



Design & Access Statement

Proposed Residential Development
Land at Lower Horsebridge, Hailsham

Revision A - 05-10-17 - images updated in line with changes to site layout.



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Please note:

Unless otherwise stated all drawings, maps, images and diagrams contained within this document are not to scale.

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1.0

■ INTRODUCTION

1.1 // Introduction

VISION

This application is for a sustainable housing development at the southern edge of the settlement of Lower Horsebridge. The proposal is for a development of 10 houses to be built on land fronting A271, the aim being to contribute to local housing needs in a suitable and sustainable location and dedication of an area of land as public open space.



View of site looking south

1.2 // Introduction INTRODUCTION AND THE BRIEF

INTRODUCTION

This Design and Access Statement has been prepared by BDB Design LLP in support of a detailed planning application by Abtec Ltd for a residential development consisting of 10 no. houses and new vehicular/pedestrian access onto Upper Horsebridge Road (A271).

The structure and content of the Design and Access Statement has been produced in accordance with the Statutory Instrument no. 595 – town and Country Planning (Development Management Procedure) Order 2015 and guidance set out in the National Planning Practice Guidance (NPPG) launched by DCLG on 6th March 2014.

The document sets out the design processes that have informed the proposed development, describes the site and surrounding area, planning policy context and key design and architectural principles drawn upon to inform the scale, layout and appearance of the site. The document draws on a number of technical reports that have been prepared by the wider team to inform, shape and support the final design.

These reports include:

[Transport Statement](#)

[Arboricultural impact assessment.](#)

[Landscaping Design Statement](#)

[Ecological Assessment](#)

In addition to describing the design ethos underpinning the proposals, this document also demonstrates how all potential users, regardless of disability, age or gender, can enter the site, move around it and use its facilities.

The applicant and design team have engaged with Wealden District Council to ensure that the development meets the requirements of the Development Plan and local community.

Abtec Ltd is committed to creating a sensitive, sustainable development on the site.

THE BRIEF

BDB Design LLP have been appointed by Abtec Ltd to undertake the architectural services relating to the proposed development of the site.

The initial brief was established by Abtec Ltd and has been developed through discussions with the consultant team.

- Development of 10 high quality traditionally designed family homes.
- Attractive landscaping enhancing the existing mature planting.
- Homes that achieve minimum requirements of the National Housing Standards with regards to size.
- Good quality private amenity space.
- Secured by Design

Various layout options have been developed around the requirement to provide 10 three bedroom houses with associated parking and private amenity space.

The key issues include:

- Existing mature landscaping
- Extent of existing Flood zones.
- The provision of high quality living accommodation, landscaping and associated parking facilities.
- The massing and visibility of the development in its surrounding context.
- Extension of the existing public open space.

THE DESIGN TEAM

BDB Design comprises a group of dedicated professionals with many years experience collaborating on a variety of dynamic and innovative projects throughout the country.

Partners originally formed the practice in 2008, leaving roles as partners and directors of varying development and consultancy businesses. The practice has since attracted a highly talented team of around 20 designers, architects, planners & property professionals, working in an open plan studio based on the outskirts of Canterbury.

The design team have previously been commissioned to work on a variety of different projects from new settlements to bespoke dwellings, parks, hotels, shops, student centres and theatres, from Master planning to interior design.

The applicant has appointed a team of consultants to provide comprehensive advice in support of this planning application. The key team members are as follows:

[BDB Design – Architect](#)

[Kirk Saunders – Civil Engineer](#)

[Peter Brett Associates – Highways](#)

[Lloyd bore – Landscape Architect and Arboriculturalist](#)

[Ecology Solutions \(East\) Ltd – Ecologist](#)



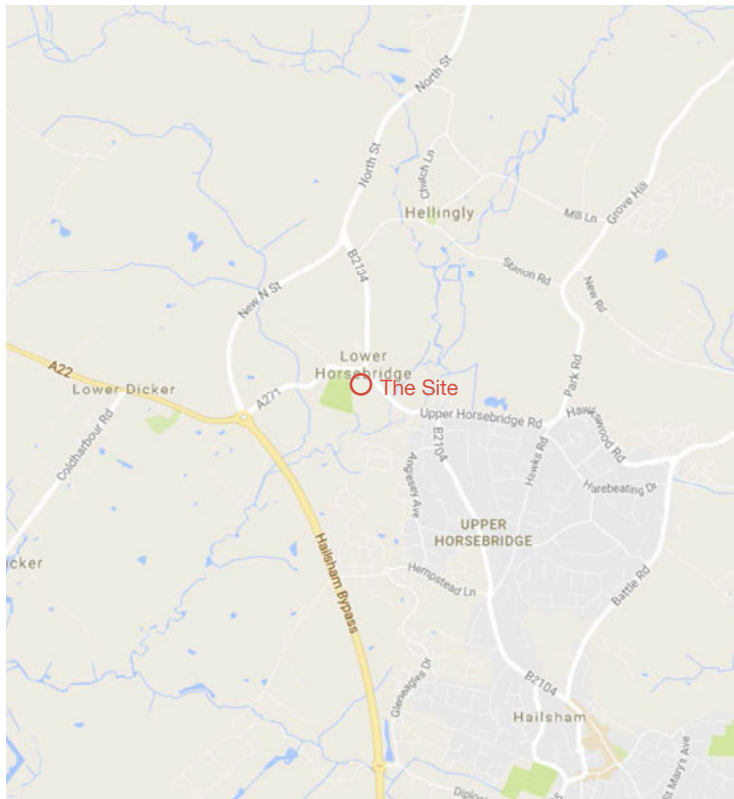
2.0

■ ASSESSMENT OF
LOCAL CONTEXT

2.1 // Assessment of Local Context

SITE LOCATION

The application site lies on the western side of Upper Horsebridge Road, approximately 70m to the south of its junction with North Street (B2104). It comprises a roughly square shaped parcel of undeveloped land, which is currently disused.



