Land at

Wickhurst Green, Broadbridge Heath

Design & Access Statement

April 2025

Vistry Group

finc

Methodology

The structure and detail of this document follows guidance set out by the National Design Guide (NDG) and National Planning Policy Framework (NPPF), adopted in July 2021. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

(a) Explain the design principles and concepts that have been applied to the proposed development;

(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

Contents

Introduction

This statement has been prepared jointly by FINC Architects in connection with the consultant team on behalf of Vistry Group to accompany a Full Planning Application on the land at Wickhurst Green, Broadbridge Heath.

Description of Proposal

Hybrid planning application for 89 units including 35% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

Vision

- To create a development that celebrates the site's environmental features combined with enhancing the surrounding areas connectivity.
- To deliver a place that provides housing, which is well-connected and integrated with the surroundings and creates a distinct sense of place.
- Respond to a thorough appraisal of local landscape and ecology to make best use of the site's attractive tree belts and setting
- A central public destination, including access to the proposed primary school.
- Provide strong/varied connectivity to the wider area connecting green spaces and play areas
- Respond to a thorough contextual analysis of the locality and existing setting within Broadbridge Heath
- Establish a focal gateway into Sergeant Way utilising the existing community area and proposed flatblocks.

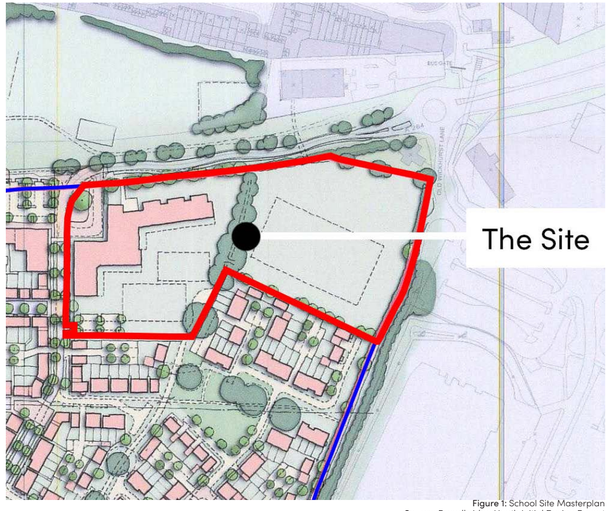


Figure 1: School Site Masterplan
Source: Broadbridge Heath Initial Design Report

Background

The site sits within a wider area of land previously approved for development which was granted outline consent in 2011. The Outline Planning Permission (DC/09/2101) was approved for:

"Erection of 963 residential units, community facility including land for a primary school, neighbourhood centre, youth and recreational facilities, other formal and informal open space, landscaping and environmental works, transport and access arrangements, new east-west link road, improvements to Five-Oaks roundabout, realignment and partial closure of existing A264 Broadbridge Heath by-pass and other ancillary works (Outline)"

The site was reserved for a primary school and associated primary school playing fields which would have a dual use with the local community. There was no longer the need for the site to be used for a school, and so the following document sets out the proposals for the full planning application for 89 homes.

Figure 2: Broadbridge Heath Initial Design Report
Source: Horsham District Council

Figure 3: Good by Design
Source: Horsham District Council

Context & Analysis

Wider Context

Land at Wickhurst Green, Broadbridge Heath will provide a vibrant and convivial community, our plans balance new sustainable homes in a location well supposed by existing infrastructure.

The site lies just south of the Broadbridge Heath village centre - one of the main strategic centres in Broadbridge Heath. The village centre consists of a community hall, shops, parks, leisure facilities, schools and employments areas, with the site being well connected to the surrounding area due to its close proximity to the A24. As a result, the site benefits from this existing infrastructure but also provides opportunities to create links between the existing residential areas and the village centre that are convenient, sustainable and accessible.

The site's northern boundary is defined by the existing hedgerow and Broadbridge Way beyond the hedgerow. Similarly, the eastern boundary is largely shaped by the existing hedgerow and Old Wickhurst Lane, a lane that runs north to south along the east of the site providing access to existing residential development and the Tesco to the East. To the south and east lies residential development which was built as part of the wider masterplan seen in adjacent Figure 4.

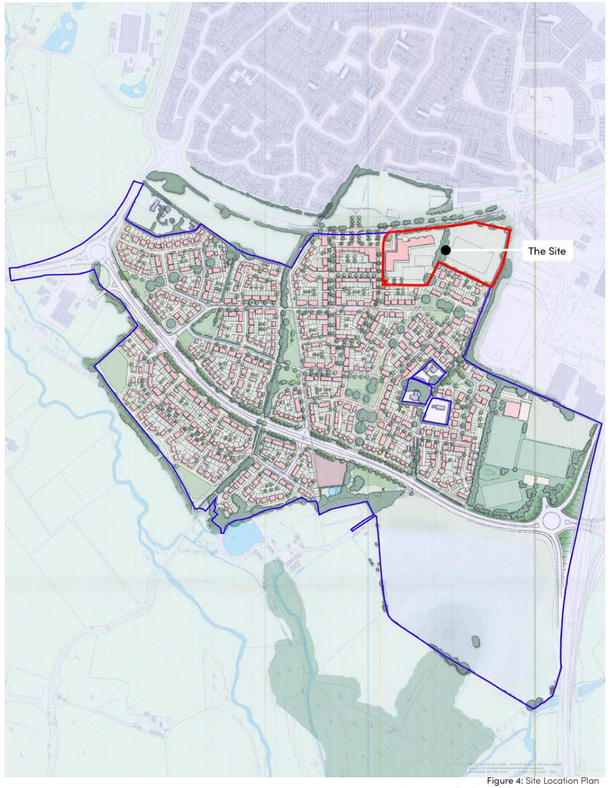


Figure 4: Site Location Plan
Source: Broadbridge Heath Initial Design Report

Existing Site Photos

The site is comprised of open fields and situated to the south of Broadbridge Heath. The Site is bound to the north by Broadbridge Way which connects directly to the A24 (dual carriageway). The eastern boundary of the site is delineated by Wickhurst Lane which leads to the local Tesco Extra with the A24 beyond this. The southern and western boundaries are bordered by other new-build developments.

