

# DESIGN & ACCESS STATEMENT

LAND AT CAMPSFIELD, SOUTHWATER

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JANUARY 2025

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# BACKGROUND & CONTEXT

# 01

## 1.1 Purpose of this Document

The Design & Access Statement (DAS), brings together all aspects of the design process in a single document. It is intended to provide both officers and the public with a clear overarching review of how the design for the scheme was developed. It utilises imagery and plain English. The DAS is not intended to replace the detailed technical statements provided to support the application. It will, where appropriate, provide an overview of the technical assessment findings.

## 1.2 Application Content

The planning application is an outline application, which means that the principle of the land use and access arrangements are to be subject to approval in detail. The parameter plans are to be subject to approval and an illustrative masterplan is provided to demonstrate the deliverability of the proposals within the parameter plans. Approval for the detailed design of the scheme will be sought through later reserve matters applications. The DAS would be a material consideration in those later submissions.

## 1.2 Surrounding Area Context

### Access to/from Southwater

Southwater is a large village in the Horsham District of West Sussex. It is situated approximately 5.9 km south of Horsham. It is located between Christ's Hospital Railway Station (5.1 km) and Horsham Railway Station (7.0 km) with services to London Victoria, Bognor Regis, Portsmouth & Southsea, Gatwick Airport and Brighton. Southwater has regular bus services to neighbouring towns and villages, including Horsham, Billingshurst, Crawley, Brighton.

### Cycle Access

National Cycle Network (NCN) Route 223 can be accessed quickly from the site via the Mulberry Fields development to the north and provides a largely off-road cycle and walking route between Brighton (south) and Guildford (north).

### Access to the wider road network

The A24 and A281 connect into Southwater with the former connecting London to Worthing, and passing through Horsham. The latter connects Southwater to Guildford and other towns in the region.

### Community Connectivity

The site is well-connected with the centre of Southwater - walk (circa 20 minutes) cycle, (circa 5 minutes). The nearest bus stop is 'Cripplegate Corner' on Mill Straight Road, approximately 8-minutes walk from the site, and provides access to seven local bus services including direct routes to Crawley, Worthing, Littlehaven and Horsham (including a direct secondary school service), up to every 15 minutes.



Figure 1. Southwater and its surrounding area (taken from the Vision Document, July 2023)

### Community Facilities & Services

Southwater benefits from multiple convenience retailers including a large Co-op Food store, Londis and Budgens. There are also a Tesco Extra, Sainsbury's and Lidl in Horsham. Various comparison stores can also be found in Southwater, as well as a doctors surgery, local restaurants, and several public houses.

The village boasts a range of recreational facilities, including a gym and sports courts. The village also benefits from Southwater Country Park, which comprises approximately 70 acres and includes a visitors' centre, café, skate park, children's playground and a lake used for recreational sporting activities.

There are five educational facilities within the village including nursery, pre-school and primary facilities. Secondary school facilities are provided in Horsham and can be accessed by the 668 school bus from Mill Straight Road.

### Additional Information

Additional detailed information on community connectivity and access to walking, cycling, bus and train services are provided in the Transport Assessment.