Images courtesy of Google

2.2

Assessment of Local Context

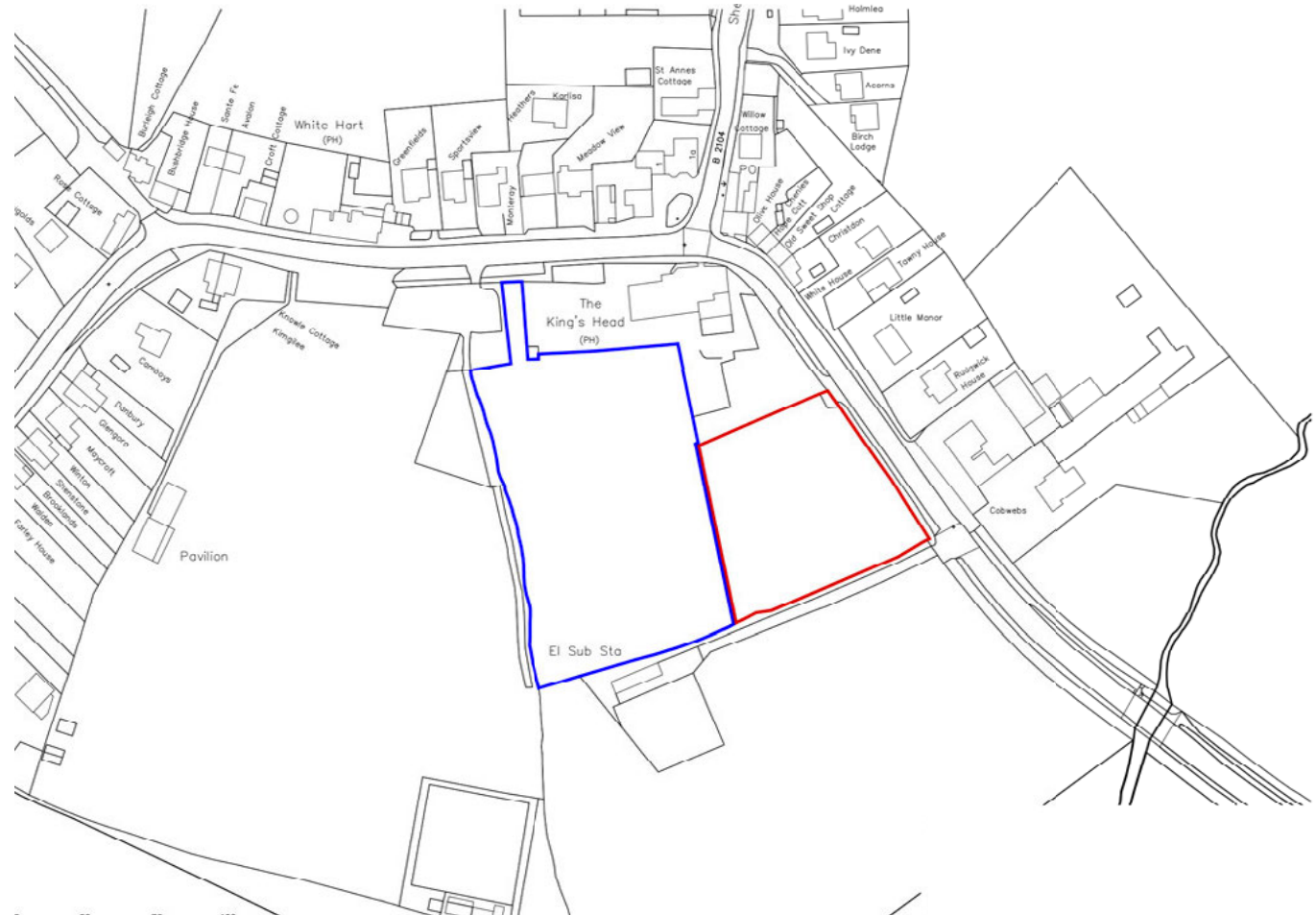
PHYSICAL NATURE AND CHARACTER OF AREA

The site adjoins open land to the south and west, beyond which is a playing field (Hellingly Rugby Club). To the north is The Kings Head Public House and associated pub garden. Planning consent was granted for a detached house in the land to the north of the site (reference WD/2016/0094). To the east on the opposite side of the road is a row of houses and the Horsebridge Veterinary Practice. The row of ribbon development extends further north along the A271 forming the settlement of Lower Horsebridge.

The Cuckmere River runs across the countryside, approximately 180m to the south of the site. There are a number of footpaths criss-crossing the area, including Wealdway, a long distance footpath from the River Thames at Gravesend to Eastbourne.

The site lies within the Hailsham Character Area of the East Sussex County Landscape Character Assessment (2010).

The site is relatively flat, with a natural fall towards the south western corner forming a natural depression in the topography. It is overgrown and enclosed by mature hedgerows and trees, growing around the site perimeters. A public footpath runs along the site frontage.



Site Location Plan

The built context is illustrated in the following photographs:



View towards the site from A271



Horsebridge Veterinary Practice



Residential properties opposite the site along A271



2.3 // Assessment of Local Context

HISTORICAL CONTEXT

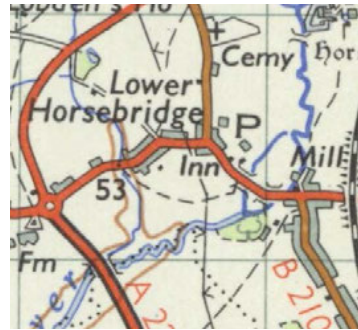
Lower Horsebridge is a small linear settlement located to the north-west of the settlement of Hailsham. The settlement has developed along the main road network comprising the A271 and B2104, with strong ribbon development, essentially residential in character.

Lower Horsebridge consists primarily of inter-war and post-war frontage development along the A271, separated from the outskirts of Hailsham by a narrow belt of farmland alongside the Cuckmere River.

The settlement contains 2 public houses, veterinary practice and a Post Office and Village Shop.



1895



1960



2009



2004



2015

2.4 // Assessment of Local Context

TRANSPORT AND CONNECTIVITY

The site is located along the western side of the A271 which connects the A22 / Hailsham Bypass roundabout to the west with Battle to the east. Within the vicinity of the site the A271 is a single carriageway road with a speed restriction of 30mph and footways and street lighting on both sides of the carriageway as illustrated by the photo to the right.

Direct vehicular access to the site will be formed by a simple priority junction on the A271. The physical properties of this junction have been defined by highway officers during the pre-application process.

