

4. Layout and Scale - Cont.



Concept and Design Principles Diagram

Not to scale

5. Landscape Strategy

The landscape strategy for the development responds sensitively to the existing framework of landscape features and the proposed built form within the site:

- 5.1. Western tree belt to merge with the adjacent linear open space – By retaining the best tree specimens and raising canopies where possible.
- 5.2. Northern “Green Corridor” to be enhanced, thinning out the poorest tree specimens, providing better light and space to best retained tree specimens, as well as benefiting the adjacent northern neighbouring properties; creating a valuable link to the PROW network
- 5.3. Impressive cedar tree to be retained, creating a focal point and landmark.
- 5.4. Southern tree belt to be thinned out to ensure long term retention, whilst benefiting southern neighbouring properties.
- 5.5. New landscaping to enhance built form and hierarchy of spaces.

5. Landscape Strategy - Cont.



5.1 Western tree line integrated to linear open space



5.2 Northern green corridor enhanced



5.3 Cedar tree to become landmark and focal point



5.4 Southern tree belt thinned out



5.5 New Landscaping enhances hierarchy of spaces



5.6 Overall landscape strategy complements design strategy

6. Appearance

The proposals intend to develop 30 dwellings, associated roads and open spaces, whilst respecting the existing landscape framework and surroundings.

The positioning of buildings is designed to provide an active streetscape, with focal points, change of direction and orientation to create a lively and varied street environment.

Distances between the built frontages vary to give a suitable scale to the street realm. Built frontages are linked by using walls and fences, garages and carports to provide a sense of enclosure.

Built heights vary with 1, 1.5, and 2 storeys, offering a varied roofscape, adding visual interest.

At Reserved Matters stage, this strategy will be developed and emphasized with the detailing of the built form and its proposed materials.

By taking advantage of its natural features, and context, the development offers spaces with specific and differing characteristics: From the western "Green Chain" to the stand alone Cedar tree, from the strong built form of the main street to the mews character of the southern courtyard.

Active street, shared lanes and courtyard provide varied environments, integrated with the surroundings.



Photomontage in aerial view

6. Appearance - Cont.



Birds' eye view from Greenhurst Drive

7. Access

The site benefits from two valuable assets:

- The site is contiguous to Greenhurst Drive along its longest boundary line, to the West.
- The site has direct access to the un-named rural lane to the East, which forms part of the local PROW network.

7.1 Vehicular Access

As the un-named rural Lane, to the east of the site, is a narrow lane (less than 3 metres wide) with poor visibility at its junction with Holtye Road; it cannot be considered as vehicular access to the whole proposed development.

Greenhurst drive, to the West, is a wide residential access road with footpaths to each side. It offers good visibility to create a safe vehicular access to the site.

The proposed location of the new vehicular access responds to varied parameters:

- Almost equidistant from Loxfield Close and Ashurst Way, it respects traffic safety distances
- Situated opposite carports, it will minimise the impact of vehicles coming in and out of the development onto the existing dwellings fronting Greenhurst Drive
- The proposed access will not impact on the trees subject to a TPO and will require minimal removal of trees
- The proposed access will also have minimal impact on the existing linear open space on Greenhurst Drive.