It is also important to consider the character of the surroundings residential development, as outlined below:

- Nature of Streets - typically organic in formation, with gently curving streets;
- Building Heights - largely 2 storey buildings;
- Building Lines - generally consistent, with plots featuring setbacks and parking to the front or side;
- Roofscapes - largely ranging from gabled, hipped, cross-hipped and dormer roof styles;
- Plot Characteristics - typically detached or semi-detached, with rear gardens; and
- Boundary Treatments - mixed, including low-lying fences and both low-lying and full-sized hedges.

The photos adjacent provide a glimpse into the existing characteristics of the site, its boundaries and its immediate context.

Figure 5: Site Context Photos with Site Map
Source: FINC Architects

Opportunities & Constraints

The site has a varied topography, with the land sloping at various degrees down towards the edges.

The site itself is comprised of open fields, together with areas of woodland and hedgerow. The surrounding landscape is heavily varied, with a mixture of industry, residential and open space uses.

Whilst the site is largely constrained by existing movement routes, there are also a range of open spaces within the site's wider vicinity. A play park and large playing field lie to the north of the site, with a smaller kick about play area laying to the south. There is a large treebelt bisecting the site that will be retained and managed where possible with dense hedgerows lining the northern and eastern boundaries.

A variety of utility constraints lay at the front of the site, most notably an existing substation with the potential for proposed utilities to create their own easements.

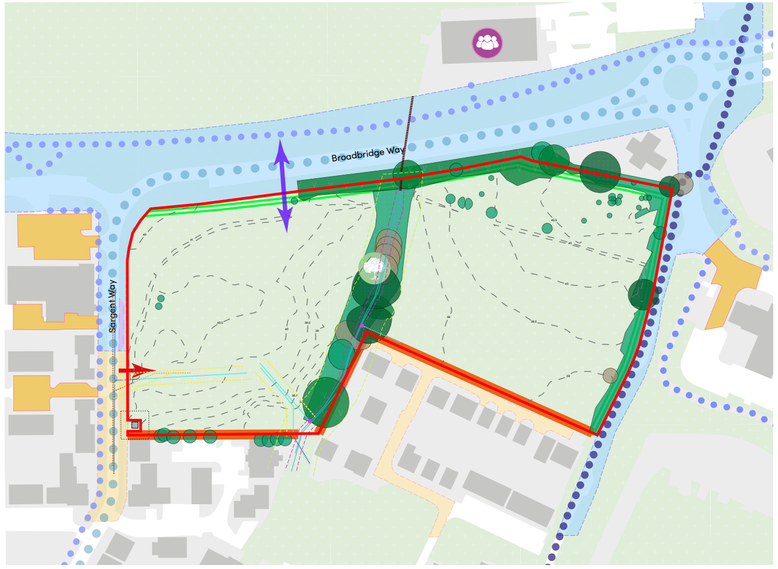


Figure 6: Constraints & Opportunities
Source: FINC Architects

The site presents a great opportunity to contribute to housing supply and links to the wider Broadbridge Heath.

The site is comprised of 2 fields with hedgerows and areas of treebelts running across the north and east boundaries as well as bisecting the site. Many trees will be retained and utilised to soften the hard landscaping elements and provide enclosure with opportunities to punch through the treebelt for access where there are low quality trees. The site slopes downwards towards the South, with areas of drastic level changes within the northern hedgerow and a steep area to the south western part of the site .

To the north lies the village centre, to the west a pedestrian courtyard with shops and the southern site boundary is fronted by a private road of the existing settlement. This provides the opportunity for the new development to blend in with its context and have direct pedestrian access to the wider area. There are no listed buildings on or around the site.

Main access to the site will be from Sargent Way that runs along the western boundary with the potential of having to move the existing visitor parking bays. A public right of way runs north to south to the east of the site, with an additional pedestrian route north of Broadbridge way which is difficult to access. The current pedestrian accessibility is poor and our site provides an opportunity to provide safer and wider pedestrian connections to enhance the existing links.

- Circa 89 new high-quality, sustainable and modern homes
- Affordable homes provided between 35% - 100%
- Biodiversity net gain
- East-west pedestrian link providing safer sustainable connections between the existing Tesco and the wider development
- Potential for link to park and village centre to allow safer access and way-finding for the wider development
- New public open space proposed on the site to increase available outdoor space

Figure 7: Site Photos
Source: FINC Architects Ltd

The Wider Masterplan

Land at Wickhurst Green, Broadbridge Heath lies to the North of a wider developed masterplan which has been constructed and forms part of the existing constraints of the site. Originally designated as a school site, the site has come forward for development and with the change of its intended use needs to be re-evaluated holistically. Its connection to the wider masterplan is to be considered, as well as the constraints that this new existing setting brings regarding access, drainage, open space and connectivity.

You can see the original masterplan in Figure 9 adjacent.