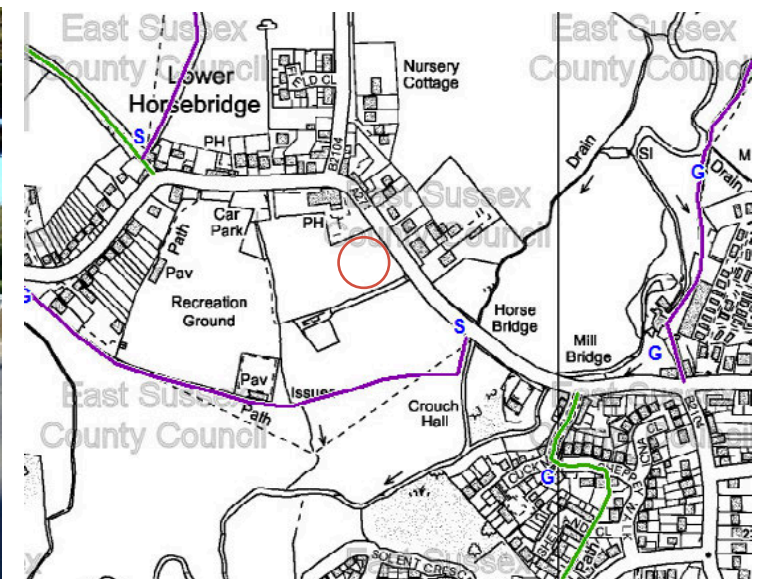
There is a network of footways surrounding the site which provide access to the wider area of Lower Horsebridge and east towards Hailsham town centre. A review of the rights of way map for East Sussex (see bottom right) shows that there are several footpaths around the vicinity of the site which provide access to Hailsham, Hellingly and Lower Dicker. There is a cycle route which runs near to the site, located east further along the A271 (see photo bottom left).

The closest railway station from the site is Polegate, at a distance of 4.8 miles away. The station is served by Southern line trains, providing services to Brighton, Eastbourne and Hastings. Polegate Station provides 186 car parking spaces, plus an additional 4 accessible spaces. There is also a provision for 38 cycle storage spaces. This station could be accessed by bus or cycling from the site.

The closest bus stops to the site are located just to the north of the site, opposite and adjacent to the King's Head public house, approximately 135m from the site frontage along the A271.

A footway already existing which can be used by pedestrians from the site who want to use the bus services. These bus stops provide access to surrounding towns and villages.

In summary it is evident that alternative means of travel exist for residents of the site, particularly with respect to bus connections to surrounding towns.



2.5 // Assessment of Local Context

LOCAL AMENITIES

In addition to the local services within Lower Horsebridge itself, the larger settlement of Hailsham lies a short distance to the south east, with its greater range of shopping and employment facilities, community services such as schools, doctors surgeries and recreation facilities. The application site has good links with neighbouring settlements therefore, with a regular bus service running between Hailsham, Polegate and Eastbourne.



Sports Fields



King's Head Public House



Veterinary Practice



Post Office

2.6 // Assessment of Local Context

PLANNING POLICY

THE DEVELOPMENT PLAN

The Development Plan comprises:

Wealden Core Strategy Local Plan 2013

Wealden Local Plan 1998 (saved planning policies)

The Affordable Housing Delivery Local Plan adopted May 2016

On the Proposals Map to the Local Plan, the application site is located outside any defined development boundary of Lower Horsebridge (development boundary in the 1998 Local plan was removed by Core Strategy Policy WCS6) and within the Low Weald Character Area. The site falls within an area allocated for public open space on the Wealden Local Plan.

Lower Horsebridge is categorised as a Neighbourhood Centre in the Core Strategy Settlement Hierarchy; 'a settlement with limited, basic or no facilities but with access to another centre, or a settlement with facilities but poor accessibility or access only to a service or local centre)

RELEVANT CORE STRATEGY POLICIES INCLUDE:	
SP01	Managing countryside resources; protecting and enhancing biodiversity & distinct landscapes of the Borough
SP03	Delivery of housing
SP07	Concentrating development close to public transport opportunities
SP011	Open space, leisure and recreational facilities; enhance geodiversity and biodiversity
SP013	High quality development and good design
WSC1	Provision of homes and jobs 2006–2027
WCS2	Distribution of housing growth
WCS6	Development boundaries
WCS7	Effective provision of infrastructure
WCS12	Biodiversity
WCS13	Green Infrastructure
WCS14	Presumption in favour of sustainable development

RELEVANT CORE STRATEGY POLICIES INCLUDE:	
GD2	Development outside development boundaries
EN1	Sustainable development
EN8	Low Weald
EN14	Landscaping within developments
EN27	Layout and design
HG5	Dwelling mix within new development schemes
HG6	Crime prevention in new housing developments
HG7	Energy consideration in new housing developments
TR3	Traffic impact of new development
TR16	Car parking standards

AFFORDABLE HOUSING DELIVERY LOCAL PLAN POLICIES OF RELEVANCE INCLUDE:	
AFH1	Mix of dwelling size, type and tenure & provision of affordable housing

GOVERNMENT GUIDANCE CONTAINED IN THE NPPF IS A MATERIAL PLANNING CONSIDERATION TO BE AFFORDED SIGNIFICANT WEIGHT IN THE DETERMINATION OF THE PLANNING APPLICATION. THE FOLLOWING GUIDANCE IS RELEVANT:

PARAGRAPHS	
2, 11 & 196	(planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise)
7, 14, 49 & 197	(presumption in favour of sustainable development)
17	(Core Planning Principles)
47	(boost significantly the supply of housing)
50	(mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community e.g. but not limited to, families with children, older people, people with disabilities, service families and people wishing to building their own homes)
56	(Good design)
57	(planning positively for achievement of high quality and inclusive design for all development)
59	(design policies should avoid unnecessary prescription or detail and concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring building and local area)
60	(design policies should avoid unnecessary prescription or detail and concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring building and local area)
60	(planning policies and decision should not impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles; proper to promote or reinforce local distinctiveness)
109	(conserving and enhancing the natural environment)
118	(conserving and enhancing biodiversity)
131	(desirability of new development making a positive contribution to local character and distinctiveness)

SUPPLEMENTARY PLANNING GUIDANCE

The proposal has been formulated with regard to the following Supplementary Planning Documents and good practice guidance:

By Design (CABE/DETR 2001)

Places, Streets and Movement (DETR 2001)

Protecting Design Quality in Planning (CABE)

Safer Places: The Planning System and Crime Prevention (Home Office/ODPM)

Wealden Design Guide 2008

An assessment of the proposed development against the above planning policy framework will be provided in the Planning Statement.

