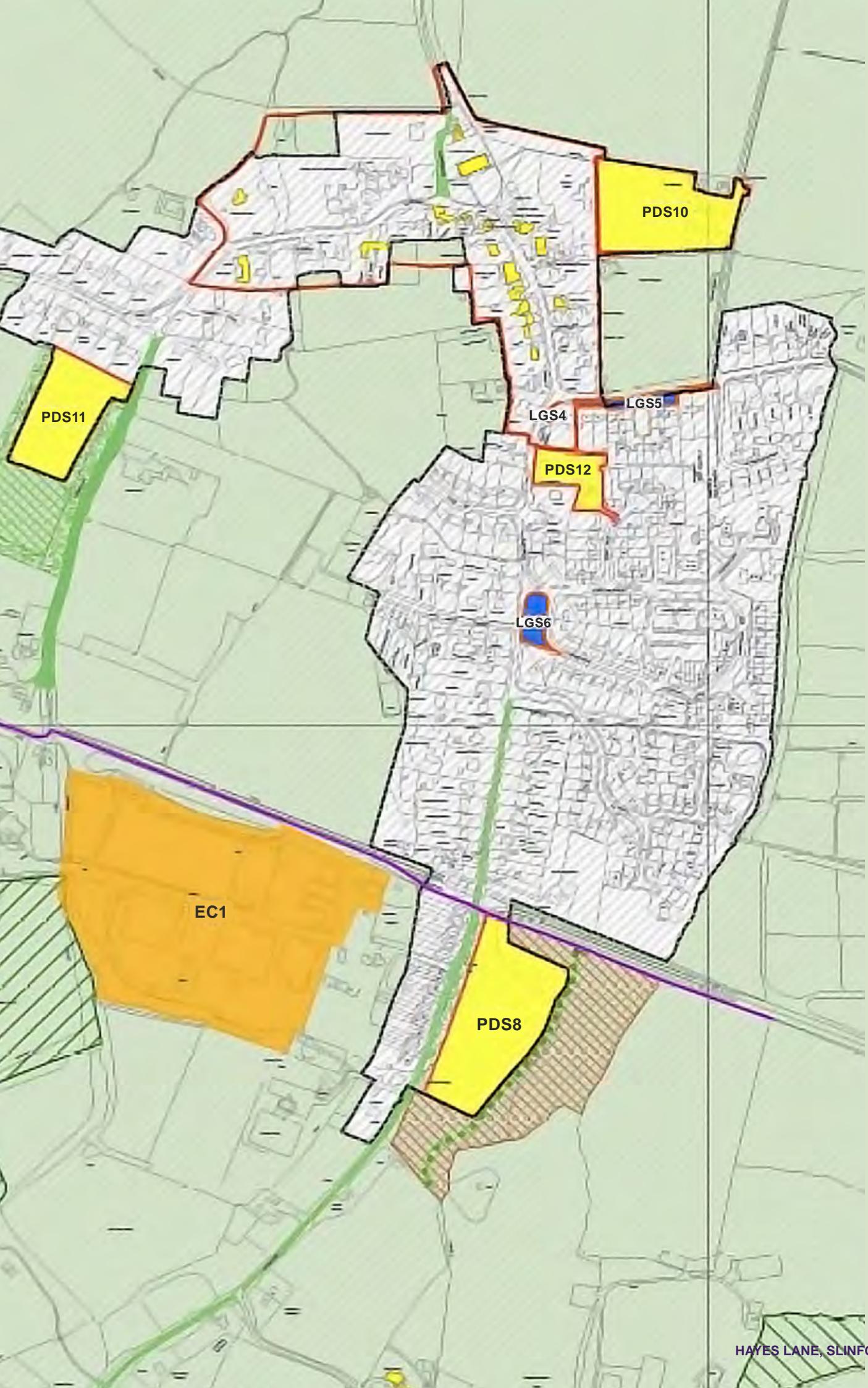




Figure 5.3: Opportunities and Influences Plan.

	Site Boundary		Areas of public open space		Public footpaths
	Developable area		Sustainable Drainage Systems (SuDS)		Public bridleways
	Building frontages		Vehicular access point		Existing vegetation
	Gateway building		Pedestrian access points		Flooding: Surface Water (1 in 1000 year risk)

## 5.3 OPPORTUNITIES AND INFLUENCES

Following the refusal of the previous application, the Site being allocated as part of the SNP2031, and updated desktop research and site walkovers, the following opportunities and influences have been devised which will be used to inform the masterplanning proposals.

### Retention of existing vegetation

In order to respond to RfR 2, and to satisfy the third criteria listed within Policy 7 of the SNP2031, more of the existing tree, hedgerow and scrub cover will be retained.

Notably, all of the existing mature trees along the Site's frontage with Hayes Lane will be retained, with only a small amount of management needed to some of the B Category tree groups. A small amount of vegetation will be required to be removed to facilitate access into the Site, but this will be limited to C Category hedges and tree groups, and 1 B Category tree group.

Within the eastern part of the Site, more of the existing trees and groups will be retained due to the nature of the development parcel being pulled back from the eastern edge.

### Complement the existing character of Hayes Lane

In order to satisfy the first and second criteria listed within Policy 7, it is proposed that the new homes which are located along the Hayes Lane frontage will be arranged so that they follow a linear pattern, similar to the existing homes on the western side of Hayes Lane. Furthermore, the new homes across the Site will be limited to a maximum of 2.5 storeys, with the higher building typologies only used at key locations.

### Eastern buffer

The proposals see a much larger swathe of open space in the eastern part of the Site than what was originally proposed, which has been done to address RfR 2, and to also satisfy the fourth criteria listed within Policy 7.

The SNP2031 depicts an area within the allocated site for housing, and an area for a buffer zone. The proposals have ensured that the majority of this buffer zone is retained, with only a small section of the developable area entering it.

Furthermore, in order to satisfy the fifth criteria listed within Policy 7, the eastern swathe of open space will accommodate space for improved and new habitat in order to provide ecological enhancements within the Site.

### Public Rights of Way

There are currently two public footpaths which cross the Site: Public Footpath SLD-1467 and Public Footpath SLD-3782.

Both public footpaths will be retained, although Public Footpath SLD-3782 will be realigned slightly to accommodate the development parcel. It will enter and leave the Site from the north at the original point. A separate footpath diversion application detailing the extent of which the public footpath is to be realigned has been submitted alongside this outline planning application.

### Surface Water Flooding and Sustainable Drainage Systems (SuDS)

An area of the Site is affected by surface water flooding, and will be required to be left free from development.

In order to mitigate the flow of surface water run off from the new development, a new SuDS feature will be provided in the eastern swathe of open space, which will form an integral part of the green and blue infrastructure provision, and will be appropriately landscaped to create additional habitat for wildlife.



**Figure 5.4:** Proving Layout submitted as part of pre-application in 2022.



## 5.4 PRE-APPLICATION 2022

In 2022, the current planning applicant submitted a formal pre-application and received a response in August of the same year. Detail on the pre-app response can be found within the Planning Statement, however, to summarise, HDC stated that subject to some amendments in line with the advice provided above, a demonstration of water-neutrality, and further information being forthcoming, it is considered that the prospective development could benefit from the Authority's support.

## 5.5 RESPONSES AND LAYOUT EVOLUTION

In this paragraph, the various comments and feedback, both from the Decision Notice of application DC/15/0951 and from the pre-application advice of this application, will be discussed alongside the design response which is being proposed.

