

DOWNLANDS FARM, UCKFIELD

Design and Access Statement

June 2022



This document has been prepared on behalf of:

Gleeson Land, Sentinel House, Harvest Crescent,
Ancells Business Park, Fleet GU51 2UZ
e. strategicland@mjgleeson.com
t. (01252) 360 300

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01 INTRODUCTION

Form of planning application

Purpose of document

Structure

Application documents

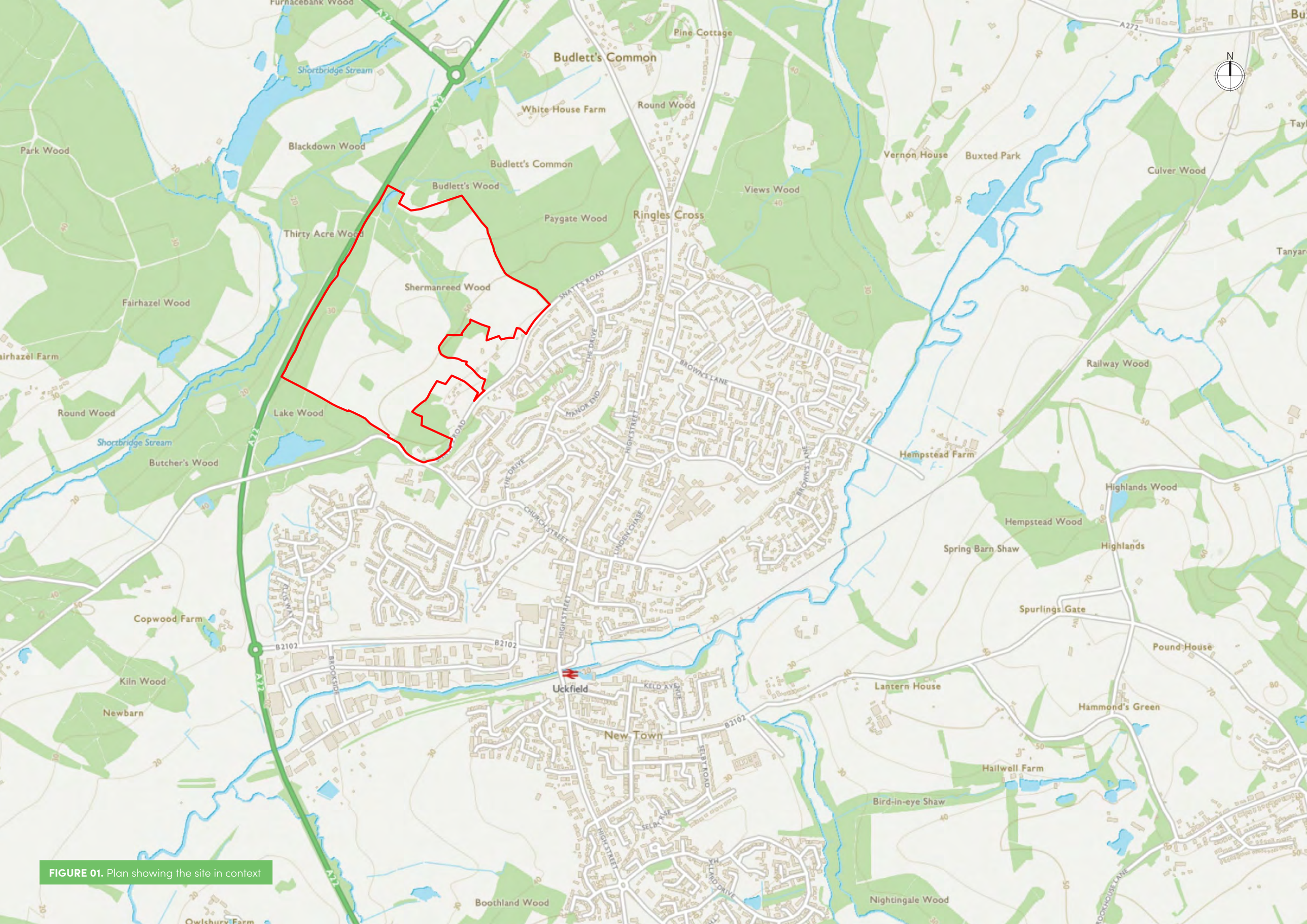


FIGURE 01. Plan showing the site in context

01 INTRODUCTION

A design and access (DAS) statement is a short report accompanying and supporting a planning application. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Planning Portal - What is a Design and Access Statement? (2019)

Form of planning application

The planning application is submitted by Gleeson Land Ltd.

The application is a Hybrid Planning Application with the following description:

Hybrid Planning Application comprising:

(1) Outline Application (with all matters reserved except for access) for the erection of up to 424 residential dwellings including affordable housing, the provision of vehicular, pedestrian and cycle access and separate emergency access from the Uckfield Bypass (A22), pedestrian and cycle access from Snatts Road, open spaces including children's play space, sustainable urban drainage systems, associated landscaping, infrastructure and earthworks.

(2) Full Application comprising creation of a Strategic SANG, associated landscaping and car parking, and demolition of existing residential property and other buildings and provision of pedestrian and cycle access from Rocks Road, associated landscaping, infrastructure and earthworks.

The outline element of the application seeks to establish the principles of the land use, amount, scale, massing and access to the development.

A series of Parameter Plans are submitted for approval, which define the parameters of the development in terms of land use, amount, access, green infrastructure, layout, scale and massing of the development.

The full application elements provide more detailed proposals of two parts of the scheme, the SANG and strategic pedestrian/cycle link connecting the main part of the site to Rocks Road.

Vehicular access points (primary and emergency) from the A22, details of access to the SANG from Snatts Road, and details of pedestrian and cycle access from Rocks Road are offered for determination as part of the application.

Purpose of document

Town and Country Planning (Development Management Procedure) Order 2015 - Article 7 sets out the requirements for an outline application and Article 9 below sets out the content for a Design and Access Statement. An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about—

(1) the design principles and concepts that have been applied to the development; and

(2) how issues relating to access to the development have been dealt with.

(3) A design and access statement must—

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

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how any specific issues which might affect access to the development have been addressed.

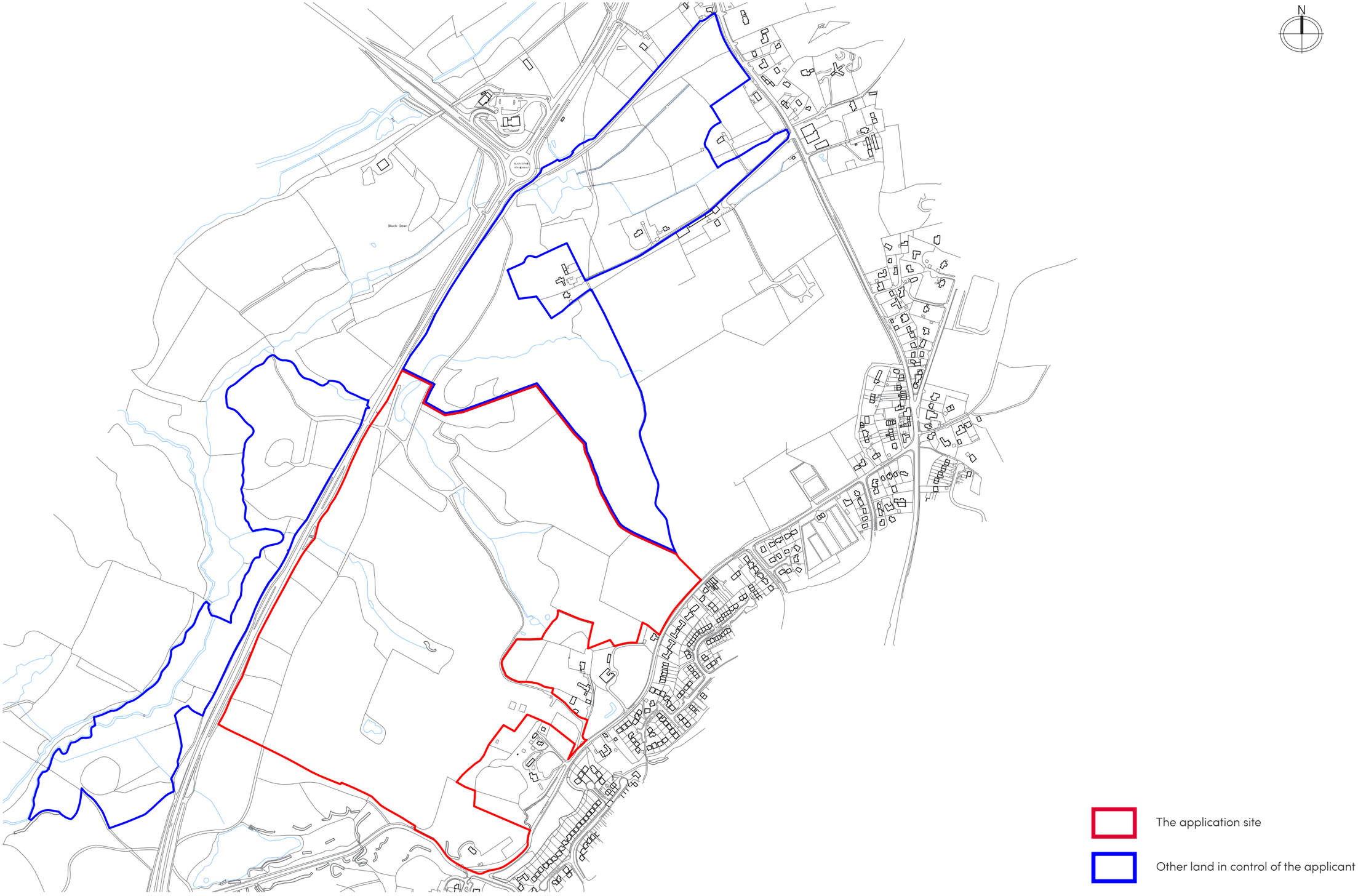


FIGURE 02. Site Location Plan

Article 3 of this Order amends article 4 of the Development Management Procedure Order which sets out the requirements for applications which seek permission of a proposed development in principle ("outline applications") and allows for specific details of the application to be reserved for subsequent approval by the local planning authority at a later stage ("reserved matters"). The application proposes that all matters except for access be reserved for future consideration with the following matters considered:

- appearance
- landscaping
- layout
- scale

This Design and Access Statement explains the design rationale behind the planning applications and shows how the applicant intends to create a place for the benefit of existing and future residents of Uckfield and the surrounding area. The statement and planning application uses drawings, photographs and illustrations to show how the site might be developed in the future and should be read in conjunction with the other plans and documents which comprise the planning application.

This statement sets out an assessment of the site from a design, access and planning perspective. It illustrates the analysis of the site, the way the design has evolved before showing how the approach chosen for the application offers the best solution in terms of use, access and design.

Structure

The former Commission for Architecture and the Built Environment (CABE), now Design Council CABE, published guidance for the preparation of Design and Access Statements in 2006 entitled "Design and Access Statements: How to write, read and use them." This document suggests the DAS should explain how the physical characteristics of the scheme have been informed by a rigorous process that should include the following steps:

1. Assessment;
2. Involvement;
3. Evaluation; and
4. Design.

This approach is reiterated in the Wealden District Council's Design Guide Supplementary Planning Document (SPD). Accordingly the Design and Access Statement uses this approach and the document is structured as follows:

Section 02 of the document provides a thorough assessment of the site including its physical, social and economic characteristics. It explores the context of the site and its surroundings including the relationship of the site to Uckfield and the wider area.

Section 03 provides a summary of the relevant policy framework for the site. A separate supporting planning statement has been prepared and submitted as part of the planning application.

Section 04 provides an evaluation of the site. This includes the key constraints and opportunities for the site and the vision with key objectives and a design rationale which will help create its distinct character and appearance. This section also included a review the previous proposals for the site and the current masterplan.

Section 05 explains the process of engagement and involvement which has taken place and how the feedback has been incorporated into the scheme. A separate Statement of Community Involvement has been submitted as part of the application. This section also outlines the evolution of the masterplan.

Section 06 provides details of the design and access solutions being adopted, using illustrations and plans to show how the vision and objectives will be achieved in built form and landscape.

Section 07 is a summary of the proposals and concludes the document.

Application documents

The Design and Access Statement document forms part of a suite of documents submitted to support and explain the hybrid application as set out below.

Figure 03 shows the outline and full/ detailed elements of the planning application as described below.

All of the drawings should be read in conjunction with this Design and Access Statement and other technical reports submitted as part of the planning application.