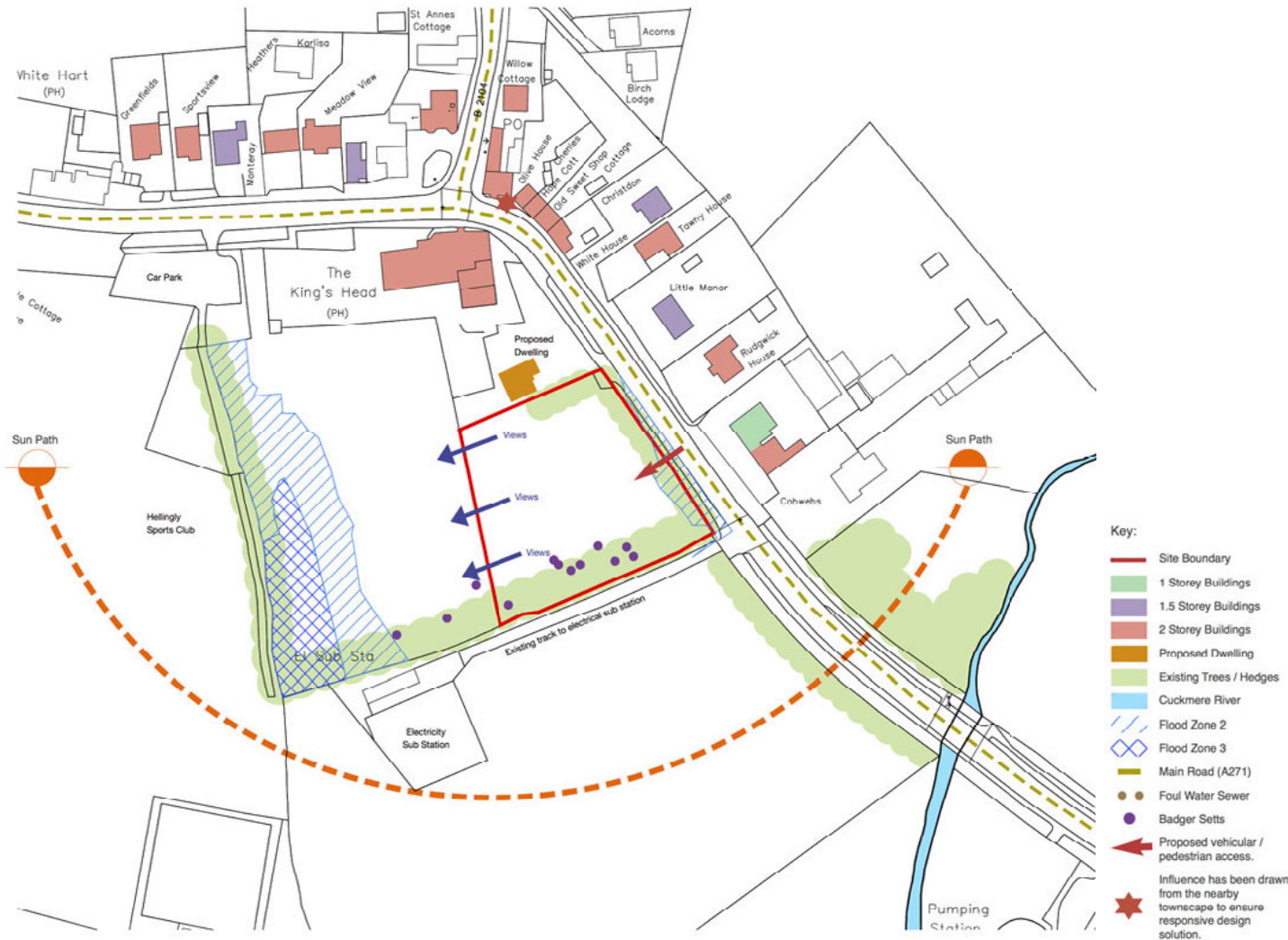


■ EVALUATION

3.1

Evaluation

CONSTRAINTS AND OPPORTUNITIES



Constraints and Opportunities

The site appraisal has highlighted the following constraints and opportunities:

Council's pre-application advice

- Lack of a 5 year supply of Housing Land.
- Para 49 NPPF is engaged and there is a presumption in favour of sustainable development.
- Proposed limited development at Lower Horsebridge in the Consultation Document of the new Wealden Local Plan October 2015.
- Grant of outline planning consent for 32 dwellings on land at North Street.
- Site is not 'isolated'.
- Layout not out of character with pattern of development.
- Design of properties is good and choice of materials will ensure a high quality appearance.

Recreation Open Space Provision

- The proposal includes the transfer of a large parcel of land to the west of the housing site to Hellingly Parish Council for recreation and public open space purposes to meet an identified need.
- Areas of open space retained along the road frontage behind the retained hedgerows.

Transport

- Location and form of proposed new access into the site from A271 and associated traffic implications.
- Opportunities to create a pedestrian link into the village centre.

Ecology

- Presence of habitats suitable for foraging bats and bird nesting and foraging.
- Likely presence of hedgehogs.

- Site use by badgers.
- Opportunity to deliver biodiversity gains through appropriate native species planting.
- Opportunity to enhance the site for nesting birds by providing bird boxes.

Flood Risk

- Site is located in areas of ‘flooding & extreme flooding from rivers or sea without defences’.
- Majority of the land falls within Flood Zone 1.
- Some of the site falls within Zones 2 and 3.
- Need for sustainable drainage measures, Flood Risk Assessment & drainage strategy.
- Houses located outside the extent of Flood Zone 2.
- Need for finished floor level at 600mm above Zone 2 flood levels (18.22m AOD).
- Western perimeter of the site to remain undeveloped.
- Layout to give consideration to adequate pluvial flood flow.

Utilities

- Need for on-site drainage system due to limited capacity of Hailsham North Waste Water Treatment works and need to protect Pevensy SAC.
- Foul mains sewer running across the site requiring diversion to facilitate effective development of the site.

Landscape

- Loss of an underutilised and overgrown parcel of land in a visible location.
- Need to protect existing boundary vegetation to preserve a mature landscape framework for the new housing development and filter views.
- New planting along the northern boundary to preserve privacy to the newly consent dwelling.
- Create landscaped gardens within the development.
- Transfer of the land to the west to the Parish Council for use as recreation and public open space.

Visual

- Maintaining and enhancing views from A271.
- Opportunity to capitalise on the site’s orientation.

Community

- Sizeable contribution to housing land supply in the local area, fulfilling a significant housing need.
- Opportunity to make provision for new recreation area and area of public open space for existing and future residents.
- Opportunity to create a new high quality residential environment.

3.2 // INVOLVEMENT

A pre-application meeting was held with the Local Authority, Sam Finnis, on the 30th March 2016 at the Council Offices to discuss the potential development of the site for residential accommodation.