PREVIOUS APPLICATION DC/15/0951	
Reasons for Refusal	Design Response
<p>1. <i>“The proposal would result in development inconsistent with the overarching strategy for development set out in the emerging Horsham District Planning Framework and would be best placed to be considered through the neighbourhood plan process. The proposed development is therefore contrary to Policy CP5 of the Core Strategy (2007), Policies 2 and 3 of the Horsham District Planning Framework and the National Planning Policy Framework (2012).”</i></p>	<p>Since this RfR, the Site has been allocated for development within the Slinfold Neighbourhood Plan.</p>
<p>2. <i>“The proposed provision of up to 50 no. dwellings in this location, with the associated loss of trees, scrub and vegetation, would significantly diminish the informal and open character of this area, creating a discordant and uncharacteristically urbanised environment that would serve to derogate the noticeable transition between the more suburban context of the village and the more rural character of the open countryside to the south and east. The proposed development would, therefore, be harmful to the character and appearance of the locality, contrary to Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007) and Paragraphs 7 and 64 of the National Planning Policy Framework (2012).”</i></p>	<p>This Outline Planning Application is for 38 new homes, which sees a reduction of 12 no. homes from the previous application. Furthermore, the previous application saw 2.19ha of land developed (2 hectares of residential land, and 0.19ha of land for scout hut). This Outline Planning Application sees the overall developable area reduced to 1.81ha (1.63ha net developable area). Additionally, there has been an effort made to create a much larger swathe of open space in the eastern part of the Site, which sees more of the existing trees and scrub retained, in order to create an appropriate transition between the built form of the new development and the adjacent countryside to the south and east.</p>
<p>3. <i>“The proposed development makes no provision for contributions towards improvements to education provision; libraries; fire and rescue services; open space; sport and recreation facilities; community facilities; or affordable housing and is, therefore, contrary to Policies CP12 and CP13 of the Horsham District Local Development Framework: Core Strategy (2007) and the Horsham District Local Development Framework: Planning Obligations Supplementary Planning Document (SPD) as it has not been demonstrated how the infrastructure needs of the development would be met.”</i></p>	<p>The development will be liable for payments under the Community Infrastructure Levy (CIL) Regulations towards key local infrastructure including education and community facilities. In addition, the proposal include an policy compliant level of affordable housing provision (inducing on site provision of 13 affordable housing units) and is therefore in accordance with relevant policies of the adopted development plan.</p>

## PRE-APPLICATION ADVICE

Comments	Design Response
<p>Close attention, however, should be paid to the detailing and design of the secondary elevations of plots 1, 12, 15, 25, 23, 30, 33 and 35 which are exposed to a greater extent than other dwellings owing to the expected interaction with an internal east-west access or their positioning relative at a corner/edge of the development site. These plots should present active secondary elevations and provide for a good degree of architectural interest in acknowledgement of their greater prominence, while opportunities to limit the impact of urbanising features (particularly parking and fencing) should be explored in the siting of boundary treatments and incorporation of appropriate soft-landscaping. It is recommended that the respective side boundary serving the rear garden spaces of these plots does not project forward of their side elevation wherever possible. This is considered crucial for plot 1, where a closeboard fence or wall is likely to prominently feature on the approach to the development site owing to its projection northwards of the northern elevation of this dwelling.</p>	<p>An effort has been made to ensure that the secondary elevations of the plots listed are designed to be sympathetic to their exposed location. Whilst a matter of detail, the materials used will ensure that a degree of synergy is created between the boundary treatments and the houses themselves. This could be done by ensuring that the materials for the boundary treatments matches that of the homes (i.e. brick rather than close boarded fencing), and that any architectural detailing is consistent across both features.</p> <p>Parking for these plots will be provided on the opposite side of the new homes to their exposed elevations.</p> <p>At the detailed design stage, appropriately sited soft-landscaping will be used to soften the exposed boundaries.</p> <p>The majority of the plots will not exhibit projecting side boundaries, although 3 of the plots within the centre of the Site (11, 28 and 37 of the latest layout) will see a small projection in order to increase rear garden size. Plot 1, being a key focal building upon entering the Site, will not exhibit a projecting boundary wall.</p>
<p>Plot 31 is noted as a particular outlier relative to the general arrangement and indicative layout currently, being shown sited a notable extent south of the adjacent plots 30-33. The orientation and siting of this dwelling does not successfully integrate with the prevailing building line which would be created along the western and eastern spines of the prospective development, while suburban fencing and parking ancillary to this dwelling and exposed to the east and west of its respective plot would be extensive.</p>	<p>The layout has been amended slightly, with the extent of the developable area being pulled back from the south. The amendment allows for a more appropriate frontage to the south be proposed, whereby two properties overlook the southern area of open space, with their associated parking provided to the rear to minimise the urbanising effect.</p>

<p>The straight geometry of the eastern spine road now shown, though, does provide for a particularly formal edge to the development. Our landscape architect has recommended that a less regular road alignment, together with naturalistic landscaping within the undeveloped extent of the site to the adjacent east and the omission of a turning head east of plot 33 would provide for a greater sense of informality and superior transition to the encompassing rural landscape.</p>	<p>In order to ensure an efficient use of land, the geometry of the eastern road has been broadly retained. However, in order to attempt to address the concerns over the 'formal' edge, larger front gardens have been provided to the homes overlooking this edge, which would allow for more landscaping in order to soften the eastern edge of the development.</p> <p>The turning head which was sited to the east of plot 33 has been omitted, with the necessary turning head being designed so that it doesn't project from the developable edge.</p>
<p>It is, though, suggested that pedestrian accesses to front doors are run directly to the east (onto the western spine-road) as opposed to private driveway spaces such as to encourage sociability and to avoid signposting reliance on the private-vehicle as the main/preferred transport option.</p>	<p>The footways leading to front doors have been designed so that they extend to the road, rather than the driveways.</p>
<p>For dwellings positioned to the rear of Hayes Lane (along the western access spine) materials should be utilised which reflect the existing prevailing materials palette evident within existing development on Hayes Lane. Chimneystacks, in addition, should also be featured (even if nonfunctional) as a distinctive feature evident on Hayes Lane at present. Opportunities to provide timber cladding and other types of alternative materials to the use of a red-facing brick to the eastern edge and countryside facing aspect of the development may be available to further reinforce a greater sense of informality.</p>	<p>Whilst a matter for the detailed design, the principles of a material palette reflective of the existing character along Hayes Lane will be set within this application. Likewise, the desire to incorporate chimney stacks will also be addressed at the detailed design stage, but the principles will be set within this application.</p>
<p>...soft landscaping and tree planting would be supported where opportunities exist. In particular it is recommended that attention be given to the incorporation of soft landscaping where this would protect public spaces and prevent informal parking, particularly within areas between internal access roads and the respective side elevations of plots 1, 12, 15, 23, 25 ,33 and 35. Low hedging between 'street-trees' east of the eastern spine, similarly, would prevent encroachment by informal parking into this space.</p>	<p>Again, the detailed landscape design is a matter to be determined at the Reserved Matters stage, but the principles of establishing key areas of landscaping will be set within this application. A Landscape Strategy accompanies this application, which has been reflected on the Planning Layout and shows how the comments opposite have been addressed.</p>
<p>A minimal separation between plots 34 and 36 (at ~8m) is, however, noted and is of concern given the likelihood of significant mutual overlooking between first floor windows and rear garden spaces respectively featured to each dwelling.</p>	<p>Plots 34 and 36 (now 36 and 38) have been separated further to allow for c.14m of separation. Given that these properties are not back-to-back, and are positioned at an angle to one another, it is deemed that the c.14m of separation is appropriate.</p>

**Figure 5.5:** Proving Layout following amendments listed.



# 6.

## MASTERPLAN PROPOSALS.

A detailed description of the  
Development Framework Plan,  
Character Areas and Access proposals.