Detailed planning applications

There are two parts of the scheme for which detailed proposals have been submitted:

- The Suitable Alternative Natural Greenspace (SANG)
- The proposed strategic pedestrian / cycle link to Rocks Road

Outline planning application

- Site location plan
- Detailed access plans
- Parameter plans

The parameter plans set the framework within which reserved matters can be brought forward at a later date. They allow a degree of flexibility (within defined limits of deviation) while providing a sufficient fix for an assessment of the likely significant effects of the proposed development on the environment. The application and parameter plans comprise the following:

1309.01 Site location plan
1309.02 Illustrative masterplan
1309.03 Land use and access parameter plan
1309.04 Green Infrastructure parameter plan
1309.05 Scale parameter plan

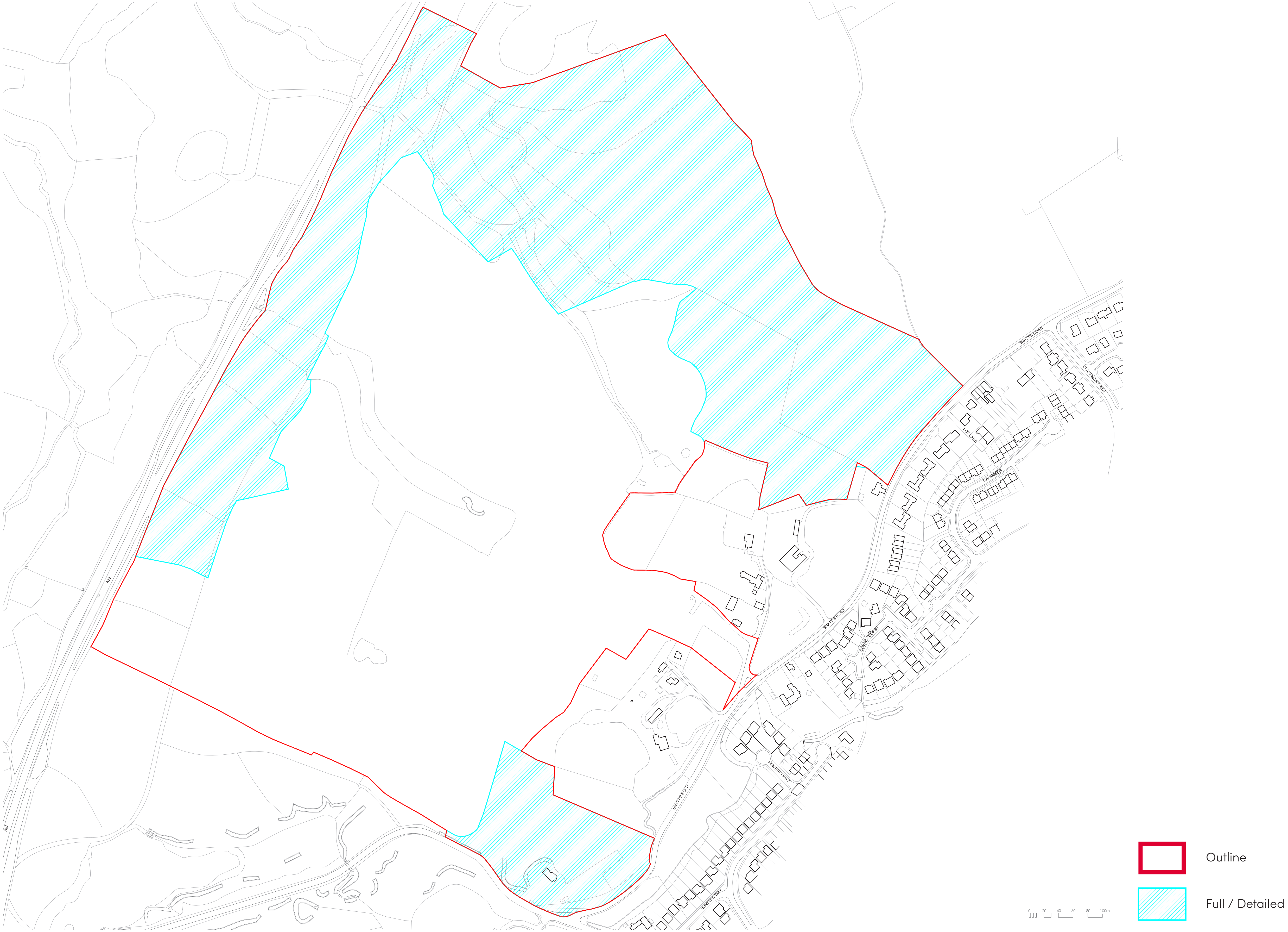


FIGURE 03. Plan showing the outline and detailed / full elements of the planning applicaiton



02 SITE ASSESSMENT

Land ownership

Location and context

Description

Landscape

Ecology

Drainage and Hydrology

Movement and access

Character

Opportunities and Constraints



FIGURE 04. Aerial photograph of the site (Google Earth)

02 SITE ASSESSMENT

> ***Well-designed places are:***
>
> - ***based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design;***
> - ***integrated into their surroundings so they relate well to them;***
> - ***influenced by and influence their context positively; and***
> - ***responsive to local history, culture and heritage.***

National Design Guide (2019) Para 39

Land ownership

The land (edged red on Figure 02) is in the control of Gleeson Land who are the applicants for the planning application.

The land edged blue is also within the control of the applicant but does not form part of the site for the planning application.

Location and context

Figure 01 shows the site in context. The site it located on the north western edge of the urban area of Uckfield Town. Uckfield is located within the middle of the District, to the south of the Ashdown Forest on the border of the High Weald and Low Weald landscape areas. The town is located approximately 11km north east of Lewes, 13km south of Crowborough and 13km west of Heathfield. The A22 (which runs between London and Eastbourne) and the A26 (which runs between Lewes and Tunbridge Wells) is located directly to the west of the town. Uckfield is a large linear town which has developed at the crossroads between two B roads running north-south, east-west. Its popularity developed due to its location on the pilgrimage route linking Winchester, Canterbury, Lewes and London.

Uckfield benefits from a rail link to London, and Wealden Council continue to safeguard the potential extension to Lewes where it could connect to another part of the national network, should an operational or business case arise to reinstate the line.

A centrally located bus station, adjacent to the railway station, provides a transport hub with a wide range of services to neighbouring towns and villages.

Uckfield has the largest town centre in the District serving both its residents and acting as a hub and service centre for a wide catchment of surrounding villages and settlements.

The town centre has a good range and variety of shopping with a number of retail outlets and leisure facilities including an independent cinema and a leisure centre.

Description

The site measures 46 ha / 113.7 acres and comprises a mixture of woodland and agricultural land.

The A22 which forms the north western boundary of the site is part of the strategic highway network for East Sussex connecting East Grinstead to Polegate and linking to Lewes and Tunbridge Wells via the A26.

Snatts Road bounds part of the site on the south eastern boundary extending down to Rocks Road including the existing property known as Chicory Cottage, with the Uckfield urban area beyond. In addition, there are several large properties on the western side of Snatts Road which also adjoin the site.

Figure 04 is an aerial photograph of the site which shows the physical features which are present. There are three principal woodland areas within the site area, Shermanreed Wood, Longwood Gill and the woodland planting on the eastern side of the A22. Budletts Wood lies to the north of the site with Budletts Common beyond.

To the south of the site is Lake Wood (owned and managed by the Woodland Trust) with Rocks Road beyond. Further south is West Park Nature Reserve and the West Park neighbourhood area.

Much of the woodland on site is classed as Ancient and Semi-Natural Woodland.

The agricultural land on site is largely confined to the south of the site area and can be broadly separated into two areas:

- The northern area which is enclosed by a combination of Budlett's Wood, Shermanreed Wood and Paygate Wood. The southeastern edge of this area has a number of mature trees and adjoins Snatts Road.
- The southern area wraps around Longwood Gill and is contained by Shermanreed Wood, Fir Tree Grove, Lake Wood and planting on the southeastern side of the A22. Running south from Longwood Gill is a line of trees which lead to a pond within a small clump of woodland.

With reference to the Department for Environment, Food and Rural Affairs (DEFRA) online Magic Map tool , the agricultural land on site area A comprises a mixture of Grade 3b and Grade 4, which is not considered to be Best and Most Versatile (BMV) land.

Aerial photograph of the site looking west across the southern part of the site

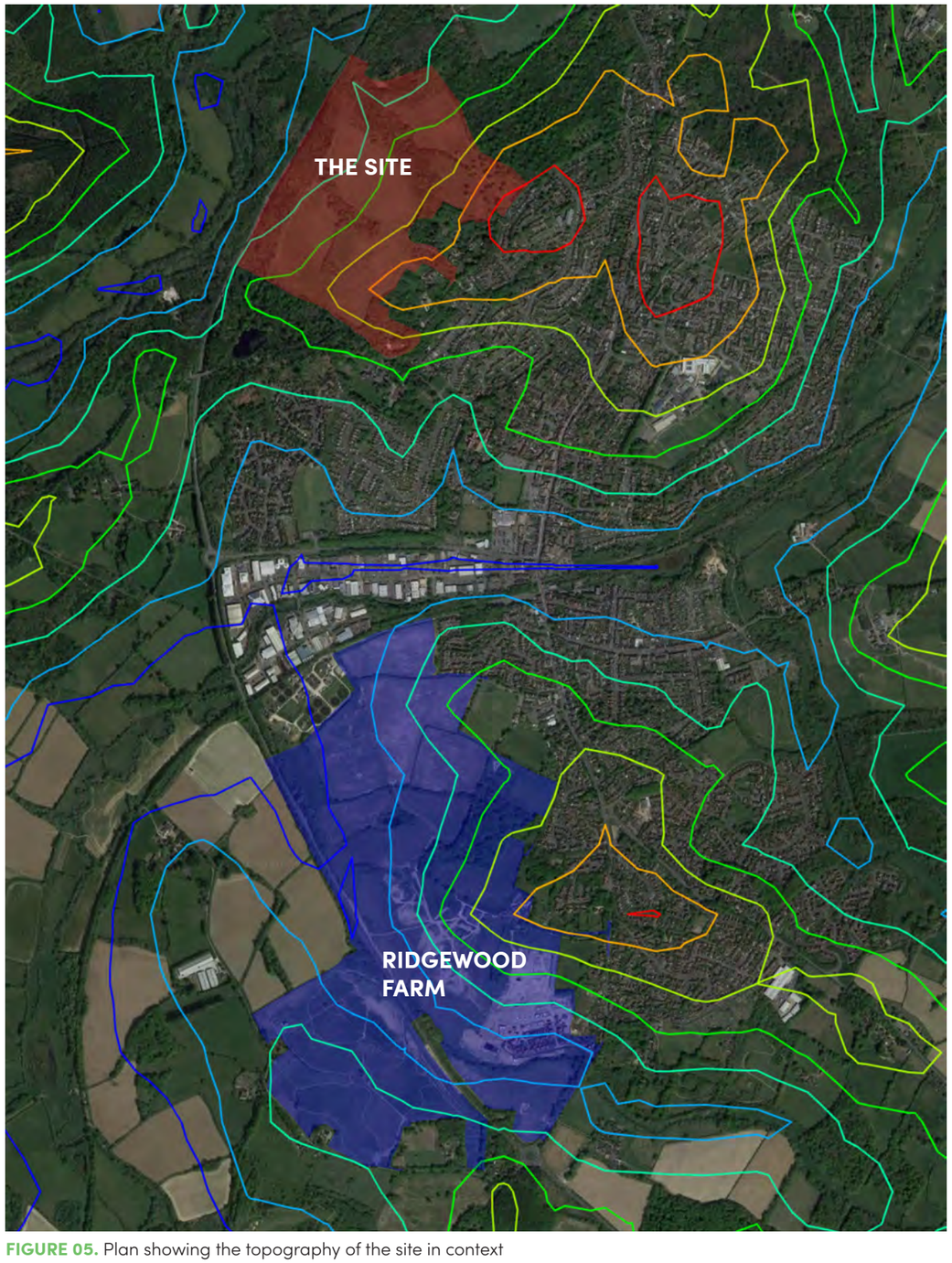


FIGURE 05. Plan showing the topography of the site in context

Landscape

Topography

Figure 05 shows the topography of the site in the context of Uckfield Town including the approved development site at Ridgewood Farm.

It can be seen that the site lies on the west/northwest facing slope of a valley which falls west towards Shortbridge Stream. The low points of the site are around 28-30m AOD and the highest parts at around 60m AOD.

The high points of the town can be seen on Figure 04 lying to the east of the site around Snatts Road, The Drive and London Road at around 65-70m AOD.

The plan also shows the extent of the approved development scheme at Ridgewood Farm, the development part of which also lies on a west facing slope on land which rises from circa 18m AOD up to 62m AOD with a high point in the town at 71m AOD to the east. In topography terms the Ridgewood site and application site are similar in this regard.

Landscape visibility

There is a notable extent of woodland across and adjacent to the site and across its wider context, as illustrated by the aerial photograph at Figure 04. This woodland, combined with topography, substantially limits inter visibility between the site and its immediate and mid distance surrounds.

There are, however, limited opportunities for inter visibility between the more elevated south-eastern site area and the areas of elevated, facing, open slopes and tops to the north of the site, including within the High Weald AONB. These opportunities are very restricted, often comprising glimpsed and partial views and, from within the High Weald Area of Outstanding Natural Beauty (AONB), are over approximately 2.8km distant. Despite the limited nature of these views they have been a consideration. Subsequently, any proposals for the site would need to retain the majority of existing woodland and trees with the exception of small areas of woodland required for access from the A22. In addition new planting can be provided to break up views into the site, where they occur, and so contributing to visual integration of the site with its context.

Subject to the incorporation of a sympathetic landscape-led approach to design, development can be integrated within the site without undue adverse landscape or visual effects.

Furthermore, development could bring forward a range of landscape benefits including: retention and management of key landscape features; creation of new habitats and habitat linkages and continuity; and creation of a multifunctional green infrastructure to maximise the opportunities for biodiversity and recreation offered by the rights of way network and extensive woodland and provision of a variety of new public open spaces and opportunities for recreation.



Panorama view looking south across the southern part of the open agricultural land with Fir Tree Grove on the left, Longwood Gill centre and Shermanreed Wood (right).



Panorama view looking west across the northern part of the open agricultural land with Budlett's Wood / Paygate Wood right and Shermanreed Wood (left)



Aerial photograph of the site looking west across the northern part of the site



Aerial photograph of the site looking east towards Snatts Road and beyond

Arboriculture

An arboricultural assessment was carried out by Sylvan Consulting to inform the proposals for the site.

Various woodland features are presented within and adjoining the site which are recognised as posing a potential constraint on development.