Although the site is outside any defined development boundary within the Low Weald landscape character area, the Council does not currently have a five year supply of housing land.

It was agreed that the proposed dwellings cannot be considered isolated in the context of this site, where they would sit opposite existing development along the A271 within the core of the village.

It was agreed that provision of new dwellings in this location would support existing rural services within the village and also those in the surrounding network villages. With these points in mind, it is considered that the development would meet the social role of sustainable development.

Officers commented that the overall design of the properties is good, respecting the boundaries of the site and character of the area. Choice of materials would also ensure a high quality appearance.

Looking at the site plan in more detail it was noted that Lower Horsebridge is characterised by linear development. Potentially the outward encroachment of residential development onto the field behind could provide backland development onto greenfield land that would be incompatible with the current established linear development of Lower Horsebridge. However, recent approvals do not adhere to this form and in any event the officer considered the development would be viewed in the context of the Public House and dwellings to the north which spread out behind the site. It was concluded that the layout of the scheme would not be considered to appear out of character as to warrant a reason for refusal.

Drainage was discussed, further investigation would be required to establish whether sufficient capacity is available or an on site system will be required. Surface water would require attenuation tanks which should not be located within the flood zone 3. The application should include evidence of the proposals and compatibility with the flood zones.

The officer referred the team to the outcome of a recent permission that the boundary of the flood zones and where the Council can support development is a major issue here. The submission would need an assessment of the relevant flood zone levels and these should be set out on the layout plan.

In conclusion the discussions were positive and subject to points raised in general planning terms the principle of new development would be acceptable to the extent that a planning application could be viewed favourably.



4.0



DESIGN PRINCIPLES
AND CONCEPTS

4.1

Design Principles and Concepts

DESIGN STRATEGY AND EVOLUTION

DESIGN STRATEGY

At the outset of the design process, a thorough assessment of the site and surrounding area was carried out in order to appraise the contextual, character and potential impact of development at this location. Generally the site is considered to have low overall sensitivity, having regard to its visual connection to the existing settlement and adjacent residential development.

The site therefore offers the opportunity for a modest development, which will effectively round-off the existing settlement, as well as providing a new recreation area for local residents.

The need for a landscape-led approach has underpinned the scheme proposals, with the aim being to fully integrate the new housing development with the existing pattern and scale of development in Lower Horsebridge, by reinforcing the existing landscape structure and enhancing its rural edge character.

The openness of the site interior presents a blank canvas for the new built environment which will be contained physically and visually by the existing mature boundary planting. This will help to filter views into the development and mitigate the impact of the built form from public vantage points.

It is envisaged that new planting will form an integral part of the layout, designed to respond to existing species and habitat profile locally, thus reinforcing ecological connectivity with the surrounding landscape.

DESIGN EVOLUTION

Following the site appraisal and landscape structure and setting of the site, a sketch layout was produced which considered the capacity of the site to establish the quantum of development, taking into account the unit mix and building typologies and access.

The organisation of individual houses around the new access road was established, which is not untypical on recent housing developments in Lower Horsebridge and notwithstanding the historic ribbon development.

The layout was then adjusted to accommodate the detailed comments and requirements of the various consultants reports, as well as the views of the Local Planning Authority following pre-application discussions.

4.2 // Design Principles and Concepts

DEVELOPMENT LAYOUT

The final layout of the proposed development is illustrated on the architect's drawings.

It encompasses the concept objectives of having built form around a single access road, with existing structural planting retained and area of open space retained behind the road frontage hedge.

The new T-shaped access road is an important element of the scheme, with the individual houses arranged around it and fronting directly onto the road.

The principles of Secure by Design have informed the layout, creating a distinct housing area that is safe and secure.

With reference to the ODPM and Home Office publication 'Safer Places – The Planning System and Crime Prevention' 2004 and Secured by Design New Homes 2014, the scheme incorporates the following measures to deter crime and create a safer place to live:

- Well designed entrance and access through the development, maximising convenient movement.
- A layout which maximises natural surveillance to the public open spaces, parking areas and houses.
- A layout which aims to promote a sense of ownership, respect, territorial responsibility and community, with a mix of different house types and sizes to encourage different age groups into the new community.
- Detailed design of individual houses will incorporate well-designed security features.



Site Layout Plan

4.3 // Design Principles and Concepts

ACCOMMODATION MIX

RESIDENTIAL MIX

The total number of houses is 10, with a mix of sizes, with a mix of semi-detached, detached and small terrace of three houses.

ACCOMMODATION SCHEDULE			
UNIT NO.	TYPE	AREA (m ²)	AREA (ft ²)
1	3 BED	99.1	1066.9
2	3 BED	98.8	1063.9
3	3 BED	100.0	1076.9
4	3 BED	98.8	1063.9
5	3 BED	98.8	1063.9
6	3 BED	92.6	996.7
7	3 BED	92.6	996.7
8	3 BED	92.6	996.7
9	3 BED	92.6	996.7
10	3 BED	99.1	1066.9
TOTAL		965.0	1038.7

(Accommodation schedule based upon drawings: 2774 – 14A, 15A, 16A & 17A)

4.4

Design Principles and Concepts

SCALE, DENSITY AND APPEARANCE

SCALE AND DENSITY

Overall the site is developed at a density of 27 dwellings per hectare.

The housing will be 2–storeys in height with the scale illustrated on the architects drawings.

The scale, height, mass and disposition are appropriate to the wider locality and are relevant to the context in which the site is set. At the same time the proposal has been positioned to minimise the impact on any neighbouring properties.

APPEARANCE

The design takes a sensitive approach to the existing physical constraints on the site, whilst seeking to make the most efficient use of the site.

The design and layout seeks to create a high quality design with an individual identity that will sit comfortably within the surrounding environment. The objective of preserving existing boundary planting and creating an interesting complimentary design, has been met.

The development responds to the surrounding built context through its appearance, which is to be traditional in both materials and detailing.

A number of different architectural details such as arched brick lintels, brick chimneys and bay window have been incorporated, along with a varied palette of materials. Elements such as tile hanging, weatherboarding and stock bricks are utilised through the site in a structured way to tie the development together. Car Barns are of a traditional simple design throughout the development.

In particular the following design detailing features are included:

Brick chimneys

Traditional joinery

Arched lintels

Corbelled brick eaves

Flat and pitched roof entrance canopies.

Rectangular bay windows.

A mixture of gabled and hipped roofs.



Site Sectional Elevations

The aim is to create high quality buildings, which are of their place and time, maximising natural light whilst being energy efficient and highly sustainable.



