



July 2026

Land at Shermanbury Road, Partridge Green

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The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. 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...

(National Planning Policy Framework, para 131)



Introduction

Background

This Design & Access Statement (DAS) has been prepared by FPCR Environment and Design as part of an **Outline Planning Application** made by Wain Estates on Land off Shermanbury Road, Partridge Green. The application is for residential development of up to 75 dwellings with associated Proposed Structural Green Space, Proposed Play Area, enhanced Green Infrastructure (GI), and attenuation features. This statement sets out the design approach to the scheme which has been informed by its surrounding context.

Location

The site is located on the eastern edge of Partridge Green, positioned immediately north of the B2116. It forms a logical and contiguous extension to the existing settlement, with established residential areas located to the west.

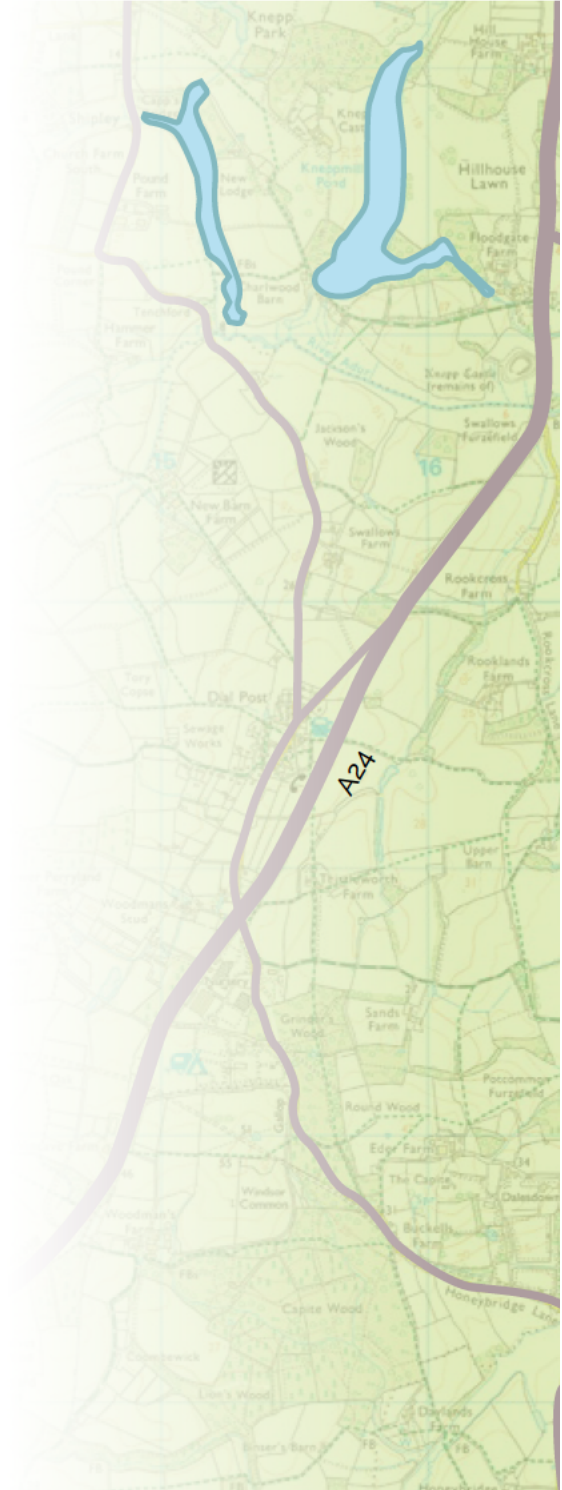
Partridge Green is a medium sized village with facilities within accessible distance of the site. These include a primary school, local convenience retail, community facilities and recreational spaces located within the village. The site therefore benefits from services that support the day to day needs of future residents.

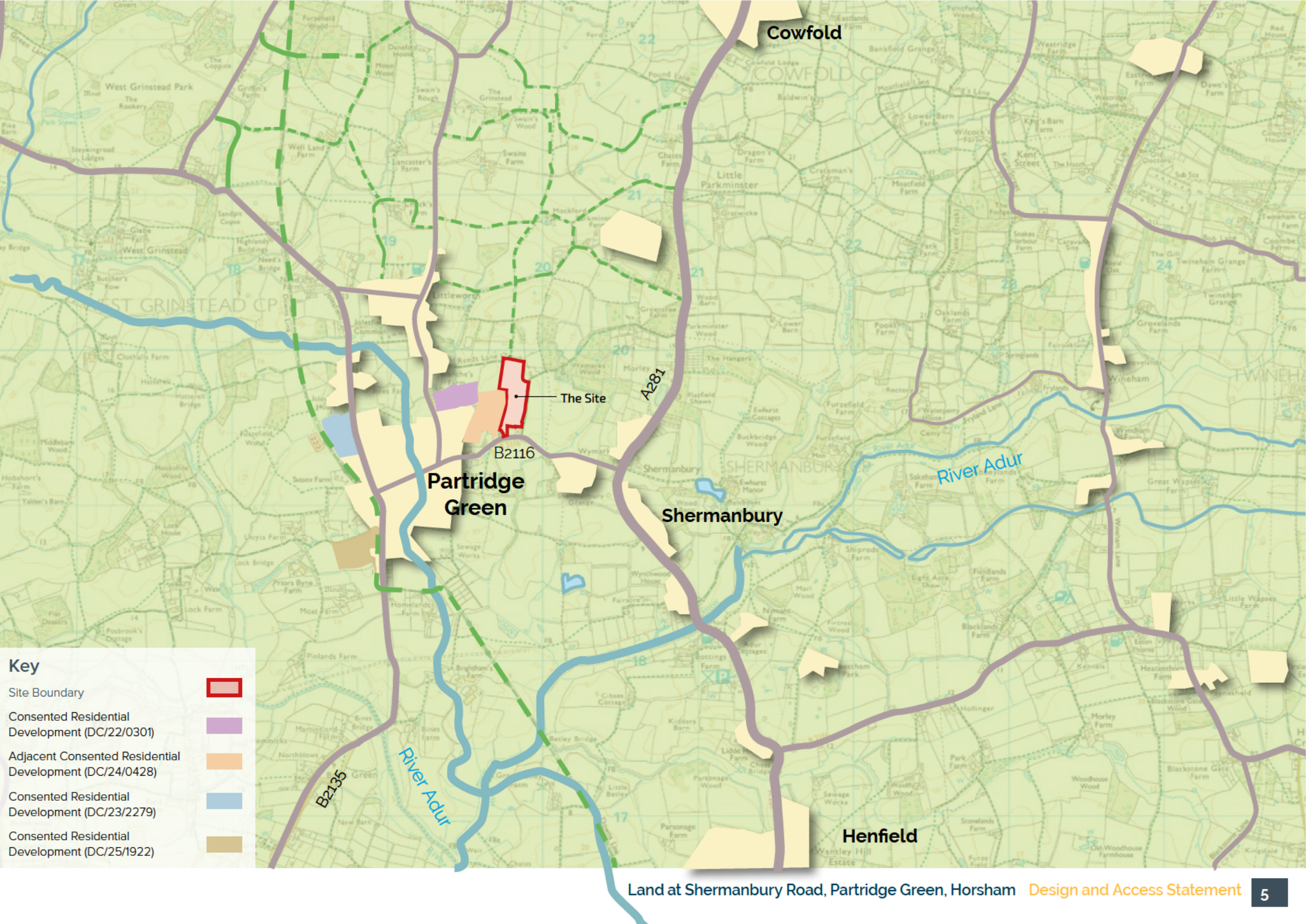
In addition to the facilities within the village, higher-order services and a broader range of employment, retail and leisure opportunities are available in nearby centres

including Horsham and Henfield. Horsham, located approximately 15km to the north-east, provides access to a mainline railway station with regular services to London and the south coast, supporting wider connectivity.

The site is well-related to the existing movement network. Bus services operate along the B2116, providing connections to surrounding settlements and Horsham town centre. Opportunities also exist to connect to established walking and cycling routes, including the nearby Downs Link, which enhances access to the wider countryside and supports active travel.

Overall, the site represents a sustainable location for residential development, with good access to local services, public transport and existing community infrastructure.





Key

- Site Boundary
- Consented Residential Development (DC/22/0301)
- Adjacent Consented Residential Development (DC/24/0428)
- Consented Residential Development (DC/23/2279)
- Consented Residential Development (DC/25/1922)

The Site

The Opportunity

The following pages outline the guiding principles for a high quality development that could bring forward up to 75 new homes set within an extensive and robust network of multifunctional Green Infrastructure.

Wain Estates are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional blue and green infrastructure at the heart of the scheme, to form a sensitive, green, well-connected settlement edge.

The Site

The site, known as Land at Shermanbury Road is located on the north eastern edge of Partridge Green and comprises of five field compartments and an existing dwelling and garden. It is defined by a series of medium-scale fields enclosed by established hedgerows and intermittent tree planting.

Existing vegetation, including mature hedgerows and occasional trees, forms key green infrastructure features that offer ecological value and visual containment. These features present opportunities for retention and enhancement as part of the development proposals.

The site is influenced by a number of physical and environmental characteristics. Overhead electricity cables run across the northern part of the site, representing a fixed infrastructure constraint. The landform gently rises from south to north, with lower ground located towards the southern boundary and higher ground to the north.

The site is well connected to the movement network. The PRoW bridleway WEG-1774 is located adjacent to the site to the north, with the route of the PRoW bridleway WEG-2800 located along Greentree Lane adjacent to the boundary of the site to the east. Greentree Lane connects Shermanbury Road to the buildings of Keepers Mead located adjacent to the site to the north east. The route of the PRoW footpath WEG-1761 and the outline planning application for 120 dwellings (Ref: DC/24/0428) are located adjacent to the site to the west.

The southern boundary of the site is defined by the B2116, which provides the primary point of access and connects the site to the wider highway network.

Overall, the site represents a well-contained and logical extension to the settlement, with its landscape structure, level changes, movement routes and surrounding development forming key considerations that have informed the emerging masterplan, including the provision of structural green space, play areas, enhanced green infrastructure and integrated drainage features.







National Planning Policy

Purpose of the Design & Access Statement

The purpose of a Design & Access Statement is to explain the design process that has led to the application proposals. The Government's Planning Practice Guidance (2024) states that:

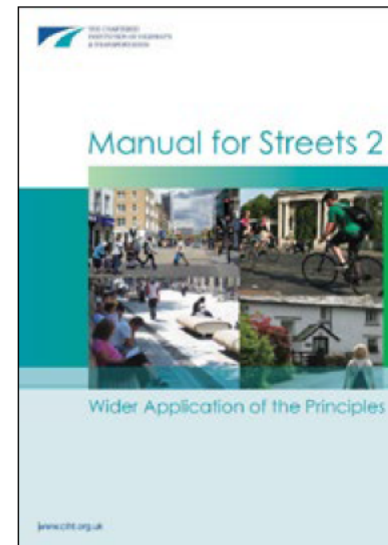
"Design & Access Statements (DAS) set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information"

(Paragraph: 012 Reference ID: 26-012-20191001, Revision date: 01 10 2019)

The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been embraced:

- National Planning Policy Framework (NPPF), (December 2024), Ministry of Housing Communities and Local Government.
- Planning Practice Guidance (PPG), (2021), Ministry of Housing, Communities and Local Government.
- National Design Guide, (January 2021), Ministry of Housing, Communities and Local Government.
- National Model Design Code (June 2021) Ministry of Housing, Communities and Local Government.
- Manual for Streets (MfS) (2007), Manual for Streets 2 (2010) Communities and Local Government
- Building for a Healthy Life, (BfHL) (2020).

Further to this, a DAS+ approach has been adopted within this document, to provide a further level of detail akin to a Design Code, setting and approving a framework of design parameters that will be taken forward by subsequent Reserved Matters applications.