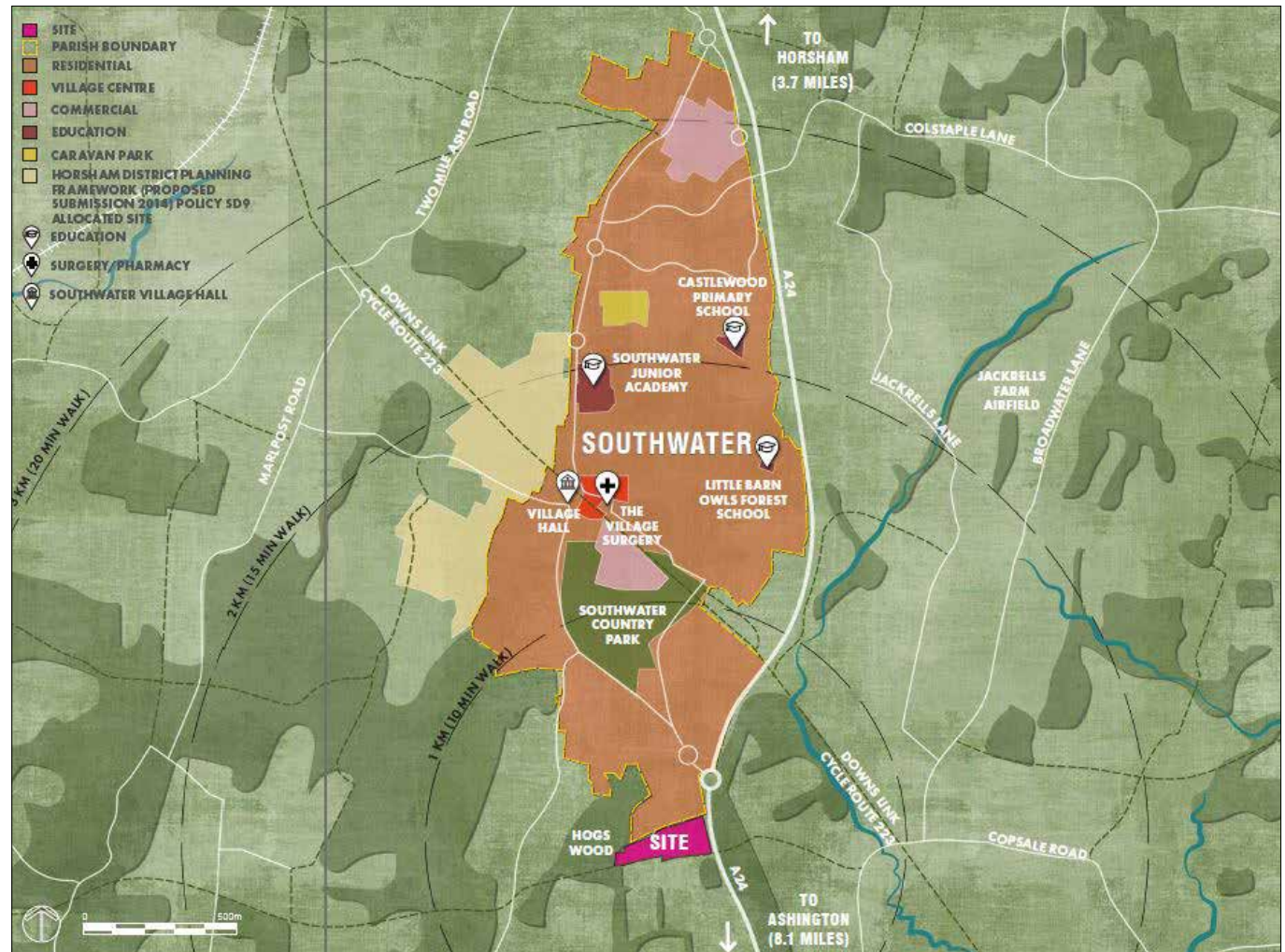


Figure 2. The Southwater Community (taken from the Vision Document, July 2023)

# OPPORTUNITIES & CONSTRAINTS

# 02

## 2.1 Site Description

The site is 4.87Ha (4.29Ha excluding the length of road through Mulberry Fields) in size and is situated on the southern edge of the village of Southwater, within the Southwater Parish boundary. Existing (informal) vehicular access to the site is currently provided via the top north-east corner of the site.

The site is broadly rectangular in shape, well contained by mature vegetation and with a gently sloping topography from east to west. It is currently utilised for plantation



Figure 3. 'Red Line' Site Plan.

woodland. There is a footpath which runs along the southern boundary. The Mulberry Fields development is located on the northern boundary of the main parcel.

The site is located entirely within Flood Zone 1 where the risk of flooding from rivers or the sea is of a low probability. Part of the site is at a slightly heightened risk of surface water flooding, but this can be sufficiently managed. This is discussed further in section 7 as well as in the accompanying Flood Risk Assessment and Drainage Strategy.

The closest heritage listed asset is the Grade II listed building known as Big Pollarshill Farmhouse, which is located approximately 480m east of the site.

The site is located around 11.5km north-east of the Arun Valley Special Area of Conservation (SAC) and 12.5km east of The Mens SAC. The nearest Site of Special Scientific Interest (SSSI) is the Coneyhurst Cutting SSSI, which is located 5.9km west of site, but the site is not located within a SSSI impact zone. The western edge of the site is located within a 'bat sustenance zone' and also includes Ancient Woodland.

## 2.2 Approach

The analysis of the opportunities and constraints impacting the development of the design approach has been split across five groups, focusing on data sets which either impact each other or require similar outcomes.

- Landscape, Trees & Ecology
- Drainage & Noise
- Movement Network
- Built Form
- Appearance

This analysis focuses on demonstrating how the overarching design approach as been developed and are by necessity therefore simplified for the presentation of some topics. Where readers have a particular technical interest, they are encouraged to read the supporting technical statements to ensure a complete picture of the issue has been presented.

It should be noted that technical assessments have also been completed for air quality, contamination and heritage, but as the analysis revealed no significant issues these are not discussed in detail in the DAS in order to ensure concise reporting.

## 2.3 Landscape / Trees / Ecology

### **Root Protection Zones**

The site includes wooded boundaries on all sides, with a number of trees of significant quality. This represents an opportunity to integrate mature trees into emerging landscape proposals, but limits the developable area by requiring protection of the root protection zones (RPZ).

The site currently includes two areas of plantation woodland, however these are not a constraint to development and therefore the RPZ's are not included.

### **Ancient Woodland**

In addition the ancient woodland located to the west of the site provides excellent opportunities to live in proximity to nature, but in order to protect and maintain this feature a buffer is necessary for its protection. See Arboricultural Report for additional details.

### **Bat Corridors**

The southern and eastern boundaries have been identified as having value as bat foraging corridors and as such a development buffer and associated areas requiring low level lighting have been established to maintain these corridors.

### **Ecology Buffers**

Similarly the bat corridors also form part of the wider ecology corridors which incorporate the majority of the site boundaries and are principally there to support the movement of doormice. See EclA for additional details.

## 2.4 Drainage / Noise

### **Topography**

The site slopes from east to west, with a stream running parallel with the western boundary from north to south. This influences water movement across the site.

### **Ponds**

There are two seasonally dry ponds located within the central tree belt which bisects the site from north to south.

### **Bore Holes**

Two bore holes will be located within the site to deliver potable water for use of residents to ensure the site is 'water neutral'. The precise location is to be determined but is likely to be on the northern boundary of the site.

### **Pumping Station**

There is an existing pumping station located on the western side of the northern boundary. It is located outside the site red line, but its development buffer includes an area inside the red line. See Flood Risk Assessment for additional details.

### **A24 Noise**

A noise development buffer requirement, and the provision of an acoustic fence within the buffer has been established on the eastern boundary. This matches the approach taken in the Mulberry Garden's area to the north. See Noise Assessment for additional details.



## Landscape / Trees / Ecology - Opportunities & Constraints






### KEY

- Ancient Woodland Buffer
- Ecology Buffer
- Bat Buffer
- Root Protection Zones



## Drainage & Noise - Opportunities & Constraints

### KEY

-  Direction of slope
-  Ponds
-  Potential location of Bore Holes
-  Pumping Station
-  Noise Buffer





# KEY

- |   |  |
|---|--|
|  A24                           |  Public Right of Way (PROW 2804)                  |
|  Primary Route                 |  Potential Pedestrian Connection (from the South) |
|  Secondary Route               |  Potential Pedestrian Connection (from the North) |
|  Pedestrian & Cycle Connection |  Potential Vehicular Access                       |

## Movement Network



## 2.5 Movement Network

### Impact of A24

The A24 runs parallel to the eastern boundary of the site. A vehicular connection directly to the A24 is not practical as it would require the creation of an additional junction on this already busy route.