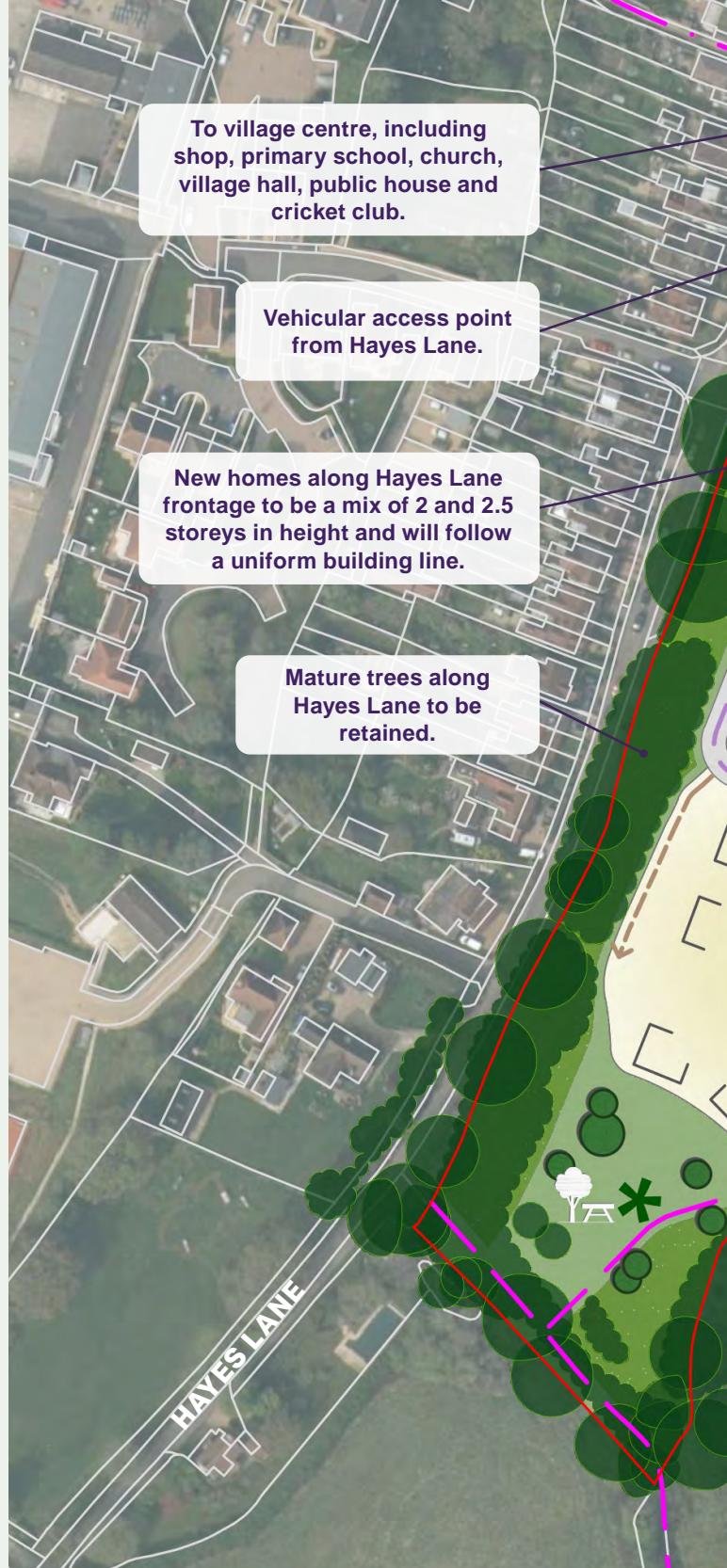




## 6.1 DEVELOPMENT FRAMEWORK PLAN

The Development Framework Plan (Figure 6.1) provides a structure for the development, setting out broadly the disposition of land uses and detailing some of the key principles of the proposals.

The Development Framework Plan has been prepared in conjunction with the Proving Layout (Figure 5.5), and the Planning Layout which follows this section of the DAS.



### LAND USE

Site Boundary: 3.93ha

Residential developable area: 1.81ha (38 new homes @ 21 dph)

Building frontages



**Figure 6.1: Development Framework Plan.**

## MOVEMENT

	Tree-lined primary street		Main vehicular access point
	Secondary street		Pedestrian access points
	Lanes/private drives		Public footpaths
	Shared street space		Public bridleways

## GREEN INFRASTRUCTURE

	Areas of public open space		Natural play trail
	Existing vegetation		Seating areas
	Tree planting		SuDS basins
	Wildflower meadows		

## 6.2 PLANNING LAYOUT

Following the evolution of the masterplan, as detailed in Chapter Five, the Planning Layout (Figure 6.2) has been drawn. It demonstrates in detail the general layout and design principles that will be adopted through the development of the Site.

The Planning Layout provides for 38 new homes, including 13 affordable homes. The layout of the new homes, as well as the access proposal, is applied for in full.

The proposals are set within a strong green infrastructure framework, with the retention of existing trees and hedges, being a key principle within the Vision, driven by the criteria set out within the SNP2031 site allocation. The existing mature trees which line Hayes Lane will be retained, and development will be set back from them, and they will form a key structural element of the masterplan.

As discussed previously, the new homes along the Hayes Lane frontage will be designed to follow a linear alignment, complementing the existing character of Hayes Lane, as per the criteria set out within the SNP2031 site allocation. The new homes across the Site will also be limited to a maximum storey height of 2.5.

A swathe of open space is provided in the eastern part of the Site, which has been designed to become an attractively landscaped, useable area of open space, including space for informal recreation and seating areas. Furthermore, this space will act as a green buffer to the adjacent countryside to the east, creating an appropriate transition between the built development and the rural nature of the countryside. Finally, the areas of open space across the Site will provide the opportunity to enhance existing and new habitats, bringing ecological benefits.

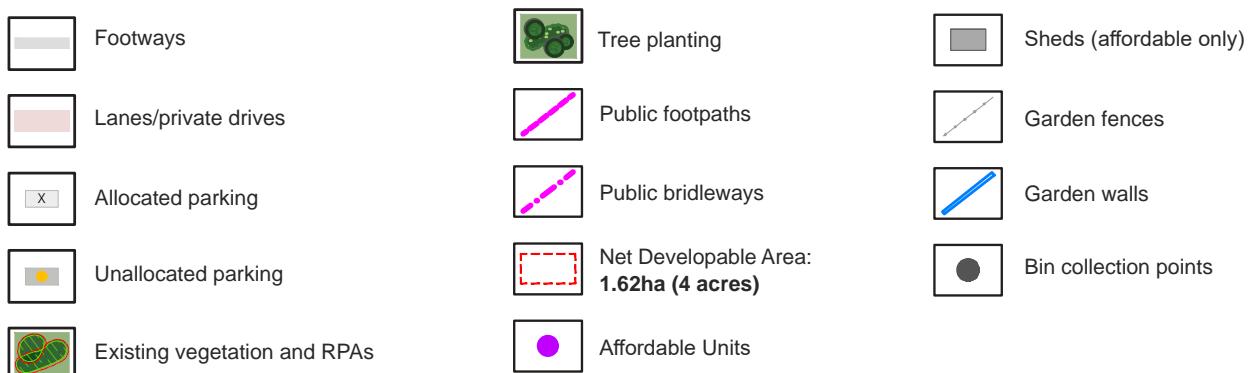
Overall, it is considered that the Planning Layout has been sensitively designed, and has responded well to the Reasons for Refusal set out in the Decision Notice of the previous application, and the pre-application advice received in 2022.



-  Site Boundary: 3.93ha
-  Proposed access point
-  Visibility splays
-  Primary street
-  Secondary street (shared surface)



Figure 6.2: Planning Layout.