Good & Well-Designed Places

The underlying purpose for design quality and the quality of new development is to create well-designed places that benefit people and communities. The National Planning Policy Framework (NPPF) states:

"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: 131)

Building for a Healthy Life

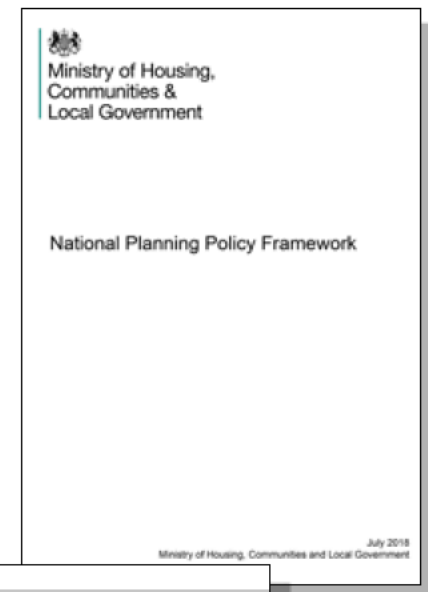
The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. The structure of this Design and Access Statement has been organised in line with the twelve criteria and contains the information required for the evaluation.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It notes that:

"A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- *The layout (or masterplan)*
- *The form and scale of buildings*
- *Their appearance*
- *Landscape*
- *Materials; and*
- *Detailing"*



District & Local Planning Policy

Horsham District Planning Framework (November 2015)

The following policies are of relevance to the proposed development and have been considered through the design process, and a brief and relevant summary of each are given below.

Strategic Policy 16: Meeting Local Housing Needs states that:

“The appropriate mix of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme.

On sites providing 15 or more dwellings, or on sites over 0.5 hectares, the Council will require 35% of dwellings to be affordable.”

Strategic Policy 25: The Natural Environment and Landscape Character states that:

“Protects, conserves and enhances the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation.

Maintain and enhances the Green Infrastructure Network and addresses any identified deficiencies in the District.”

Strategic Policy 26: Countryside Protection sets out the requirement to aims to protect the rural character and undeveloped nature of the countryside outside of built-up areas from inappropriate development.

“Provide for quiet informal recreational use and enable the sustainable development of rural areas.”

Strategic Policy 32: The Quality of New Development states that development should be based on a clear understanding of the local, physical, social, economic, environmental and policy context for development.

“In particular, development will be expected to:

- Provide an attractive, functional, accessible, safe and adaptable environment;*
- Complement locally distinctive characters and heritage of the district;*
- Contribute a sense of place both in the buildings and spaces themselves and in the way*
- they integrate with their surroundings and the historic landscape in which they sit;*
- Optimise the potential of the site to accommodate development and contribute to the*
- support for suitable complementary facilities and uses; and*
- Help secure a framework of high quality open spaces which meets the identified needs of the community.”*

Strategic Policy 33: Development Principles states the policy aims to conserve and enhance the built environment to:

“Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development”

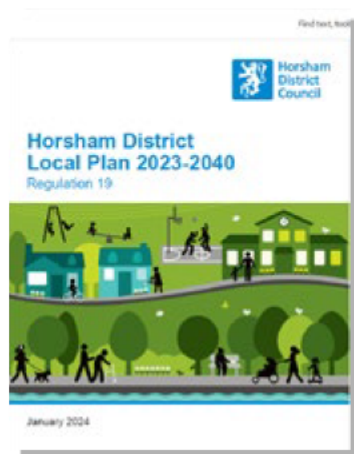
“Ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views;”

“Proposals will also need to take the following into account where relevant: Incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of recycling facilities without dominating the development or its surroundings”

Horsham District Landscape Capacity Assessment (May 2021)

The Horsham District Landscape Capacity Assessment assesses the capacity to different types of development in order to continue to protect, conserve and enhance the landscape in the District’.

“Overall the landscape is gently undulating and comprises a mix of smaller and larger scale fields with some scattered woodlands, and to the south of the village the course of the River Adur, which has narrow valleys with gentle sides.”



Horsham District Local Plan 2023-2040 (January 2024)

The emerging Horsham District Local Plan sets out the proposed strategy and planning policies for considering new development proposals within the District. The following policies are of relevance to landscape and visual matters and the proposed development:

Strategic Policy 3: Settlement Expansion states that

“The growth of existing settlements across the District will continue to be supported in order to meet identified local housing, employment and community needs. Outside built-up area boundaries, the expansion of existing settlements will be supported where all of the following criteria are met: and

The development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced.”

Strategic Policy HA12 - Partridge Green Housing Allocations (PG4) (July 2026)

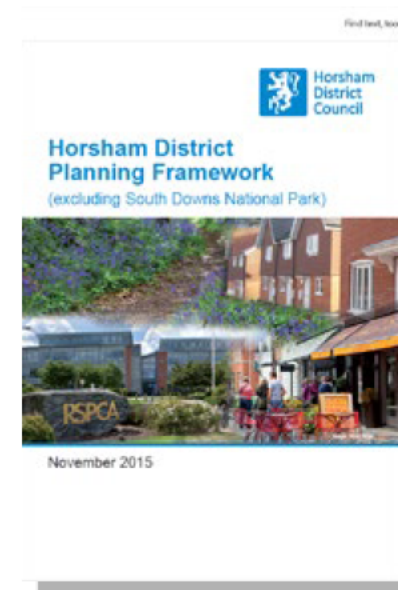
The applicant site is allocated, as shown the Policies Map, for the provision residential development states site PG4 - Land at Dunstons Farm, development will be supported where proposals :

“a) Development is focused on the southern half of the site. The northern proportion of the site should be utilised for public open space and recreation use to aid the transition to the wider open countryside to the north;

b) Any proposal should enhance connectivity with existing Public Rights of Way routes 1761 and 2800. Enhancement of pedestrian and cycle linkages will be supported;

c) Have regard to the setting of Grade II Listed Building (Keepers Mead); and

d) Have regard in the design and setting of development to the areas of the site affected by surface water flooding.”





ASSESSMENT

An understanding of the Site's context, through baseline studies, helps to influence the location, siting and design of the development. The process identifies opportunities for the design as well as constraints to integrate the development into its surroundings.

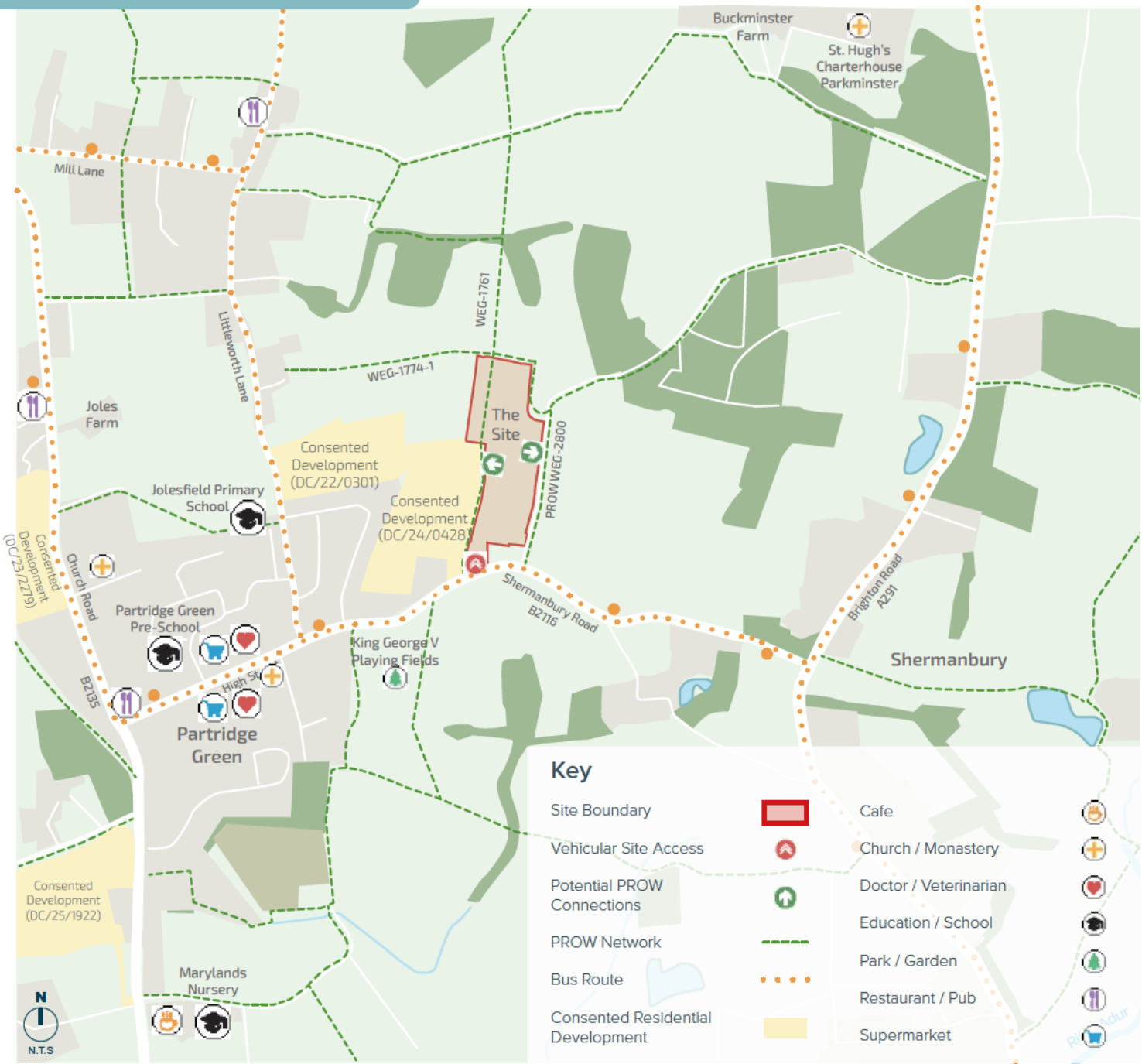


Local Context & Facilities

The plan opposite demonstrates the range of local facilities and services accessible on foot within the accepted guideline distances from the site, including education, community uses, recreation and public transport connections, all of which support the site’s suitability for residential development. The main concentration of facilities situated along the High Street and surrounding roads, the village provides a range of day-to-day amenities including a primary school, local convenience retail, public houses and community facilities, all within walking and cycling distance of the site.

The surrounding context is characterised by a mix of residential development and emerging growth where recent outline permissions for residential development (adjacent application reference: DC/22/0301, DC/23/2279, DC/24/0428 and DC/25/1922) are progressing. These developments will further integrate with the existing residential parts of the village. The site benefits from access to sustainable transport options. Bus services operate along the B2116, providing connections to nearby settlements including Henfield and Horsham.

The site is well connected to the surrounding green infrastructure network. Public Rights of Way adjacent to the site, including a footpath to the west and a bridleway to the east, provide links to the wider countryside and contribute to opportunities for walking, cycling and recreation.



Access & Movement

Vehicular access to the site is proposed from the B2116, which forms the southern boundary and provides a direct connection to the local highway network. The B2116 links the site to surrounding settlements and serves as the primary route through Partridge Green.

The site benefits from established pedestrian and cycle connections. A Public Right of Way footpath runs along the western boundary, while 2no. bridleways are located along the eastern edge and northern edge of the site. These routes provide opportunities to integrate the development with the wider network and enhance permeability for walking, cycling and recreation.

Public transport accessibility is supported by bus services operating along the B2116, within walking distance of the site. These provide regular connections to nearby settlements including Henfield and Horsham, supporting sustainable travel choices.

Rail connections are available at Horsham, approximately 15km to the north-east, offering services to London and the south coast and providing access to the wider rail network.

Overall, the site is well connected by a range of transport modes, with opportunities to enhance movement and accessibility through the proposed development.



Historic Development & Heritage

There are no designated heritage assets within the Site boundary. However, there are a number of Grade I, II, II* listed buildings located within the settlements of Partridge Green and the Site.

Notably, the Grade II* Listed St Hugh's Monastery is located to the north east of the site. The Grade II Listed Keepers Mead is located adjacent to the site towards north east. Both are prominent listed buildings however, they are not visible from the site. The Grade I Listed scheduled monument 'Moated site at Ewhurst Manor' is located approximately 1.5km to the south east of the site.