Local Area Context

4.5 // Design Principles and Concepts

MATERIALS

The proposed materials have been chosen to ensure that the development responds sensitively to its local context, with the principle materials commonly found in the surrounding environment, thus contributing to local distinctiveness.

A mixed palette of traditional materials has been derived from the mix of building materials in the surrounding area that will be both durable and easily maintainable. They consist of:

Walls:

- Red multi stock brick.
- Vertical tile hanging.
- Horizontal stained weatherboarding.

Roofs:

- Plain tiles
- Black rainwater goods
- Lead flat roof bay windows and entrance canopies.

Joinery:

- Painted timber windows and doors.
- White fascia, soffits and barge boards.



Plain tiles



Vertical tile hanging



Red-multi brick



Weatherboarding



White timber windows

4.6

Design Principles and Concepts

SUSTAINABLE DESIGN AND CONSTRUCTION

SUSTAINABLE DESIGN AND CONSTRUCTION ASSESSMENT

Energy Efficiency:

Each dwelling will be designed with independent thermal controls with a minimum of two heating zones.

All spaces within the dwelling will be lit by low energy light fittings, including the external lighting.

Ensuring daylight access to habitable rooms and kitchens reduces the internal lighting load.

Good thermal performance will be further achieved by the use of Low – e solar double glazing with enhanced thermal insulation.

Any installed electrical appliances will be A-rated. Advice on the use of these white goods will be passed onto the homeowners in a handover pack. An energy saving advice leaflet will also be passed onto the homeowners.

An energy saving advice leaflet will also be passed onto the homeowners.

Thermal insulation and ventilation will be designed into the buildings envelope using a specification to achieve a good SAP rating in compliance with Part L of the Buildings Regulations. Combined with a good standard of ventilation and air tightness, this will help to conserve the fuel used.

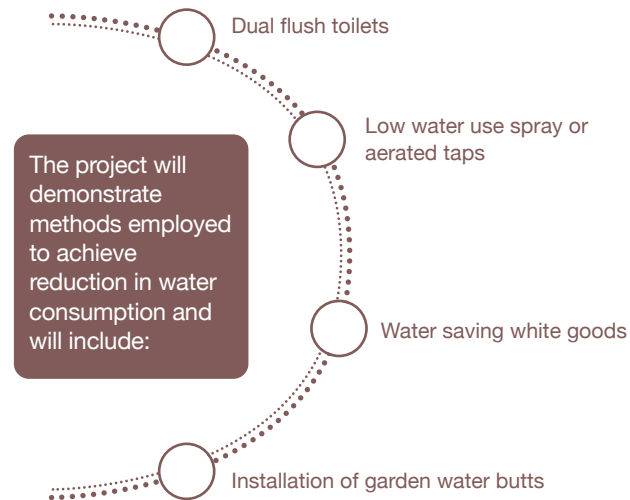
HCFC (Hydro-Chloro-Fluoro Carbon) Emissions:

HCFC's (ozone depleting substances) within the buildings will be reduced and where possible will not be included in the specification. Specification of zero ozone depleting insulation types such as Kingspan insulation for external walls, Catnic for window lintels, mineral fibre for roofs and rigid insulation for floors.

Disability Access:

The proposal is designed to allow for ease of access and movement for people with disabilities.

Water Economy:



Crime Prevention:

Designing in crime prevention measures has been informed by 'Secure by Design' principles. The layout and orientation of habitable rooms will facilitate natural surveillance of the front garden spaces and parking courtyards. Vehicular and pedestrian routes are all visually open, direct and will be well used by future residents.

Doors and windows to individual houses will be fitted with secure locking systems.

Rear gardens will be enclosed and divided by 1.8m high close boarded fencing.

Careful new planting should be included in the landscaping condition to ensure that the selection of plant species will not impede natural surveillance.

The open spaces within the development are all overlooked by houses, deterring the potential for crime.

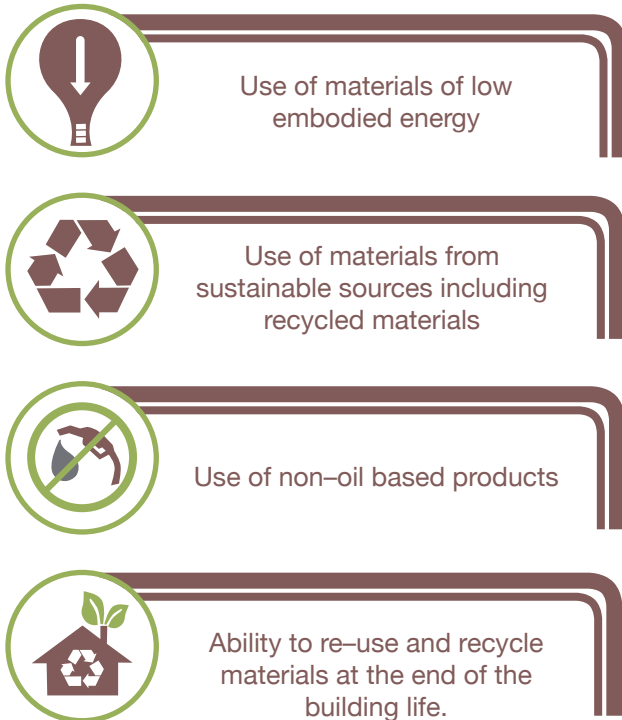
The houses predominantly face each other and the mix of dwelling sizes will have the potential for homes to be occupied throughout the day, increasing the opportunity for natural surveillance.

The carports and car parking spaces are located within individual curtilages or very close to them. They are arranged in small groups.

Materials:

With the exception of timber, most of the materials to be used will be manufactured in the UK and supplied direct or through builder's merchants. These materials will be sourced locally where feasible. All timber to be used in the construction will be sourced from renewable sources with FSC certificates. Nearest-cut lengths will be specified for timber so as to minimise waste.

Embodied energy has been considered when choosing materials to be used to create a healthy comfortable building with a low impact upon the environment. Measures that will be encouraged will be:



- Use of materials of low embodied energy
- Use of materials from sustainable sources including recycled materials
- Use of non-oil based products
- Ability to re-use and recycle materials at the end of the building life.

SUSTAINABLE PRACTICES AND STRATEGIES TO BE USED IN CONSTRUCTION:

Environmental Sustainability:

Pre-fabricated concrete products and, most probably, mortar silos, will be used to further reduce on site water use.

Fuel use will be minimised during construction by arranging for mains power to be installed as soon as possible.