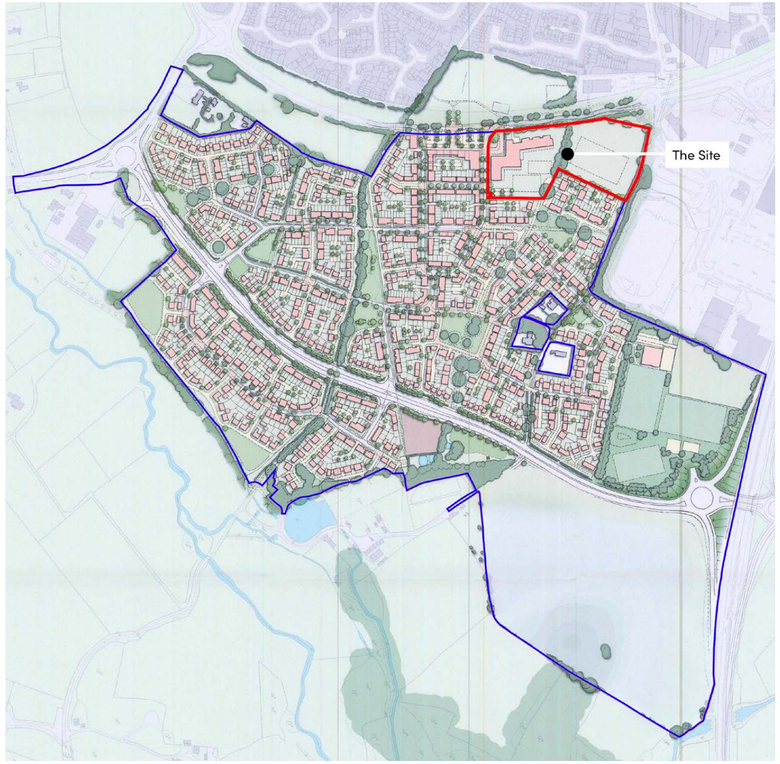


Figure 8: The Site Within the Proposed Masterplan
Source: FINC Architects Ltd

Identity

Process & Engagement

The NDG states that well-designed places with high quality buildings and attractive spaces have:

"- a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users"

Throughout the consultation process, active engagement has been prioritised with a range of stakeholders including the Horsham District Council and the local Parish Council in order to achieve a cohesive identity within the existing setting and for the existing residents. We have also undertaken a character analysis of the local area, along with developing our own attractive spaces that can be seen later on in the document.

This engagement has taken various forms, including consultations with local design officers and pre-planning meetings. Where possible, the proposals have been amended to incorporate comments and consultation responses.

The following plans show how the design concepts looked at three key stages of the process. The first plan shows the initial framework plan - derived to establish a layout making the most of the existing landscape features and connections/movement strategy.

As an initial exercise for the detailed masterplan, a framework plan was created and illustrated in Figure 9. This plan considered the key opportunities and constraints afforded by the parcels in its high-level concept.

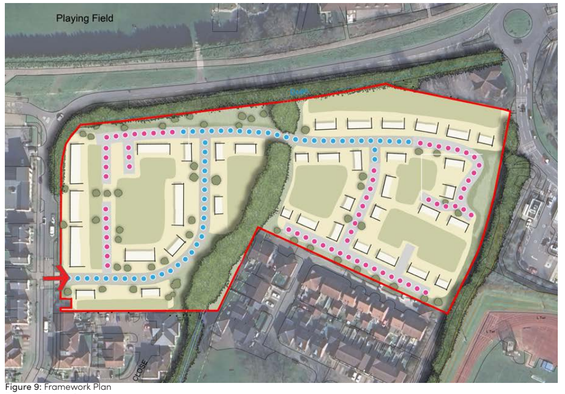


Figure 9: Framework Plan
Source: FINC Architects

Figure 10: Site Layout Rev F
Source: FINC Architects

The plans in Figures 11 & 12 below illustrate the continued design evolution, with the layout being refined following internal and external consultant comments. In doing so, the different streets and spaces have been adapted to create a high quality, coordinated layout through considering the sites constraints and opportunities in order to identify key character areas and street hierarchy, taking into account the principals established in the Framework Plan.

The overriding concepts of the original scheme and the design brief have been built upon and carried through into this detailed scheme, as demonstrated and explained throughout the remainder of this document. Through testing the initial site layout Rev G in figure 11, it was discovered that through testing a higher density site layout, it did not work for the eastern side of the site. Therefore, figure 12 showcases the refined site layout where it settled on the approach that the western side would be high density with lots of flats, and the eastern side would be low density but a more sustainable development with 40 dph.

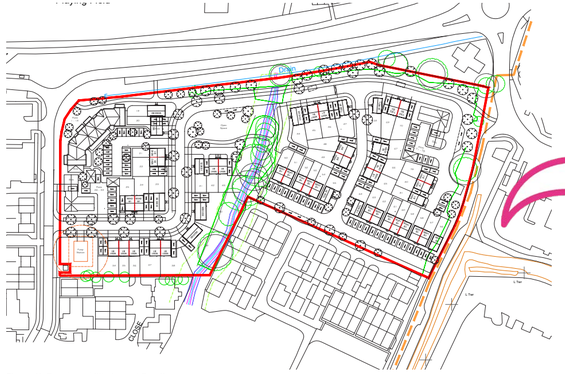


Figure 11: Developed Site Layout Rev G
Source: FINC Architects

Figure 12: Site Layout Rev U
Source: FINC Architects

Design Evolution

The proposals have evolved with each meeting and as the constraints have become understood in increased detail.

There were numerous iterations of the layout attempting to establish a design that appropriately responded to its surroundings whilst maintaining a sustainable development density. The land parcels were designed to include connectivity, levels, size, shape and enclosure.

In addition, high density development was originally proposed on the site but this did not work on the eastern side. However, we then settled on an approach where high density was proposed for the western side with lots of flats, and a low density approach to the eastern side but with a sustainable development with 40 dph.

The layout and design of these areas have been directly provided in relation to the comments received.

Additional comments from Horsham District Council from the pre-app and the local Parish Council on access, as well as landscape, ecology and highways comments have all been addressed through revisions to the site layout.

Figure 13: Site Layout Rev U Western Side Entrance
Source: FINC Architects

Design

Proposed Site Layout

Following a number of iterations, the illustrative layout is presented on the following page. The landscape-led layout has evolved alongside our consultants reports and illustrates the collaborative nature of the project.

The site layout comprises of two key areas, relating to the immediate landscape and physical context in those parts of the site. These areas can be simplified to include the following;

Western Gateway - The apartment buildings in this part of the site provides a distinct focal/gateway into the development and provided as 3-storey building to adequately address the open nature of the site entrance. This area of the site also includes smaller house types as well as mostly rear parking with some tandem parking.

Eastern Field - This area is connected to the main development by the Western gateway and is mostly made up of the looser roads, semi and detached housing and the large units of the scheme.