The A24 also effectively severs PROW 2804 to the east which places greater value on creating opportunities to access open countryside to the west.

### Centenary Road Movement Network

The movement network in the Centenary Road area offers a well defined and logical vehicular connection into the site at the western end of the northern boundary, and there are opportunities to access the eastern section of the site without impacting root protection zones of existing trees.

### Pedestrian Movement to/from the North

There is a need to ensure good pedestrian connections into Mulberry Fields to the north to provide access to facilities in the centre of Southwater.

There are also opportunities to create pedestrian connection through the site, connecting existing routes within the Mulberry Fields area with PROW 2804 to the south of the site, and leading into the wider countryside to the west.

### Pedestrian Movement from the South

There are also opportunities to create pedestrian connection through the site to PROW 2804 to the south, creating a series of attractive leisure walking routes.

### Additional Information

Additional detailed information is provided in the Transport Assessment.

## 2.6 Built Form

### Perimeter Blocks

The Mulberry Fields area utilises a simple perimeter block form which creates a clear frontage with the northern boundary of the site.

### Mulberry Gardens Frontage Line

The opportunity to continue the frontage and alignment of the public open space within Mulberry Fields may present an opportunity for visual continuity.

### Built Form - Opportunities & Constraints







## 2.7 Appearance

The adjacent Mulberry Fields development is the only built form which is (partially) visible from within the site, but only from the northern boundary.

However residents would need to drive, cycle or walk through it to access the site, and therefore it sets the tone for what could be developed on the site.

The material palette is simple with a base of red brick and tile with limited use of flint, tile and boarding to emphasise specific features. The detailing of the buildings includes attractive porch details and in some limited locations decorative barge boards.



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## 3.1 Introduction

A detailed analysis of the planning policy context is provided within the Planning Statement. This chapter of the DAS sets out the headline issues which impact the design process.

## 3.2 Planning History

The site has not been subject to any previous planning applications, and there are no records on the Council's online planning register for any applications considered in the past for the site.

In terms of the surrounding area, land immediately to the north of the site, known as Mulberry Fields, received Outline planning permission in 2015 (HDC ref: DC/14/2582) for Residential development of up to 193 No. dwellings (including affordable housing) and associated works. In August 2016, a Reserved Matters application was granted for the Mulberry Fields site (DC/16/0642). Miller Homes was the applicant for this development and construction was completed by 2022.

## 3.3 Planning Policy Analysis

The requirements of the National Planning Policy Framework (NPPF - as updated on the 12th December 2024) and the National Planning Policy Guide (NPPG) are set out in detail in the Planning Statement, but critically

Horsham District Council are currently not meeting the housing delivery test based on the results published on the 12th December 2024 and are also failing to maintain a 5 year housing land supply. The presumption in favour of sustainable development is therefore applied.

### Horsham District Planning Framework

As the HDPF is now more than 5 years old, it has reduced weight in the decision-making process. The current HLS position and results of the HDT also render any policies that influence the location of housing out of date and hence these policies also attract reduced weight. The following policies are considered most relevant to this application:

- Policy 1 - Strategic Policy: Sustainable Development
- Policy 2 – Strategic Policy: Strategic Development
- Policy 3 – Strategic Policy: Development Hierarchy
- Policy 4 – Strategic Policy: Settlement Expansion
- Policy 15 – Strategic Policy: Housing Provision
- Policy 16 – Strategic Policy: Meeting Local Housing Needs
- Policy 24 – Strategic Policy: Environmental Protection
- Policy 25 – Strategic Policy: The Natural Environment and Landscape Character
- Policy 26 – Strategic Policy: Countryside Protection

- Policy 31 – Green Infrastructure and Biodiversity
- Policy 32 – Strategic Policy: The Quality of New Development
- Policy 33 – Development Principles
- Policy 34 – Cultural and Heritage Assets
- Policy 35 – Strategic Policy: Climate Change
- Policy 36 – Strategic Policy: Appropriate Energy Use
- Policy 37 – Sustainable Construction
- Policy 38 – Strategic Policy: Flooding
- Policy 40 – Sustainable Transport
- Policy 41 – Parking
- Policy 42 – Inclusive Communities
- Policy 43 – Community Facilities, Leisure and Recreation

### Supplementary Planning Documents and other Guidance

HDC has adopted several SPD's and Guidance documents which are material considerations in decision making. Those of relevance in this case are:

- Facilitating Appropriate Development (October 2022)
- Biodiversity and Green Infrastructure (October 2022)

- Planning Obligations and Affordable Housing (September 2017)
- Southwater Parish Design Statement (April 2011)
- West Sussex County Council: Guidance on Parking at New Developments (September 2020)

#### **Southwater Neighbourhood Plan**

Southwater Parish Council have produced a Neighbourhood Plan which was made on 23rd June 2021. The Site, although located within the Parish boundary of Southwater Parish Council, is located outside the Plan boundary for the Southwater Neighbourhood Plan and therefore the site is not subject to these Neighbourhood Plan policies. However, given the site's proximity to the Plan boundary, the proposed development has had some regard to the relevant policies, which include:

- Policy SNP1 – Core Principles
- Policy SNP2 – Proposals for Residential Development
- Policy SNP4 – Keeping our Roads Moving
- Policy SNP9 – Home Standards
- Policy SNP10 – Residential Space Standards
- Policy SNP12 – Outdoor Play Space
- Policy SNP14 – Adequate Provision of Car Parking

- Policy SNP15 – Driving in the 21st Century
- Policy SNP16 – Design
- Policy SNP17 – Site Levels
- Policy SNP18 – A Treed Landscape

#### **Emerging Local Plan**

The emerging Horsham District Local Plan (2023 – 2040) has been submitted to the Planning Inspectorate for formal examination and examination hearings commenced in December 2024. However as of week commencing 16th December 2024, all further scheduled hearings have been cancelled due to concerns held by the Local Plan Inspector on the draft Local Plan and further updates are awaited. The emerging plan therefore holds very limited weight in decision making.