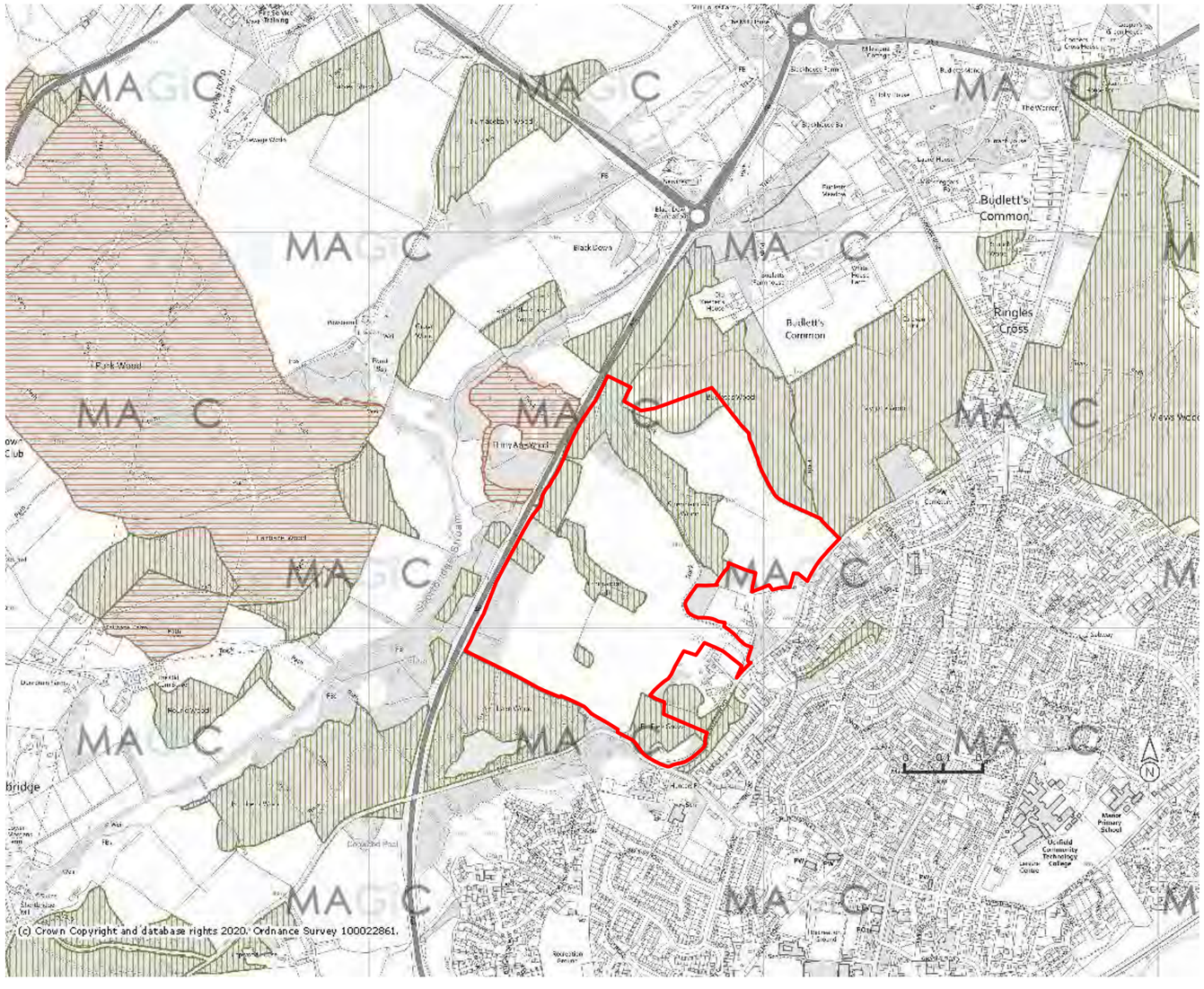
Any proposals for the site would need to include the retention of existing woodland and trees, with the exception of a limited level of tree removal (non-Ancient Woodland) necessary to facilitate access from the A22.

Due to the presence of Ancient Woodland within the site, detailed historic and physical reviews have been undertaken, to understand how best to accommodate these areas as part of any development proposals. This has concluded, subject to the allowance for adequate buffer zones around Ancient Woodland and built development, the site can suitability be developed without detriment upon Ancient Woodland assets.

The proposals include the provision of a new pedestrian and cycle access through Fir Tree Grove, to the south of the Site, which passes through an area of Ancient Woodland. This route has been designed to ensure 'no loss' to Ancient Woodland and forms part of the Detailed element of the application to provide comfort in this regard.

In addition, the development of the site allows for currently unmanaged areas of Ancient and non-Ancient Woodland to be brought into a management regime, ensure long-term gains are achieved in respect of arboricultural interests.

Figure 07 shows the location of ancient woodland in relation to the site.



The site

Ancient & Semi Woodland

Ancient Woodland (replanted)

FIGURE 06. Plan showing the location of Ancient Woodland within the site (MAGIC Map)

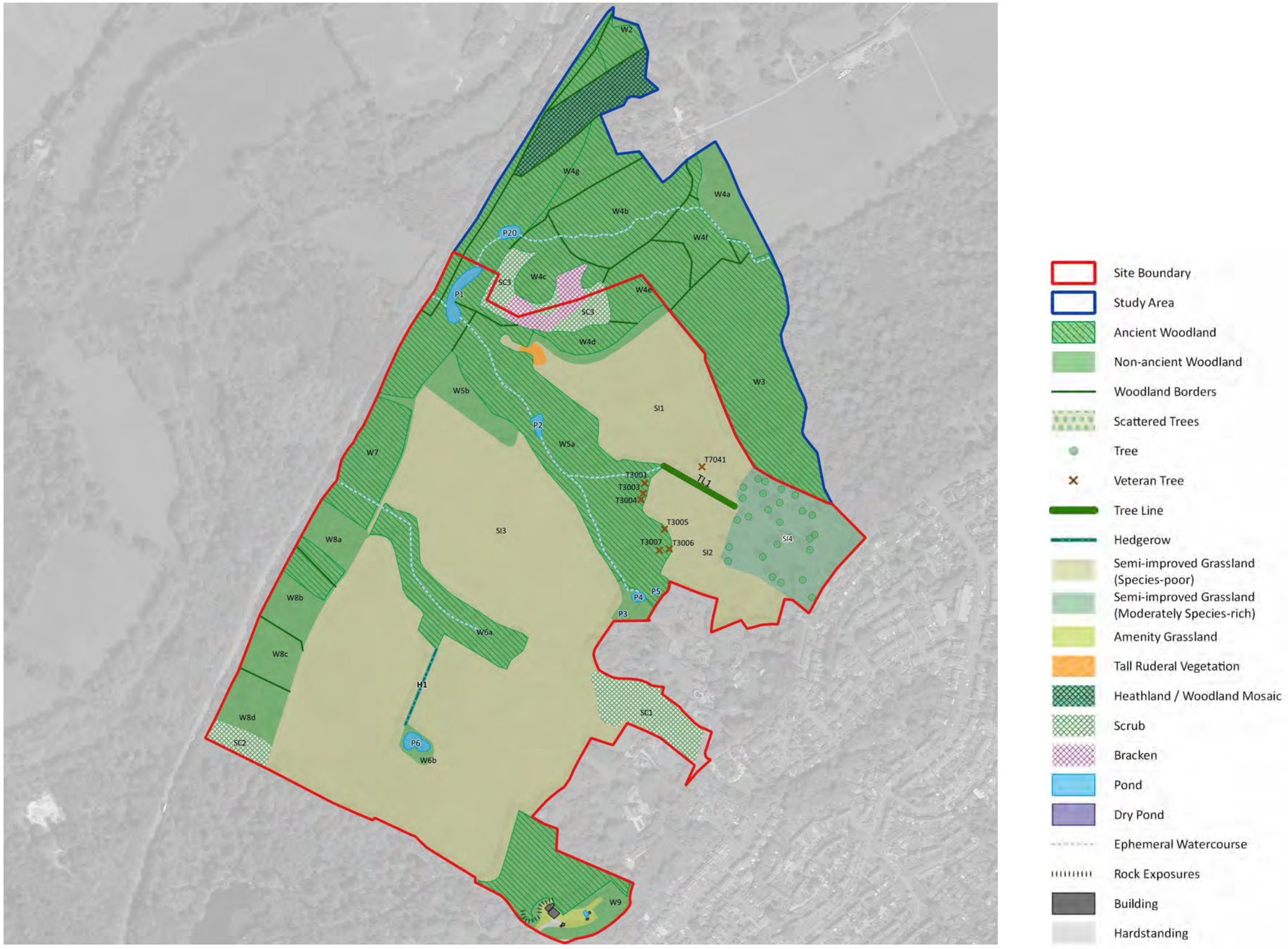


FIGURE 07. Ecological constraint within the site and the surrounding area (Aspect Ecology)

Ecology

Alongside a desktop study, Phase 1 Habitat surveys and a range of Phase 2 ecological surveys have been undertaken to provide an appraisal of the ecological status of the site, to identify key constraints and opportunities, and to assess the deliverability of the site in ecological terms, based on survey work carried out to date as summarised below, and shown on Figure 08.

Designations

There are no statutory ecological designations within or adjoining the site. The nearest statutory designation is West Park Local Nature Reserve, which is located approximately 0.1km south of the site, and is part of a larger nature reserve including the non-statutory Lake Wood Local Wildlife Site, which abuts the site itself. The Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC) are located approximately 2.7km and 3.2km to the north of the site respectively, and in line with the requirements of the joint Ashdown Forest SPA/SAC Mitigation Strategy, provision has been allowed within the Masterplan for a significant amount of land to be set aside as Suitable Alternative Natural Greenspaces (SANG) which will deliver significant conservation gain, as well as new area of public open space.

Species

The desktop study and extended Phase 1 Habitat Survey undertaken for the site found the main areas of developable land to be dominated by semi-improved species-poor former pasture fields, which are of low ecological value, although it is recognised that the woodlands surrounding the site are of high ecological value, together with a number of veteran trees and an area of relatively higher quality grassland on the southern side of the site.

Phase 2 faunal survey work has identified a number of protected species as being present, including Dormouse Muscardinus avellanarius within surrounding woodland, together with a number of ponds which support Great Crested Newt Triturus cristatus, and a low population of reptiles. Allowances have been made for these species within the masterplan and robust mitigation strategies can be developed to ensure that these populations are safeguarded.

Habitats within the site are not currently managed to benefit these species and as such their continued presence could be at risk in the long-term. Sensitive development of the site also creates an opportunity to significantly increase habitat connectivity by providing new ecological corridors, and to bring retained and new habitats into active management.

Ecological approach to the proposed development

The proposals present the opportunity to secure biodiversity enhancements, including additional wildflower meadow areas and native tree planting, wet woodland planting, new roosting opportunities for bats and more diverse nesting habitats for birds.

There are a number of ecological enhancements which can come forward as part of the proposals for the site including:

- Bats - A bat mitigation strategy to install bat boxes and improve foraging habitat quality
- Reptiles - A reptile mitigation strategy to create new wildflower grassland and hibernacula
- Birds - A breeding birds mitigation strategy to Land off Kennel Lane - install bird boxes and create new breeding habitat
- Management of SuDS for wildlife and native species planting within
- the shared open areas and along linear boundaries.

The development would also include a range of mitigation measures to ensure that adverse impacts to protected and notable species are avoided, and ensure legal compliance. This would include protection of retained habitats and ecological supervision during construction, as well as post-construction management and monitoring.

Heritage

There are no historical designations located within the site.

The Medieval settlement site in Buxted Park, a Scheduled Monument, is located approximately 950m to the east of the site.

The nearest listed buildings to the site are the Grade II Listed Oast Cottage and Barn at Downlands Farm (Figure 08), located adjacent to the east of the site. Oast Cottage is not visible from the site but Downlands Barn can be seen from the area of land which connects the site to Snatts Road.

The site is not located within a Conservation Area. The nearest Conservation Area to the site is Maresfield Conservation Area, located approximately 450m to the north of the site.

In respect of below ground heritage, there are no significant archaeological features known within the development site. Any future development could be preceded by a programme of archaeological investigation, in consultation with the County Archaeologist, to fully understand the archaeological potential of the Site and ensure development responds appropriately.



FIGURE 08. Photograph of Downlands Barn

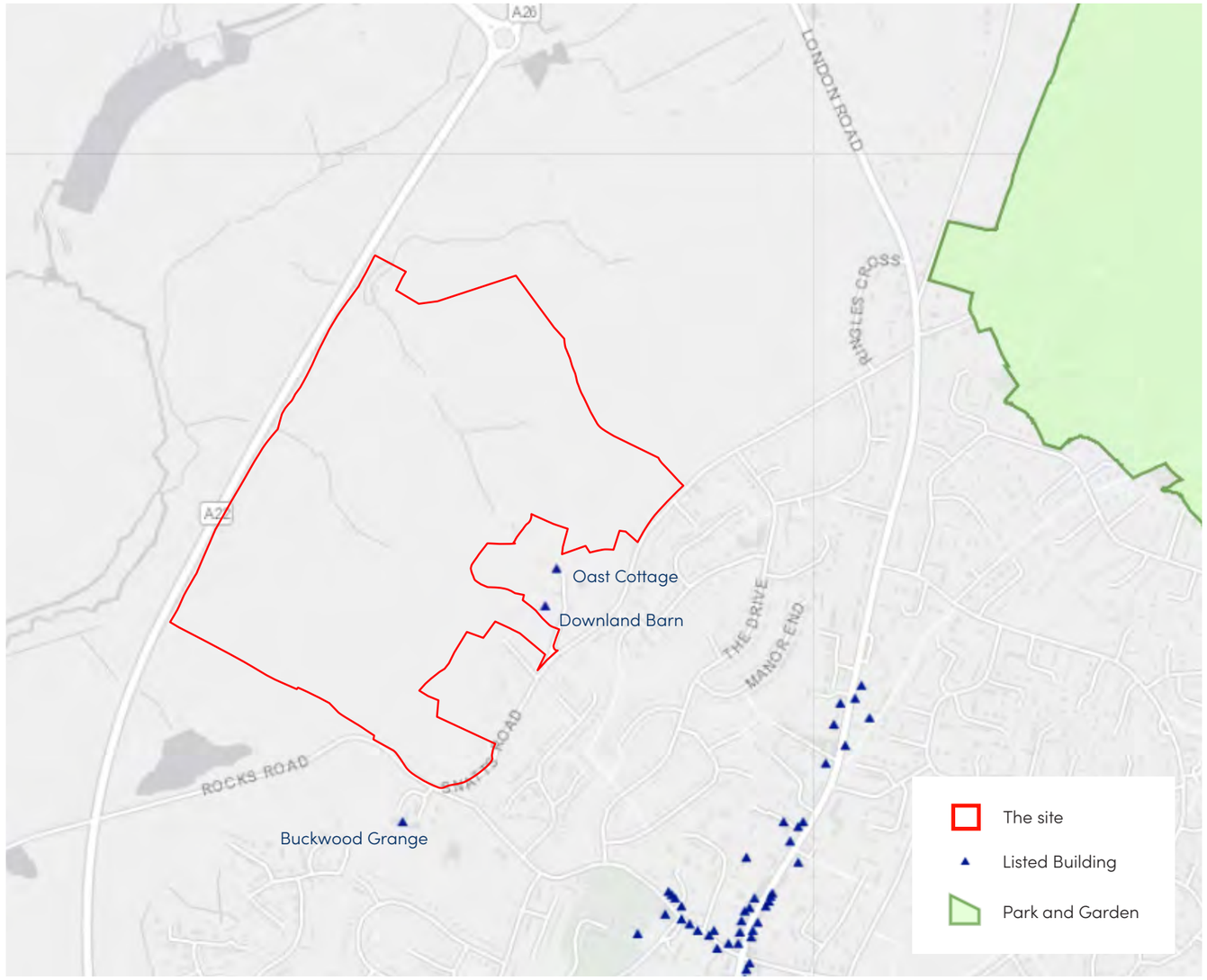


FIGURE 09. Plan showing location of heritage assets in relation to the site (Historic England)

Drainage and Hydrology

A hydrology and drainage assessment was carried out by Waterman plc to establish the potential for flooding and drainage within the site to inform the masterplan.

Figures 10. is an extracts from the Governments website, https://flood-warning-information.service.gov.uk/long-term-flood-risk/, which provides detailed information on long term flood risk assessment for locations in England.