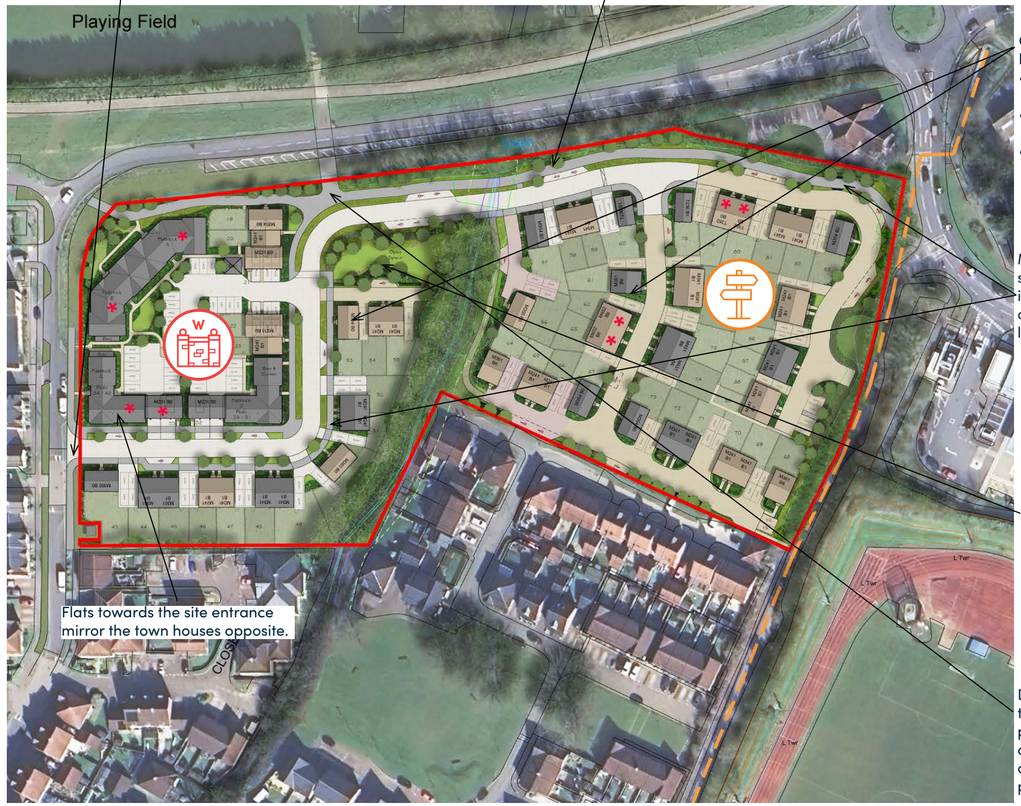


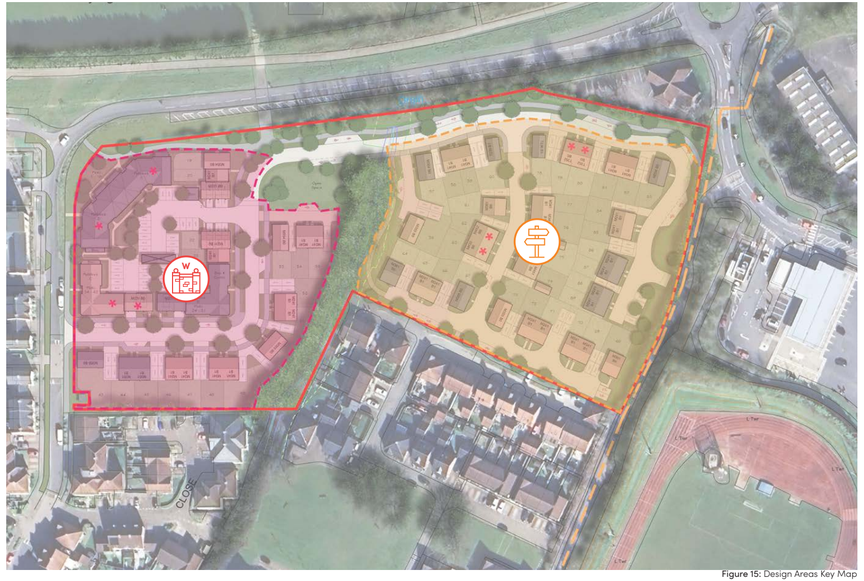
Figure 14: Coloured Site Layout
Source: FINC Architects

Design Areas

Detail

The following pages contain the detailed layout of different parts of the site, along with the conceptual design work that informed the final proposals for this area.

Additional information for the final proposals, including materials and detailing are also provided. The final proposals are also included, showcasing the evolution of different parts of the site.



Key

Western Gateway

Eastern Field

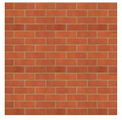
Figure 15: Design Areas Key Map
Source: FINC Architects

Western Gateway

The apartment buildings positioned at the front of the site create a continuous frontage into the site, and parallel the 3-4 storey community building with flats on the other side of Sergeant Way to not only create a gateway into the site but also into the development south of Sergeant Way. These will be contemporary in design, before the rest of the western gateway turns into a traditional style. These focal buildings at the main vehicular entrance to the site are indicative of a change of area and provide way-finding towards the wider site. The Western Gateway forms the denser half of the development, again mirroring the density of the surrounding areas of the previously developed areas

Buildings will be made up of mostly red brick with some dark red multi brick, with brown and slate roof tile combination. Apex porches with some lean to porches make up these traditional style buildings, with brick banding, flared brick headers and traditional window styles finalising the designs. Additional material application will be positioned in key areas, and will be either half boarding or have tile hanging. These create a more interesting facade, and provide way-finding throughout the site into other areas.

Figure 16: Western Gateway Design Area Map
Source: FINC Architects

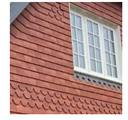


Red Brick

Dark Red Multi Brick

Reconstituted Slate Roof Tiles

White Boarding



Tile Hanging

Brown Roof Tiles

Figure 17: Material Examples and Example Streetscene
Source: Google and FINC Architects

Western Gateway

Figure 18: Western Gateway
Source: FINC Architects

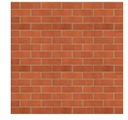
Figure 19: Precedent Images
Source: FINC Architects

Eastern Field

Buildings within the Eastern Field are predominantly semi-detached and detached homes, providing a continuous frontage in an informal arrangement. Houses are designed in a suburban style to reflect the nearby character and are an indication of a change of area throughout the site. Focal buildings have materials applied to them to help with way-finding, and streets gently meander through this side of the site. The Eastern Field forms the looser half of the development, again mirroring the density of the surrounding areas of the previously developed areas and responding sensitively to the nearby dwellings.