Key

Site Boundary

Grade I listed

Grade II listed

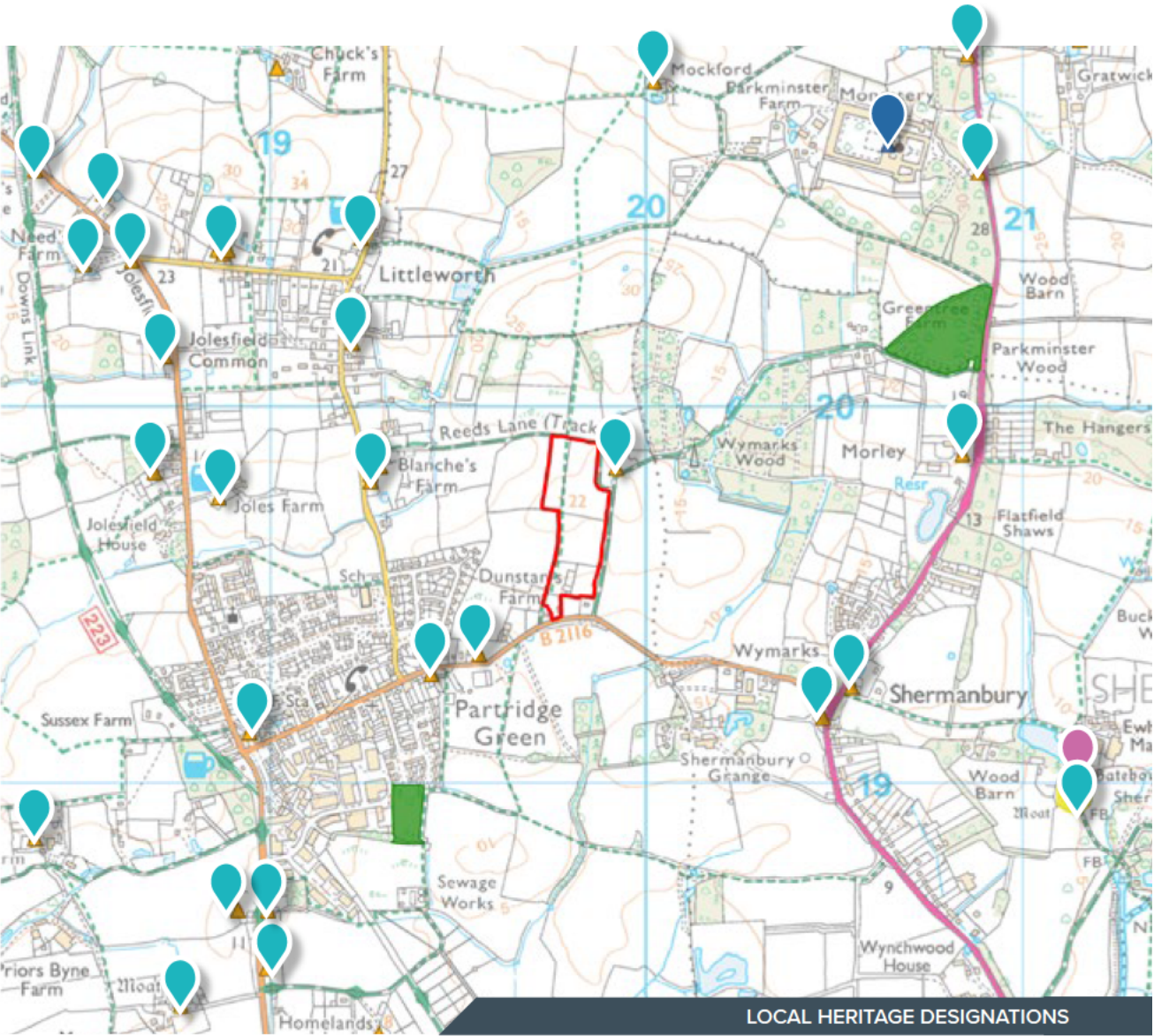
Grade II* listed

Ancient Woodland







LOCAL HERITAGE DESIGNATIONS

Flood Risk Assessment

Flood Zone maps from the Environment Agency (EA) show that the site does not lie within any Flood Zones. In terms of surface water flooding there are isolated pockets of risk of surface water flooding as shown in the adjacent plan.

A Flood Risk Assessment and surface water drainage strategy has been prepared in accordance with the National Planning Framework and associated Planning Practice Guidance, and local Planning Policies.

The strategy for storm drainage proposes to discharge site flows at a restricted surface water discharge rate towards the low points of site. The new drainage network will incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.

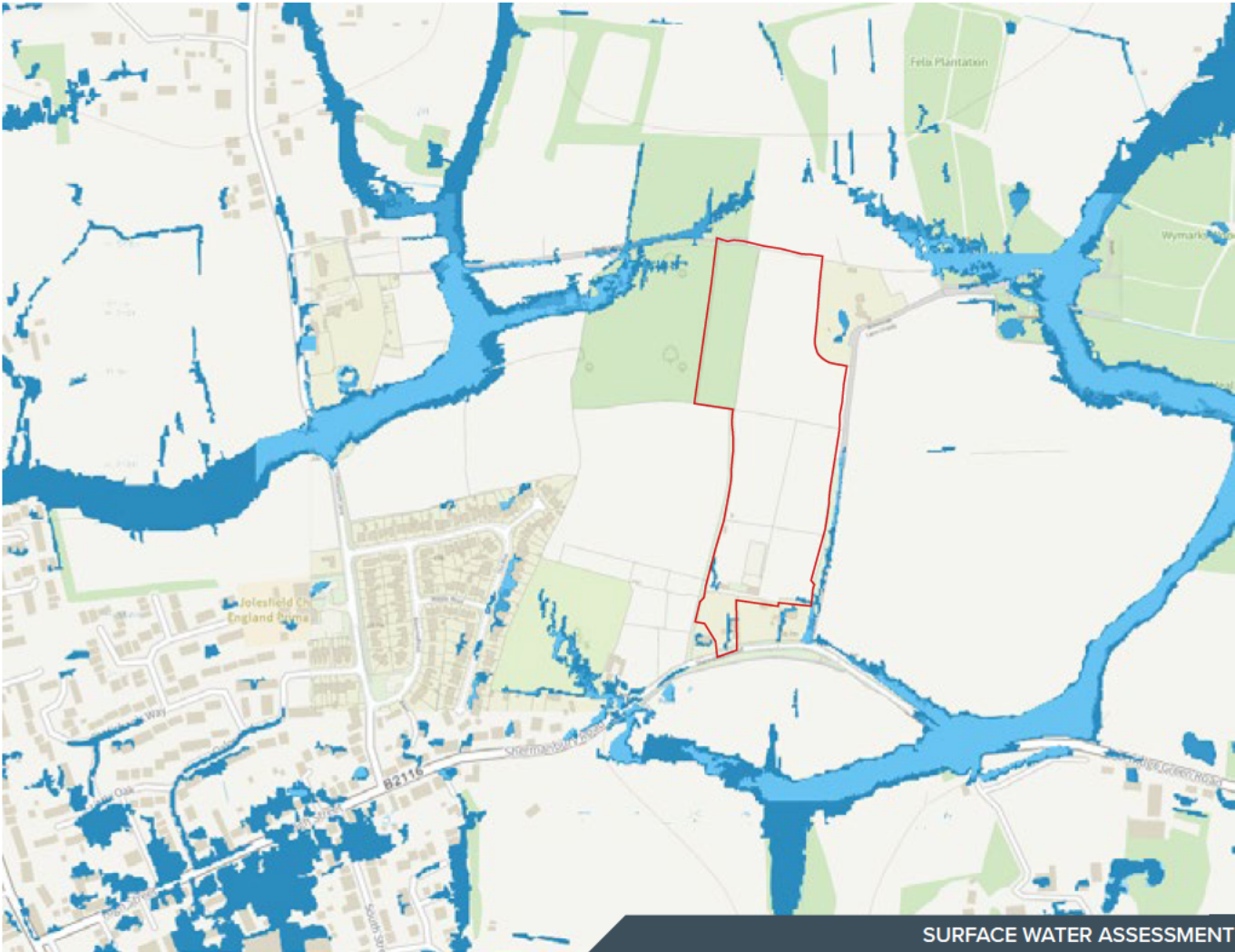
Key

Site Boundary

Risk of Surface Water Flooding (1 in 30)

Risk of Surface Water Flooding (1 in 100)

Risk of Surface Water Flooding (1 in 1000)



Local Built Form & Character

Urban Form & Character

The following section provides an overview of the existing urban grain and character of the surrounding settlement, informing the form and appearance of the proposed development.

Partridge Green is characterised by its origins as a linear rural village, centred along the High Street, with a strong relationship to the surrounding countryside. The village retains a distinct rural identity, shaped by a mix of historic buildings, traditional materials and a well-established green setting. Mature trees, hedgerows and open spaces contribute to a soft, verdant character, while local landmarks such as St Michael and All Angels Church reinforce its historic sense of place.

The photographs on the following pages show the architectural styles found within Partridge Green along with some common building materials and boundary treatments.

Buildings

Buildings within Partridge Green are predominantly two storeys in height, with occasional variation in newer developments. Architectural styles are varied but generally cohesive, with common materials including red and buff brick, render and clay tiled pitched roofs. Dwellings often incorporate simple detailing such as gables, bay windows and porches, contributing to a modest and consistent village character.

Boundary Treatments

Boundary treatments play an important role in defining the character of the village. Streets are typically lined with a mix of hedgerows, low brick walls and timber fencing, creating a soft edge to the public realm. In more rural edges and transitional areas, boundaries become more informal, with native hedgerows and planting reinforcing the connection to the surrounding landscape.

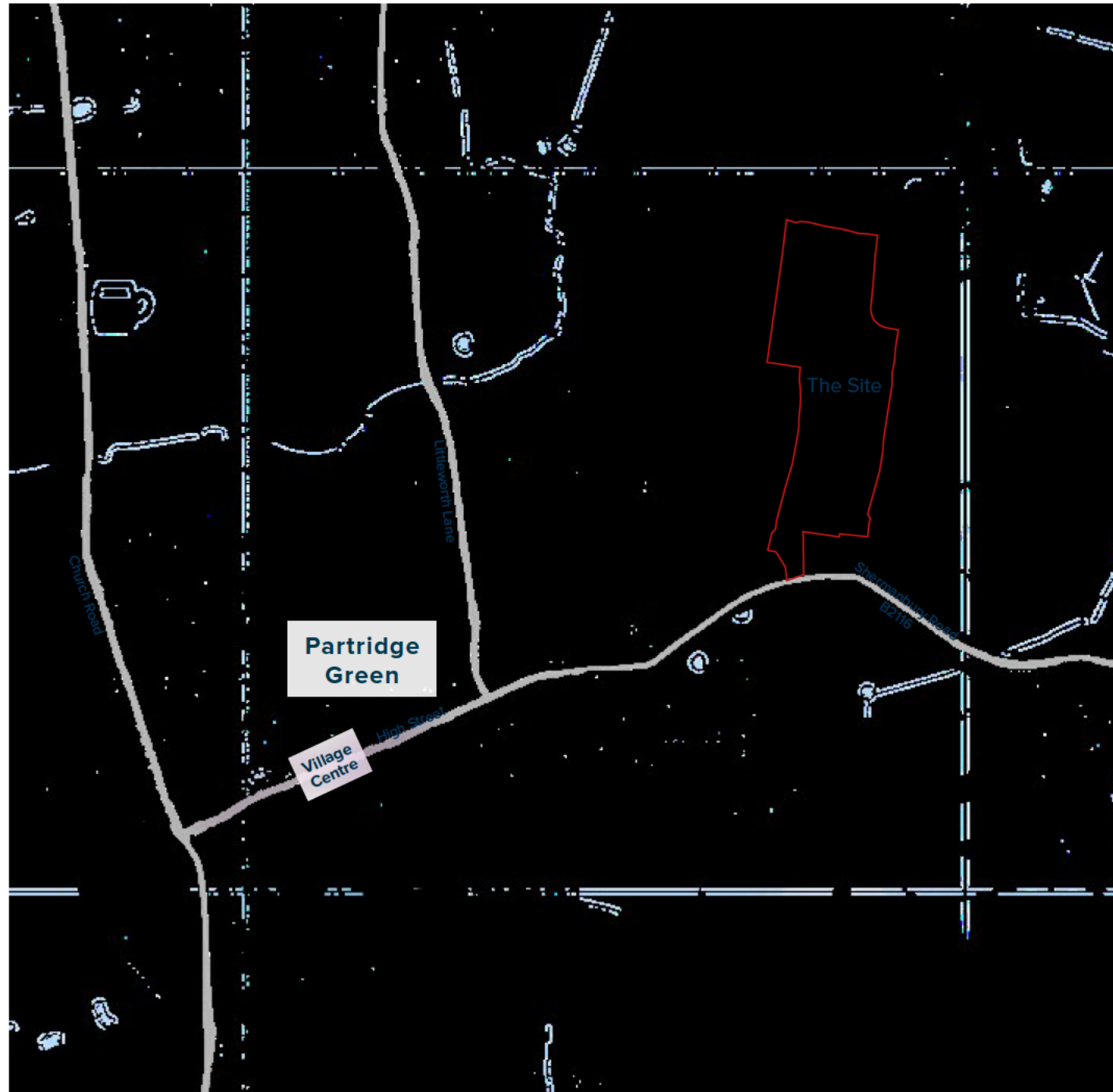
The proposed development will respond to this established character, drawing on the prevailing scale, materials and landscape structure to create a cohesive and locally distinctive place. Detailed design and materiality will be addressed at the reserved matters stage.