The site lies within the catchment of Shortbridge Stream; a tributary of the River Ouse. Shortbridge Stream flows to the west of the site and has an associated floodplain that places a small part of the south-west corner of the site within Flood Zone 2/3, denoting a medium and high risk of fluvial flooding as designated by the Environment Agency (EA). This floodplain is entirely to the west of the A22, which separates this part of the site from the wider development area. The wider development area to the east of the A22 is entirely within Flood Zone 1, in land defined as having a low risk of flooding from rivers or the sea.

Within the development area there are several small watercourses that flow through the site and into Shortbridge Stream via culverts beneath the A22. These form on site and are thought to be overland surface water flow routes arising from rainfall falling onto the site rather than fluvial sources of flood risk. This is supported by the EA's flood map for surface water which suggests that overland flows follow the natural topography along the watercourses. There are several flow paths that form in the woodland surrounding the watercourses during extreme storms but the EA maps show that risk of flooding outside of the woodland areas is very low from these sources.

There are no other risks of flooding identified within the site, including from groundwater, sewers, reservoirs and canals. There is no history of flooding identified within the site.

Floodzone 3 - High Probability Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding.

Floodzone 2 - Medium Probability Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.

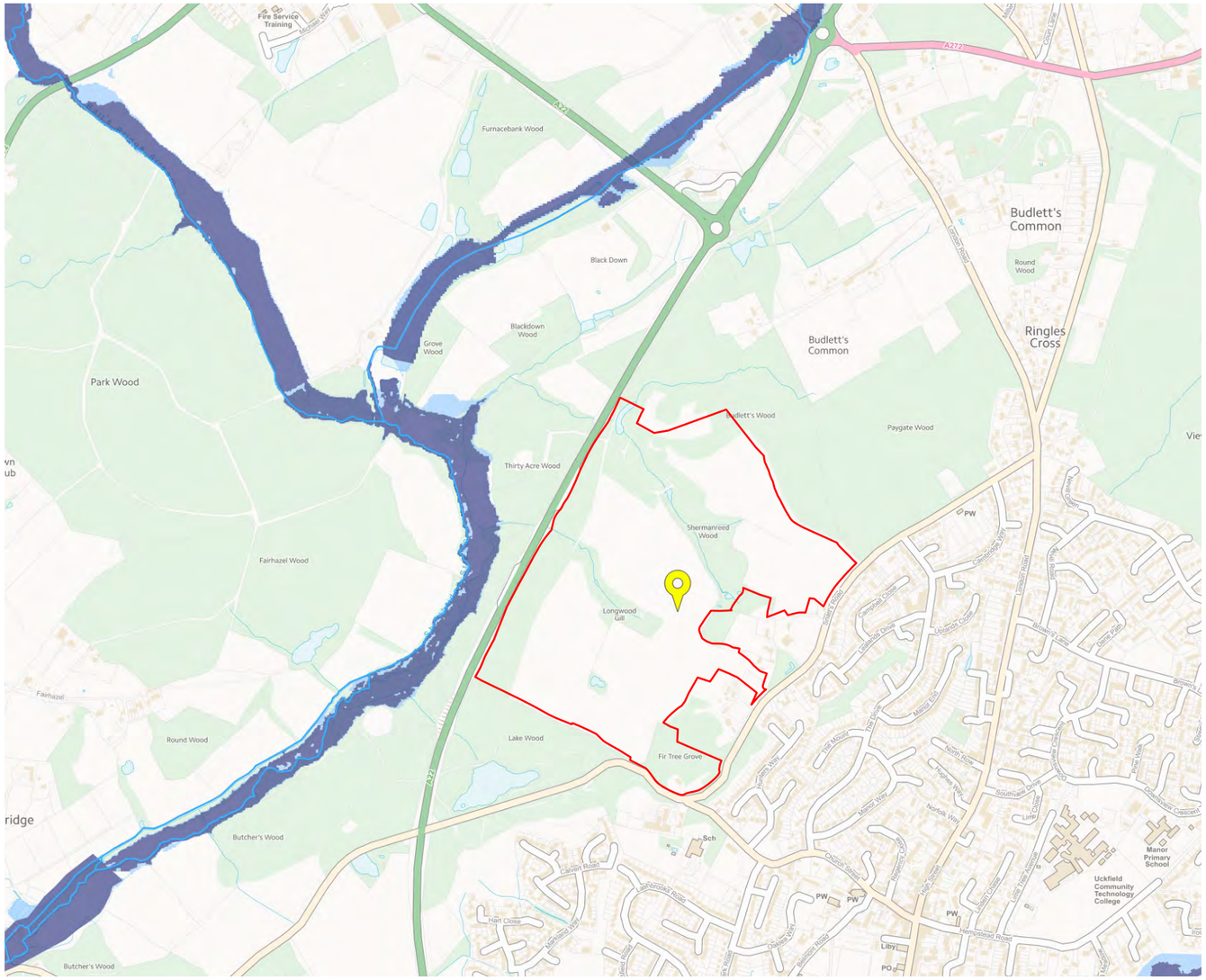


FIGURE 10. Plan showing flood risk associated with the site (Source: https://flood-map-for-planning.service.gov.uk/)

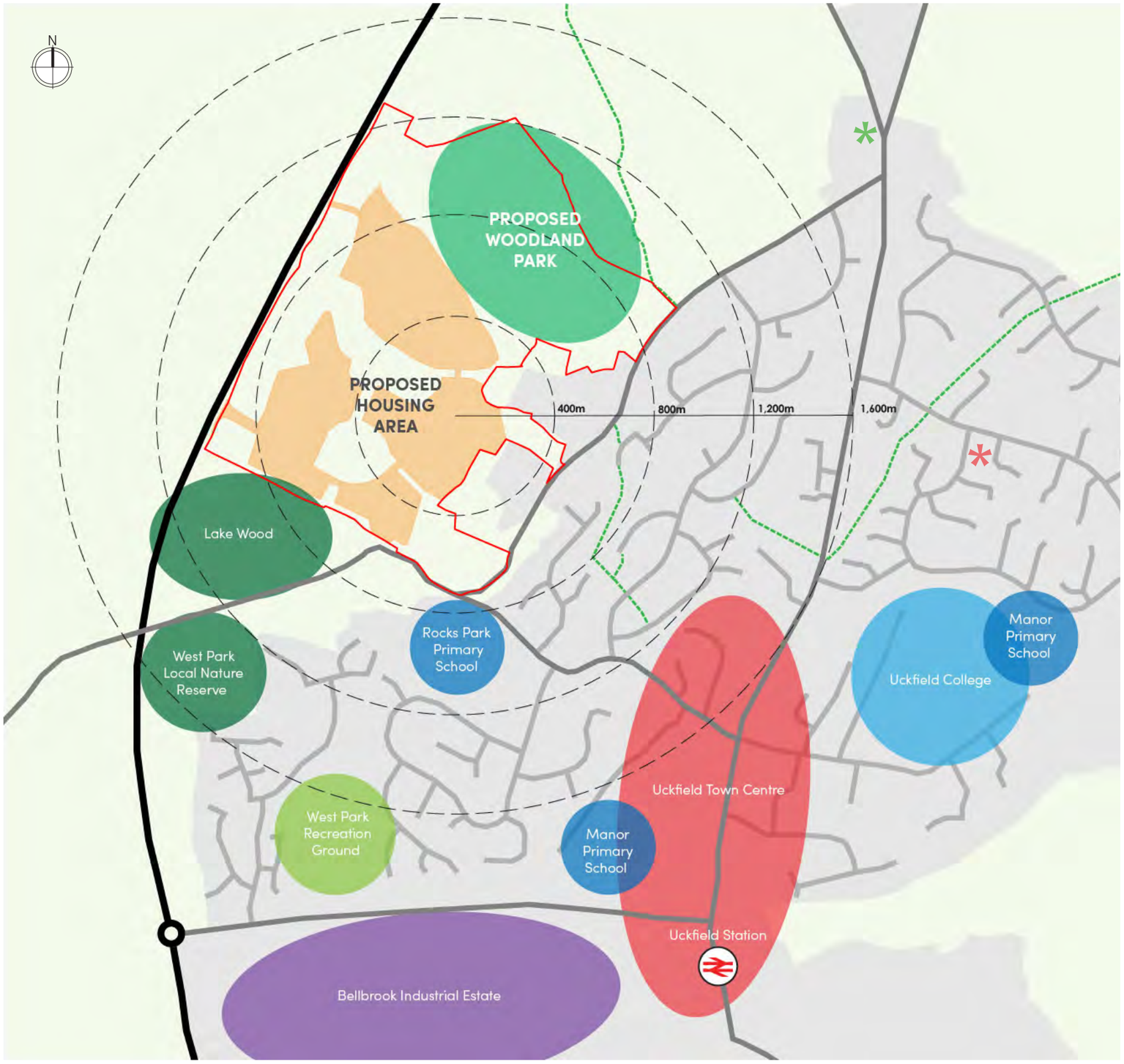


FIGURE 11. Plan showing the site in context of existing facilities and accessibility

Movement and access

The site lies to the north of Uckfield, adjacent to existing residential development and the urban area, between the A22 and London Road. Uckfield is the District Centre and benefits from a range of amenities, including retail, health, education, leisure and recreation as well as employment opportunities, as well as a railway station forming part of the Southern network. The town centre is approximately 1 kilometer 'as the crow flies' to the south-east of the centre of the site, within a comfortable cycle distance and accessible by existing and proposed pedestrian facilities.

Walking and cycling

The masterplan will need to integrate the development with existing walking and cycling routes that offer the opportunity for all users to access the town and railway station, and amenities available in the local area, on foot and by cycle.

To achieve this, a number of potential routes have been identified to provide safe and convenient links to various parts of the development, which take account of the needs of different users and their means of travel. These include:

- A pedestrian / cycle link to Snatts Road via an existing track which the landowner has rights of way over
- Existing links to Snatts Road from the site with enhancements to connect to the town via a network of existing pedestrian routes and residential roads through the adjacent residential area;
- Via the main access to the development off the A22, along a new shared pedestrian/cycle route connecting into an existing route along Bell Farm Road towards the town and railway station;
- Connections to existing public rights of way surrounding the site, providing access towards Maresfield and recreational routes.
- A connection to Snatts Road through Fir Tree Grove at the south eastern end of the site via a combination of a new boardwalk and ramps/ steps.

Vehicular access

Vehicular access to the development could be provided directly from the A22 at the south-western corner of the site. The access would be designed to provide safe and secure access for all uses and includes creation of a new roundabout junction on the A22, positioned to ensure appropriate sight lines are achieved and to minimise the impact on ancient woodland.

An emergency access could also be provided at the northern end of the site to the A22.

Within the site, any development would seek to encourage low vehicle speeds and to prioritise the needs of pedestrians and cyclists. An internal network of pedestrian and cycle routes would ensure permeability through the development and between various access points between the A22 and Snatts Road as well as connecting to existing public rights of way which are outside of areas of Ancient Woodland.

To further support the sustainable transport strategy, a bespoke community bus service could be provided, able to adapt depending on demand and provide links to the town and railway station, schools and local employment centres. Proximity of the site to the railway stations (circa 2.5 kilometers via A22/Bell Farm Road), which provides regular services to London, offers future residents further opportunities to make sustainable travel choices as part of a linked walk/cycle or bus trip.

Rights of way

There are no Public Rights of Way within the site. There is one which runs near to the northeastern boundary which links Snatts Road to Budlett's Common and Blackdown Roundabout.



Snatts Road with the site on the right



Potential access to the site for pedestrians and cyclists to the site via an existing track

Character

The character of development in the surrounding area can be drawn from areas in Uckfield closest to the site and those which have historical significance to the town. Four key areas have been identified and their characteristics described over the next few pages. These areas are shown on Figure 12, as follows:

- Snatts Road and Rocks Road
- The Drive and surrounding area
- West Park
- Uckfield Town Centre and Conservation Area

In summary the site is predominantly influenced by a mix of mid to late twentieth century residential development with some traditional / more historic properties providing contextual references. There are a number of features which reflect this character and wider area as follows:

- Variety in the set back of buildings from the back of the footway or with predominantly shorter gardens. This is particularly a feature of housing in both the town centre and surrounding housing areas to the east and north of the site
- A variety of housing types including detached dwellings, pairs of semis and short terraces.
- Mainly two storey properties with some accommodation in roofs with pitched dormer windows
- Vehicular access directly onto the street with private parking to the front and side of properties and garages.
- Predominantly pitched roofs with ridges running parallel to the street with some projecting gables
- A mix of boundary treatments including timber fencing, brick walls and hedgerows
- Simple pitched roofs with predominantly clay or slate roof tiles

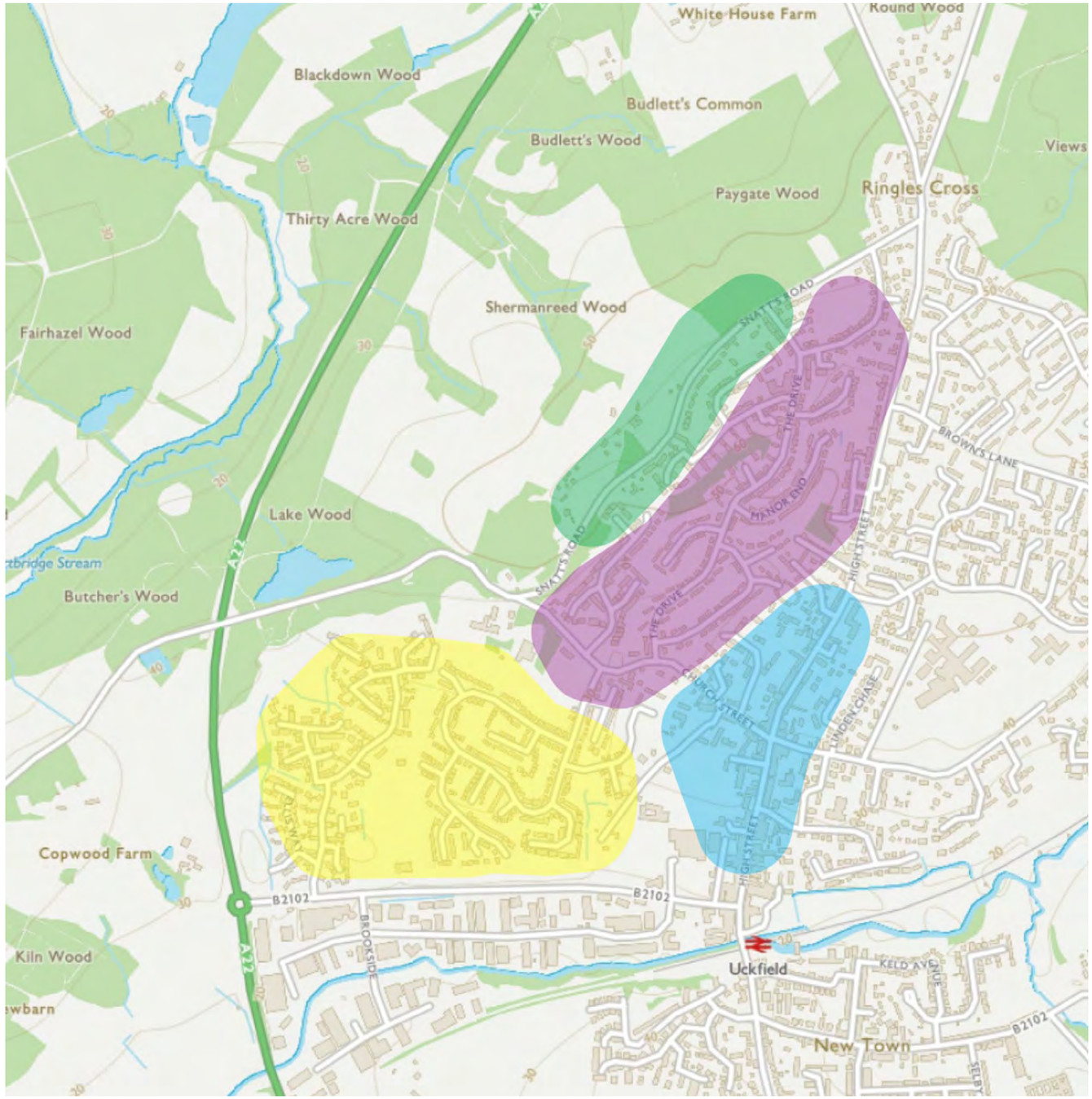


FIGURE 12. Plan showing the character of development adjacent to the site



Snatts Road and Rocks Road

Snatts Road (formerly Snatts Lane) and Rocks Road are historical routes within the town of Uckfield. Historical maps from the late 19th century show development in this part of the town limited to Downlands Farm and a number of individual residential properties.