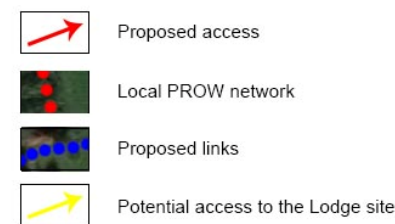
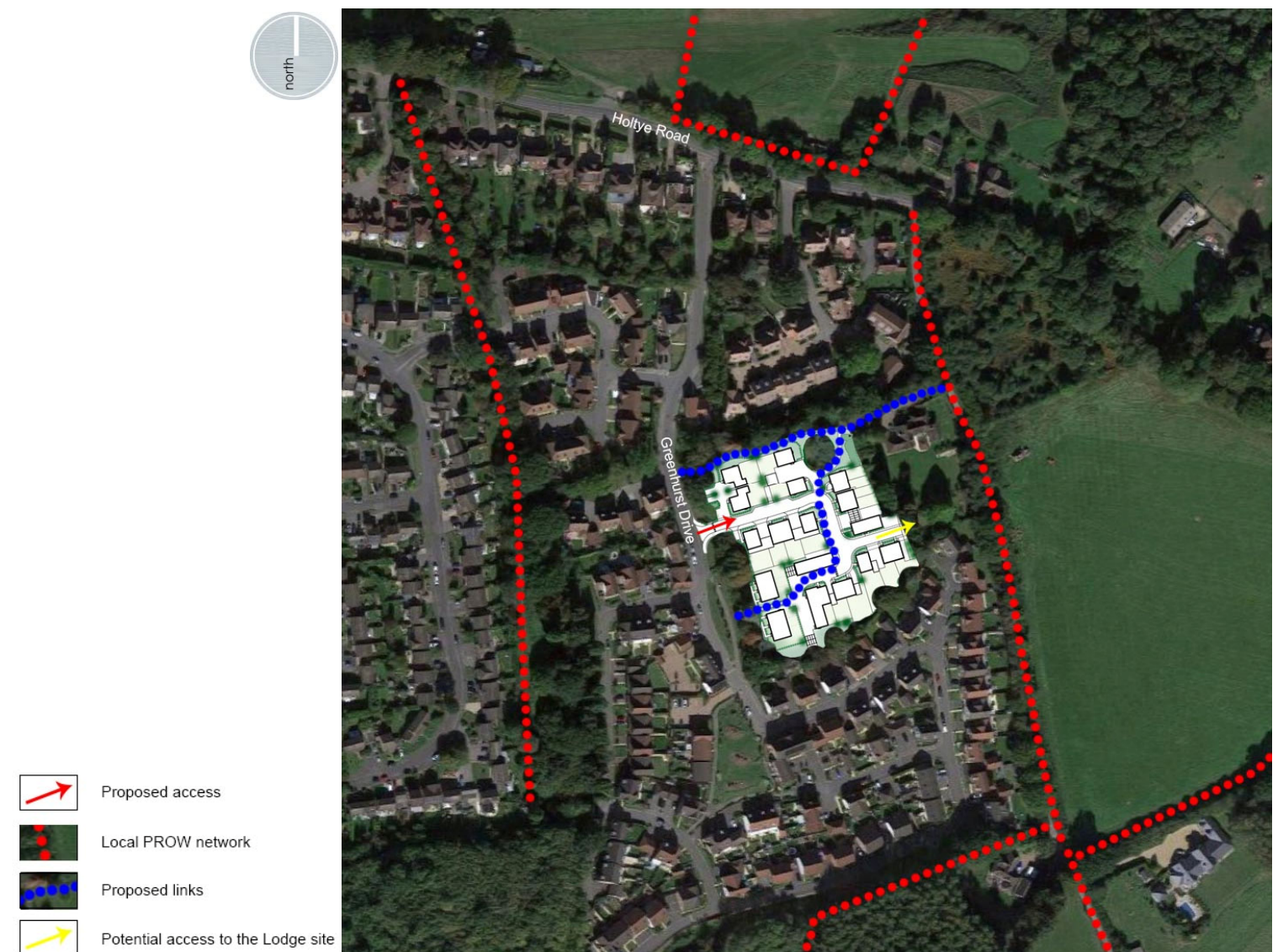
7.2 Link to the local PROW network

By integrating the proposed development to the recent development of Greenhurst Drive, the proposals offer the advantage to connect all surrounding residents to the local PROW network.

7.3 Future Access to the Lodge—Allocated Site

The proposals ensure that the Lodge site can be accessed and served from the development.

Connection Diagram



7. Access - Cont.

Other parameters complement the access issues:

- Parking
- Servicing

7.3 Parking

The proposed development adheres to Mid Sussex DC SPD, residential parking standards as per the following criteria:

- 1 bed dwelling = 1 car space
- 2/3 bed dwelling = 2 car spaces
- 4 bed dwelling = 3 car spaces (or more)

In addition to the above allocated spaces, 8 unallocated visitor spaces ensure that additional car spaces are available to all around the development.

A total of 71 car spaces respects West Sussex CC Parking Demand Calculator, identifying the need for 70 car spaces.

Parking arrangement is varied, in close proximity of dwellings, well overlooked, as well as being integrated in the layout, recessed or screened. The small courtyard is well privatised and benefits from natural surveillance. Other solutions such as on plot parking vary with detached or linked garages (some with accommodation above), and open car spaces. Most spaces are in the curtilage of dwellings.

7.4 Servicing

In accordance with the Manual for Streets and the Building Regulations Part H – Drainage and Waste Disposal, the street pattern allows emergency and refuse vehicles to enter, turn within and exit the development in forward gear.

Dwellings are in proximity of the refuse vehicle route, ensuring that collection points are in easy reach of residents and refuse operators.