Best Practice Guidelines to site staff on minimising and managing waste together with a system for assessing waste contractors to emphasise environmental issues as well as regulatory, performance and cost aspects.

Social Sustainability:

Considerate Construction Policy. This involves minimising noise at unsociable hours and a constant focus on site presentation. The site manager, Banksman and the contracts manager will be in liaison with the neighbours to ensure that any issues during the construction phase are addressed.

Site operatives will be given a health and safety induction before starting construction on site .

Economic Sustainability:

The emphasis on local sourcing of effective contactors and sub-contactors who can deliver their services to the construction site on time provides an opportunity to contribute to the economic viability of the local and surrounding areas.

Lighting Assessment:

In external areas lighting angles light down to where it is most usefully needed, to avoid light pollution. Building lighting is PIR controlled and set to come on from dusk until dawn, providing added security when it is needed, and reducing un-necessary energy usage. All external lighting uses low energy fittings.

4.7 // Design Principles and Concepts

TRANSPORT ASSESSMENT

Peter Brett Associates have completed a Transport Statement to support the planning application for a development of 10 dwellings in Lower Horsebridge. Pre-application advice from the highway authority was received and this has been incorporated to the assessment completed.

A review of local and national policy has been completed and it is considered that the proposed development is consistent with policy in the following respects:

- The effect of the proposed development has been assessed and modelled and is not considered to be “severe”.
- The proposed development will connect with the existing public transport, walking and cycling networks and provide storage for cycles on site and hence provide residents with a choice of travel mode.
- The proposed development will contribute towards housing growth objectives.

The proposed development is for the construction of 10 residential dwellings with direct vehicular access to the site via a new priority junction on the A271. During the pre-application stage ESCC highway officers have advised that they “...have no major concerns regarding the location of the site access and can confirm that the visibility splays achievable at the junction with the major road are likely to be adequate given the 30mph speed limit”. They have further advised that “The access into the site should be wide enough to accommodate two-way traffic (4.5m min) for the first 6m into the site.....” The access proposed to service the site satisfies these parameters.

To determine visibility splay requirements a speed survey was conducted and on the basis of the results received the visibility splays adopted are 2.4m x 59m. The visibility splays are demonstrated to fall within the red line ownership or highway boundary.



Visibility Splays

In order to determine the level of parking required for a development of this type in this location officers have advised that the ESCC Car Parking Demand Calculator should be utilised. The indicative masterplan demonstrates 22 spaces for residents and 5 visitor parking spaces. It is considered that the parking provision will meet the parking demand of the proposed development.

For cycle parking provisions on the site, the requirements for the development are shown within the ESCC residential parking guidance to be 2 spaces per unit. It is proposed that these spaces will be provided on site for each unit, located within stores to the rear of carports or in the case of Unit 1 & 2 within garden stores.

To provide an understanding of the traffic volumes that occur on the A271 an Automatic Traffic Counter tube was placed on this road a short distance to the north of the proposed access location. This ATC tube recorded the traffic flow volumes, vehicle class and speeds of vehicles travelling along the A271 in both directions for a one week period.

The results of the survey have been used within the Transport Statement modelling. In general terms the results show a tidal flow of northbound during the morning peak hour (0700–0800) and southbound during the evening peak hour (1700–1800).

The two way trip generation of the site has been calculated to be 5 vehicle movements during both the morning and evening peak times. This equates to an average of one vehicle every twelve minutes. It is therefore evident that the proposed development would generate few vehicles during the peak hours. This additional volume of vehicles is unlikely to be perceptible on the highway network in practise. Modelling of the proposed site access junction demonstrates that it operates well within capacity for both peak hour scenarios.



Parking Strategy

4.8 // Design Principles and Concepts

LANDSCAPING AND ECOLOGY

LANDSCAPING

The Landscape Architects, Lloydbore, have prepared a Landscape Design Statement to support the application and this document should be read in conjunction with this together with their proposed landscape strategy drawings.

ECOLOGY

An extended Phase 1 habitat survey was carried out in February 2016 to identify the habitats present on the site and their potential to support protected or notable species. More detailed, follow-up surveys of Badgers were carried out in summer 2016. A desk study was also undertaken to place the site in its local ecological context.

Overall the habitats present are of low intrinsic ecological interest and their loss to the proposed development would be of little significance. The site is not designated either statutorily or non-statutorily and is not located in an area that has been identified for its nature conservation value.

The surveys revealed use of the site by Badgers and likely use by Hedgehogs. A number of common and widespread bird species were recorded and some of the habitats within the site are likely to be of some interest for foraging bats, but no evidence was found of bat roosting or the presence of other protected or notable species.

The design of the development is ecologically driven and incorporates the recommendations made in light of the surveys, ensuring that there will be no net loss of biodiversity as a result of the proposals.