Partridge Green Form

Partridge Green has a linear village form, with its historic core focused along the High Street. The buildings address the road directly and plot widths create a continuous frontage that reflects the village's tradition pattern.

The built form nearer the site reflects a more contemporary pattern, particularly to the west, where post-war and recent residential developments are arranged in cul-de-sac and estate layouts. These areas typically exhibit a looser grain, with lower density housing set within generous plots and landscaped streets.



Landscape Appraisal

Topography

The wider study area exhibits a gently undulating landform, with elevations typically ranging from approximately 10m to 30m AOD. The landscape gradually rises to the north of the site towards higher ground beyond Reeds Lane, while falling southwards towards the River Adur valley.

Within the site, ground levels range from approximately 11m to 23m AOD. The lowest point is located along the southern boundary adjacent to the B2116, from which the land rises steadily northwards to a central high point.

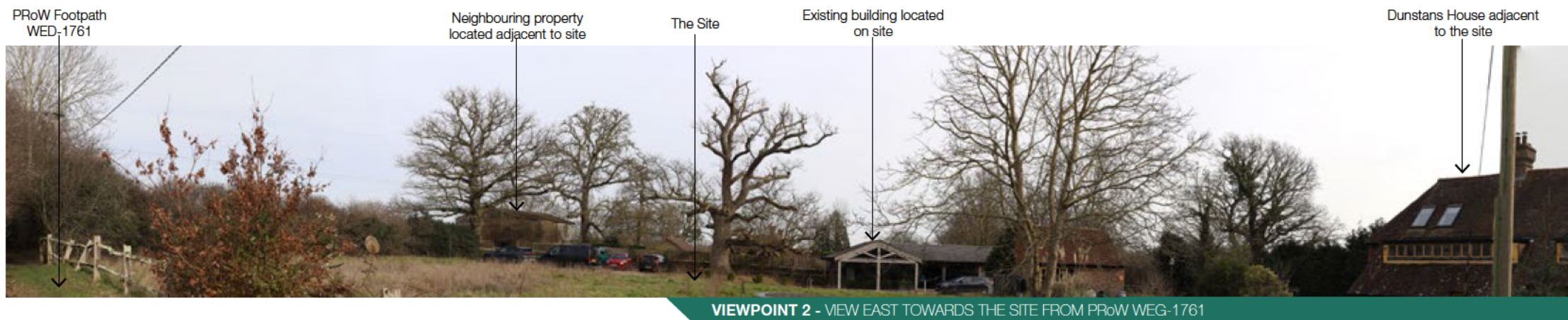
This varied landform informs the development framework, influencing the distribution of built form, the arrangement of streets, and the integration of sustainable drainage features within lower areas, while maintaining a sensitive response to the wider landscape setting of the village.

Surrounding Views Towards the Site

A representative selection of photos are provided opposite, with their respective photo viewpoint locations showing views across part of the site.



TOPOGRAPHY AND VIEWPOINTS KEY PLAN



Landscape Character

National Landscape Character

At a very broad landscape scale, The Site lies within Natural England’s National Character Area (NCA): 121 Low Weald.

This character area extends across a broad part of the south-east, stretching from Ashford and Tenterden in the east, through Tonbridge and Edenbridge, and westwards towards Haslemere, encompassing settlements including Horsham, Billingshurst, Steyning and Burgess Hill. As such, it covers a wide and varied landscape area.

County Landscape Character

The West Sussex County Council Landscape Character Assessment (2003) subdivides the landscape into 42 Landscape Character Areas. The site is located to the south west of the ‘LW10, Eastern Low Weald’, the overall character of this area is described as;

‘The Eastern Low Weald within Mid Sussex and Horsham Districts comprises a lowland mixed pastoral and arable landscape with a strong hedgerow pattern. It lies over low ridges and clay vales drained by the upper Adur streams. In the east, the area has experienced high levels of development centred on Burgess Hill.’

The relevant key characteristics for this LCA are:

- Views dominated by the steep downland scarp to the south and the High Weald fringes to the north.
- Arable and pastoral rural landscape, a mosaic of small and larger fields, scattered woodlands, shaws and hedgerows with hedgerow trees.
- Varied traditional rural buildings built with diverse materials including timber-framing, weatherboarding, Horsham Stone roofing and varieties of local brick and tile-hangin.

Local Landscape Character

The Horsham District Landscape Character Assessment (2003) subdivides the landscape into 16 Landscape Character Types. The site is located within the LCA ‘J3, Cowfold and Shermanbury Farmlands’, the overall character of this area is described as;

- ‘Gently undulating low ridges and valleys.
- Scattered small woodlands.
- Small and medium size pasture fields and some larger arable fields.
- Mostly small scale intricate landscape. Localised areas with more open character.
- ‘... more suburban development at Partridge Green and at Shermanbury
- Local building materials of half timber, brick, tile, Horsham stone and weatherboarding.

Key

Site Boundary



The site lies entirely within
NCA Profile:121 Low Weald

Landscape character assessment of West Sussex
(2003)

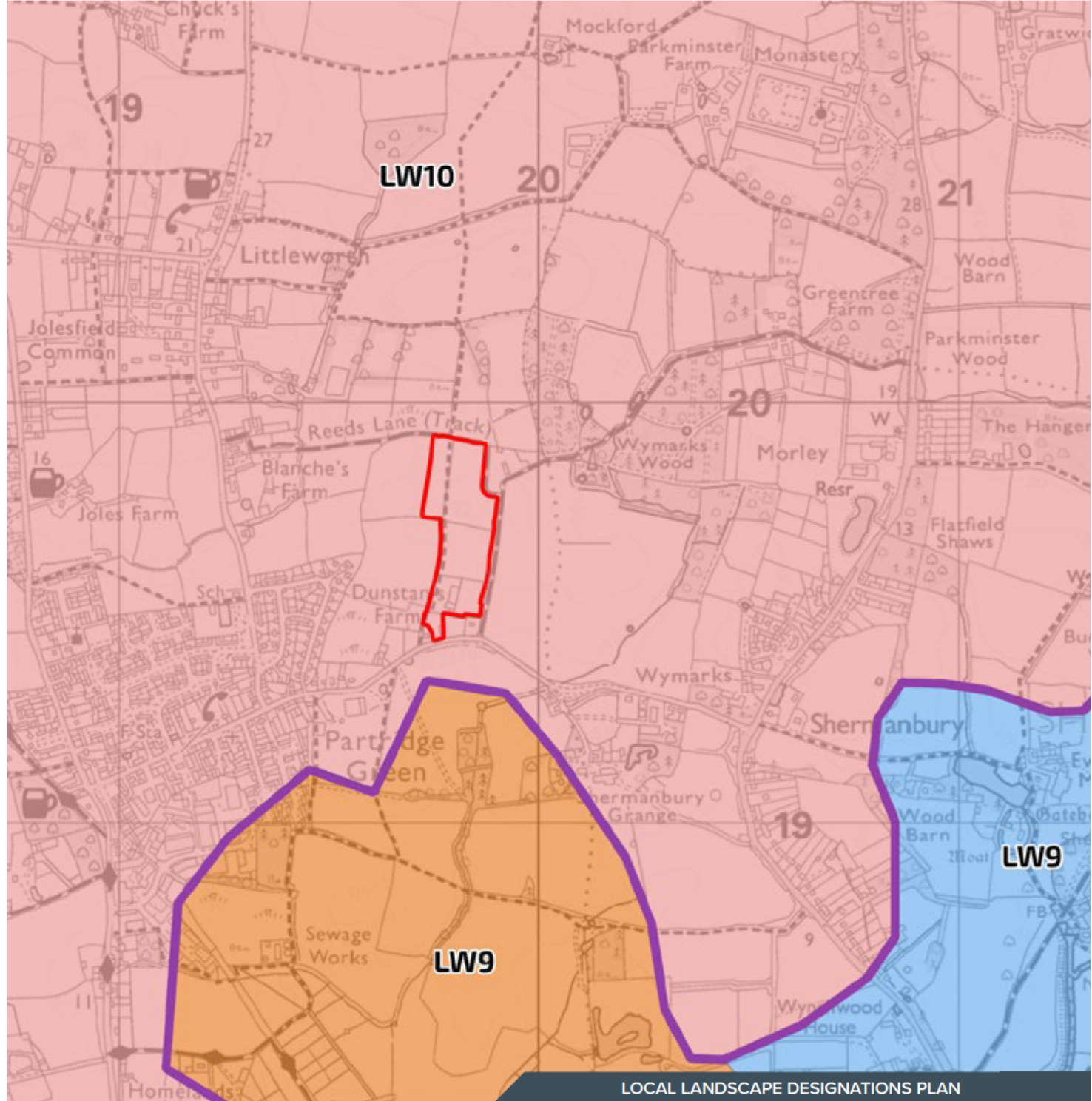
 LW9 - Upper Adur Weald
LW10 - Eastern Low Weald

Horsham District Landscape
Character Assessment (2003)

 J3 - Cowfold & Shermanbury Farmlands

 O3 - Steyning & Henfield Brooks

 P2 - Upper Adur Valleys



LOCAL LANDSCAPE DESIGNATIONS PLAN



Ecological Survey

FPCR Environment and Design Ltd have undertaken an Ecological Assessment on behalf of Wain Estates. The outcome of which is detailed in the following paragraphs.

Habitats

The Site was dominated by other neutral grassland, with areas of mixed scrub, particularly in the north of the Site and along the western boundary, as well as blackthorn scrub along the eastern boundary.

Bats - Foraging and Commuting

The Site has been assessed as having moderate suitability for foraging and commuting bats. The grazed grassland on Site offers limited suitability for these behaviours, however the hedgerows, treelines and scrub provide good habitat for foraging and commuting. To date, mainly common species such as pipistrelles have been recorded.

Bats - Roosting

There are several trees and one building present at the Site which contain features suitable for roosting bats. All trees with potential to support roosting bats will be retained within the development.

Breeding birds

The majority of the habitat suitable to support breeding birds is to be retained by the proposals. The Site supports typical woodland-edge species associated with the existing habitat mosaic. Surveys are being undertaken to establish the specific species which use the site.

Great Crested Newts

The grassland and scrub habitat forming the northern extent of the Site, suitable to support terrestrial GCN, is set to be retained and enhanced by the current proposals. One ditch was identified on Site and assessed to be unlikely to be suitable to support breeding GCN due to the small quantity of water.

Invertebrates

Surveys for brown hairstreak butterfly eggs were conducted due to the large amount of young suckling blackthorn in the hedgerows and scrub, as this is the food plant of the caterpillars of this species. 13 eggs were recorded during the survey. While a population size is not possible from an egg count alone, it is known that brown hairstreak colonies breed over large areas of habitat with several kilometres of hedgerows and woodland.

Reptiles

The grazed modified grassland and hardstanding present in the southern extent of the Site offer limited suitability for reptiles. Suitable habitat consists mostly of the unmanaged modified grassland and scrub in the northern extent, which is to be retained and buffered by the current proposals. Slow worms have been recorded during the surveys.

Key

Site Boundary

Baseline Habitats

Artificial Unvegetated, Unsealed Surface

Blackthorn Scrub

Bracken

Bramble Scrub

Developed Land, Sealed Surface

Introduced Scrub

Mixed Scrub

Modified Grassland

Other Neutral Grassland

Ruderal / Ephemeral

Bare Ground

Baseline Hedgerow

Non-Native and Ornamental Hedgerow

Line of Trees

Native Hedgerow

Native Hedgerow - associated with bank or ditch

Baseline Trees

Existing Large Rural Tree



ECOLOGICAL HABITATS PLAN



EVALUATION

An understanding of the Site's context, through baseline studies, helps to influence the location, siting and design of the development. The process identifies opportunities for the design as well as constraints to integrate the development into its surroundings.



Opportunities & Constraints

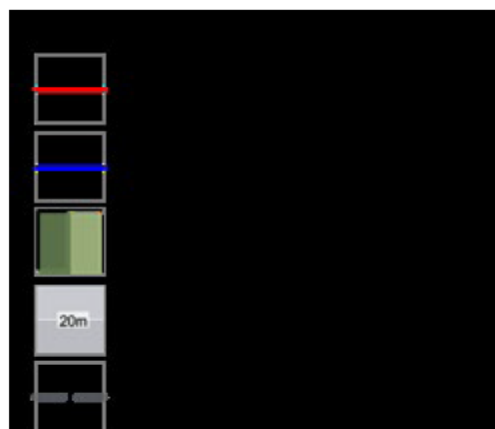
The assessment of the site and context has identified a number of constraints and opportunities associated with the proposed development.