The character of Snatts Road and Rocks Road is varied and has evolved to form a suburban residential road with housing predominantly on the southeastern side of the road.

Historic properties include Claremont and Claremont Place, Downland Farm, Downland House (now known as Charlwood Manor), Downland Cottages and Combe Bank.

The photographs right show the type of built form in Snatts Road include the following characteristics:

- Predominantly two storey with some 2.5 storeys and some single storey properties
- Elevations comprising:
  - Traditional red brick with clay tile hanging to upper floors
  - Red brick
  - Brick with horizontal boarding
  - Pale painted render
- Roof forms include hips and half hips with projecting gable features
- Flat roof and pitched/ hipped dormer features to roofs with internal living accommodation















The Drive and surrounding area

The character of the Drive is based on a similar land form to the application site in that it combines sloping and there are a number of streets which run both parallel and across the contours.

The housing is predominantly in the form of terraced and semi detached properties with some apartment buildings.

The frontages to properties are generally open to the street with buildings set back circa 5m.

The older mid 20th century housing development has some local contextual features including:

- red brick elevations with some tile hanging to the upper floors
- A mix of hipped and gable end roofs
- Well spaced and proportioned window placements

Some of the later 20th century housing is of a lower quality in its design and use of materials.



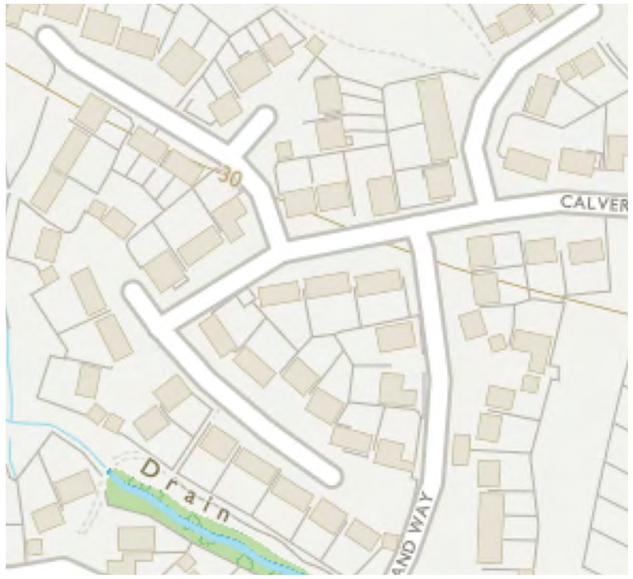












West Park

West Park was originally constructed in the 1960s and 1970s and the character much of the neighbourhood reflects this with wide roads with footways set behind verges. The majority of housing is detached in character with parking to the front of properties and open front gardens.

The later development of the neighbourhood including streets such as Calvert Road and Markland Way retain the predominantly detached character of the area with the introduction of some semi detached and terraces.

Both the original and later phases of West Park area typical of their age and do not have a strong vernacular which follows the character of Uckfield or the wider East Sussex area.















Uckfield Town Centre and Conservation Area

The character of Uckfield Town centre is varied and interesting, containing a large number of Listed Buildings and a Conservation Area.

It is understood that the town centre originally focused on Church Street and there are a number of important buildings in this area and where it extends out onto the High Street which help define the character.

Buildings in this area are a mix of two and three storey buildings set close to the back of pavement. Roof pitches generally run parallel to the street with some projecting gable features.

There is a wide variety of architectural style and a palette of materials including:

- elevations - red brick, painted render, painted brick / stone
- roofs - plain clay tile or grey slate
- windows - generally white painted frames with some surrounds or headers in contrasting materials
- entrances and porches - limited to open features













Opportunities and constraints

In summary there are a number of opportunities and constraints which need to be taken into account when developing a masterplan for the site as shown on Figure 13.

Responding to the landscape

- The need to retain and protect existing landscape assets within the site and on it's boundaries including existing woodland, hedgerows and individual trees
- Providing additional planting across the site to mitigate long distance views into the site from the north west and break up the massing of the development
- Provide a variety of built form in layout and scale to provide a varied townscape
- The opportunity to reinforce the character of the landscape by enhancing the existing landscape structure and providing new planting within the site

Securing and enhancing ecological value

- Retaining the ecological assets of the site and providing buffers where appropriate
- Providing potential new areas for habitat creation as part of the landscape and drainage strategy
- Creating new ecology corridors within the site including strategic linkages between existing woodland areas

Providing a framework for access and movement

- Utilise access opportunities from A22 for the primary and emergency access
- Provide enhanced pedestrian and cycle linkages from the site to the town centre using existing and new routes with links to Snatts Road and Rocks Road
- Create a hierarchy of residential streets which help define the legibility and character of the new development and make it easy and safe to move around
- Allow sufficient room within the development for refuse and service vehicles
- Ensure that there is sufficient car and cycle parking including visitor parking for the development

Providing sustainable drainage and hydrology

- Ensure that development areas do not have a negative impact on existing watercourses and the existing floodplain
- Provide appropriate Sustainable Urban Drainage Systems with capacity for the new development
- Utilise other sustainable drainage features including rainwater harvesting, permeable surfaces and water efficient fixtures and fittings
- Ensure that the drainage, ecology and landscape strategies work together across the site and do not have a negative impact on the ecological assets

Establishing useable high quality open spaces

- Create a new strategic woodland park for the town with a variety of spaces and routes with car parking for improved accessibility
- Provide areas of informal and amenity public open space within the site which are overlooked by housing
- Ensure that play areas utilise natural materials and existing landscape features

Creating development with character

- Creating a development of housing and public open space which reinforces the character of Uckfield and the surrounding area, drawing from the more historic areas in addition to the immediate context of the site
- Ensure that any new development respects the character and setting of heritage assets close to the site
- Provide a variety of housing types and tenures to meet the local housing need and provide for a balanced community

KEY

- Site boundary
- Ancient Woodland
- Minimum 15m offset to Ancient Woodland
- Watercourse / pond
- 50m offset from pond with Great Crested Newts
- Potential noise associated with road
- Floodzones 2 and 3
- Existing footpath
- Existing highway
- Listed Building
- Potential new primary access
- Potential new emergency / bus only access
- Potential strategic pedestrian / cycle links
- Potential area for development related uses



FIGURE 13. Opportunities and Constraints plan



03 POLICY EVALUATION

National Planning Policy Framework

Planning Practice Guidance

National Design Guide

The Development Plan

Other Key documents

Material considerations

Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

03 POLICY EVALUATION

"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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

National Planning Policy Framework (2019) Para 124

A summary evaluation of the relevant planning policy is set out in this section of the document. A separate planning statement has been prepared by Barton Willmore now Stantec, which sets out in more detail the current planning policy framework and other material considerations which should be taken into account when considering the proposals

The relevant planning policy framework for this application includes National Guidance and the policies of the adopted Development Plan comprising:

- Wealden Local Plan (WLP - 1998) 'Saved' Policies
- Wealden Core Strategy Local Plan (CSLP - 2013)

National Planning Policy Framework (July 2021)

At the national level, the revised version of the National Planning Policy Framework ('NPPF') was published in July 2021. It provides the national planning context for the preparation of Development Plans and the determination of planning applications and states that the purpose of the planning system is to contribute to the achievement of sustainable development.

The NPPF sets out the Government's approach for delivering the homes, infrastructure and places that are needed whilst both protecting and enhancing the natural and historic environment and superseded the previous 2012 version.

The NPPF requires developments to address a number of key areas including:

- Achieving Sustainable Development
- Promoting Sustainable Transport
- Delivering a Sufficient Supply of Homes
- Promoting Healthy and Safe Communities
- Making Effective Use of Land
- Achieving Well-Designed Places
- Conserving and Enhancing the Natural Environment
- Conserving and Enhancing the Historic Environment

Planning Practice Guidance

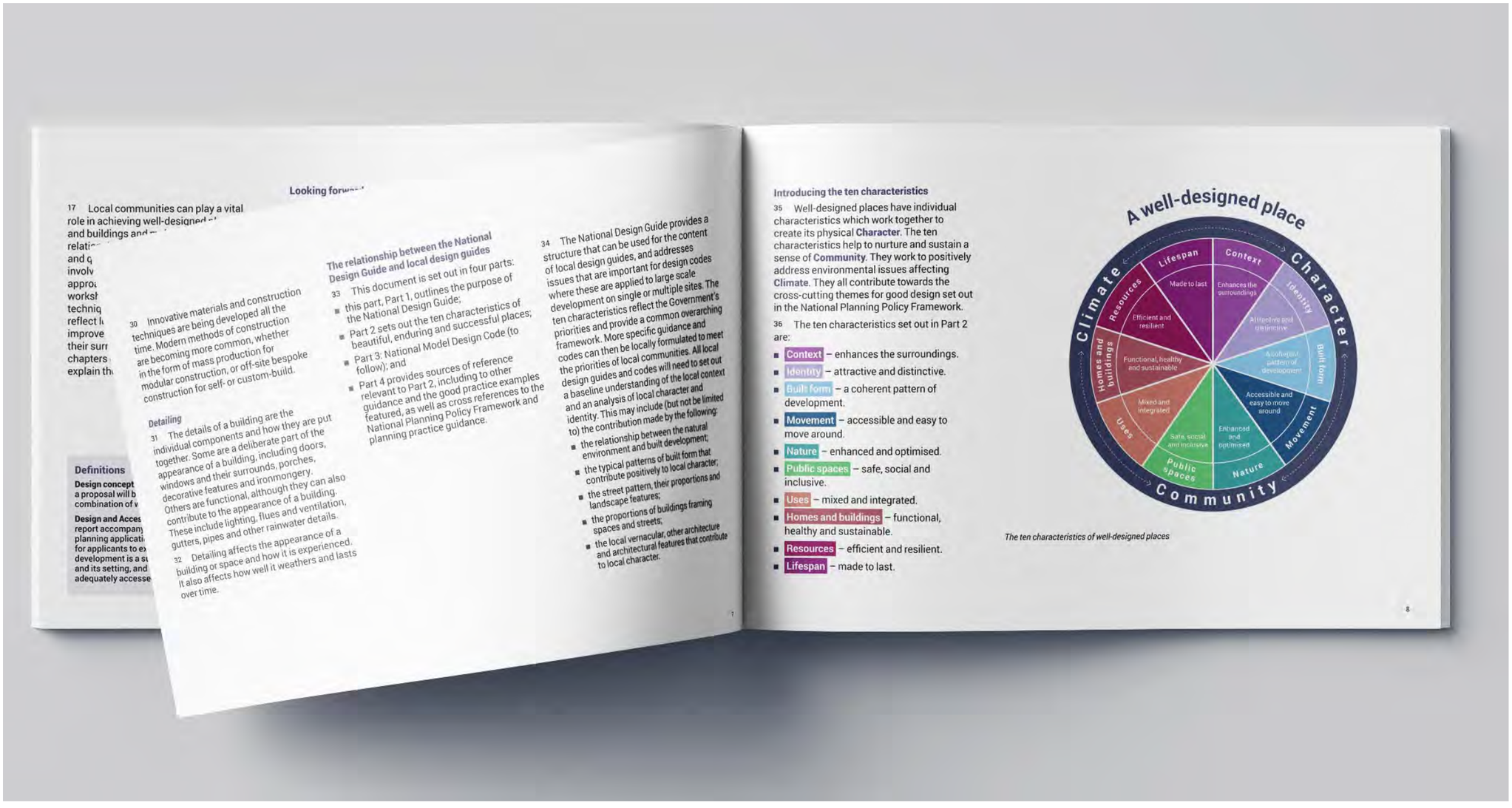
The Planning Practice Guidance (PPG) builds on the principles within the NPPF and provides further detailed technical guidance to complement the NPPF. Relevant sections of the Guidance which relate to the planning application are listed below.

Design – The Design section of the PPG re-iterations the importance of Good Design advocated by the NPPF, this being an integral part of achieving the fundamental objective of sustainable development. As a core planning principle, decision takers should always seek to secure high quality design. Paragraph 15 [Reference ID: 26-015-20140306] advises that well designed new places should:

- Be functional;
- Support mixed uses and tenures;
- Include successful public spaces;
- Be adaptable and resilient;
- Have a distinctive character;
- Be attractive; and
- Encourage ease of movement.

Natural Environment – Section ID8 [Reference ID: 8-001-20140306] of the PPG seeks that planning authorities should recognise the intrinsic character and beauty of the countryside. The PPG notes that Green Infrastructure is important to the delivery of high quality sustainable development, alongside other forms of infrastructure. Green Infrastructure should be a key consideration in planning decision where relevant [Reference ID: 8-028-20160211].