WEST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	East Grinstead Ashplats
District	Mid Sussex
Ward 2	Ashurst Wood
District	Mid Sussex
Ward 3	East Grinstead Town
District	Mid Sussex
Ward Tempo Factor 2009-2026	1.002725
District Tempo Factor 2009-2026	1.009439



Ward Finder

Postcode	Ward
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Note:
No special provision need be made for visitors where at least half of the total parking provision with a development is unallocated. In other circumstances, it may be appropriate to allow for demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and Bedrooms is used this will need to be converted. A general guide for conversion is as follows in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Tables highlight if the Census data does not include data for certain dwelling sizes. In such case ownership values have been obtained using the nearest sized dwelling with same tenure and v example, if no data is available for a private house with 1 room then data for a private house v has been used. The Car Ownership Data is highlighted in purple where such an approach has b Where Census data contains small samples for certain sized dwellings this is highlighted in red green if <50 in the Total Demand column. In such cases, other wards should be selected to ach sample size.

Report Summary Table

Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Allocated Parking Spaces (Per Unit)	PARKING DEMAND				
						Allocated No.	Unallocated for Residents	Unallocated for Visitors	Total Demand	
A	Houses	Private	6	6	3+	18	0	0	1	19
B	Houses	Private	5	7	2	14	0	1	1	16
C	Houses	Private	4	6	2	12	0	0	1	14
D	Flats	Private	2	2	1	2	0	0	0	3
E	Houses	Private	5	1	2	2	0	0	0	2
F	Houses	Private	4	1	2	2	0	0	0	2
G	Houses	Council/Housing Association (not including shared ownership)	4	2	2	4	0	0	0	5
H	Flats	Council/Housing Association (not including shared ownership)	3	2	2	4	0	0	0	4
I	Flats	Council/Housing Association (not including shared ownership)	2	3	1	3	0	0	1	4
J										
K										
L										
M										
N										
O										
P										
Q										
R										
S										
Total						61	2.53	6.00		70



8. Secured by Design

The layout embraces the guidance of "Secured by Design – Homes 2019", Section 1.

8.1 Layout and Footpaths

Vehicular and pedestrian routes are designed to be visually open and direct, creating an active public realm throughout the development.

Considering the adjacent properties, the layout provides defensive spaces to all:

The adjacent southern properties boundaries are protected by back to back boundary treatments; whilst to the north, part of the thick TPO grouping remains and provide a safe defensible space, overlooked by the new houses.

8.2 Road Pattern

The simple and clear road pattern promotes intuitive wayfinding. The street, courtyard and shared drives will create a good level of activity across the development. All public and semi-public areas benefit from natural surveillance.

8.3 Footpath Design

Pedestrian and cycle routes are fully integrated in the layout and will increase activity by linking the Prow to the development of Greenhurst Drive. This added activity will provide increased natural surveillance.

8.4 Communal Areas

Throughout the development, open spaces are well fronted and easily accessible. Boundaries between public and private spaces are well defined by footpaths, shared drives and reinforced by the boundary treatments and landscaping.

8.5 Dwelling Boundaries

The layout promotes a sense of ownership, with clear division between public and private spaces. Boundary treatments reinforce this clear definition of ownership.

The layout embraces the concept of perimeter blocks and develops strong building lines and continuous boundary treatments. Where side gardens abut the public realm, their accesses are secured, and their boundaries benefit from natural surveillance.

8.6 Layout and Orientation of Dwellings

Across the development, dwellings front the public realm, providing activity and natural surveillance.

8.7 Gable End Walls

The development comprises 30 dwellings, with varied design and orientation. Dwellings' gable ends abutting the public realm are designed as "corner turners", creating attractive elevations as well as allowing for additional natural surveillance.

8.8 Vehicle parking

All dwellings are provided with allocated car spaces: on plot, to side or rear of dwellings, or in very close proximity of dwellings and always in view of properties or neighbouring properties.

The courtyard provides an attractive environment, with much activity. Although located in recessed areas or under apartments, car spaces are well overlooked by neighbouring properties.

8.9 Planting

New planting will complement the overall hierarchy of spaces and reinforce the definition of public and private spaces.

9. Conclusion

This outline application seeks permission for the access and the layout for the development of the site:

Ashplats House, Holtye Road, East Grinstead

The application site forms part of the site to be “brought forward” as housing site within East Grinstead Neighbourhood Plan. It is also identified as “committed” in the SHEELA April 2018.

The proposals demonstrate that this attractive residential redevelopment will sit comfortably in its surroundings, respecting the scale, pattern and character of the area, linking the whole neighbouring community to the local PROW network.

This outline application has been carefully considered to integrate the new development with the existing settlement. The proposed scheme is seen to respond positively to its natural features as well as its surrounding context, and provides an effective basis to be developed in a Reserved Matters Application.

We therefore respectfully request that this Outline Application be considered for approval.



Indicative Layout

Not to scale

fluid

Orlingbury House, Lewes Road, Forest Row, East Sussex | 01342 822272