Landscape Plan

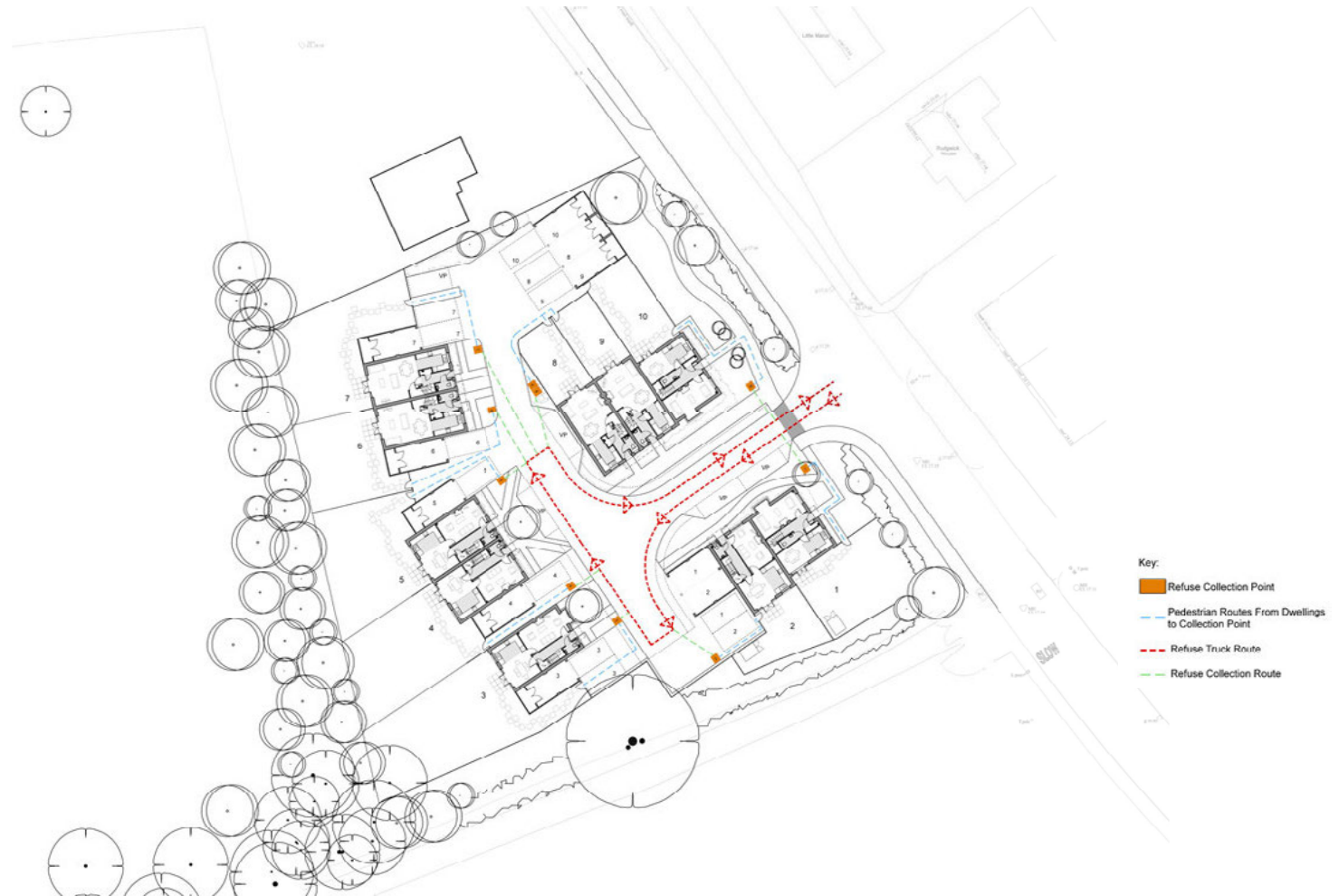
4.9 // Design Principles and Concepts

REFUSE AND RECYCLING

Wealden District Council provide a borough wide waste collection service which enables residents to recycle. All dwellings are able to recycle their food waste with collections made every week. In addition to food waste the Local Authority also operate a fortnightly collection for Plastics, cans, glass, paper and card.

The proposals will include provisions to enable homeowners to recycle. Kitchens will be designed to include built in storage bins enabling waste to be separated.

It is proposed that the refuse vehicle will enter the site via the new access road with sufficient space provided to enable the vehicle to turn and leave in a forward gear.



Refuse Strategy



5.0



ACCESS

The design seeks to achieve an inclusive and accessible design for future residents and visitors. Accessibility of the site to alternative modes of travel will be assessed in the Transport Statement.

As part of this application, access is proposed to the site on the eastern boundary with a single access road and footpath leading to a shared surface turning area at the heart of the layout.

The houses will be constructed to provide access for persons with disabilities and access for emergency services in accordance with the requirements of Part M of the Building Regulations.

All parking surfacing and paths will be constructed of a firm and even material enabling a wheelchair user to manoeuvre into the buildings. Cycle storage provision is incorporated in the form of a store to the rear of the individual car barns to encourage their use as an alternative mode of travel other than the car.

Approaches to the entrance doors will be level or gently sloping with doors fitted with flush thresholds in accordance with Approved Document M of the Building Regulations.

The main entrances to the houses are clearly identifiable on the front façade. The front entrance doors will be of an appropriate width to provide a minimum clear opening of 775mm, this together with a level threshold to enable a wheelchair user to manoeuvre. Internal doors will have minimum clear opening widths as indicated within Table 1 of the Building Regulations Approved Document M.

Cloakroom – A cloakroom will be provided to each unit designed in accordance with the guidance for cloakrooms in Approved Document M of the Building Regulations. Cloakroom entrance doors will open outwards and will be positioned to enable wheelchair users to access the WC.

Electrical Switches and Sockets – Socket outlets are to be positioned 450mm from finished floor level to bottom edge of socket with light switches positioned 1200mm from finished floor level to top of switch.



View of the site from A271 looking north towards proposed new access



Existing field access from A271 south of the site

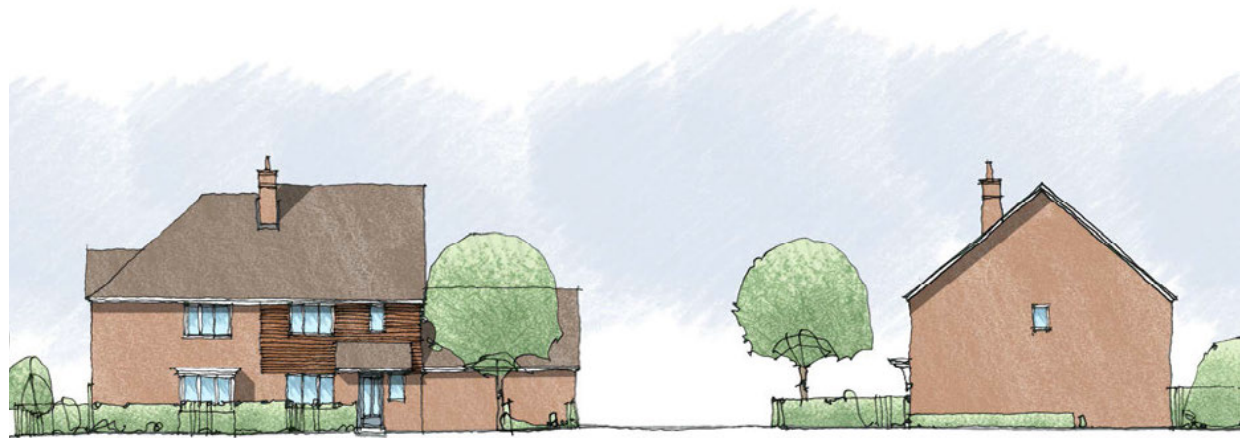
6.0 // CONCLUSION

The development of the site for housing is compatible with the predominant residential land use in the immediate area. The proposals will make efficient use of the land at an acceptable density and will provide family housing.

The proposals include the extension of the adjacent public open space for the use of local residents.

The scheme has been designed sensitively in the traditional local vernacular style, drawing on the fabric of existing buildings.

This Design and Access Statement should be read in conjunction with the Planning statement.



Site Sectional Elevations



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