### **3.5 Planning Context Conclusion**

The planning analysis has concluded that the key planning issues for this outline planning application are;

- The Principle of Development
- Settlement Expansion
- Countryside Protection

However with regard to matters of detailed design, the layout and scale are for consideration at Reserved Matters stage. Nonetheless, the indicative masterplan and parameter plans need to demonstrate that the proposals have been developed through detailed analysis of the site context, constraints and opportunities and that the proposals, as far as it is appropriate at outline stage, comply with relevant design policies and criteria.

## 4.1 Introduction

The development of the design approach for this application have been developed over an extended period and refined through a pre-application consultation process.

## 4.2 Vision

A Vision document was prepared in July 2023 to support a submission to the Call for Sites for the Emerging Local Plan. This work was used to support the preparation the Pre-Application submission in June 2024

## 4.3 Pre-Application Design Development

A pre application submission was made in June 2024. It developed the work undertaken in the initial review in the Vision Document, and focused on the emerging detailed design development, providing a detailed analysis of the site specific opportunities and constraints and sets out how the design team are responding to those opportunities and constraints in developing a site masterplan. It was accompanied by a number of supporting technical documents and a cover letter which provided further planning context.

The development process diagram (Fig 5) shows how the initial design developed from these key elements.

## 4.4 Key Pre-Application Design Issues

The process of developing the design principles included developing more detailed information on key issues which emerged during the site analysis process and the following section sets out how the drainage and landscape designs were woven together to create a simple and functional and ultimately successful solution.

### Drainage

Drainage management was identified as a key constraint during preparation of the pre-application submission, however the design team also recognised that it presented an opportunity to develop a responsive and contextually appropriate landscape response. The site is entirely within Flood Zone 1, being at the lowest risk

of Fluvial flooding, however a segment of it is at slightly heightened risk of surface water flooding.

The response that was developed focused on;

- homes and roads focused on areas of low surface water risk
- active management of surface water to mimic on site flows towards the stream to the west
- ensuring that the ancient woodland to the west is protected from erosion

The masterplan seeks to integrate swales on the northern edge of the site and a basin at the western edge of the site into a wider landscape framework.



Figure 4. Layout with flood mapping and proposed drainage features

## Pre-Application Landscape Strategy

### Landscape

The landscape strategy emerged as an integral part of the masterplan during the pre-application period as it encompasses both the drainage and noise management elements, and it needs to ensure suitable buffers to retained trees and ecological zones. Therefore developing a clear framework which positively incorporates the sites drainage requirements whilst delivering a high quality landscape environment was an early priority. This allowed officers to provide early feedback on this important element.

The key elements which were developed in the pre-application landscape strategy were;

- Retaining existing trees and ponds
- Creating green spaces which can encourage and accommodate play, community and quiet contemplation
- Positively integrating SuDS and rain gardens into the hard and soft landscaping
- Enabling the achievement of BNG targets
- Positively facilitating the provision of an acoustic buffer
- Supporting and enhancing the movement network
- Identifying a series of clear landscape character areas to guide the detailed proposals



### KEY

- Existing Trees
- Communal Amenity
- Local Area for Play
- Naturalistic Edge
- Buffer Planting
- Focal Tree Planting
- Landforming to Create SuDS



## 4.5 Strategic Design Development

This process diagram (right) demonstrates how the key opportunities and solutions identified in the technical drainage and landscape analysis were woven together to create a masterplan approach which was both landscape positive and proactive towards drainage management. The result of which was the Pre-Application Illustrative Masterplan (Fig 6)