**SLINFOLD FOOTBALL  
& TENNIS CLUB**

**EXISTING PUBLIC  
FOOTPATH**

**HAYES LANE**





Figure 6.3: 3D Bird's Eye Visual.

- 1: New homes along Hayes Lane frontage to follow a consistent building line.
- 2: Proposed vehicular access point from Hayes Lane.
- 3: Pedestrian connectivity between the Site, the existing public rights of way and the new development to the north.
- 4: Existing public footpath to be resurfaced and realigned.
- 5: Sustainable Drainage System (SuDS) feature.
- 6: Natural play areas/trim-trail stations.
- 7: New homes along southern edge of development to overlook the area of open space to the south.

## 6.3 HAYES LANE FRONTAGE

The relationship with Hayes Lane is a key design feature which needs to be considered as part of the proposals. As previously discussed, the need to create a positive relationship between the proposed new homes and Hayes Lane was mentioned as part of the pre-application advice, as well as being discussed within the SNP2031 site allocation.

The Street Level Illustration (Figure 6.4) demonstrates how a linear form of development will be proposed, set behind a low-traffic street and a linear strip of open space which sees the retention of the mature trees along Hayes Lane. Furthermore, it shows how the new homes will be limited to 2.5 storeys in height, with the higher storey buildings being used at key locations, such as to address the entrance into the Site.

**Figure 6.4:** Hayes Lane Street Level Illustration.



## 6.4 EASTERN EDGE FRONTAGE

The Vision sets out the desire to create an attractive area of public open space which can be enjoyed by people of all ages and abilities. The proposals, and the Street Level Illustration (Figure 6.5) depicts how an area of public open space will be provided, that is easily accessible via the realigned public rights of way, and is appropriately overlooked by the proposed homes.

Furthermore, this area of open space forms a key landscape buffer, which is highlighted on within the SNP2031 allocated site plan, which creates an appropriate transition between the new homes and the adjacent countryside. Furthermore, it is demonstrated how the new homes located along the eastern edge of the development parcel will be set behind larger front gardens, allowing space for new landscaping and trees to be incorporated in front gardens, contributing to a more rural character, in response to advice received during the pre-application.

**Figure 6.5: Eastern Edge Street Level Illustration.**



## 6.5 HOUSING MIX AND TENURE

The Site will deliver a total of 38 new homes, with a wide range of dwelling types, ranging from 2 to 5 bedroom homes, providing for a diverse and balanced community.

Figure 6.6 shows the distribution of homes on the development which will be as per the mix set out in the table opposite.

The Site will provide a variety of tenures including market sale, affordable rent and shared ownership. The tenure mix will be as follows:

### Private Market Housing | Total: 25 homes

<span style="background-color: #803322; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	2 Bedroom Homes: 8 (32%)
<span style="background-color: #FFA500; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	3 Bedroom Homes: 9 (36%)
<span style="background-color: #00CED1; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	4 Bedroom Homes: 4 (16%)
<span style="background-color: #4682B4; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	5 Bedroom Homes: 4 (16%)

### Affordable Housing | Total: 13 homes

<span style="background-color: #803322; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	2 Bedroom Homes: 2 (15%)
<span style="background-color: #FFA500; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	3 Bedroom Homes: 7 (54%)
<span style="background-color: #00CED1; border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	4 Bedroom Homes: 4 (31%)

**Figure 6.6:** Housing Distribution Layout.



## 6.6 TOWNSCAPE AND MASSING

A variety of scale and enclosure of spaces helps to create a successful townscape. Using appropriate variations in height, density, building typologies and roofscapes contributes to the creation of attractive and characterful spaces.

A range of approaches to massing, form and enclosure have been considered through the masterplanning process, including use of focal buildings, corner turners, storey heights and dwelling arrangements in order to help orchestrate a rich and varied experience for the user.

The proposals are a mixture of 2 and 2.5 storey homes, of which will combine to add interest to the roofscape. Single storey garages will be used, and will generally be set back behind the back edge of the home it serves to minimise the inactive frontage on the street.

Particular attention has been paid to the western edge of the development, where a positive relationship with the existing homes along Hayes Lane has been the key design principle which has been followed. The linearity of Hayes Lane has been reflected within the layout of the new homes, and a combined use of 2 and 2.5 storey homes also mirrors that of the existing homes.

Figure 6.7: Building Heights Plan.



## 6.7 PLACEMAKING PRINCIPLES

As discussed previously, the pre-application advice, as well as the first criteria within Policy 7 of the SNP2031, sets out the requirement for the homes along the western boundary to complement the character of Hayes Lane. Particular attention has therefore been paid to the western edge, whereby a positive relationship with the existing homes along Hayes Lane has been the key design principle which has been followed. The linearity of Hayes Lane has been reflected within the layout of the new homes, and a combined use of 2 and 2.5 storey homes also mirrors that of the existing homes.

Additionally, dual-aspect homes have been used at two key corners of the Site, at plot 1 and plot 23, to positively address the corner turning nature of the primary street. Furthermore, rear garden boundaries will be marked utilising walls with bricks which match the homes they serve rather than closeboarded fencing, and appropriate landscaping will be used to soften the character of the wall.

At the southernmost part of the Site, two larger units which overlook the area of open space to the south have been positioned to frame this part of the proposals.

Some key placemaking principles which have been applied to the Site are listed below:

- **Unity:** new homes convey an impression of unity relieved by minor points of detail, materials and groupings, producing variety with harmonious identity.
- **Key buildings:** key buildings using special details, raised buildings heights and/or increased massing used in key locations.
- **Corners:** houses on key corners are dual-fronted and use features such as bay windows to emphasise their pivotal position.
- **Natural surveillance:** dwellings front onto streets and public spaces with entrances and windows fronting onto the public realm to maximise overlooking. This natural surveillance will help deter anti-social behaviour and make streets and open spaces feel safer.
- **Animated street scenes:** building frontages have been designed to be as 'active' as possible, particularly at ground floor level. Windows to active rooms, such as living room and kitchen windows, will face the public realm.



Figure 6.8: Placemaking Principles.



## 6.8 ACCESS, STREETS AND MOVEMENT

### Vehicular Access

The Outline Planning Application for the Site proposes a singular vehicular access point from Hayes Lane, which will be in the form of a priority controlled T-junction.

### Pedestrian and Cycle Access

A 3m wide pedestrian footway will be constructed along the northern side of the new vehicular access point, which will facilitate pedestrian and cycle access into the Site. Additionally, the existing public footpaths which cross the Site facilitate wider pedestrian links to the Downs Link bridleway to the north, Hayes Lane to the south west, and the wider public rights of way network to the south east.

Within the Site, new pedestrian footways will be provided, which will link the new homes to Public Footpath SLD-3782, Public Footpath SLD-1467 and the Downs Link Bridleway.

### Street Hierarchy

The new streets will be categorised into three different street typologies; Primary Street, Secondary Street and Shared Drives.



Figure 6.9: Proposed access from Hayes Lane.

Figure 6.10: Proposed Street Hierarchy.

- Site boundary: 3.93ha
- Primary Street
- - - Secondary Street
- - - Shared Drives
- - - Public Footpath
- - - Public Bridleway



## Primary Street

The Primary Street will form the main access into the Site from Hayes Lane, and will extend around the northern and eastern edges of the development parcel. The carriageway will be 5.5m in width, and will incorporate a 3m wide pedestrian footway at the access point with Hayes Lane, which narrows to 2m wide further eastwards. The primary street will provide direct access into peoples private driveways.

Figure 6.11: Primary Street Section.