Buildings will be made up of a mix of red brick with some dark red multi brick, with brown and slate roof tile combination. Lean-to porches make up these suburban style buildings, with soldier brick headers and cills and suburban window styles finalising the designs. Additional material application will be positioned in key areas, and will be either half boarding or have tile hanging. These create a more interesting facade, and provide way-finding throughout the site into other areas.

Figure 20: Eastern Field Design Area Map
Source: FINC Architects

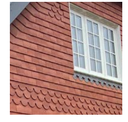


Red Brick

Dark Red Multi Brick

Reconstituted Slate Roof Tiles

Black Boarding



Tile Hanging

Brown Roof Tiles

Figure 21: Material Examples and Example Streetscene
Source: Google and FINC Architects

Eastern Field

Figure 22: Eastern Field
Source: FINC Architects

Figure 23: Precedent Images
Source: FINC Architects

Built Form

The NDG states that well-designed places have:

"-compact forms of development that are walkable, contributing positively to well-being and placemaking;
- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion"

Proposed Flatblocks

The approved Framework document has built upon the NDG and the guidelines it presents, and goes on to state the site should utilise "Landmark buildings at gateway and key locations to create a sense of arrival and mark vistas from road approaches", which our proposal has followed and utilise with various statement flatblocks at key locations. Most notable is the flatblock at the Western Gateway featuring gable projections, grey cladding along with brick detailing which then provides wayfinding and welcomes visitors off of Sergeant Way and into the site entrance.

Figure 24: Coloured Flatblock Elevations
Source: FINC Architects

Proposed Streetscenes

The approved Framework document states we are "creating a distinctive sense of place and memorable character for the Site will be greatly influenced by the relationship between the buildings, streets, open spaces, and the quality of the public realm", which our proposal accords with. Each street displays a distinct sense of character depending on where it is in the site and provides a range of interesting sights as users wander the site whether they are in a vehicle or on

Figure 25: Coloured Streetscenes BB & AA
Source: FINC Architects

Proposed Streetscenes

Figure 26: Coloured Streetscenes DD & CC
Source: FINC Architects

Movement, Access and Connectivity

The NDG states that a well designed movement network defines a clear pattern of streets that:
"- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
-limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
-promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
-incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."

The proposals feed into the existing public right of way that runs along the edge of the site, providing greater connectivity to the wider area, forming sustainable connections into and across the development.

The development's vehicular access is primarily served off of Sergeant Way on the site's western boundary. The primary movement route then stretches east towards the wider development edges. These routes meander around the site, accounting for its topography and retained vegetation.

Shared surfaces branch off of the arterial routes, which adopt a more organic approach in their design and encourage lower vehicle speeds, whilst encouraging sustainable methods of movement such as walking and cycling. Private drives then branch off of the shared surfaces to serve the development edges.

The plan adjacent illustrates the key forms of movement throughout the proposed development and its surroundings.

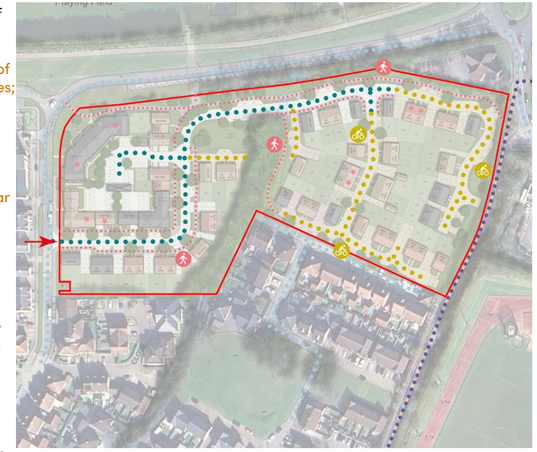


Figure 27: Movement, Access and Connectivity Plan
Source: FINC Architects

Landscape Strategy

Overall Landscape Strategy

The aim of the overall landscape strategy for the site is to retain and respect local landscape character. A series of design considerations have been identified to respond to the ecological requirements with the aim of enhancing biodiversity and encouraging wildlife. The following principles have been adopted to help steer the design process:

- The existing trees and understorey along the boundaries and the central ditch will be retained wherever possible to accommodate the development. These areas will be enhanced with pockets of native shrub planting and wildflower meadows, where appropriate, to promote biodiversity and provide a valuable food source for pollinators.
- Sustainable Drainage Systems (SuDS) filter strips along the road corridors have been integrated within the landscape, including wildflower meadows and native shrub mix planting where appropriate to support ecological enhancement.
- The proposed public open spaces will feature native shrub planting, hedgerows, and wildflower meadows to create a semi-naturalistic landscape. Strategically placed ornamental planting and outdoor seating will offer seasonal interest while enhancing visual appeal and biodiversity for the benefit of both residents and wildlife.
- Proposed ornamental trees, shrubs and herbaceous planting have been carefully selected for the frontage of each dwelling to provide visual amenity, seasonal interest and to integrate built form within its landscape setting.
- The selected hard landscape paving materials have been chosen to complement the adjacent scheme, aiming to create a unified and cohesive transition between developments.