Figure 5. Strategic Design Development Diagram

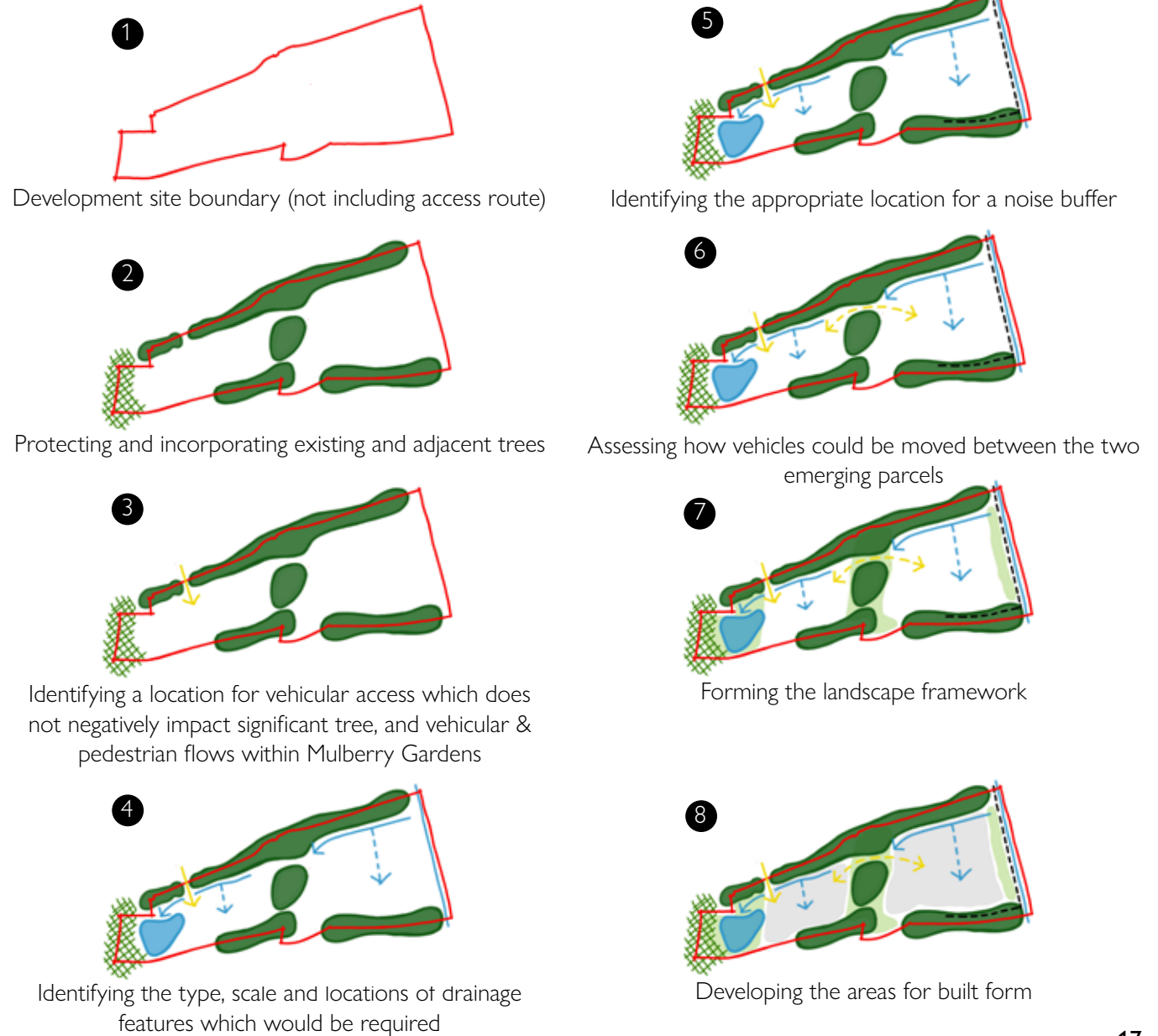




Figure 6. Illustrative Masterplan (Pre-application)

## 4.6 Officer Pre-App Comments

A pre-application request was submitted and officer advice was received in September 2024 (ref. PE/24/0138). This submission was based on assessing the potential for a full application which meant that the comments received went into more detail on design than is necessary for an outline.

The pre-application advice received confirmed that the principle of the proposed development is considered to meet 'FAD' guidance, which is discussed in greater detail in the Planning Statement, and a full copy of all officer comments is contained in Planning Statement Appendix 1. The DAS focuses on those comments which impact the preparation of the design proposals for an outline application, which principally came from highways officers.

The highways comments focused on two areas;

- Policy 33(8) of the HDC Planning Framework which emphasises the importance of integrating parking, without overpowering the surrounding area and the development.
- Prioritising cycle and pedestrian routes through the site, noting that Public Footpath 2804 runs along the site boundary to the south and that any changes to this footpath would need to be agreed upon.

As this is an outline application and detailed layout is not being considered at this stage some of the detailed design comments provided by HDC would be utilised to inform a future Reserved Matters application. However the key design comments related to design at the outline stage were;

- Concern that the quantum of units, and therefore overall site density may be too high, with a knock impact particularly on detailed parking arrangements at Reserved Matters
- Concern regarding building elevations and street views where side and rear elevations of properties are visible from the primary road

## 4.7 Public Consultation

In addition to the pre-application process undertaken with council officers, a public consultation has also been undertaken in November and December 2024, including;

- Letters sent to local ward councillors, residents and local and neighbouring parish councils (8th Nov 2024)
- Provision of a public online consultation platform (11th Nov 2024)
- Meeting with Southwater Parish Council (4th Dec 2024)

A complete review of the consultation responses can be found in the Statement of Community Involvement (SCI), however the majority of respondents expressed opposition to the proposals, with the key themes being;

- Increased traffic on Centenary Road
- Concerns related to construction
- Pressure on local services, inc water supply
- Loss of undeveloped land
- General concern regarding over development in Southwater as a whole

Southwater Parish Councillors indicated that they shared a number of residents concerns, and additionally asked that developers consider the policies of the Neighbourhood Plan. The process for review and refinement of the illustrative masterplan has therefore included consideration of the following design orientated policies;

- Ensuring space to deliver high quality residential development (Policies SNP9, SNP10 & SNP16)
- Refining the provision of positive public space within the landscape (Policies SNP12 & SNP18)
- Delivery of a comprehensive movement network for all users (Policies SNP13, 14 & 15)

## 4.8 Design Evolution Conclusion

Following receipt of feedback from officers, comments from Southwater Parish Council and through the public consultation process a number of amendments were made to the proposals, including;

- Reduction in the number of houses proposed from up to 84 to up to 82 to allow for a looser development and more landscaping.
- Inclusion of a Framework Construction Management Plan (CMP) within the submission to provide information on anticipated construction activities and how they will be managed to minimise disturbance to local residents.
- Whilst in outline, revisions to the indicative drainage basin to provide a less engineered appearance
- Indicative relocation of play area to centre of site to provide a focal space to the development.



## 5.1 Introduction

The Opportunities and Constraints analysis (Section 2.0) and Design Evolution process (Section 4.0) allowed the design team to clarify the key design principles on which the outline application could be developed and an illustrative masterplan could be tested. This section includes;

- landscape character areas
- built form, and
- movement network.

## 5.2 Landscape Character Areas

The design process has established an approach which will see landscape areas within the scheme defined according to their varying character and function. By establishing this areas as a design principle for the scheme the provide a clear focus for each area to work within the immediate context, landform and existing vegetation and create a legible landscape that defines a sense of place, way finding, play and recreation.

The design and treatment of the open space areas will also play a fundamental role in enhancing the local environment and achieving Biodiversity Net Gain.

The proposed Landscape Character Areas;

- Green Corridor & Community Open Space,
- Landform & Accessible Basin,
- Buffer Planting to Development Edge, and
- Woodland Edge

would be developed as part of a reserved matters application are set out in the Landscape Design Statement.