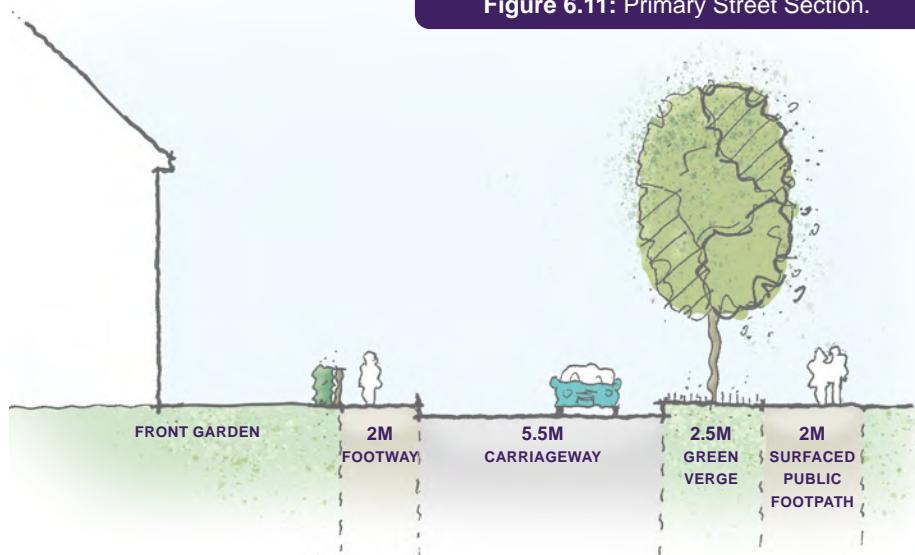
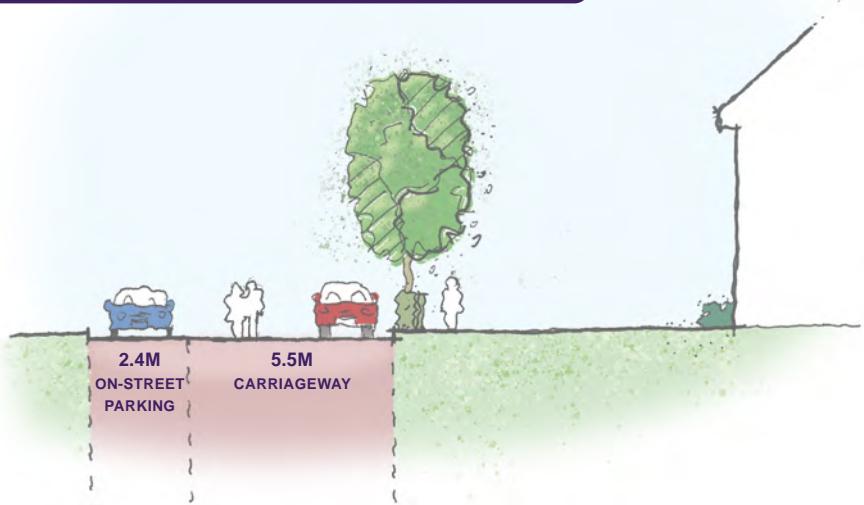


Figure 6.12: Secondary Street Section.



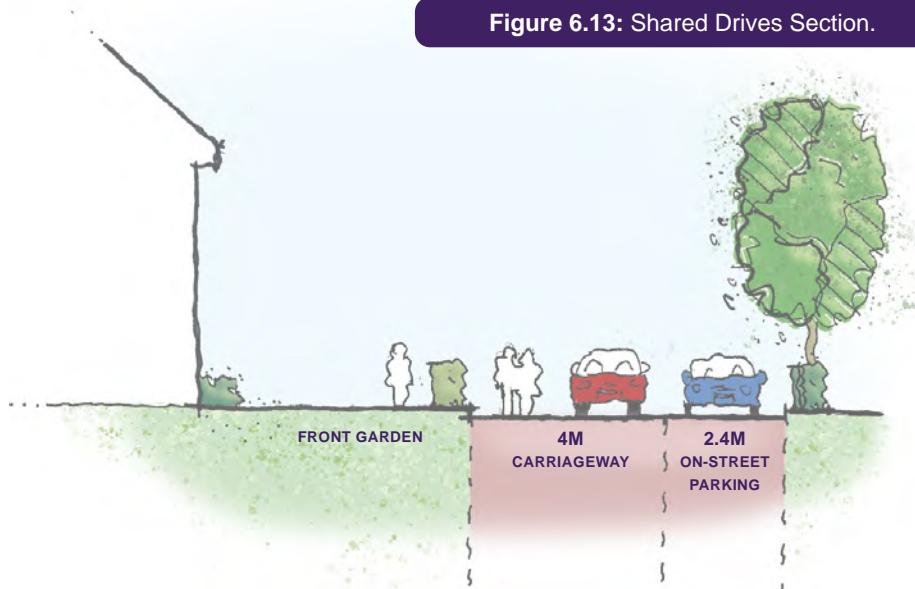
## Secondary Street

The Secondary Street will provide a link to either end of the Primary Street, forming a small loop through the development. The Secondary Street will be designed to encourage low vehicular speeds, where the streets will be shared surfaces, accommodating pedestrian and cycle movement as well as vehicles.

## Shared Drives

The Shared Drives will provide access to the homes in the southern part of the development parcel, and will therefore accommodate limited vehicular movement and will form spaces with pedestrian priority.

Figure 6.13: Shared Drives Section.



## 6.9 PARKING AND CYCLE STRATEGY

### Vehicular Parking

An appropriate mix of car parking arrangements is provided to ensure flexibility and convenience for the user. The car parking will be accommodated in a positive manner to achieve the following aims:

- Minimise the visual impact of parked cars within the streetscene.
- Provide residents and visitors alike with safe and convenient access to their vehicles.
- Ensure that the parked cars do not obstruct pedestrians and cyclists.
- Where provided, garages are to be physically well-related to the homes they serve, and be of an appropriate size to accommodate modern cars.

<span style="border: 1px solid black; display: inline-block; width: 15px; height: 15px;"></span>	Site boundary: 3.93ha
<span style="background-color: yellow; display: inline-block; width: 15px; height: 15px;"></span>	Replacement Unallocated Parking
<span style="background-color: red; display: inline-block; width: 15px; height: 15px;"></span>	Unallocated/Visitor Parking
<span style="background-color: teal; display: inline-block; width: 15px; height: 15px;"></span>	Allocated Garage
<span style="background-color: purple; display: inline-block; width: 15px; height: 15px;"></span>	Allocated Parking Space