Illustrative Landscape Masterplan

Figure 28: Illustrative Landscape Masterplan
Source: FINC Architects

KEY

- Site boundary
- Public Rights of Way
- 1 Existing trees and under-storey vegetation retained
- 2 Asphalt access road with asphalt pedestrian path
- 3 SUDS filter strip with wildflower meadow planting
- 4 Paved parking court with ornamental planting and trees
- 5 Courtyard with ornamental hedge, shrub planting and trees
- 6 Timber fence to rear gardens
- 7 Self binding gravel cycle / pedestrian path
- 8 Proposed concrete flag paving for private front and rear access paths and bin collection point
- 9 Proposed tree planting
- 10 Ornamental shrub planting to private frontages
- 11 Proposed native shrub mix planting
- 12 Informal public open space with bench seating

Illustrative Landscape Sections

Section A-A'

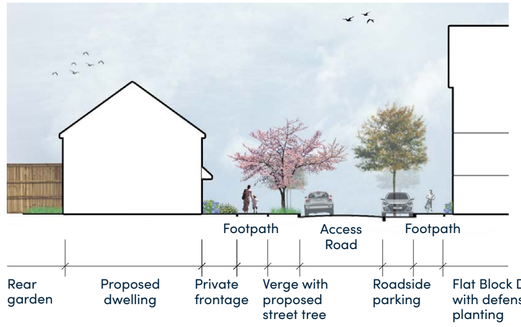
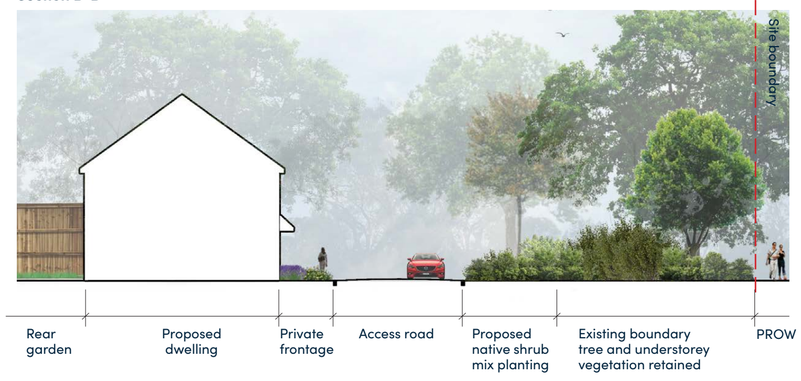


Figure 29: Section Location Plan
Source: FINC Architects

Section B-B'



Illustrative Landscape Sections

Section C-C'

Figure 30: Section Location Plan
Source: FINC Architects

Hard Landscape

Hard Landscape Strategy

The external areas will be designed to be robust, high quality and appropriate to the site. The hard landscape strategy is as follows:

- Material selection will seek to complement the existing hard landscape treatment in the local residential areas as well as providing cohesion to the streetscape within the development.
- All hard landscape elements will respond and compliment proposed architectural styles through sympathetic, appropriate and consistent materials, textures and scales.
- All hard landscape elements will be fit for purpose in terms of use and function.

Hard Landscape and Street Furniture

- Main access road and driveway - **Asphalt**
- Pedestrian footpath along vehicular roads - **Asphalt**
- Parking courts - **Permeable block paving**
- Cycle and pedestrian pathway - **Self binding gravel**
- Outdoor seating within public open space - **Hardwood timber bench and litter bin**
- Cycle and pedestrian pathway crossing junction - **Hardwood timber bollard with reflective band**

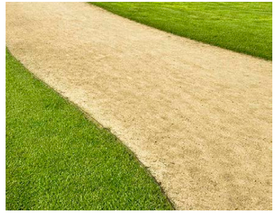
Boundary Treatment Material Palette

- Private rear garden - **Timber closeboard fence**
- Private rear garden - **Brick wall** (refer to architectural proposal for details)
- Rear garden backed up to existing understorey vegetation along the central ditch - **Post and rail fence**







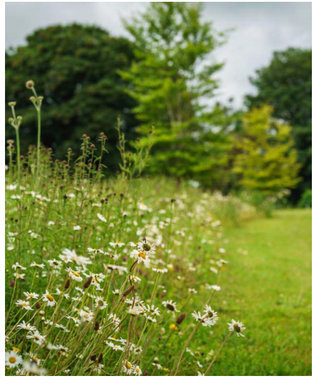
Soft Landscape

Soft Landscape Strategy

The planting strategy has been carefully developed to provide visual interest through different textures, forms, colour and seasonal variation, and comprises the following objectives:

- Retain the existing trees and understorey vegetation where possible with proposed native tree and shrub mix planting and wildflower meadow to strengthen visual screening along the site boundaries, as well as enhancing biodiversity.
- Incorporate SuDS filter strips with wildflower meadows to contribute to the site's overall ecological enhancement.
- Create a semi-naturalistic public open space with strategically positioned bench seating to offer residents inviting places to relax and enjoy the outdoor environment. A carefully designed mix of native and ornamental shrubs, trees, and wildflower meadows will enhance both visual appeal and biodiversity for the benefit of residents and wildlife.
- Provide carefully selected ornamental trees, shrub and herbaceous planting that are appropriate for the soil type to integrate and soften built form, and introduce seasonal interest and biodiversity.





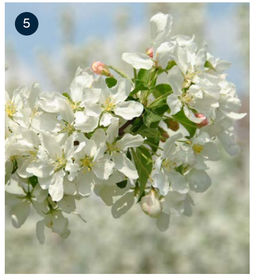
Soft Landscape Material Palette

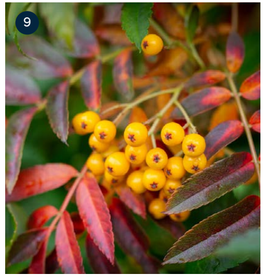
Native trees

Key

1. Acer campestre (Field maple)
2. Alnus glutinosa (Alder)
3. Betula pendula (Silver birch)
4. Carpinus betulus (Hornbeam)
5. Prunus avium (Wild cherry)
6. Quercus robur (Oak)
7. Sorbus aria (Whitebeam)

Street Trees

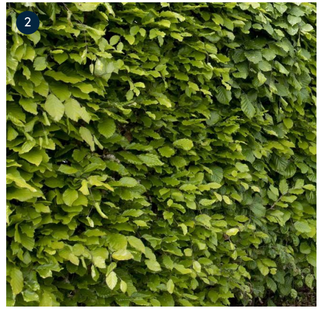




Key

1. Acer Campestre 'Elegant'
2. Acer platanoides Cleveland
3. Crataegus monogyna Stricta
4. Prunus 'Umineko'
5. Malus baccata
6. Prunus 'Pandora'
7. Sorbus intermedia
8. Sorbus accuparia'Rossica Major'
9. Sorbus accuparia 'Sheerwater Seeding'