### KEY

- Green Corridor & Community Open Space
- Landform & Accessible Basin
- Buffer Planting to Development Edge
- Woodland Edge



Figure 7. Landscape Character Areas Diagram

## Build Form Approach

### KEY

- Perimeter Blocks
- Frontages



## 5.3 Built Form

The built form principles are a natural extension of the landscape principles, which identified a simple structure focused around the areas of landscape value and which offered the best opportunities for effective drainage management.

The built form principles are;

- to develop clear perimeter blocks of a scale and depth which would allow replication of a similar grain to those already found to the north within Mulberry Fields
- create development which frames and supports the landscape features of the site
- maximises visual and physical connection to the landscape for future residents
- ensures direct and functional connectivity

## 5.4 Movement Network

This section sets out the design principles of the movement network, which have been established through the analysis and design evolution process to develop both the site access arrangements (part of the outline application, set out in Section 6.4) and the internal movement network (to develop the illustrative masterplan, and which will form part of a future Reserved Matters application).

### Access

The primary access arrangement, for which detailed approval is sought, is located on the western side of the northern boundary for vehicular, cycle and pedestrian access, from Centenary Road is functional and direct for all user groups.

### Internal Circulation

The internal movement network demonstrates how comprehensive and attractive pedestrian connectivity can be delivered whilst ensuring functional vehicular access.

Key to this approach are;

- car free north/south connection between Linfield Close (northern boundary) and footpath 2804 (southern boundary) working with the landscape features

- simple and legible vehicular access focused around a single central spin road with well defined routes to properties, limiting landscape impact and hardscape coverage.
- complete pedestrian connectivity around all perimeter blocks
- extension of pedestrian route from Mulberry Fields into the south western corner of the site to create access to the wider footpath network west of the site.
- testing the tracking required by servicing and refuse vehicles on both the illustrative layout and the detailed site access.

### Car Parking Provision

Whilst this is an Outline application it is imperative that it is based on an illustrative masterplan that is deliverable. Therefore the design principles include testing the illustrative masterplan to ensure it can accommodate the requirements of West Sussex County Council Guidance on Parking at New Developments (September 2020) for both car and cycle parking. Further details of the standards to be utilised as set out in Section 4 of the Transport Assessment.



## Movement Network

### KEY

- A24
- Primary Route
- Secondary Route
- Pedestrian & Cycle Connection





## 6.1 Introduction

This chapter sets out the proposals for land use and access, and demonstrates how the proposed approach would support requirements related to layout, amount, scale and appearance in a future reserved matters application.

Additionally it also demonstrates the indicative approach to other detailed technical matters to ensure that consent can be given confident of a successful final outcome.

## 6.2 Land Use Parameter Plan

The land use parameter plan formalises a development footprint which ensures that future reserved matters applications deliver a detailed layout which maximises the opportunities presented by the site, whilst also manages the constraints of the site in a positive manner to ensure efficient land use. (Fig 9)