Opportunities

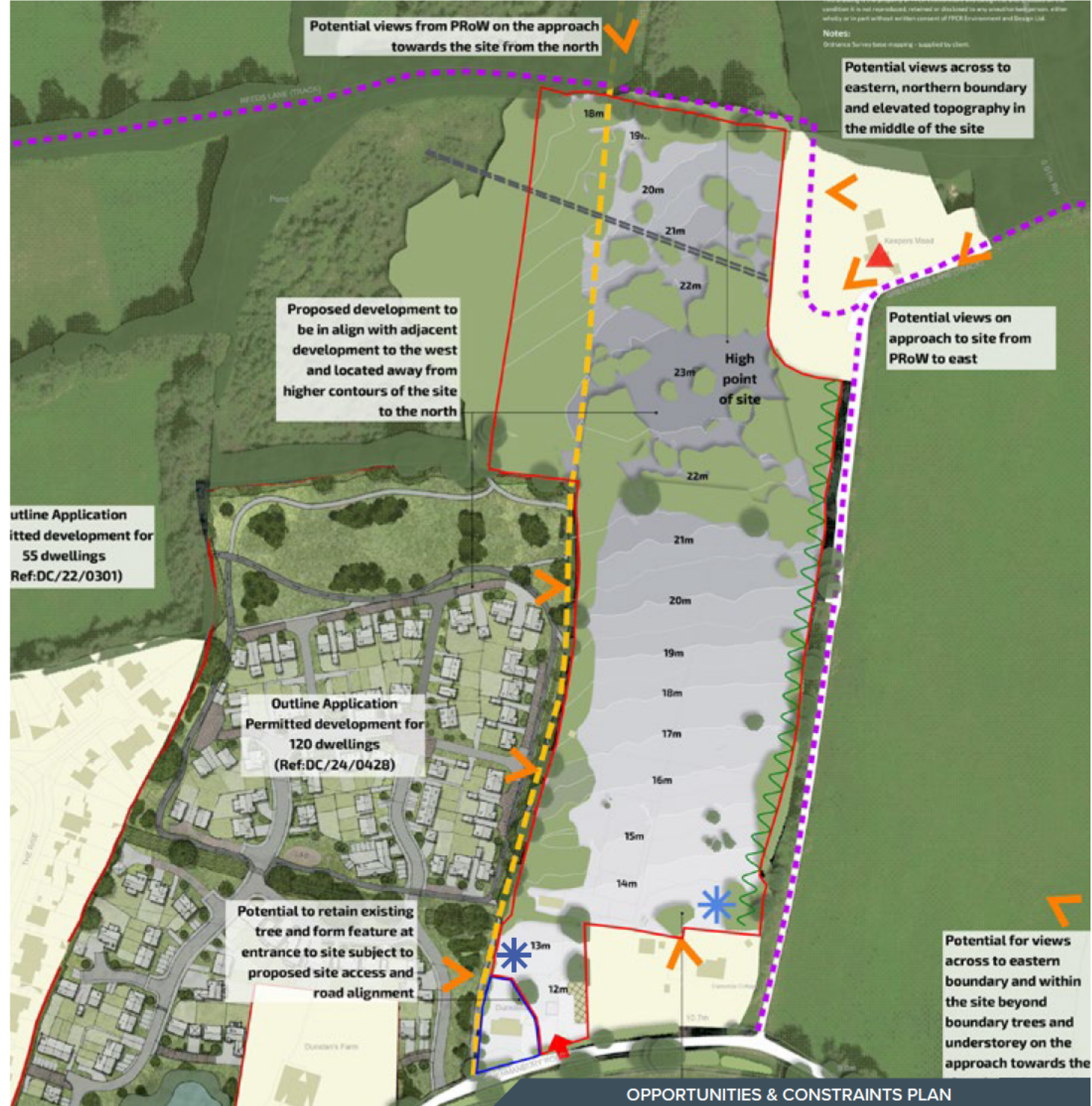
- Opportunity to create a logical extension to Partridge Green, integrating with existing and consented development to the west.
- Opportunity to utilise the natural fall of the land, locating sustainable drainage features within lower-lying areas to the south.
- Opportunity to provide a strong landscape-led framework, retaining and enhancing existing hedgerows and trees as part of the green infrastructure network.
- Opportunity to deliver structural green space, including a proposed play area and accessible open space for new and existing residents.
- Opportunity to enhance biodiversity through habitat creation, including new planting, species-rich grassland and ecological corridors.
- Opportunity to integrate and enhance Public Rights of Way, improving pedestrian and cycle connectivity through and beyond the site.
- Opportunity to create a well-defined settlement edge, responding sensitively to the transition between built form and the wider countryside.
- Opportunity to promote sustainable travel patterns through connections to local facilities and public transport along the B2116.

Constraints

- Existing residential properties to the west of the B2116 will experience views of the proposed development and require sensitive design and landscape treatment.
- Overhead electricity cables cross the northern part of the site, requiring appropriate easements and stand-off distances.
- The site slopes from north (high point) to south (low point), which will influence layout, drainage and street design.
- Existing hedgerows and trees define field boundaries and require consideration of root protection areas and long-term retention.
- A Public Right of Way footpath runs along the western boundary, requiring retention and integration within the development.
- A Public Right of Way bridleway runs along the eastern boundary, forming a key movement corridor and edge constraint.
- The site adjoins consented residential developments to the west (Ref: DC/24/04/28 and DC/22/0301), requiring a coordinated approach to edge treatment and connectivity however, direct connections to the PROW on the site can be confirmed.
- Access will need to be formed from the B2116, requiring an appropriate junction design.



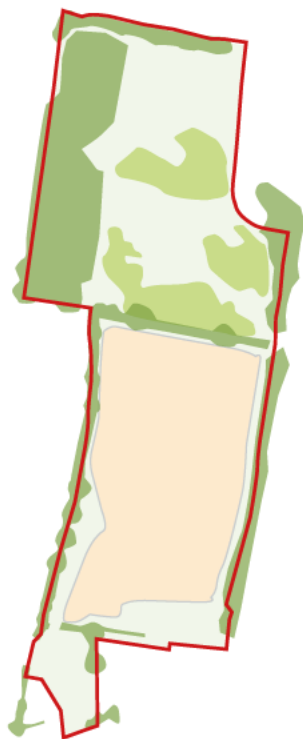
-  Public Right of Way (PRoW Footpath)
-  Public Right of Way (PRoW Bridleway)
-  Listed Buildings
-  Potential Green Infrastructure
-  Potential Location of SuDS
-  Potential Visual Receptors (Residential, PRoW, Roads and Other)
-  Potential Site Access (Vehicular)



Green & Blue Infrastructure Strategy

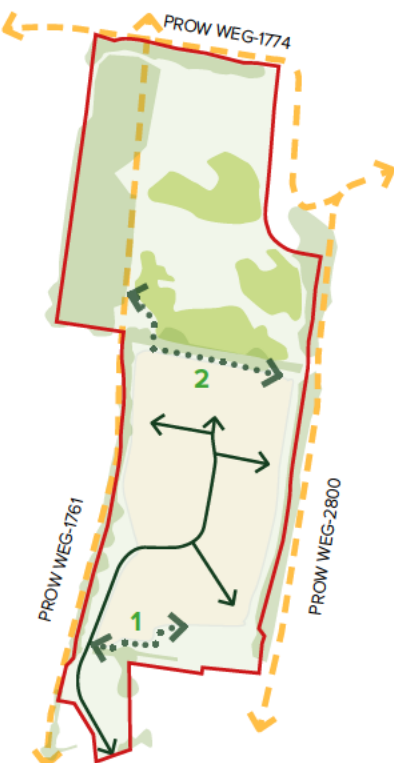
Open Space

- Existing trees and hedgerows will be retained and enhanced as far as possible.
- Proposed planting will complement the existing vegetation and provide structural variation.
- Flower rich grassland will provide habitat for insects and pollinators.
- Managed grassland and native shrubs will provide reptile habitat.
- Native hedgerows will act as corridors along the residential edge.



Public Rights of Way & Visual Connections

- Proposed footpath routes are designed to enhance the existing PRoW network within the site whilst also connecting to the wider PRoW network to allow residents to access local facilities easily on foot.
- The existing footpaths and bridleway adjacent to the site have linked connectivity to the proposed footpaths across the development parcels



Recreation / Play

- The proposed play area within the development will include a variety of play experiences to create a more holistic park that encourages more natural play.
- The play area is well overlooked by neighbouring properties and is located at easily accessible locations.



SuDS

- The sustainable drainage features located within the public open space will contribute positively to the character of the open space.
- SuDS will be designed for amenity and biodiversity benefits with the inclusion of a selection of grasses and shrubs to soften its appearance.



Development Framework Plan

The scheme presents an opportunity to create a vibrant new community with high environmental quality. Through the Ministry of Housing, Communities & Local Government’s National Design Guide (October 2019), a well-designed place is formed through the design of three overlapping themes; Climate, Community and Character.

Following a detailed assessment of the site’s constraints and opportunities, the Development Framework Plan identifies the areas suitable for development, alongside the proposed movement network, green infrastructure and drainage strategy.

The proposals comprise residential development of up to 75 dwellings set within a well-defined parcel of approximately 1.93ha, with the wider site (5.73ha) delivering a comprehensive landscape-led framework. Development is focused within the central and southern parts of the site, ensuring an appropriate relationship with the existing settlement edge along the B2116 and maintaining a sensitive transition to the countryside to the north.

The layout is structured around a clear primary point of vehicular access from the B2116, with a network of internal streets and pedestrian routes providing connectivity throughout the site.

Pedestrian links are proposed to connect with existing Public Rights of Way along the western and eastern boundaries, enhancing permeability and integration with the wider movement network.

A significant proportion of the site is dedicated to green infrastructure, including areas of public open space, structural planting and sustainable drainage features. Attenuation basins are located within lower-lying areas of the site, forming part of an integrated SuDS strategy, while new and retained vegetation establishes a strong landscape framework.

The northern part of the site is retained as open land, incorporating scrub and grassland to provide ecological enhancements and maintain separation from the listed building at Keepers Mead. This approach ensures development is contained within appropriate areas of the site and responds to both landscape and heritage considerations.



The framework also includes provision for a local area of play (LAP) and multifunctional green spaces, supporting the needs of future residents and contributing to a high-quality living environment.

The indicative layout demonstrates how the site can accommodate residential development in a manner that is landscape-led, well-connected and responsive to its context, while allowing flexibility for detailed design at the reserved matters stage.