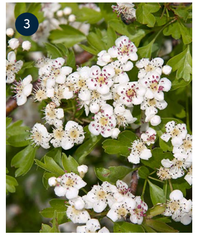
Native and ornamental hedge palette



Key

1. Carpinus betulus (Hornbeam)
2. Fagus sylvatica (Beech)
3. Pittosporum tenuifolium (Kohuhu)
4. Prunus lusitanica (Portuguese Laurel)

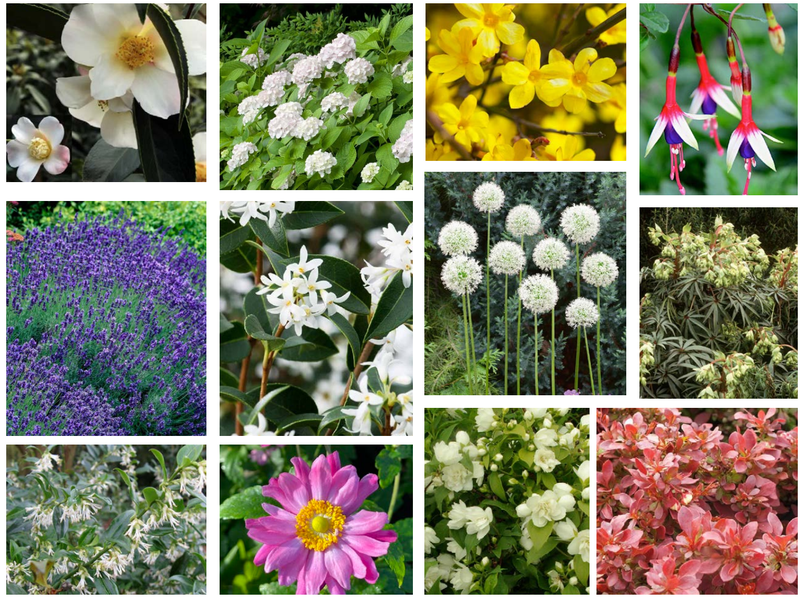
Native shrub mix planting



Key

1. Cornus sanguinea (Dogwood)
2. Corylus avellana (Hazel)
3. Crataegus monogyna (Hawthorn)
4. Ilex aquifolium (Holly)
5. Ligustrum vulgare (Privet)
6. Rhamnus cathartica (Buckthorn)
7. Rosa arvensis (Field Rose)
8. Rosa canina (Dog Rose)
9. Viburnum opulus (Guelder Rose)

Ornamental shrub and herbaceous planting for private frontages



The palette of ornamental shrub, herbaceous and bulb planting has been carefully selected to provide seasonal interest, diverse structures and forms, and valuable habitats. Particular emphasis will be placed on maximizing the inclusion of plants that support pollinating insects, enhancing both ecological and visual benefits. Examples of plants species are proposed for the scheme include:

- Allium ‘Mount Everest’
- Anemone hupehensis var. japonica ‘Pamina’
- Berberis thunbergii ‘Admiration’
- Camellia japonica 'Apple Blossom'
- Elaeagnus × submacrophylla 'Compacta'
- Fuchsia magellanica 'Arauco'
- Helleborus foetidus
- Hydrangea macrophylla 'White Wave'
- Jasminum nudiflorum (Winter Jasmine)
- Lavandula angustifolia (English Lavender)
- Lonicera periclymenum (Honeysuckle)
- Lonicera × purpusii 'Winter Beauty'
- Mahonia 'Winter Sun'
- Osmanthus x burkwoodii
- Philadelphus 'Manteau d'Hermine' (Mock Orange)
- Sarcococca confusa

Land Use & Amount

The site measures approximately 2.42ha, of which 0.56ha are allocated to various forms of open space and 1.86ha are allocated to residential development land.

All homes are arranged across 2 or 3-storey buildings and include a variety of sizes from 1-bed flats, to 4-bed houses.

The density on the western half of the residential land parcel equates to 62 dwelling per hectare (dph), and the density of the eastern half of the residential land parcel equates to 40 dph.

For full details see the Schedule of Accommodation included in the Appendices.

Figure 31: Proposed Coloured Layout
Source: FINC Architects

Accommodation Schedule

24.1945.1000T

Vistry (South East)

House Type Summary

Affordable					
Code	**Name**	**Bedrooms**	**Area (sqft)**	**Units**	**Total Area (sqft)**
1B2PF AFF	1B2P Apt	1	546	9	4,914
1B2PF M4(3) AFF A	1B2P M4(3) Apt A	1	660	1	660
1B2PF M4(3) AFF B	1B2P M4(3) Apt B	1	753	1	753
2B3PF AFF	2B3P Apt	2	660	2	1,320
2B4PF AFF	2B4P Apt	2	753	14	10,542
M231B0 AFF	231	2	797	1	797
M242B1	242	2	855	0	-
T352B0	352	3	1012	2	2,024
M452B6	452	4	1178	2	2,356
	Totals			32	23,366

Sales					
Code	**House Type**	**Bedrooms**	**Area**	**Units**	**Total Area (sqft)**
1B2PF	1B2P Flat	1	546	3	1,638
2B3PF	2B3P Flat	2	660	2	1,320
2B4PF	2B4P Flat	2	753	3	2,259
M231B0	231	2	797	3	2,391
T236B1	236	2	827	2	1,654
M241B1	241	2	855	18	15,390
M341B1	341	3	948	10	9,480
M351B1	351	3	1031	2	2,062
M354B0	354	3	1172	6	7,032
M355B0	355	3	1172	3	3,516
M361B6	361	3	1126	3	3,378
M451B0	451	4	1178	2	2,356
Totals				57	50,120

Grand Total				89	73,486

Affordable	Number	%
1	11	34%
2	17	53%
3	2	6%
4	2	6%
Total	32	100%

Sales	Number	%
1	3	5%
2	28	49%
3	24	42%
4	2	4%
Total	57	100%

Grand Total	89	

Affordable %		36.0%

Site		
Gross area		
Nett developable		1.83
		4.52
Sqft/acre		16,251.03

Figure 32: Accommodation Schedule
Source: FINC Architects

Homes & Buildings, Amenity Areas

Garden Sizes

The houses' rear gardens have all been designed to be at least 10m in length and are a minimum area of 50sqm, larger properties feature larger gardens. In addition, most plots feature back-to-back distances of a minimum 21m, enabling the 10m garden length to be achievable.