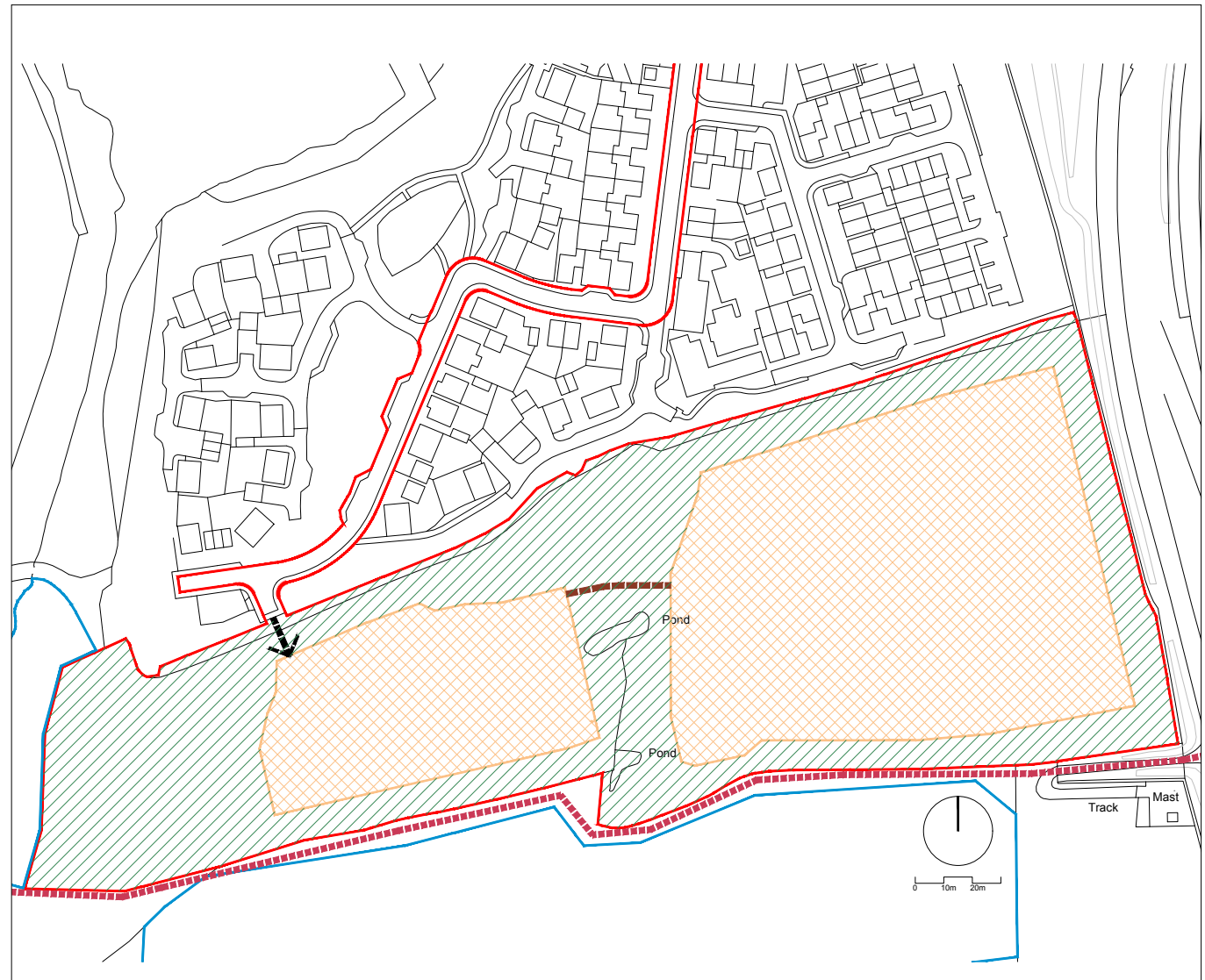


Figure 8. Land Use Parameter Plan





## 6.3 Illustrative Masterplan (indicative)

An illustrative masterplan has been developed demonstrating how the design principles set out within Chapter 5.0 can deliver a high quality masterplan within the requirements of the Parameter Plan. The key features of the illustrative masterplan are;

- provision of 82 new homes at a density which makes efficient use of the site
- the landscaped core which is positively addressed by the built form to provide both passive surveillance and an attractive outlook, integrate movement requirements alongside positive communal and play features.
- control and manage vehicular access whilst ensuring complete pedestrian permeability
- developing additional connection within the pedestrian leisure routes network
- positively integrate noise attenuation features on the eastern boundary as part of landscape treatment
- create a visual and physical connection through the landscape in the western part of the site connecting from the Mulberry Fields development
- integrate drainage positively into landscape and movement routes in order to benefit from the additional opportunities for environmental and ecological enhancement

### Landscape Design Statement (LDS)

The LDS supports the illustrative masterplan demonstrating a positive landscape approach including how it considers the results of the Landscape Visual Assessment (LVA). Detailed information is provided in the LDS, however key features include;

- the focal green corridor including retention of existing trees
- inclusion of a LAP playspace and 'play on the way' features
- integration of SUDs and rain garden features with existing ponds



## 6.4 Access Arrangements

The design principles set out in Chapter 5.0 demonstrate how the site can deliver suitable internal access arrangements, along with the parking provision. These details would be confirmed at the Reserved Matters stage alongside assessment of the site's internal layout. This section of the DAS focuses on the access arrangements which are to be considered as part of the outline application. The proposed development would be accessed via the neighbouring Mulberry Fields development, with vehicles and cyclists utilising the southern extent of Centenary Road. This existing turning head will be extended south into the site, while the access will be designed as a bellmouth arrangement. The detailed design of the access point are set out in Section 4 of the Transport Assessment, but include;

- widening at the point of access and provision of appropriate turning radii
- extension of footways into the site and provision of drop kerbs and tactile paving
- ensuring compliant visibility splays
- designing to a 30 mph speed limit
- appropriate vehicular tracking for refuse and emergency vehicle access

Given the residential nature of Centenary Road, and the 30mph speed limit, which provides an appropriate environment for mixed traffic, segregated cycle provision is not considered necessary.

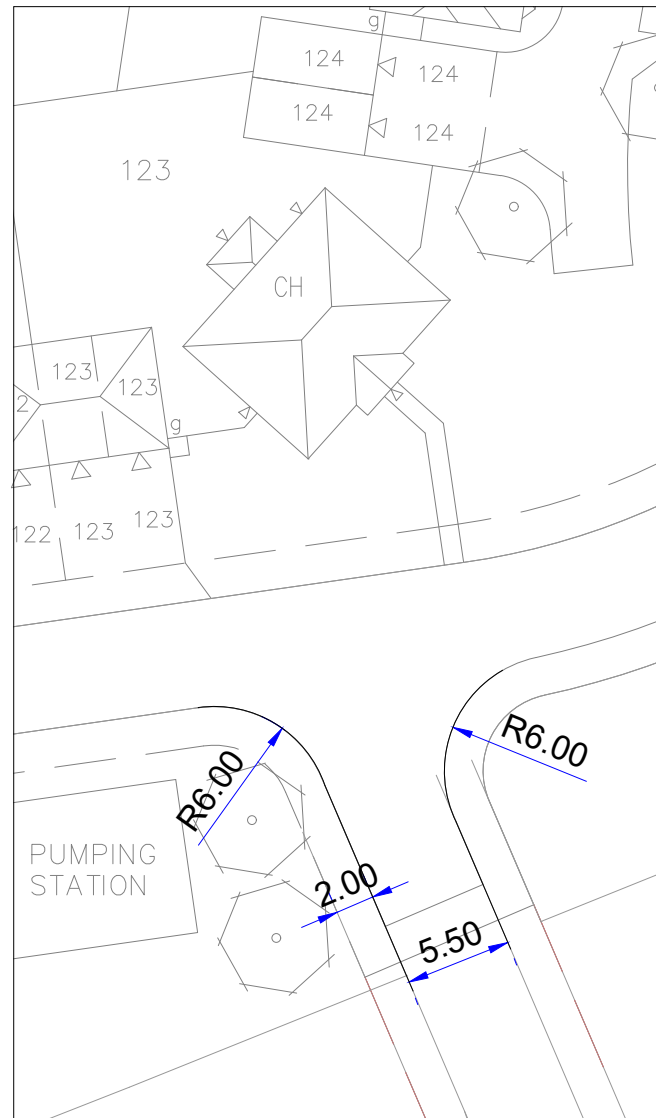


Figure 10. Access Arrangement

## 6.5 Ecology & BNG Strategy

An Ecological Impact Assessment (EclA) and Biodiversity Net Gain Assessment (BNG Assessment) have been completed to support the design process and set out the proposed approach to design at the reserved matters stage, construction and future management of the site.