Viability – For decision-taking and viability, the PPG confirms that planning applications which comply with up-to-date policies setting out contributions expected should be assumed to be viable [Reference ID: 10-007-20180724]



National Design Guide (2019)

National Design Guide (October 2019)

The National Design Guide was published in 2019 and sets out the characteristics of well-designed places and demonstrates what good design means in practice.

It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

Para 3 of the guide sets out the role of the document:

"The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This design guide, the National Design Guide, illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools."

Characteristics

The design guide identifies ten characteristics which aim to help nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The ten characteristics set out are:

Context	enhances the surroundings.
Identity	attractive and distinctive.
Built form	a coherent pattern of development.
Movement	accessible and easy to move around.
Nature	enhanced and optimised.
Public spaces	safe, social and inclusive.
Uses	mixed and integrated.
Homes and buildings	functional, healthy and sustainable.
Resources	efficient and resilient.
Lifespan	made to last.

These characteristics have been embodied in the process of design for the site. Whilst the application is in outline form only the design has, where possible, provided a vision and design responses which can be carried through to assist in future design decisions.

Components for good design

The guide sets out the components for good design which include:

- the context for places and buildings;
- hard and soft landscape;
- technical infrastructure – transport, utilities, services such as drainage; and
- social infrastructure – social, commercial, leisure uses and activities.

Section 02 of this document provides a detailed analysis of the context for the development including the technical and social infrastructure.

The design guide also recognises 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
- their detailing.

Section 06 of this document responds specifically to the above and provides details how the proposals have taken these into account in the design process.

The Development Plan

WDC's Development Plan comprises the Wealden Core Strategy Local Plan (2013) and the 'saved' policies of the Wealden Local Plan (1998).

WDC is in the early stages of preparing its new Local Plan, with a 'early' consultation expected prior to the end of 2020 and a formal 'Regulation 18' consultation in 2021. The new Plan is not anticipated to be adopted until 2023 at the earliest. The emerging Local Plan therefore has limited but growing weight, however it clearly demonstrates the direction of travel WDC is seeking to take to meet its required housing and other needs.

Wealden Local Plan (December 1998) 'Saved' Policies

The Wealden Local Plan was adopted in 1998 (21 years ago) and set out the planning strategy and policies for the plan period 1994 – 2004. It is therefore increasingly out-of-date.

Upon the enactment of the Planning and Compulsory Purchase Act 2004, some of the policies of the adopted Wealden Local Plan were 'Saved' for a three year period under the terms of the Act. Any policies that were not 'Saved' by the Secretary of State's Direction have been deleted and no longer comprise part of the Development Plan.

The following 'Saved' policies are relevant in the context of this application, albeit are increasingly out-of-date, especially in the light of the content of the NPPF:

- Policy GD2 sets out that outside of development boundaries, as defined on the Proposals Map, development will be resisted unless it is in accordance with specific policies in the Plan i.e. essential for agriculture or forestry needs or has some other similar justification for a rural location.
- Policy EN1 states that the Council will pursue sustainable development, having regard to the principles contained in Government guidance, in considering the design, layout and location of development, renewable energy and waste management proposals and in assessing the effects of the proposal on the environment.
- Policy EN2 seeks to maintain settlement patterns and ensure that major new development generating significant traffic movements are located efficiently in relation to existing development and to public transport.
- Policy EN12 seeks to retain and enhance the contribution of trees and woodland areas to the landscape character of the District. This includes giving weight to proposals that help to sustain and manage forestry and woodland areas when considering them against other policies of the Plan.
- Policy EN27 refers specifically to design, noting criteria when proposals will be permitted, notably that:
  - The scale, form, site coverage, density and design of development and the use of materials and landscaping should respect the character of adjoining development;
  - The proposed development should not create unacceptable adverse impacts on the privacy and amenities of adjoining developments and the neighbourhood by reason of scale, height, form, noise and traffic movements;
  - satisfactory environment for the future occupants, including adequate provision for daylight, sunlight, privacy, garden space and/or appropriate landscape amenity areas;
  - The proposed development should not constitute an unacceptable backland or 'tandem' form of development; and
  - Regard has been paid to crime prevention measures whenever possible and appropriate.
- Policy EN29 seeks to minimise external lighting.
- Policy DC17 states that housing development will not be allowed outside development boundaries, as defined on the Proposals Map, unless it conforms with other policies in the Plan.
- Policy TR3 notes that planning applications for new development will be permitted provided the proposed development does not create or perpetuate unacceptable traffic conditions, it provides a satisfactory means of access to meet Local Authority and Highway Authority Standards, and, where appropriate, provides suitable public transport facilities.

Wealden District Council Core Strategy Local Plan (2013)

WDC'S Core Strategy Local Plan (CSLP) (February 2013) covers the plan period 2006 – 2027, being adopted on the proviso it was subject to an early review by 2015 due in part to that fact the housing target of the CSLP did not reflect full housing needs.

The following policies are relevant in the context of this application, albeit are increasingly out-of-date, especially in the light of the fact they do not seek to meet current housing needs:

- Policy WSC1 Provision of Homes and Jobs states that land will be identified in subsequent Development Plan Documents (DPDs) for the provision of some 4,525 new additional dwellings to provide a total of 9,440 dwellings over the Plan period
- Policy WCS5 Managing the Release of Housing Land states that the release of land for housing will be managed so that it will deliver the level and broad distribution of development required
- Policy WCS7 Effective Provision of Infrastructure sets out that the release of land for development will be conditional upon there being sufficient capacity in the existing local infrastructure to meet the requirements generated by the proposed development.
- Policy WCS8 Affordable Housing requires 35% affordable housing on sites of 5 or more dwellings or on sites of 0.2 ha or more.
- Policy WCS13 Green Infrastructure requires all new residential development to contribute to the green infrastructure network and where appropriate to make provision for new open space.
- Policy WSC14 Presumption in Favour of Sustainable Development notes a positive approach, reflecting the presumption in favour contained within the NPPF, will be taken when considering development. Where there are no relevant policies or such policies are out of date, the Council will grant permission unless material considerations indicate otherwise

Wealden Affordable Housing Local Plan DPD (2016)

The Affordable Housing Delivery Local Plan was adopted in 2016 and contains a single policy relating to affordable housing provision (Policy AFH1) confirming the requirement for 35% affordable housing on the Site consistent with the Core Strategy Local Plan.

Other key documents

There are a number of other key policy documents which have been taken into account in the preparation of the planning application as follows:

Building for Life 12 (2018)

An assessment of the proposals has been made against the criteria for Building for Life and is set out at the end of Section 07 of this document.

Technical Housing Standards (2015)

Whilst only an outline planning application the proposed development meets the minimum space standards set out in the Technical Housing Standards document.

Manual for Streets (2007) and Manual for Streets 2 (2010)

The layout of the streets and movement and access framework for the site has been designed to accord with guidance and best practice in accordance with Manual for Streets guidance. Section 07 of this document describes how this will be achieved.

Secured By Design (Updated version 2019)

The scheme has been designed to encompass all of the objectives set out in the Secured by Design in relation to the layout. How this has been achieved in section 07 of the document.

National Design Guide (2019)

The National Design Guide, published October 2019, sets out guidance on how new developments should adopt characteristics to create well-designed places and demonstrate good design. The Design Guide introduces 10no. characteristics which will work together to create well-designed places, these being Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan.

Whilst the application is submitted in Outline, this Design and Access Statement has considered the ten characteristics set out and embed these in the design process for the Site.

Material Considerations

Housing Land Supply Position

WDC acknowledges it does not have a 5-year housing supply, with the recent Five Year Housing Land Supply Statement (December 2021) identifying a 3.66-year deliverable supply of housing land. Whilst pro-actively seeking to increase supply, WDC is unlikely to achieve a 5-year deliverable supply of housing land in the short-term.

Wealden Design Guide, Supplementary Planning Document (November 2008)

The SPD provides further guidance on the interpretation of Local Plan 'Saved' Policies EN1 and EN27. As discussed previously the Local Plan (1998) was adopted 19 years ago, prior to the publication of the NPPF and is therefore increasingly out-of-date. Consideration should therefore be given to the relevant policies' degree of consistency with the NPPF.

This document seeks to achieve a high standard of design for development within the District, albeit recognising that flexibility will need to be applied.

Emerging Local Plan

The Council is in the early stages of preparing its new Local Plan having completed a 'Direction of Travel' consultation (Regulation 18) between November 2020 and January 2021. The Council is anticipating a further Regulation 18 consultation (Preferred Options) in Spring 2022 with the Local Development Scheme (2020) indicating adoption in Winter 2023 (albeit it is likely to be later than this.

At this early stage in the Plan making process the emerging Plan is to be afforded very limited weight.

This document seeks to achieve a high standard of design for development within the District, albeit recognising that flexibility will need to be applied.



04 EVALUATION AND RATIONALE

Design team

Developing a masterplan and vision

Previous proposals for the site

Development objectives

Design Rationale



FIGURE 14. Vision for the site

04 EVALUATION AND RATIONALE

"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context.

National Design Guide (2019) Para 16

Design team

As a developer, Gleeson Strategic Land aspires to create attractive places that will stand the test of time. The company's objective is to create developments that make a positive contribution to the existing environment in which future occupants are able to support and integrate into the existing community.

To assist with the delivery of these aims, the following team contributed to the preparation of the proposals for this planning application:

- Planning - Barton Willmore (Stantec)
- Urban Design and Architecture - Richards Urban Design Ltd.
- Landscape - EDP Landscape
- Transportation and access - Motion
- Ecology - Aspect Ecology
- Drainage - Waterman Group
- Arboriculture – Sylvan Consulting
- Archaeology and Heritage - EDP
- Lighting - Illume Design

Developing a masterplan and vision

To achieve a successful masterplan the team have sought to both understand the site, the planning context and background, it's constraints and opportunities and to also establish a strong vision.

The vision for the development is shown at Figures 14 and 18 and the process of the masterplan development is shown at Figures 20-26.

Understanding the site

The site analysis undertaken of the site and the surrounding area includes both the physical and social attributes of the site including how it relates to the town and the wider countryside.

Technical studies have been undertaken to support the analysis of the site including a review of the landscape, historic character, the character of the area in built form and spaces, movement and access, ecology, hydrology and sustainability. Details of these are provided in Section 02 of this document and in separate reports submitted with the planning application. Consideration has also been had to previous proposals for the site as set out later in this section of the document.

Creating a vision and objectives

The vision and strategic objectives which we have outlined for the site have been established from a balance of analysis, engagement and innovation.

The vision for the site as shown at Figure 14. is based on the opportunity to bring forward a high quality development which is of benefit to existing and future residents of the town.

The development objectives are shown at Figure 15. and the Design Rationale is at Figure 16.

Engagement

A number of engagements with key stakeholders have taken place including Wealden District Council.

Public consultation has also taken place. Further information can be found in the Statement of Community Involvement submitted in support of the application.

FIGURE 15. Developing a masterplan process

Previous proposals for the site

In 2006 an outline planning application (ref: WD/2006/255/MEA) was submitted on land at Downlands Farm for the following proposed development:

"residential development for approximately 750 dwellings; a neighbourhood centre with employment uses (Class B1); community hall, land for community uses and small retail facilities; a primary school; creation of new vehicular access from the A22 and emergency and bus only accesses from Snatts Road; construction of estate roads and new cycle and footway connections; provision of a managed country park with warden's lodge/information point and education/ interpretative facility; public and amenity open space, playing fields and associated development and changes of use"

This planning application was refused for a number of reasons which included the following key elements:

1. The site's location outside of the defined boundary for Uckfield
2. Potential ecological harm including the loss of Ancient Woodland and wetland habitats
3. Lack of consideration of archaeological implications
4. Failure to demonstrate that the site provides cycle and pedestrian links to the town centre to reduce dependence on the private car
5. The potential impact on the surrounding highway network, in particular the town centre
6. Provision and delivery of infrastructure improvements

The application was taken to appeal which also considered two other sites which had been refused planning permission at that time, known as Bird in Eye North and Bird in Eye South. All three appeals were dismissed by the Planning Inspector.

A fresh approach

The proposals which are subject to this planning application have been brought forward by a new team of consultants who have taken a fresh approach to the site and it's constraints and opportunities.

At the early stages of the project an assessment was undertaken of the previous proposals and the response from the Local Planning Authority and Planning Inspector. Whilst the site lies outside of the defined boundary for Uckfield all of the other issues have been specifically addressed with new and detailed solutions. A summary of the two proposals highlights the key differences between the dismissed scheme and proposed development.

Comparison of previous and current proposals

A summary of the comparison of the schemes shows that revised proposals will:

- Focus development on areas that our survey findings are suggesting are the least sensitive in landscape, ecology, and arboricultural terms.
- Create a lower density more sensitively designed scheme, which at this stage from our emerging surveys suggests a reduced scheme of up to 434 dwellings. This could be delivered at an average density below 35 dwellings with buildings limited to up to 2.5 storeys in height, which is a significant reduction from the previous 750 dwelling scheme that sought at an average density above 40 dwellings per hectare and included buildings up to 4 storeys in height.
- Provide a significantly increased provision of SANG of 25 hectares, which is 9 hectares more than the previous scheme proposed.
- Provide new woodland walks, as well as formal sports pitches and a generous provision of informal open space within and around development parcels.
- Provide simplified but safe access arrangements to the site, directly onto A22, through areas of non-Ancient Woodland, with non-vehicular links onto Snatts Road for cycle and pedestrian usage, connecting to existing routes to Uckfield town centre. In addition, a new combined pedestrian/cycle route will be provided through Fir Tree Grove to link to Rocks Road, as well as a new pedestrian and cycleway alongside the A22 and B2102.
- To provide a sensitive response to the Ancient Woodland that borders the site and the main ecological features both within and adjoining it, with the objective to deliver a minimum landscape buffer of 15m between built development and all Ancient Woodland areas.
- To ensure the arboricultural, ecological and landscape features at the site are preserved and wherever possible enhanced for future generations, by bringing them under a management plan for long-term protection and enhancement, including the creation and signage of walking routes through site/woodland (as part of SANGS) to deter informal use of more sensitive woodland assets.