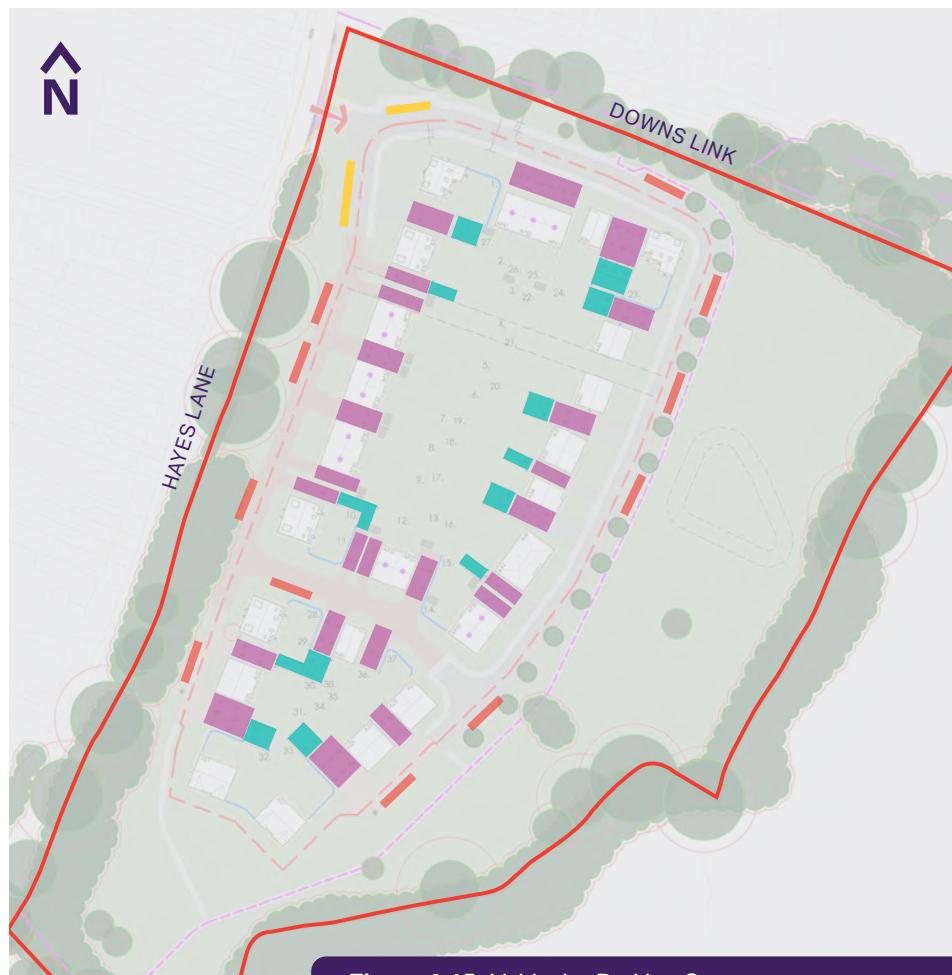
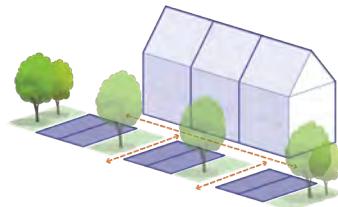
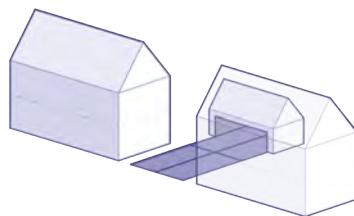


Figure 6.15: Vehicular Parking Strategy.

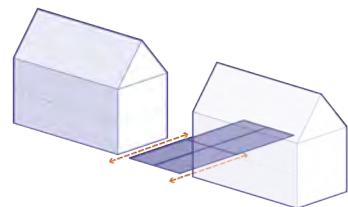
Figure 6.14: Parking Typologies.



Frontage parking.



Driveway with garage.



Driveway.

The car parking for the new homes has been designed in accordance with West Sussex County Council: Guidance on Parking at New Developments (2020) and the associated parking demand tool, which has been designed to for use by developers as an initial assessment of car parking provision required in residential developments.

Unallocated parking will be provided in accordance with the parking demand calculator, which requires this site to provide a minimum of 22 unallocated spaces, all of which are provided for.

Furthermore, an additional 5 unallocated spaces are provided to mitigate the loss of some informal parking spaces along Hayes Lane which is required to facilitate the vehicular access point. These spaces have been located as close to the existing spaces as possible, whilst not creating any safety issues around the junction.

The vehicular parking strategy can be seen on Figure 6.15 above.

## Cycle Parking

The West Sussex County Council: Guidance on Parking at New Developments (2020) sets out that good cycle storage facilities are important, but should take account of dwelling size and type, and have regard to existing levels of cycle ownership. It sets out the minimum levels of cycle parking provision, which are as follows:

DWELLING SIZE	CYCLE PROVISION (PER UNIT)
Up to 4 rooms (1 & 2 bed)	1 space
5+ rooms (3+ bed)	2 space

Cycle parking provision has been provided in accordance with the standards set out above, through the provision of garages and/or sheds large enough to accommodate a bicycle along with other garden necessities. The cycle parking strategy can be seen on Figure 6.16 below.

 Cycle Storage (Garages)  Cycle Storage (Shed to rear garden)

Figure 6.16: Cycle Parking Strategy.



## 6.10 ELECTRIC VEHICLE CHARGING

In accordance with the West Sussex County Council: Guidance on Parking at New Developments (2020), 'active' charging points for electric vehicles will be provided at 20% of all parking spaces, with ducting provided at the remaining spaces to enable them to be upgraded to charging points in the future, when demand requires.

To ensure that the new development accords with the latest Building Standards and development plan policies, each plot will be fitted with an EV charging point.

## 6.11 ENERGY AND SUSTAINABILITY

The applicant is committed to providing highly sustainable and energy efficient new homes to meet the requirement of the latest building regulations and reduce householder bills whilst contributing to reducing carbon emissions. The applicant's approach intrinsically follows the energy hierarchy by utilising a fabric first approach in the design and layout of the site. This is achieved by installing energy saving measures, such as those included in the list below, prioritising measures that improve the efficiency of the homes to reduce energy use whilst also reducing costs for future residents.

By doing this it is expected that the development will result in a reduction in carbon emissions against the latest building regulations targets. This accords with the aspirations of the Council's adopted policies on climate (HDPF policies 35, 36 and 37) which supports proposals that meet the energy hierarchy contribute to achieving zero-carbon development and positively contribute to addressing climate change.

It is intended that a range of measures will be embedded into the design and function of each new home in order to significantly improve the energy efficiency and carbon footprint of the development as a whole. These measures are likely to include the use of:

- **Air Source Heat Pumps**
- **EV Charging points to each plot**
- **Photovoltaic Panels (PV)**
- **Thicker wall cavities**
- **Water butts**

Water saving devices such as low flow taps and showers to reduce water use.

Full details of the measures to reduce both construction and operational resource and energy use can be set out at the detailed design stage.

It is also important to recognise that the sustainable location of the site coupled with its design, landscaping and layout and measures to encourage walking and cycling are also an intrinsic part of reducing energy use and creating a happier, healthier environment for residents now and in the future.

Whilst at this Outline stage it is not possible to provide detailed calculations for the energy use of the scheme, as far as is possible at this stage, the above demonstrates the applicant's commitment to achieving high environmental standards as well as compliance with Policies 35, 36 and 37 of the HDPF.



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## 6.12 REFUSE STRATEGY

HDC has a Household Waste Collection Policy which sets out the key areas for the waste collection service and the responsibilities of the Council and service user. Paragraph 2.2 of this guidance details the sizes of bins which should be provided by the developer for residual waste, mixed dry recycling and garden waste. The sizes for these bins, which can be purchased from the HDC, are as follows:

- 40 litres Green Top Bin for residual waste (or 240 litres dispensation)
- 240 litres Blue Top Bin for mixed dry recycling
- 240 litres Brown Top Bin for garden waste

To avoid household bins being stored in front gardens or on the street, private bin storage areas will be provided, and will generally comprise a dedicated hard-standing area within the rear garden.

The tracking for refuse vehicles has been considered whilst developing the layout and all streets that require refuse vehicle movement are designed at the required width. Refuse vehicles are not required to drive on the private drives.

Where residents cannot take their bin directly to the kerbside on the day of collection, a dedicated Bin Collection Point has been provided within 30m of an adopted highway to ensure they are easily accessible to Collection Crews.

### Key Refuse Provision:

- Provision for separation of recyclable materials provided in kitchens.
- Bin storage is positioned to minimise visual intrusion in order that they do not dominate the street scene (refuse for houses located in rear gardens).
- Access provided from stores to collection point without going through the house.

Figure 6.18: Refuse Strategy Plan.



## 6.13 SECURED BY DESIGN

The Layout has been designed to ensure that 'active frontages' are afforded along every frontage of the development ensuring active windows from habitable rooms are most prevalent and primary entrance doors address the street.