### Ecology

The EclA confirmed the site has been identified as having a confirmed presence of bats, confirmed low populations of Slow Worms and Common Lizards and confirmed presence of Hazel Dormice and Birds of Conservation Concern. A moderate potential for foraging and commuting badgers has also been identified. The site layout has been designed so that buffers will be retained to maintain foraging and community habitat for bats and suitable habitat for reptiles and Hazel Dormice. Precautionary measures have also been recommended to reduce any impacts.

### Biodiversity Net Gain (BNG)

The BNG assessment sets out a detailed assessment of the site and identifies the opportunity to provide a net gain of +17.71% in habitats (or +3.24 habitat units) and a net gain of +24.29% in hedgerows (or +0.98 hedgerow units) and the trading rules are satisfied. Therefore, a more than sufficient gain for biodiversity has been achieved and no further measures are required.



## 6.6 Drainage Strategy (Indicative)

The drainage strategy is set out in the Flood Risk Assessment (FRA) & Drainage Strategy. It focuses on-site management of surface water to ensure slow run-off into an appropriate local watercourse. Key features are;

- An on-site basin located along the western boundary.
- Attenuation crates located near the northern boundary.
- Permeable block paving for driveways & carpark areas
- Conveyance swales along the northern boundary

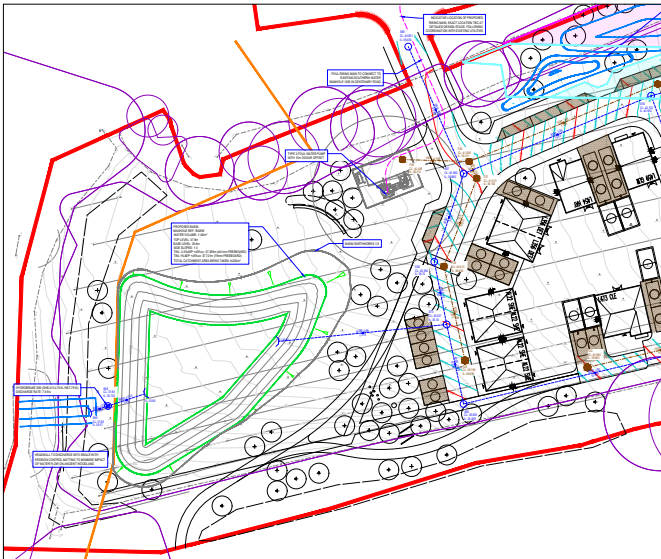


Figure 11. Extract of Proposed Drainage Strategy

## 6.8 Lighting Strategy (Indicative)

The Lighting Strategy sets out how lighting design on the site can meet the requirements of both safe highways access and protecting the ecology of the site. The key features of the recommended design approach are;

- Identification of the 'core development' which will require lighting
- Detailed lighting specifications to limit impact
- A range of design solutions for the 'dark hop-over' on the vehicular access to support bat movements
- Solutions to reduce the impact of residential lighting



Figure 12. Lighting Strategy Diagram

## 6.9 Affordable Strategy (Indicative)

The illustrative masterplan has been used to test the deliverability of both the mix of unit types and the provision of affordable housing. The illustrative overall mix is 64.6% open market and 35.4% affordable, which is policy compliant. It also meets the affordable tenure mix requirements of 70% affordable rent and 30% intermediate housing. The unit mix and affordable housing proposals are set out in more detail in the Planning Statement.

## 6.11 Appearance (Indicative)

The illustrative masterplan could accommodate a wide range of architectural styles. However it is envisaged that future reserved matters applications would be based on a restrained and locally appropriate palette of materials and detailing similar to those found within the development to the north. This principally includes red brick, flint and boarding details, and porch and gable features. This is the most appropriate way to create continuity and connection between the existing and proposed development and detailed proposals would be developed as part of a reserved matters application.



## 6.7 Energy & Sustainability Statement

Miller Homes are committed to providing highly sustainable and energy efficient new homes to meet the requirement of the latest building regulations and reduce house holder bills whilst contributing to reducing carbon emissions. Miller Homes' 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, prioritising those which improve the efficiency though reduced energy use whilst also residents reducing costs. It is expected that this approach will result in a reduction in carbon emissions against the latest building regulations targets. This accords with the aspirations of the Council's adopted and emerging policies on climate which supports proposals that meet the energy hierarchy contribute to achieving zero-carbon development and positively contribute to addressing climate change.

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 will include:

- Air Source Heat Pumps
- EV Charging points to each plot
- Photovoltaic Panels (PV)
- Thicker wall cavity.
- Water butts to each plot.
- 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 within the Travel Plan 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.

# SUMMARY 07

In summary, that Design & Access Statement sets out the comprehensive process that has been undertaken to ensure that this outline application is based on sound design principles. This has included a comprehensive planning policy review, including the Local Plan and adjacent Neighbourhood Plan design policies, and a thorough physical analysis of the physical characteristics of the site, with a particular focus on;

- landscape, trees and ecology
- drainage and noise
- movement
- built form and appearance

The pre-application and Public Consultation process included;

- Documentation prepared for the 2023 Local Plan Call for Sites
- A Pre-Application submission in mid 2024
- Revisions based on officer comments in September 2024
- Public consultation in Nov/Dec 2024

The design evolution focused on the key issues identified through the analysis and pre-application process, and focused on;

- landscape
- movement and
- adjacent built form

The parameter plans and access arrangements for which outline consent is sought, are based upon an illustrative masterplan which clearly demonstrates how a high quality development can be brought forward, with illustrative strategies including;

- landscape, ecology & bio-diversity net gain requirements
- drainage
- lighting
- affordable housing
- appearance
- energy & sustainability

These elements demonstrate how the proposals will be able to successfully deliver acceptable detailed design through reserved matters applications in the future.