KEY

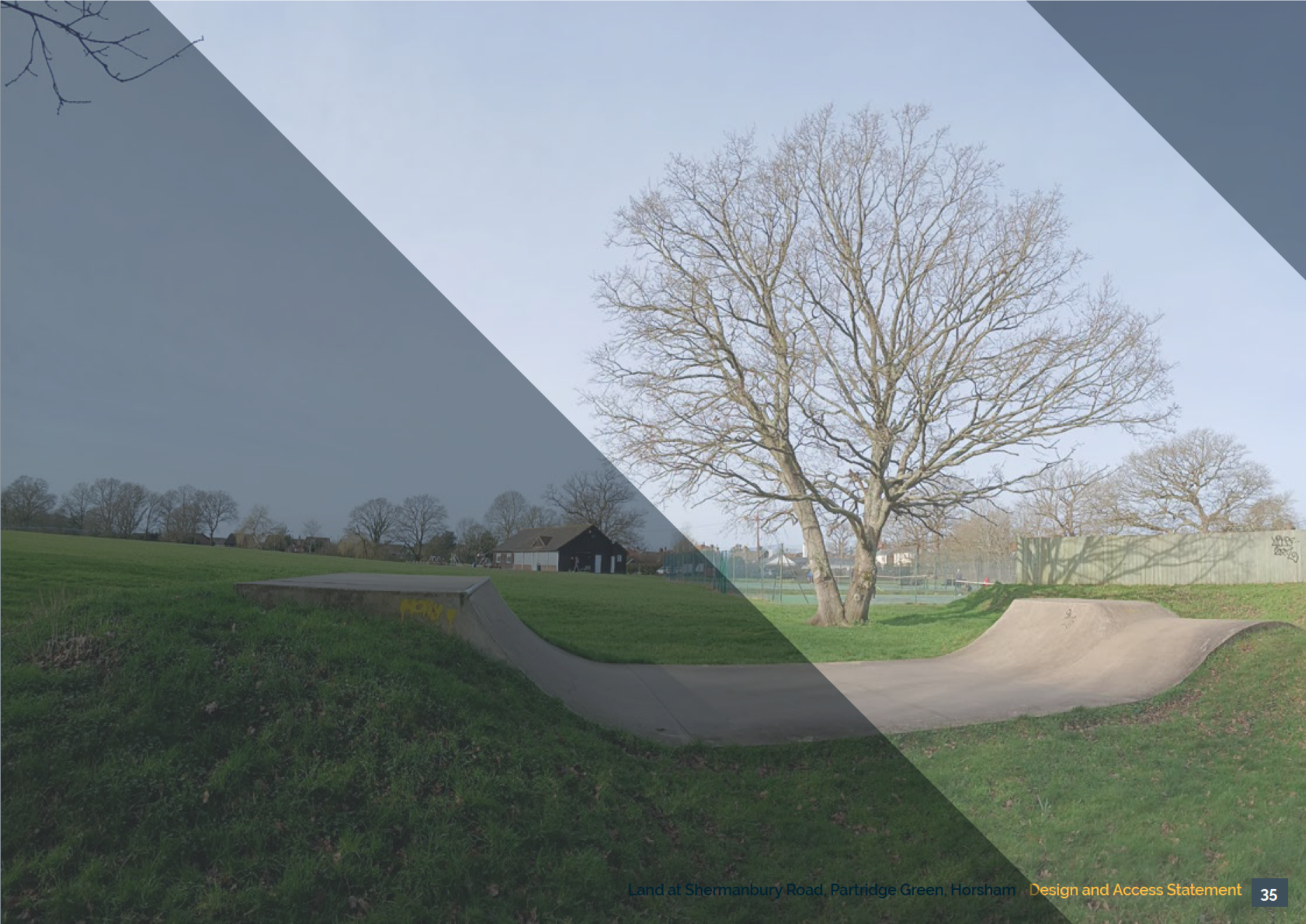
-  Site Boundary 5.73ha
-  Additional Land under Applicant Control
-  Proposed Residential Development Area 1.93ha up to 75 dwellings
-  Potential Site Access (Vehicular)
-  Internal Roads (Circa 0.01ha through POS)





THE PROPOSALS

The following design responses, or principles, come from an evaluation and analysis of these baseline studies, ensuring that the development responds to features within the site, as well as its context. It also enables the development to address any specific constraints as well as maximising opportunities.



Illustrative Layout

Built Development

The Illustrative Masterplan provides a total of 75 dwellings, which consists of a mix of affordable homes and homes for the private market.

The planning layout has been designed to reflect local needs and accommodates a variety of house types and sizes. The layout consists of a range of units, comprising of 1, 2, 3, 4 and 5 bedroom dwellings. The scheme provides a mix of semi-detached, detached dwellings which are reflective of the local area. Focal buildings are positioned at corners and at the site entrance to create a sense of hierarchy within the development and an entrance gateway from the west.

Infrastructure

The primary vehicular access is proposed from the B2116, forming a clear point of arrival into the site. From this, a network of internal streets provides access to residential parcels, creating a connected and permeable layout.

Pedestrian routes are integrated throughout the scheme, providing links between residential areas, open spaces and the wider PRow network. Connections are made to routes along the western and eastern boundaries, ensuring the development is well integrated with its surroundings and supports sustainable movement patterns.

Green Infrastructure

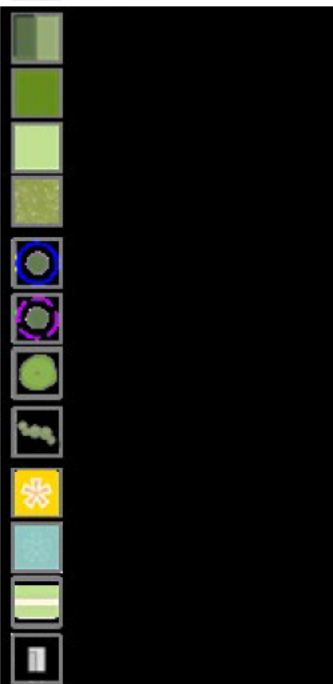
A landscape-led approach underpins the Illustrative Layout, with green infrastructure forming a key structuring element of the scheme. Existing hedgerows and trees are retained where possible and supplemented with new structural planting to create a robust landscape framework.

Areas of public open space are distributed across the site, including a Local Area for Play (LAP) and multifunctional green spaces. Sustainable drainage features, including attenuation basins, are incorporated within lower-lying areas to manage surface water and contribute to the overall landscape character.

The northern part of the site is retained as open space, providing ecological enhancement and maintaining a sensitive transition to the wider countryside. This approach ensures the development is well contained and responds appropriately to its edge-of-settlement location within Partridge Green.

KEY

- Site Boundary 5.73ha
- Additional Land under Applicant Control
- Potential Site Access (Vehicular)



ILLUSTRATIVE LAYOUT

Street Hierarchy

Vehicular access is taken from Shermanbury Road B2116, with the internal street hierarchy designed to encourage low vehicle speeds and prioritise active travel. The proposed Main Road will be the primary means of access into the Site.

The secondary streets lead off from the Main Road, which then connect to the lowest order street: lanes and private drives.

Street Pattern

The development's street pattern is based on a primary Main Road that curves through the site and Secondary Streets accessing development parcels. This will create streets that will be easier to navigate for pedestrians and cyclists. It will also produce streets and perimeter blocks that are practical and efficient in their design will also encourage the use of vistas and views of keynote buildings as streets intersect.

Indicative Character Street Types

A series of street types will be introduced and these will act as 'character streets'. During the detailed design stage these could be refined further with additional street types, following the principles set out within the DAS.



Main Road

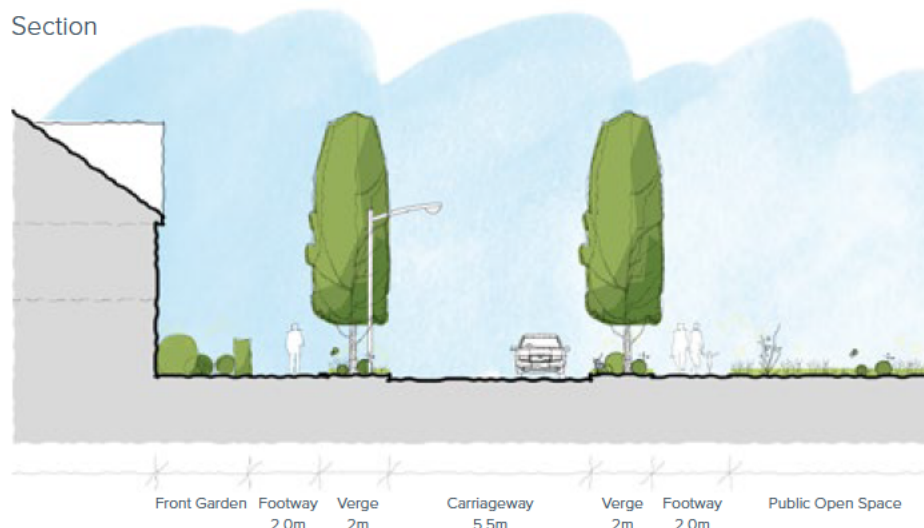
The Main Road will function as the higher order street providing access into the development from Shermanbury Road B2116. It should be based on the following key design principles:

- Provides the main vehicle access from Shermanbury Road B2116 via a 5.5m wide carriageway;
- Forms the gateway street, providing access to the proposed development area to the north;
- Verge to either side of road with trees;
- Proposed shared cycle and footpath;
- 2m footways to side set back behind trees and verge;
- Changes of highway surface at key junctions and pedestrian crossings;
- Car parking is expected to be to the sides, or to the rear of dwellings. There is to be no frontage parking directly from the Primary Road.

Built Form Characteristics

- A range of dwelling types, including linked terrace dwellings and semi-detached properties and apartments;
- Predominantly 2 and 2.5 storey dwellings;
- Consistent, more formal building line;
- Landmark buildings at key junctions and terminating vistas.

Section



Keyplan



Visualisation for indicative purposes only

Secondary Street

- Secondary streets should be based on the following key design principles:
- Connect with the Primary Road, providing legible access and circulation;
 - Tree planting positioned within larger front and side gardens to provide interest on the street scene;
 - 2m footway to both sides of the carriageway;
 - Accommodate safe movement for all (cyclists, pedestrians and vehicles);
 - Have narrower carriageway widths than the boulevard – although specific street width will vary and depend on context, density, the built form and landscape design;
 - Have less formal landscaping than the Primary Road,
 - Incorporate private frontages that are deeper than those along the boulevard, with occasional frontage parking.

Built Form Characteristics

- A range of dwelling types, including detached and semi-detached properties;
- Less consistent, more informal building line,
- Predominantly 2 properties, with some buildings located with gable ends onto the street;
- Occasional focal buildings;
- Detached dwellings located towards the edge of development parcels;

Section



Keyplan



Private Drives / Green Lanes

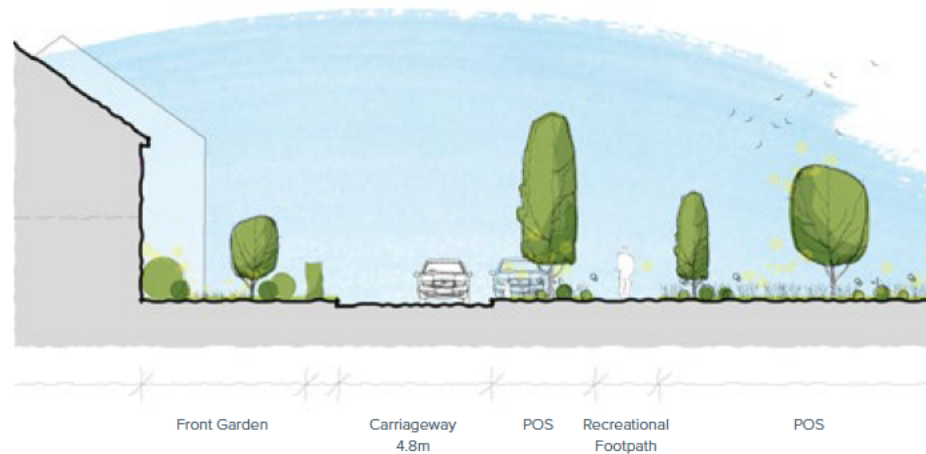
Private drives / green lanes should be based on the following key design principles:

- Connect with the secondary streets, providing legible access and circulation;
- Shared surface for all cyclists, pedestrians and vehicles;
- Have narrower carriageway widths than the secondary streets;
- Informal landscaping to property frontages;
- Private frontages are deeper than those on the secondary streets and boulevard, with occasional frontage parking.
- Occasional visitor parking adjacent to POS;
- Parking on plot with driveways and garages, with some frontage parking;
- Tree planting positioned within larger front and side gardens to provide interest on the street scene.

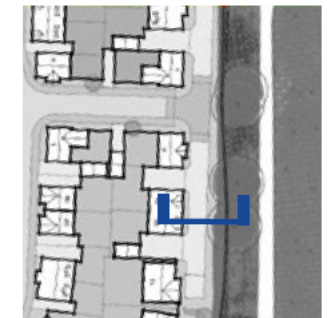
Built Form Characteristics

- Predominantly detached properties with the occasional semi-detached properties;
- 2 storey dwellings;
- Less consistent, more informal building line.

Section



Keyplan



Visualisation for indicative purposes only

Crime Impact Statement

The development has been shaped by the principles of Secured by Design (SBD) 2025, with particular attention given to block structure, building orientation, footpath design, play space, parking and lighting. These principles will continue to guide the detailed design stage to ensure a safe and well-overlooked environment.

Layout and Natural Surveillance

The layout adopts a clear perimeter block structure, with dwellings fronting onto streets, open spaces and pedestrian routes. This arrangement maximises natural surveillance and creates active frontages throughout the development. Corner plots are used to maintain visibility at key junctions and along routes, avoiding inactive edges and poorly overlooked areas.