Parking areas proposed have active windows looking directly into them or at the entrance to them, with buildings either placed directly within the court or supplemental windows provided in the gables of the adjacent dwellings.

The length of rear alleyways (providing access to rear gardens of terraced homes primarily) have generally been minimised, and should exhibit boundary treatments such as trellis topped fencing to allow further natural surveillance from adjacent plots when in use.



The Layout has been designed to adhere to the following principles of good design:

### Key Design Principles:

- **Permeability:** Well-defined routes within the layout will encourage walking and cycling, maximising the presence of 'eyes on the street'. Sensitive external lighting to adoptable and unadopted areas, where suitable, allow for safe and convenient access around the Site at all times of day and year.
- **Natural surveillance:** dwellings will front onto streets and public spaces with entrances and windows fronting onto the public realm to maximise overlooking.
- **Animated street scenes:** building frontages will be as 'active' as possible, particularly at ground floor level. Windows to active rooms, such as living room and kitchen windows, will face the public realm.
- **Car parking:** cars accommodated within the curtilage of the dwellings to provide optimum surveillance.
- **Non-vehicular routes:** new housing will front onto open spaces containing pedestrian routes to maximise natural surveillance.
- **Management Plan:** to provide clarity over future management responsibilities.

# 7.

## GREEN INFRASTRUCTURE AND BIODIVERSITY.

This chapter illustrates the proposed green infrastructure provision and summarises the approach to promoting biodiversity.





## 7.1 GREEN INFRASTRUCTURE STRATEGY

The overall design strategy for the green infrastructure is as follows:

- A new **swathe of public open space** is provided in the eastern part of the Site, which contributes to the landscape buffer set out within the Site allocation within the SNP2031. This area of open space will provide space for informal recreation, children's play areas, seating areas, mown grassed paths which connect to the existing public footpath, a drainage attenuation basin, and new habitat creation.
- The **existing tree belt along Hayes Lane** will be retained, with appropriate buffers given to the mature trees.
- Appropriate **buffer to the Downs Link** bridleway will be provided, which will also see further tree cover retained along the Site's northern boundary. Furthermore, connections to the Downs Link will be enhanced.

### Key Landscape Objectives

The green infrastructure proposals have been developed with consideration of the following:

- Provide a substantial new open space resource accessible to existing and new residents alike to help encourage healthier and more active lifestyles.
- Maximise the retention and enhancement of the Site's existing landscape features, particularly the mature trees along Hayes Lane, to maximise their biodiversity value.
- Amenity grassland, wildflower grassland, and new tree and shrub planting to comprise native species.
- Enhance connections to the Downs Link bridleway through provision of new pedestrian routes throughout the Site, which will also connecting to the two existing public footpaths within the Site.
- Create and manage multifunctional green infrastructure to provide long term benefits for biodiversity, landscape character, health, recreation and sustainability.
- Utilise best practice design principles to minimise any adverse effects on landscape character and visual receptors.



Figure 7.1: Landscape Strategy.



## 7.2 PUBLIC OPEN SPACE

The provision for open space has been provided in accordance with HDC's Open Space, Sport and Recreation Review (2021), which sets out the following standards for open space provision:

TYPOLOGY	SQ M PER PERSON	REQUIREMENTS BASED ON 92 PEOPLE*
Multi-Functional Greenspace	43.9	4,039m <sup>2</sup>
Parks & Gardens	13.7	1,260m <sup>2</sup>
Amenity Greenspace	5.8	534m <sup>2</sup>
Natural & Semi-Natural Greenspace	24.3	2,236m <sup>2</sup>
Provision for Children & Young People	0.7	65m <sup>2</sup>
Children	0.5	46m <sup>2</sup>
Young People	0.4 (0.2 small settlements)	19m <sup>2</sup>
Allotments	1.8	166m <sup>2</sup>

\*Population calculated using Fields in Trust's Green space calculator.

The proposals accommodate the following open space typologies on Site:

TYPOLOGY	PROVISION
Multi-Functional Greenspace	20,759m <sup>2</sup>
Parks & Gardens	Contributed for off-site
Amenity Greenspace	8,547m <sup>2</sup>
Natural & Semi-Natural Greenspace	12,212m <sup>2</sup>
Provision for Children & Young People	450m <sup>2</sup>
Children	450m <sup>2</sup> (6x natural play areas)
Young People	Contributed for off-site
Allotments	Contributed for off-site

This table demonstrates how the proposals meet and exceed the relevant open space typologies on Site. Typologies which are deemed not suitable to be provided for on-site will be met byway of financial contribution via the S106 agreement.

Figure 7.2: : Open Space Typologies Plan.

- Site boundary: 3.93ha
- Parks and Gardens
- Natural and Semi-Natural Green Spaces
- Amenity Green Space





### Children's Play

In order to meet the requirements for children's play, a series of natural play stations have been provided along the route of Public Footpath SLD-3782 and within the eastern swathe of open space, which will offer 'play on the way' opportunities for children of the new development, and for those using the public footpath.

The locations of the natural play stations are depicted on Figure 7.3 below.



## 7.3 ECOLOGY AND BIODIVERSITY

Biodiversity objectives for the Site, and specifically provision of new green infrastructure, have been developed with consideration to:

- Maintain and enhance the nature conservation value of retained habitats.
- Mitigate any identified adverse effects of the development on the flora and fauna of the Site and its immediate environs.
- Create and maintain new habitats and improve green infrastructure for the benefit of bats and other wildlife.

The Site supported a total habitat area of 3.94ha (including individual trees) and 12.24 biodiversity units from area habitats, 1.57 units from 0.29km of hedgerow habitats and 0 units from 0km of watercourse habitats.

Post-development, the Site is predicted to support a total habitat area of 4.05ha (including individual trees) and 13.46 biodiversity units from area habitats, 2.89 units from 1.16km of hedgerow habitats and 0 units from 0km of watercourse habitats.

The proposals therefore meet the national minimum requirement of 10% net-gain.



## 7.4 ADOPTION AND MANAGEMENT

The management and adoption of the various parts of the development has been given much consideration to promote a thriving and sustainable community.

The highways shall be adopted in perpetuity by West Sussex County Council under a legal agreement known as a Section 38 agreement.

Shared drives will be divided up appropriately and conveyed to individual home owners within their title deeds.

Areas of public open space and landscaping will be transferred to a private management company (MANCO), which will be paid for by residents living on the development.

**Figure 6.7: Building Heights Plan.**



# 8.

## CONCLUSION.

This chapter summarises the masterplan and design proposals applied at Hayes Lane, Slinfold and assesses them utilising Building for a Healthy Life principles.





## 8.1 BUILDING FOR A HEALTHY LIFE

Healthy placemaking has become an increasingly important matter, and arguably more so since the COVID-19 Pandemic. Well-designed places will encourage regular exercise in daily life, make it easier to walk and cycle to local services, facilities and work, and allow people to have a greater understanding of their natural environment, all of which can help support a greater sense of wellbeing. Using the Building for a Healthy Life (BHL) design tool, the assessment on the following pages demonstrates how the proposals for the development have been shaped to create a place that maximises benefits for people and nature.

This assessment assesses both the full and outline elements of the hybrid planning application. BHL also places a strong emphasis on active travel and it is important to note that Active Travel England, a Government body tasked with helping to deliver walking, wheeling and cycling infrastructure on all large developments, are now a statutory consultee on all planning applications for developments exceeding 150 homes. Whilst this development is for less than 150 homes, the following BHL assessment also highlights how the proposed development has maximised opportunities for good active travel design.