Boundary Treatments

Development plots will be defined by a range of boundary treatments such as fences, walls and hedgerows to create the distinction between public and private spaces. Rear gardens will typically be enclosed by 1.8m high close-boarded fences. If the garden fence boundary faces onto the street, 1.8m high brick walls will enclose the rear gardens, with the brick matching that of the adjacent dwelling. These boundary treatments will be alternated throughout the site to ensure variety.

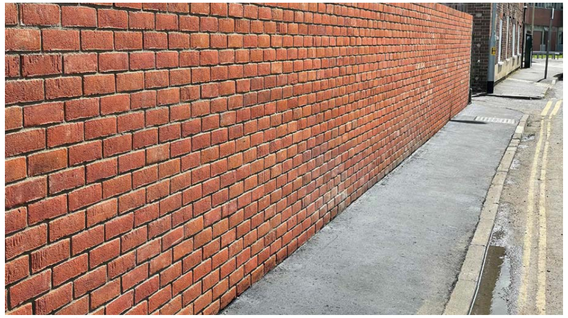


Figure 33: Example Boundary Treatments
Source: FINC Architects

Parking and Bins

Car Parking Standards

The quantum of parking required on site accord with West Sussex County Council Parking Policy (2018). This dictates 1.4 car parking space for 1B dwellings, 1.7 car parking spaces for 2B dwellings, 2.1 car parking spaces for 3B dwellings and 2.7 spaces for 4B dwellings. Any shortage of spaces can be made up through visitor spaces which has been accomplished in the proposals. The submitted Accommodation Schedule includes details to prove compliance with this standard. Parking spaces are all in compliance with West Sussex policies.

141 no. on plot parking spaces are provided in a variety of forms, with 24 visitor spaces being provided. These include on-plot parking, perpendicular parking, flexible parking and combination parking with some courtyard parking.

Most houses are provided with in-curtilage parking either to the front or side of properties, whilst a limited number of in-curtilage rear parking spaces are provided. The apartment blocks proposed are served by overlooked parking courts, sheltered from street views and surrounded by landscaping to soften their impact on neighbouring buildings.

Cycle storage will be provided in accordance with Policy BE13 of the Brentwood Local Plan (2022), plus additional for apartment buildings within dedicated secure bin and cycle stores.

The parking strategy is detailed in the 'Vehicle & Cycle Parking Strategy' plan submitted with this application.

Bin Storage

The majority of houses are either semi-detached or detached, enabling convenient direct access to rear gardens. All bins will be stored to the rear of properties and put out for collection on the relevant day. The enlarged front gardens throughout the site enable bins to be stored off footpaths whilst awaiting collection and prior to being placed back in rear gardens.

Fully integrated, internal bin stores are proposed for the apartment blocks. This results in a neat solution that will reduce impact of bin storage/collection on an ongoing basis.

The refuse collection strategy is detailed in the 'Refuse & Recycling Strategy' plan submitted with this application.

Technical

Sustainability

The proposals have been designed to maximise energy efficiency, through their siting, design and orientation. The Proposed Development therefore follows the nationally recognised energy hierarchy of:

-Reducing energy demands in the first instance ('Be Lean');
-Before using energy efficiently and cleanly ('Be Clean'), and only then;
-Using renewable and low carbon technologies ('Be Green'), where possible.

In addition, the buildings will be constructed with a 'fabric first' approach to energy efficiency, exceeding the Building Regulations with regards to energy consumption. The fabric efficiency of the proposed dwellings has been designed to reduce heat demand and energy needs. This includes providing high levels of insulation and low air permeability, with consideration for thermal bridging junctions. The diagram below illustrates this approach.

The proposed development seeks to supply energy efficiently by using only electric based heating and hot water systems, including the use of Air Source Heat Pumps, meaning the development will be designed to be fossil fuel-free.

Solar Photovoltiac (PV) panels will be provided to dwellings on Site, whilst orientating buildings to be south-facing where possible to increase the efficiency of solar PV.

Furthermore, the materials chosen for construction, including hard and soft landscaping elements, will be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

Figure 34: Example PV Panels
Source: FINC Architects

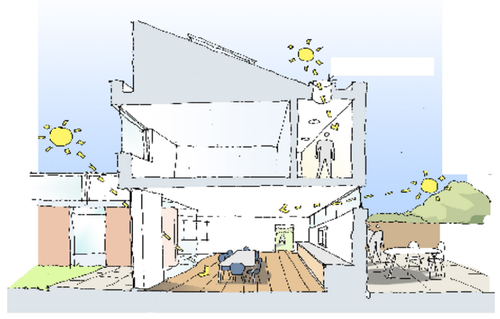


Figure 35: Fabric First Diagram
Source: FINC Architects

Conclusion

This Design and Access statement has been produced in support of a full planning application for circa 89 units including 35-100% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

The document illustrates how the proposals have evolved, through consultation with Horsham District Council and their consultant team, Broadbridge Heath Parish Council, local residents and other relevant people/organisations.

This document provides detail on the existing site constraints, wider area constraints and context to establish key principals and concepts for the proposals and how these principals have been rigorously tested, reworked and coordinated to absorb comments and detailed technical constraints across all disciplines.

This has resulted in the proposals detailed within this document for an extremely high-quality development, with excellent connectivity, place-making and integration into the area.

The development provides a much-needed variety of new housing, exceeding requirements for sustainability whilst adhering to the principals set out and approved within the National Design Guide.

Figure 36: Proposed Coloured Layout
Source: FINC Architects

Figures List

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finc

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