Movement and Connectivity

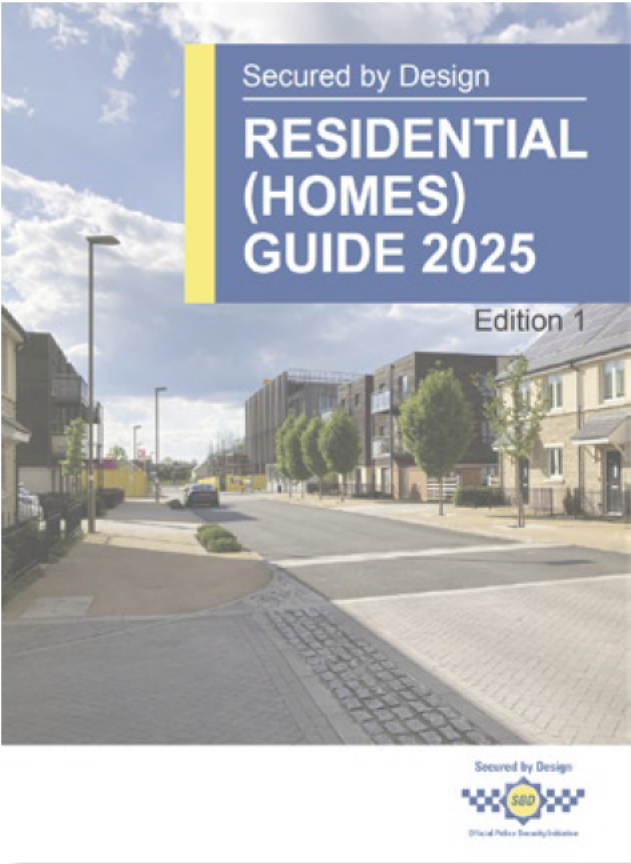
Pedestrian and cycle routes are designed to be direct, legible and well overlooked. Connections to the Public Rights of Way along the western and eastern boundaries are integrated into the layout, ensuring routes are active and benefit from surveillance by adjacent dwellings. The hierarchy of streets helps define public and private spaces, reducing opportunities for anti-social behaviour.

Public Open Space and Play Areas

Areas of public open space, including the Local Area for Play (LAP), are positioned centrally within the development where they are overlooked by surrounding homes. This ensures that these spaces are well supervised and feel safe and welcoming for users throughout the day.

Parking

Car parking is primarily provided on-plot, including driveways and garages, with additional visitor spaces located within small, well-overlooked groups. This avoids large, rear parking courts and ensures vehicles are visible from nearby dwellings, reducing the potential for crime.



Lighting and Landscape

Lighting will be designed in accordance with recognised standards to provide safe and well-lit routes for pedestrians and vehicles. The landscape strategy retains and enhances existing vegetation while ensuring that planting does not create concealed or poorly overlooked areas. Boundary treatments and planting will be carefully designed to maintain clear sightlines and reinforce natural surveillance.

Edge Treatment

The site boundaries, including those adjoining the wider countryside and Public Rights of Way, will be designed to ensure clear definition and appropriate levels of surveillance. This will help create a secure and defensible edge to the development while maintaining visual amenity.



BLUE & GREEN INFRASTRUCTURE PLAN

Scale, Heights & Density

Use & Amount

The Site is proposed for residential use and associated green, blue and grey infrastructure. The total housing area of 1.93ha provides land for up to 75 homes. The housing area includes associated streets, green public realm, private gardens, parking space and public play area.

The development will provide a choice of new homes (both tenure and price) for modern living and will encourage a wide demographic, from starter homes for first time buyers, through to retirement homes. There will also be a proportion of affordable homes, with the affordable housing mix having regard to national and local guidance. The final housing mix will be determined at the detailed stage, but it is expected to include a broad range of house types to include terrace, semi-detached and detached properties.

Scale

The scale of development is guided by the site's characteristics and the established townscape of Partridge Green, where 2-storey buildings are typical. Building heights respond sensitively to local context, ensuring an appropriate relationship with neighbouring developments. Given the site's varied topography, areas along the higher contours are proposed to accommodate predominantly 2-storey dwellings to minimise visual impact and maintain a balanced roofline across the masterplan.

The design principles for scale are as follows:

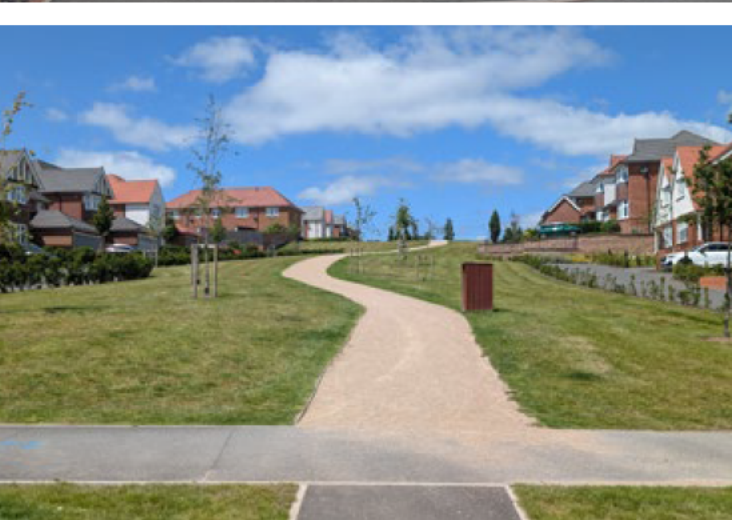
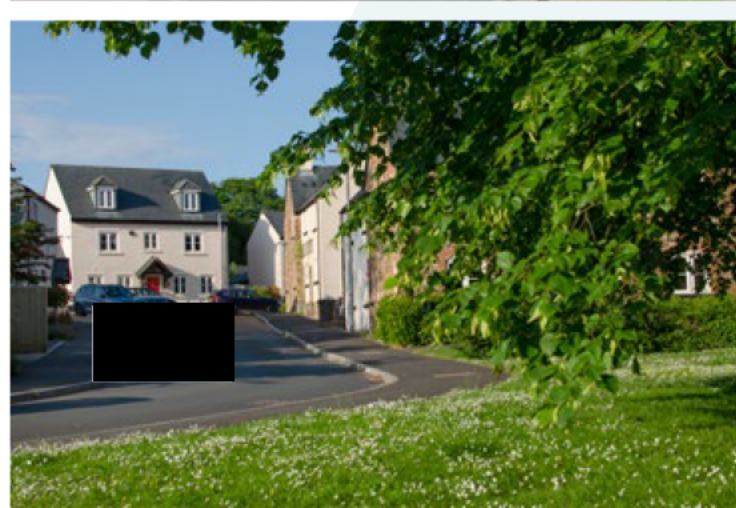
- The use of 2 storey houses and buildings should be the predominant approach across the layout to accord with the density level and Design Vision;
- Taller buildings (2.5 storey dwellings) should be selectively used, and should only occur on the Primary Road;
- Taller buildings can add a vertical emphasis to a street, or help enclose a feature space;
- Taller buildings would not be appropriate on the green edges of the layout within lower density areas or within localised high points;

- Wide plan house types are more likely to occur in lower density arrangements (Lanes), and narrow plan house types in higher density areas (the Primary Streets and Secondary Streets);
- Dwelling length, width and ridge height should be varied to add character to the streetscene;
- The design of the plot should consider the position of buildings and their relationship to neighbouring plots and the public realm. Privacy, security, surveillance and shadowing are some of the key issues that need to be addressed.

Densities

The average density across the development will be circa 36 dwellings per hectare (dph). 36 dwellings per hectare is considered to be an appropriate density given the Site's location. It also reflects the surrounding areas which are of a medium density.

An average density of 36 dph will typically comprise a mix of terrace, semi-detached, detached house types, with private frontages, rear garden space and on-plot parking. There will be a range of higher and lower densities to provide opportunities for different plot arrangements and house types. This will provide character within the place via the 'character streets'.



Vehicular Access, Pedestrian & Cycle Movement

Access

It is proposed to provide vehicular access to the proposed development on Shermanbury Road B2116. Access to the site is facilitated through improvements to the local highway network. The junction will incorporate pedestrian and cycle facilities to ensure safe and convenient movement for all users into the proposed development.

Movement

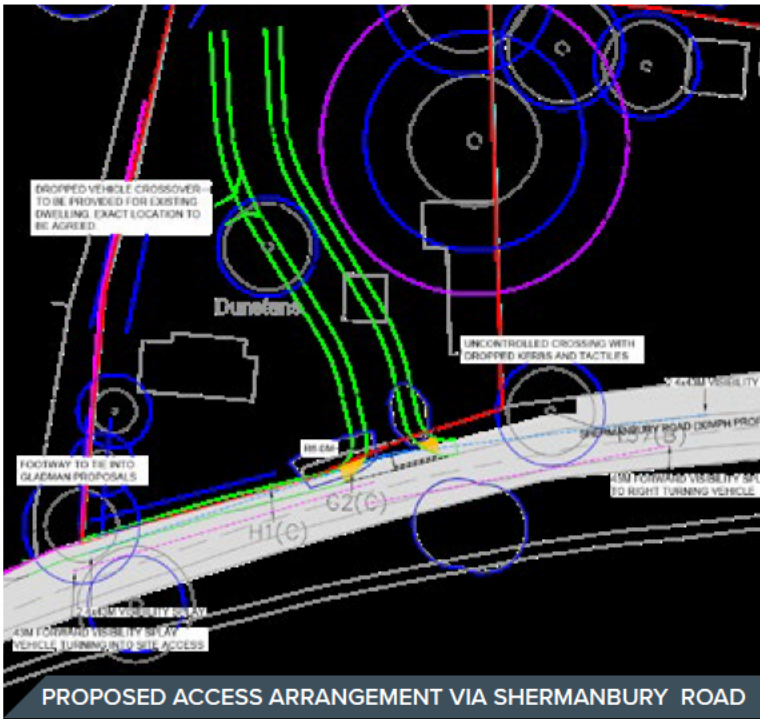
The vehicular routes through the development will serve all dwellings through a mix of street types. The internal layout will be designed to safely accommodate the movements of refuse vehicles, fire tenders, and goods delivery vehicles. Details of the internal layout will be agreed at Reserved Matters stage.

Proposed Main Street

Enhancements to active travel infrastructure include widening the existing pedestrian and cycle lanes on Shermanbury Road B2216 and extending the dedicated pedestrian link westwards towards adjacent proposal application (ref:DC/24/0428).

Pedestrian Access

Pedestrian access is provided from the eastern, western, and southern site boundaries allowing filtered permeability into the adjacent road and Public Rights of Way (PRoWs). The Indicative Layout creates a number of walking and cycling routes through a connected pattern of streets, footpaths and connections to existing rights of way. This overall strategy will encourage the community to walk and cycle and will promote healthy active living. These will serve all significant desire lines within the site and offer safe and secure routes to facilities within Partridge Green.



Pedestrian and Cycle Movement

The key principle is to encourage filtered permeability throughout the site, connecting up with the existing network of Public Rights of Way (PRoWs). All movement routes provide access to the proposed vehicular link road running north-south facilities by walking towards Partridge Green village centre being within a 15 minute from the site. Further routes are proposed to extend into the public open space (POS) and provide further walking loops that to allow for leisure, play and recreation, including dog walking and running.

On street cycling will be encouraged through the development due to the designed low vehicle speeds. The site is well located to connect to key local amenities and facilities by bicycle with Partridge Green village centre being within a 5 minute cycle ride from the site.

The street design will also include footways and cycleways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the development.



Landscape Strategy

The landscape strategy establishes a strong green infrastructure (GI) framework that responds to the site’s existing landscape features, ecological value and surrounding context. The proposal seek to conserve and enhance the site’s natural assets, while integrating new development within a coherent and multifunctional landscape structure.

Green Infrastructure & Landscape

Existing perimeter trees, woodland and hedgerows will be retained wherever possible, forming a robust landscape buffer and maintaining the site’s established character. These features will be complemented by new native planting, including hedgerows and individual trees, to reinforce landscape structure, support biodiversity and enhance visual integration with the surrounding countryside. The approach aligns with the objectives of the Low Weald and local landscape character guidance.

The northern extent of the site will be retained as an area of scrub and grassland, providing ecological enhancement and establishing an appropriate landscape setting to the adjacent Grade II listed Keepers Mead. This area will also function as informal open space, contributing to both biodiversity and recreational value.

Public Open Space

Public open space will be integrated throughout the development, creating accessible and well connected green spaces for both new and existing residents. Tree lined streets and on-plot landscaping will define attractive routes through the site, reinforcing a legible and verdant streetscape.

Blue Infrastructure and Drainage

Sustainable drainage systems (SuDS) will be incorporated into the landscape design, including a basin within the open space, which will provide surface water management while also contributing to habitat creation and visual amenity.

The development will enhance permeability and access through the site, with green corridors and pedestrian routes linking to the wider landscape. The future maintenance and management of the development’s formal public landscape areas would be ensured in perpetuity by the developer.