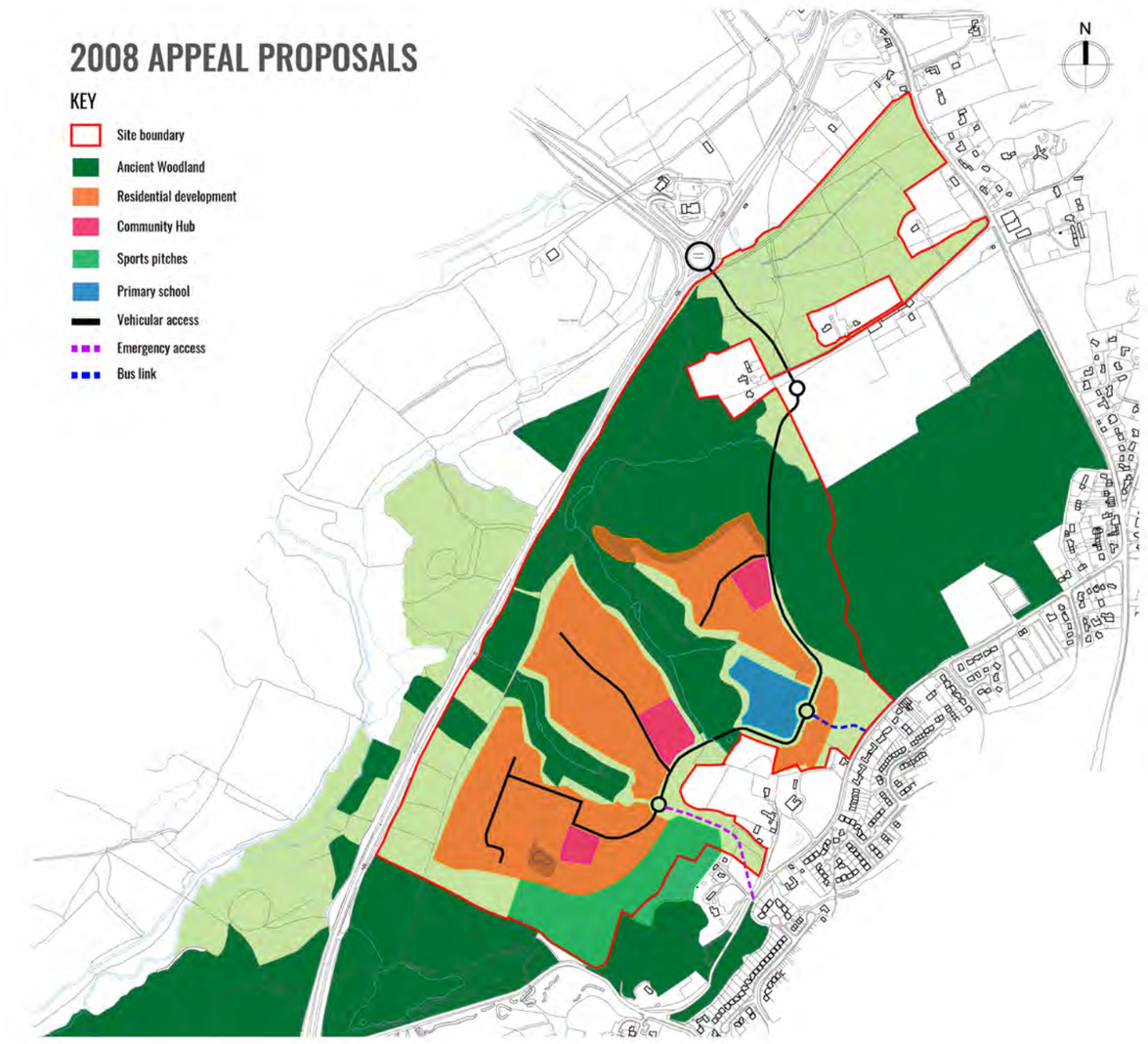


FIGURE 16. Analysis of 2008 Appeal Proposals masterplan

2008 Appeal proposals

The extent of built development

- Across the majority of arable land between A22 and Snatts Road

Development proposals

- Up to 750 dwellings at an average density above 40 dwellings per hectare, up to 4 storeys in height.
- A 1.2 hectare site from employment uses, plus other commercial uses in neighbourhood centres.
- A 1-form entry primary school.

Public open space

- A 16.2 hectare Country Park, including woodland walks, alongside informal open space within and around development parcels and formal sports pitches.

Access

- Primary access from Blackdown Roundabout / A22 through Budletts Wood, requiring significant areas of woodland clearance (including Ancient Woodland)
- Segregated bus / emergency / vehicle / pedestrian links to Snatts Road.
- New cycleway alongside the A22 and B2102.

Arboriculture

- Potential impacts on Ancient Woodland through provision of vehicular links from Blackdown Roundabout and through Shermanreed Wood, and no allowance for consistent site-wide buffers between development and Ancient Woodland.

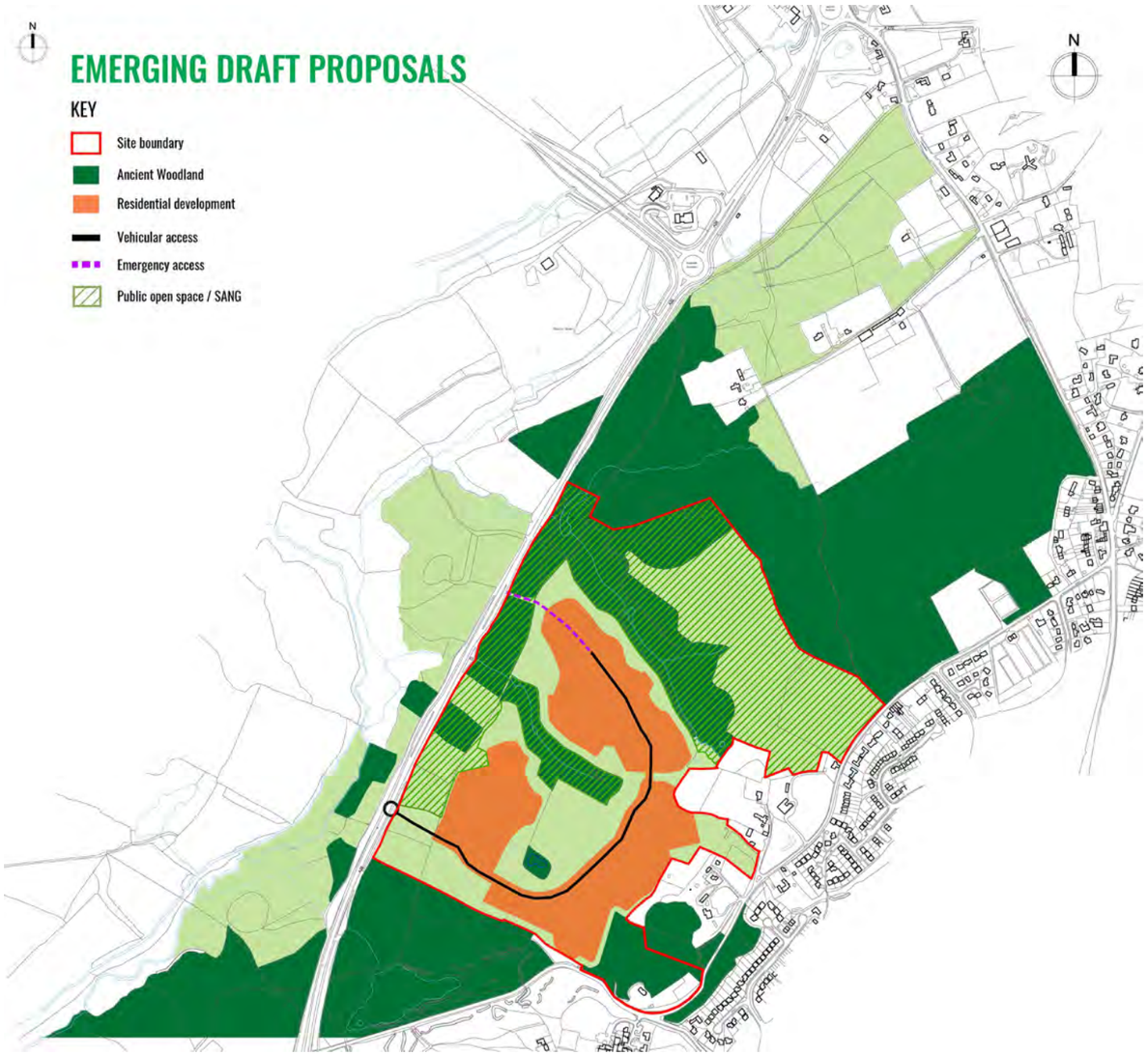


FIGURE 17. Emerging masterplan (as promoted at public consultation stage)

Current Planning application proposals

The extent of built development

- Focused on southwestern-most parts of the site, between A22 and Snatts Road, with no built development on the northeastern field

Development proposals

- Up to 424 dwellings at an average density below 35 dwellings, up to 2.5 storeys in height.

Public open space

- A new Woodland Park / Suitable Alternative Natural Green Space (SANGS) in excess of 17 hectares, including new woodland walks, alongside informal open space within and around development parcels and formal sports pitches.
- Significant areas of informal open space within the site including a minimum landscape buffer of 15m to all ancient woodland areas and 50m to an existing pond in the southern part of the site

Access

- Primary and emergency access directly onto A22 through an area of non-Ancient Woodland.
- Non-vehicular links onto Snatts Road and Rocks Road for cyclists and pedestrians, connecting to existing routes to Uckfield town centre.
- Potential new pedestrian and cycleway alongside the A22 and B2102.

Arboriculture

- A consistent buffer between development and Ancient Woodland.
- No Ancient Woodland removal for access or movement through the site
- Site-wide arboricultural interests to be brought under a management plan for long-term protection and enhancement. Including creation and signage of walking routes through site/ woodland (as part of SANGS) to deter informal use of more sensitive woodland assets.

Vision

"Provide a new neighbourhood on the northwestern side of Uckfield which provides a mix of housing and public open space which will support the growth and sustainability of the town.

The built form and open spaces will be of a high quality, enhancing the character of the town and local area.

Accessibility will be improved for existing and future residents with the provision of new and enhanced connections to the town centre from the western edge of the town. The potential traffic Impact on existing residential streets will be minimised with primary access connections directly to the strategic highway network.

Accessibility to public open spaces for recreation will be increased for both Uckfield and the wider area with significant areas of green infrastructure including a variety of spaces.

The ecological value of the site will be preserved and enhanced with biodiversity net gain providing a minimum of 10% improvements to the ecological value of the site.

Existing landscape features and woodland will be retained, protected and managed for future generations to enjoy."

FIGURE 18. Vision for the site

Development objectives

Building on the vision we identified a series of opportunities or development objectives which have guided the vision and evolution of both the masterplan and will support the development of the new neighbourhood area. These are shown on the diagram at Figure 19.

Design Rationale

The design rationale at Figures 20-25 show how these objectives have been translated into the masterplan for the site.

They show the evolution of the masterplan in response to the contextual analysis in Section 02 and the constraints and opportunities identified in Section 03.

Leading from the design rationale concepts a concept masterplan (Figure 26) and three dimensional modelling to share with key stakeholders including the local community to gauge their views and comments. The process of engagement is set out in Section 05.



FIGURE 19. Development objectives

The site

- The site measures 46 ha / 113.7 acres
- Within the site there are a number of areas of Ancient Woodland.
- In addition to the ancient woodland there are other areas of deciduous woodland (in particular along the southeastern side of the A22)
- There are a number of groups and individual mature trees within the site which will need to be retained and protected
- There is a pond in the southern part of the site which has a recorded presence of Great Crested Newts



Extent of site

Ancient Woodland

Pond with Great Crested Newts

FIGURE 20. Design rational : The existing site

Ecological links and buffers

- A minimum buffer of 15m has been provided from the edges of the Ancient Woodland to ensure it is protected and enhanced
- There are areas of the site which have ecological value for example the species rich semi-improved grassland in the north western part of the site adjacent to Snatts Road.
- A 50m buffer from the pond which has confirmed presence of Great Crested Newts has been provided to ensure that this habitat is preserved and enhanced
- New ecological links have been provided within the site to connect existing areas of woodland and ecological value