## INTEGRATED NEIGHBOURHOODS

<b>Natural Connections</b>	<ul style="list-style-type: none"> <li>✓ The design proposals allow for 'edge to edge connectivity' facilitated by the existing public footpaths which cross the Site being linked to the new proposals. This creates a permeable network of traffic-free routes for pedestrians and cyclists, and further enhances links to the Downs Link bridleway to the north of the Site.</li> <li>✓ The proposals inherently respond to pedestrian and cyclist desire lines, which includes a pedestrian link from the existing public footpaths to the western edge of the development parcel, facilitating a looped connection across the Site.</li> <li>✓ The principles of 'filtered permeability' are achieved whereby the streets create pleasant low traffic environments with traffic-free connections still allowing pedestrian and cycle movement from the built areas to the areas of public open space.</li> <li>✓ A connected network of green spaces will link existing and new habitats, safeguard existing wildlife corridors, and create new movement corridors for nature.</li> <li>✓ The Site's existing trees and hedgerows will be retained within the public realm, safeguarding their future retention and management.</li> </ul>	
<b>Walking, cycling and public transport</b>	<ul style="list-style-type: none"> <li>✓ The development will deliver attractive active travel routes as integral parts of its green infrastructure, making non-car travel more attractive, safe and convenient.</li> <li>✓ The streets and the footway/cycleway will provide direct routes to the adjacent street network within Slinfold. There are existing bus stops, served by several bus services, located close to the Site on Lyons Road and The Street.</li> <li>✓ Shared surfacing will be utilised along the western and central secondary street, which will create a pleasant environment for users and passively control vehicular speeds.</li> </ul>	
<b>Facilities and services</b>	<ul style="list-style-type: none"> <li>✓ The design of the green spaces have been carefully considered to be multifunctional with the provision of six natural play areas, seating areas, new landscaping, and routes for walking and cycling in order to provide points of community activity where existing and new residents alike can meet.</li> <li>✓ The high levels of integration afforded by the proposed access strategy will maximise connectivity with the existing settlement meaning existing residents will benefit from easy access to the development's public open spaces.</li> <li>✓ The large area of green space in the eastern part of the Site will be the main focus of this new public open space. This will provide a suitable buffer to the adjacent countryside, whilst becoming a useable area of open space.</li> </ul>	
<b>Homes for everyone</b>	<ul style="list-style-type: none"> <li>✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community.</li> <li>✓ Provision will be made for 35% affordable homes.</li> <li>✓ Affordable homes are to be distributed across the Site.</li> <li>✓ At the detailed design stage, the new homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences.</li> <li>✓ At the reserved matters stage, innovative designs for homes will allow home working to reflect work from home trends.</li> </ul>	

## DISTINCTIVE PLACES

<b>Making the most of what's there</b>	<ul style="list-style-type: none"> <li>✓ A thorough understanding of the Site and the local context has been gained by Site visits, public consultation, and desktop research in order to understand the local area, and to understand how the Site's existing features can be positively and appropriately incorporated into the design proposals.</li> <li>✓ Existing features, such as the Site's existing trees and hedgerows, as well as the criteria set out within the SNP2031 are used as "anchor features" to inform and shape the design proposals.</li> <li>✓ The linearity along Hayes Lane will be reflected within the proposals, whereby the new homes along the Site's western edge will follow a uniform building line.</li> <li>✓ The Site's existing hedgerows and trees along its boundaries and within its interior are to be retained, save for where the removal is required for the proposed access points. New tree and hedgerow planting will supplement the existing vegetation and mitigate for the loss as a result of the new access points.</li> <li>✓ The SuDs features form a key and integral part of the green infrastructure, delivering both landscape and ecological enhancements.</li> </ul>	
<b>A memorable character</b>	<ul style="list-style-type: none"> <li>✓ The DAS outlines how the new homes will be designed to respect local character through choice of building materials and detailing.</li> <li>✓ The green spaces and the existing and new landscaping within them will create places with a memorable character.</li> <li>✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality.</li> <li>✓ The DAS outlines how the public spaces will create the physical conditions for activity to happen, bringing the community to life.</li> </ul>	
<b>Well defined streets and spaces</b>	<ul style="list-style-type: none"> <li>✓ All streets will benefit from having active frontages.</li> <li>✓ The streets and green spaces are to be well-defined using buildings and landscaping to enclose and define spaces.</li> <li>✓ The homes have been designed with front doors facing the streets and green spaces, and private paths leading to the street rather than driveways.</li> <li>✓ Dual-aspect homes on street corners will have windows serving habitable rooms.</li> <li>✓ The design proposals are based upon well-defined perimeter blocks.</li> </ul>	
<b>Easy to find your way around</b>	<ul style="list-style-type: none"> <li>✓ The principal streets will be distinguishable from the more minor streets using street tree planting and a variation in surface materials.</li> <li>✓ The public footpaths will be appropriately sign posted, with additional signage determining access to the Downs Link bridleway.</li> </ul>	

## STREETS FOR ALL

<b>Healthy streets</b>	<ul style="list-style-type: none"> <li>✓ The streets will be designed to have shared surface and low design speeds to encourage more social interaction and street life, bringing wider social benefits.</li> <li>✓ At the detailed design stage, new and existing landscaping will provide layers that add sensory richness to the place – visual, scent and sound.</li> <li>✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood.</li> </ul>	
<b>Cycle and car parking</b>	<ul style="list-style-type: none"> <li>✓ The emphasis will be on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner.</li> <li>✓ The vehicular and bicycle parking provision has been developed in accordance with the West Sussex County Council: Guidance on Parking at New Developments (2020).</li> </ul>	
<b>Green and blue infrastructure</b>	<ul style="list-style-type: none"> <li>✓ The development's connected network of green spaces will maintain movement and feeding corridors for wildlife.</li> <li>✓ The network of connected traffic-free routes running through the green spaces will encourage physical activity, social interaction, and active travel.</li> <li>✓ The SuDS feature will capture and efficiently drain water close to where it falls. This feature will form an integral part of the development's green spaces to deliver both landscape and ecological benefits.</li> <li>✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis.</li> <li>✓ Natural surveillance opportunities are maximised from the adjacent homes and new traffic-free routes for walking.</li> </ul>	
<b>Back of pavement, front of home</b>	<ul style="list-style-type: none"> <li>✓ At the detailed design stage, defensible spaces and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce distinctive local characteristics.</li> <li>✓ Waste storage and utility boxes will be well-integrated.</li> <li>✓ In places deeper front garden spaces will create opportunities for social interaction.</li> </ul>	

## 8.2 CONCLUSION

The planning application represents a significant milestone in the delivery of the exciting and sustainable development at Land east of Hayes Lane, Slinfold. This DAS has been prepared to show how the masterplan proposals for the Site represent a high quality, sustainable and vibrant new neighbourhood.

In summary, the development proposed by The Incidental Land Company will deliver:

### High quality new homes



A well-considered and sensitively designed new neighbourhood for 38 high quality new homes.

### Economic growth



Economic growth of the local area through the construction of up to 38 new homes and support for existing services and facilities.

### An attractive and desirable place to live



An attractive and desirable place to live, and for recreation and leisure that positively responds to the Site's existing landscape structure and Site's relationship with its surrounding context.

## Health and Wellbeing



A place that encourages healthy lifestyles for existing and new residents through the provision of over 2ha of accessible green spaces that are within easy walking distance of all homes.

## Distinctive Character



A place that has its own distinctive character by sensitively relating to its context.

## A range of homes



A range of house types, sizes and tenures to create a balanced community.

## Integrated development



A place with a clear street hierarchy and offers traffic-free connections to create an integrated and sustainable development.

## Active travel



A high quality, functional and connected network of traffic-free recreational paths to promote active travel and encourage healthy lifestyle choices.



LAND EAST OF HAYES LANE  
**Slinfold**

tilco

THE INCIDENTAL LAND COMPANY