Play

Local play area is provided in the heart of the development, strategically located at the centre of development proposal and also to form a landmark / waypoint at the end of a vista through the development. In accordance with the Fields in Trust guidance, suitable buffers are provided to nearest habitable room, and are in line with appropriate walking distances to the residents.

Connectivity

In addition to the existing Public Rights of Way (PRoW's) through the Site, further pedestrian connections are proposed. This provides opportunities for leisure, play and recreation, including dog walking and running. It also provides residents with easy, efficient, and attractive routes to the adjacent PRoW and open space networks, enabling users to head on to nearby destinations.

The images on this page show examples of the different types of Green Infrastructure within the development.



Sustainability

Sustainability principles are embedded throughout the masterplan to ensure the development delivers long-term environmental, social, and economic benefits for Partridge Green.

Transportation

The scheme promotes sustainable travel by prioritising walking, cycling, alongside improved junction arrangements and convenient movement with reduced reliance on private vehicles.

Waste Management

Provision is made for efficient household waste and recycling storage across all homes, with layouts designed to accommodate collection vehicles and maintain clear, unobstructed routes.

Biodiversity Net Gain

The development aims to deliver a 10% biodiversity net gain with a landscape led approach integrates habitat creation, SuDS features, native planting, and strengthened green corridors to deliver measurable biodiversity net gain.

Community Health & Wellbeing

The masterplan supports healthy lifestyles by providing accessible green spaces, play areas, and safe active travel routes. Opportunities for outdoor recreation and social interaction are embedded throughout the neighbourhood.

Health & Wellbeing

Homes and public spaces are designed to maximise natural light, promote comfort, and create a safe, attractive environment. The integration of green infrastructure, walkable streets, and community facilities contributes to improved wellbeing for future residents.

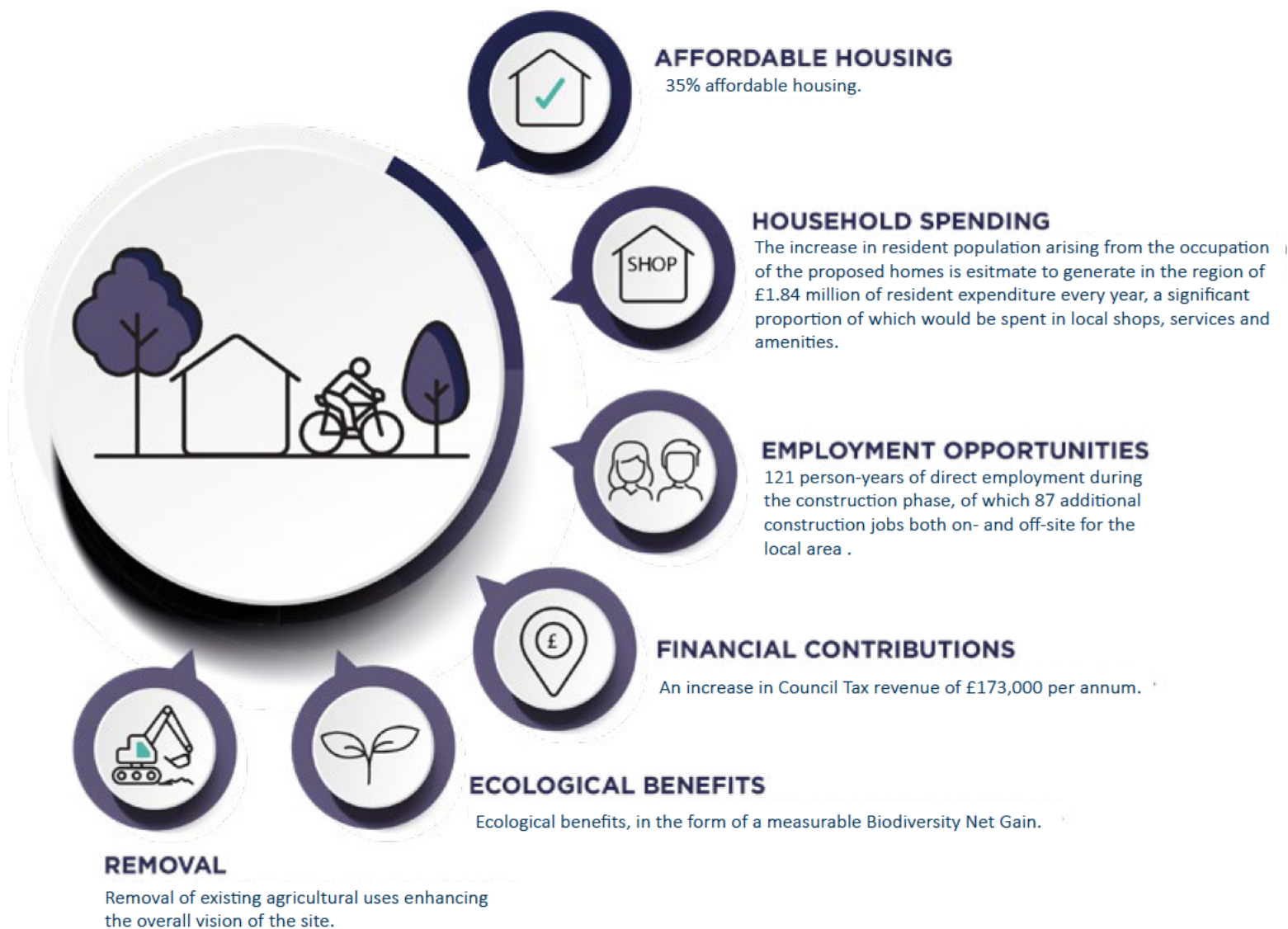
Affordable Housing

A provision of 35% of the homes will be delivered as affordable housing, helping to meet identified local needs and supporting a balanced, inclusive community. Tenure types are distributed across the site to ensure integration with market housing.

Inclusive and Accessible Homes

The development aims to provide homes and streets that are accessible to all. Inclusive design principles ensure that dwellings meet relevant accessibility standards for people of all ages and abilities.







Placemaking & Appearance

The arrangement and the design of streets is the underlying element of placemaking and the creation of attractive places.

The key urban design principles that are expected to be adopted at the detailed stage, for perimeter block and plot design are as follows:

- To arrange buildings, so that they enclose and overlook the public realm (streets and green space).
- To create a range of perimeter block sizes (depth-length) to add character and contrast.
- To ensure that blocks are practical and efficient.
- To wherever practicable, maximise solar gain and light penetration through building orientation.
- To ensure that plots and buildings are safe and secure, with risk of crime designed out.
- To draw reference from local character in terms of building form and scale.
- To use closed blocks (back to back properties) as the preferred approach, as this will allow for more secure private rear gardens.
- To provide changes in density. Densities should be based on the 'character streets' so that blocks along the Primary Road, for example, will be of a higher density than the blocks on the Private Drives.



The architectural response to the development should aim for high quality traditional architecture. Simple details and styles which reflect the traditional local character of Partridge Green should be used in order to create a place that is distinctive and individual.

Whilst adjacent mid to late twentieth century buildings provide less obvious precedents, landmark buildings represent an opportunity for occasional dwellings of high quality modern design, which embody principles of sustainable energy efficient design and reflect the adjacent characteristics of local character.

Architectural details are to accord with the following themes:

- Simple form utilising well proportioned buildings and a refined materials palette.
- High quality materials are to reflect the range of treatments throughout Partridge Green village
- Details should not distinguish between market and affordable housing.
- Materials could include a mix of red brick, decorative brick band, render finish and clay tiles that are found in the local area.
- Feature details could include the use of bay windows, porches, chimneys, stone cills, joint detailing, contrasting brick banding and lintel details.
- Boundary treatments could include a mix of timber fencing, railings, shrub and hedgerows.



Car Parking, Cycle Parking & Refuse

Car Parking, Cycle Parking & Bin Store Principles

Homes should be designed so that they have sufficient car parking spaces based on the local authority standards, together with appropriate visitor parking. There should be a range of parking solutions that are based upon best practice approaches. This should comprise a combination of the following:

- On-plot parking;
- On-street parking;
- Shared private courtyard parking

Vehicles should be located so that they do not dominate the streetscene, but also where owners can see them, and have easy access to them. Detailing in terms of the plot arrangement, frontages and landscape will help to integrate vehicles into the layout. Space requirements for cycle storage and electric charging points will be addressed at Reserved Matters stage.

The delivery of a sustainable development will require a detailed waste storage and collection strategy, this will be outlined in a future reserved matters application. This strategy will ensure the layout and design of spaces meets with policy and best practice guidance.

On-Plot Parking

Garages and car ports should be set back from the street frontage either at the side or rear of the plot so that cars do not dominate the street frontage.

Frontage parking should be interspersed with hedgerows and trees to help soften their impact on the streetscape.

On-Street Parking

On-street parking helps to calm traffic by creating activity within the streets. These should be mostly restricted to visitor bays only. Accommodating a small run of parallel parking bays of around 2-3 spaces would be the preferred approach, with the use of street trees, for example, to help define parking bays and to soften the view of parked cars.





Drainage

The drainage strategy for the site is informed by the engineer's proposals and incorporates two attenuation basins positioned at the natural low points of the landform.

One basin is located adjacent to the main access, providing early interception and on-site storage, while the second is situated along the eastern boundary within the green buffer to manage run-off from that part of the site. In addition, a pumping station is proposed to serve both the new development and the existing dwelling at Dunstans, ensuring a coordinated and efficient approach to foul water management.

The proposed drainage strategy has been produced by The LK Group consulting engineers. The image to the right is shows the proposed drainage strategy.



Key

Site Boundary



Proposed Attenuation Basin



Proposed Pumping Station



PROPOSED DRAINAGE STRATEGY PLAN

Conclusion

The aim is to develop a high-quality development with a strong sense of place that responds well to its existing context, will stand the test of time and meet the needs of current and future generations.

The proposed development is for a residential scheme delivering up to 75 dwellings including 35% affordable homes, along with associated public open space (POS), natural green space, play area and enhanced Green Infrastructure (GI), and attenuation features within a landscape framework of retained and proposed GI.

The proposals have been developed by understanding the existing situation of the site in relation to the settlement, in accordance with best practice in urban design and with reference to both national and local design guidance.





BUILDING FOR HEALTHY LIFE

The following Building for Healthy Life come from an evaluation and analysis of the design proposal, ensuring that the development responds to Building for Healthy Life design principles within the site, as well as its context.



Building for a Healthy Life

Summary:

Integrated Neighbourhoods

Natural Connections: Create places that are well integrated into the Site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Response:
New pedestrian and cycle routes within the Site will link to the existing public footways network providing links into the town and local facilities.

Walking Cycling and Public Transport: Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Response:
The development is within range of Partridge Green village centre and located within walking distance of bus routes providing safe and sustainable journeys.

Facilities and Services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Response:
The development is within a short walking distance to local schools and shops. The development will provide new informal public open space with walking routes providing rest stops and views across Partridge Green. Formal children’s play is also proposed through the provision of a LAP and walking trails.

Homes for everyone: A range of homes that meet local community needs.

Response:
The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Distinctive Places

Making the most of what’s there: Understand and respond.

Response:
The layout and green infrastructure for the scheme responds to its context and draws upon examples of local character. The incorporation of the ecological area in particular provides a distinctive access route into the site. At a detailed level, features will be included in the design, to develop local distinctiveness.

A memorable character: Create places that are memorable.

Response:
The design approach retains the existing vegetation wherever possible which will give immediate character for the development. The architectural details and materials will reference local character. The use of native trees and planting to frame spaces and indicate key areas will add to the sense of place.



Well defined streets and spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Response:

The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Easy to find your way around: Use legible features to help people find their way around a place.

Response:

The layout for the scheme will follow the street hierarchy which will aid way finding by varying street types and plot density. Focal buildings along with key green corridors will also allow residents and visitors to easily navigate their way around.

Streets for all

Cycle and car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well designed streets will also provide sufficient and well-integrated car parking.

Response:

Car parking will be integrated into the overall layout and design. Car parking would be within curtilage, with a mix of front and side parking to dwellings.

Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Response:

The streets and public spaces would be overlooked by adjacent dwellings, allowing informal surveillance and safe routes. Footpaths run through the public open space. The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene. Hedges could be used in line with local character around a edge of the development to denote public and private spaces.

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

Response:

The site layout incorporates a number of SuDS basins above and below the level of the development and within the green corridor. This will provide biodiversity benefits and provide opportunities for the community to interact within the landscape.

Wain
ESTATES

FPCR | environment
& design

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