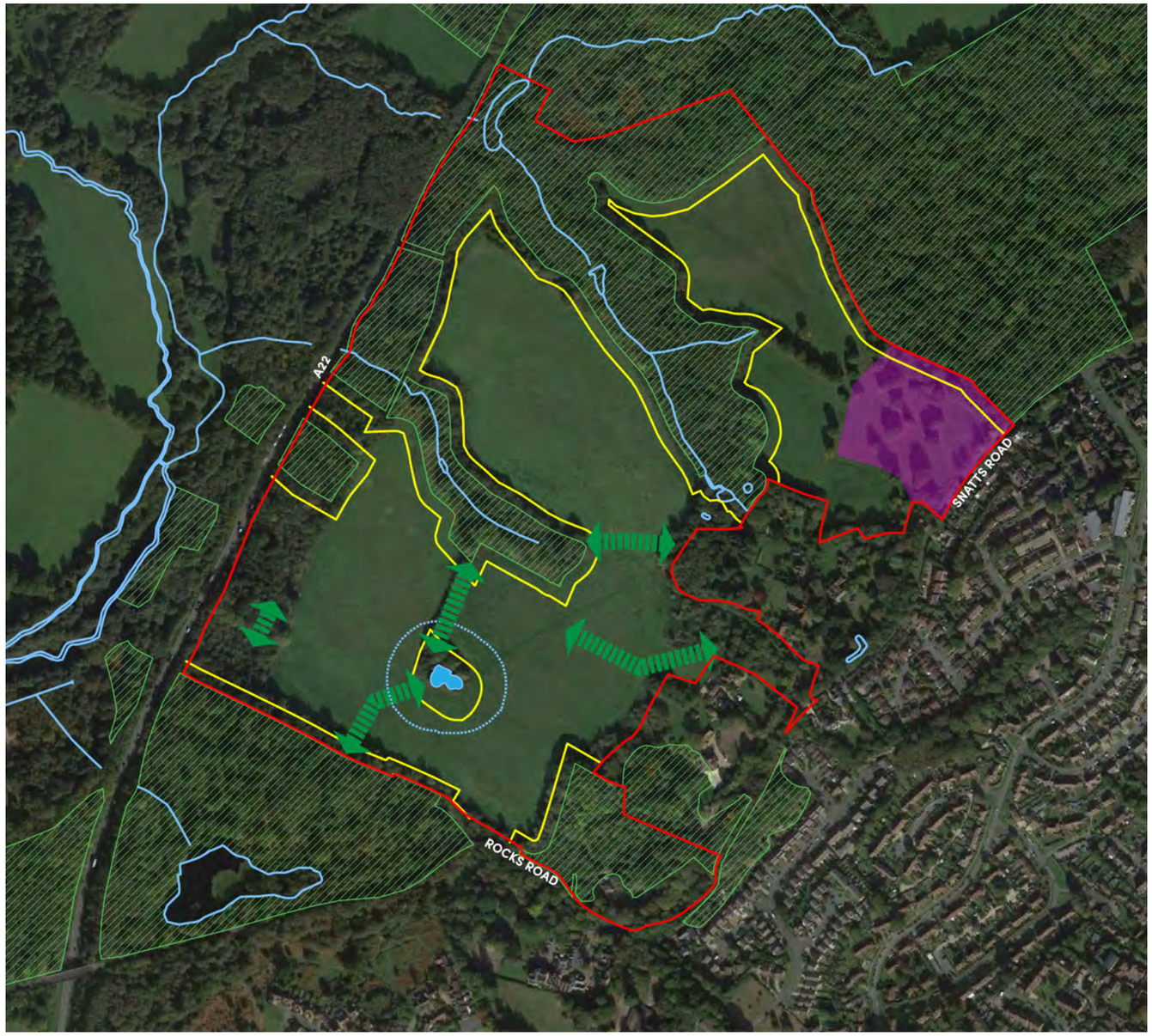
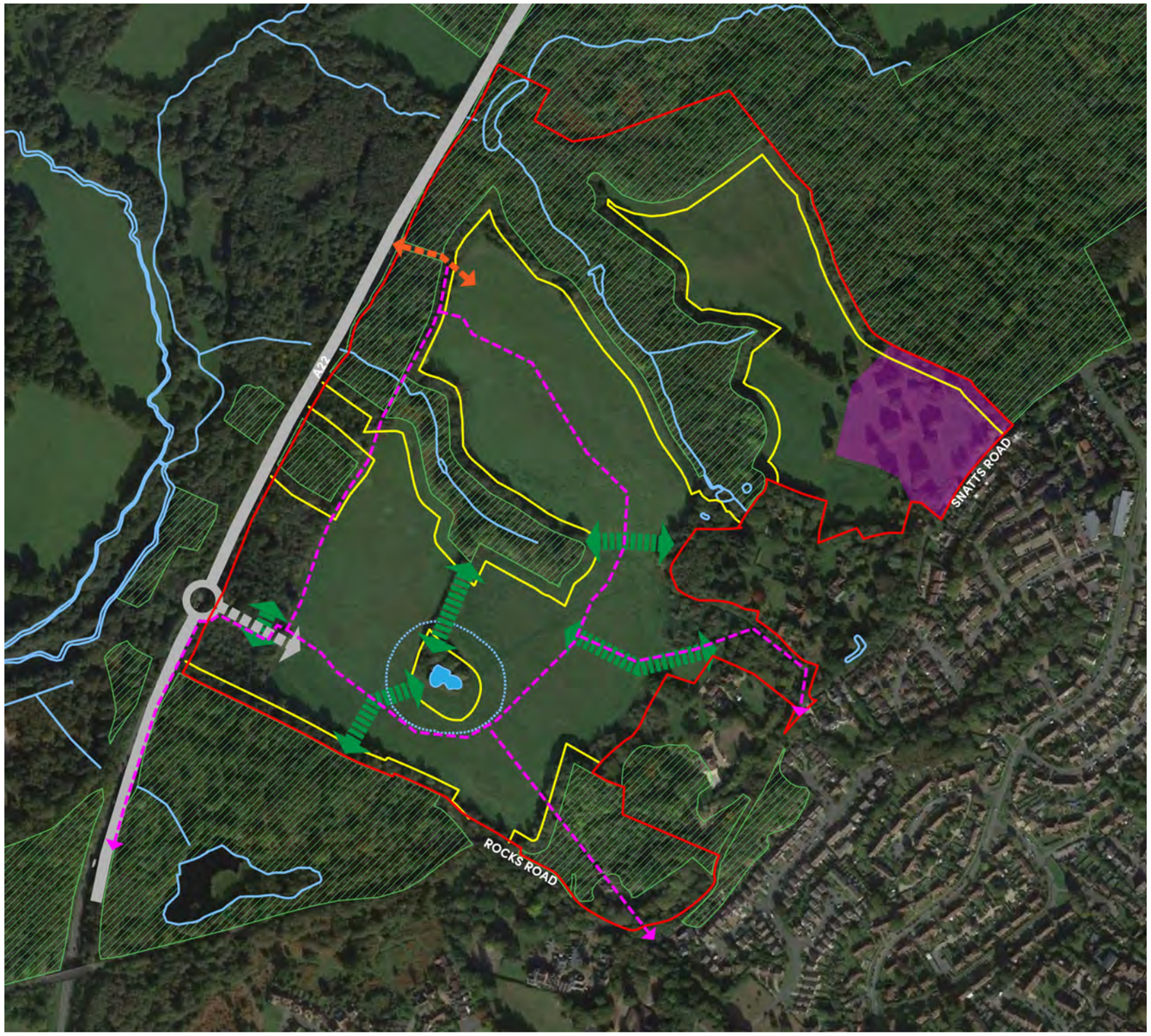


FIGURE 21. Design rational : Ecological links and buffers

Movement and access

- The primary vehicular access will be provided at the south western edge of the site to provide a direct connection to the A22. The proposed access will be in the form of a new roundabout. This location will not affect any ancient woodland and minimises the loss of existing trees
- An emergency access has been provided at the northwestern end of the site to the A22. This route takes advantage of an existing gap between two areas of Ancient Woodland.
- Access to the site for pedestrians and cyclists will be achieved from Snatts Road and the A22, designed to integrate the site with the wider area and existing routes to local amenities and the town. This will include providing new connections and enhancing some parts of the existing local walking and cycling networks, such as:
  - Provision of a new strategic shared pedestrian/cycle route along the A22 and Bellfarm Road to connect to the existing pedestrian/cycle route leading into the town and towards the railway station.
  - New pedestrian and cycle connections to Snatts Road / Rocks Road to provide links to the town centre
  - Improvements to existing roads and footpaths/ routes in the local area for example, new footways on Snatts Road and the replacement of existing steps along route of public footpath between Downland Copse and Hunters Way.
- A new community bus service is proposed to serve the development, providing connections to local employment, schools and the town. The route and timetable will be informed by residents, in liaison with East Sussex County Council



Extent of site

Primary vehicular access

Emergency access

Strategic cycle / pedestrian links

FIGURE 22. Design rational : Movement and access

Public open space and recreation

- A new substantial woodland park which incorporates an area of Suitable Natural Greenspace (SANG)
- Small car parking areas for use of the woodland park which allow people from the wider area to access and use the facilities
- An area of amenity public open space in the centre of the site which is accessible to all of the development via the strategic pedestrian / cycle routes, incorporates new ecological links, and adjoins the woodland park. The amenity open space has potential to provide a sports pitch if required.
- A potential location for a combined Locally Equipped Area of Play (LEAP) and Local Area of Play (LAP) in the centre of the site which is within 400m of all of the development area
- Two new orchard areas which have potential to be managed and used by the local community

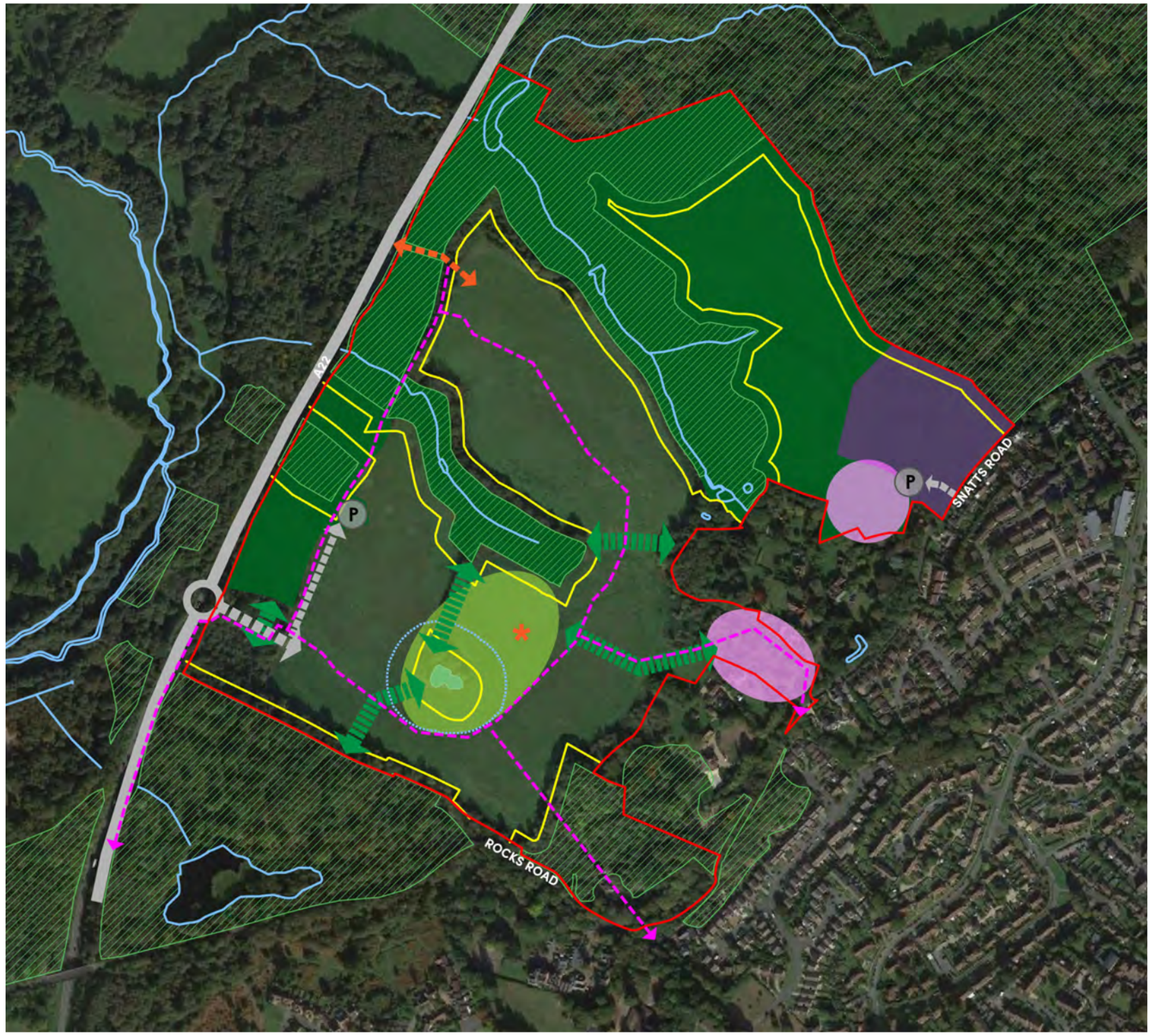
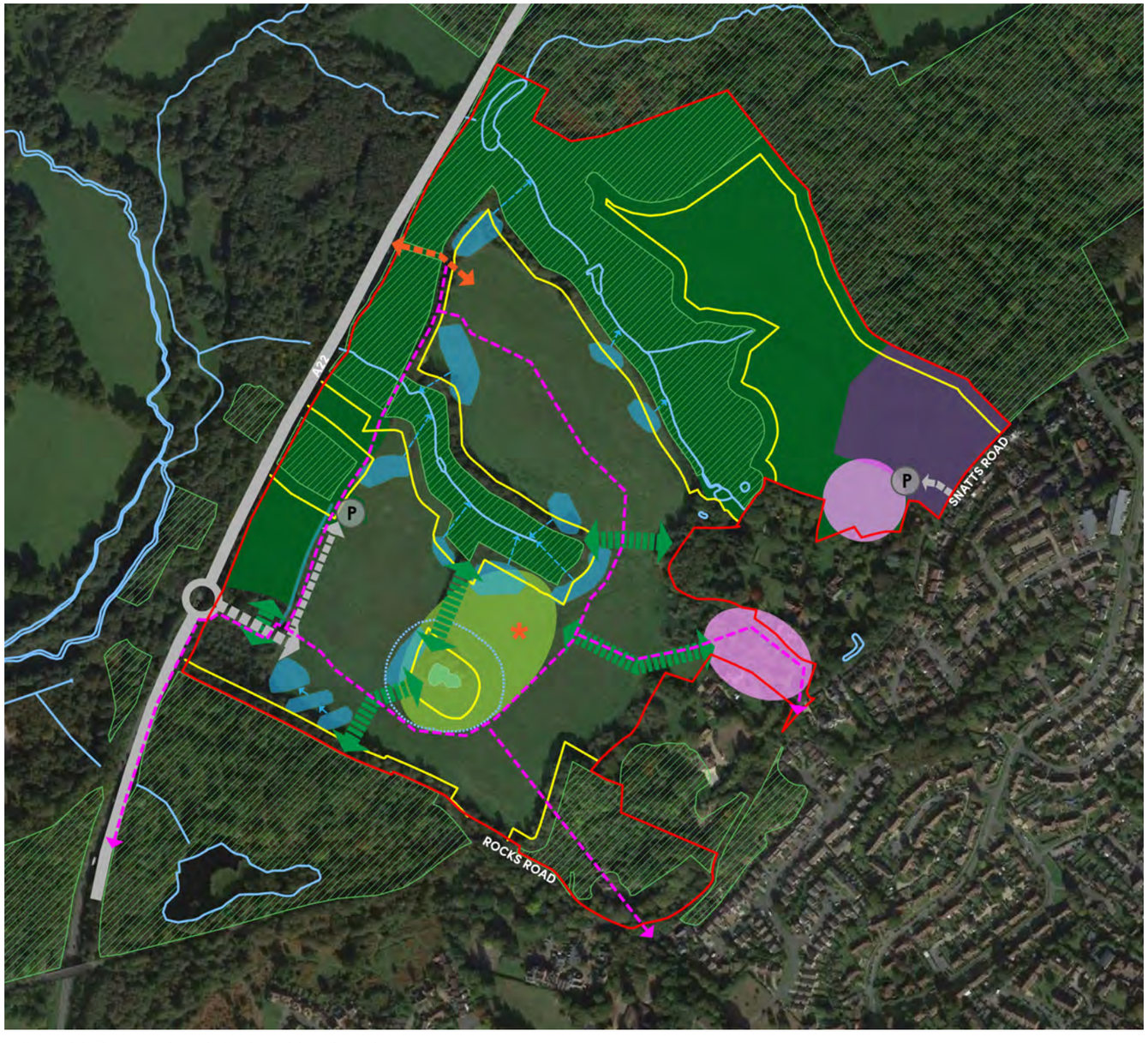


FIGURE 23. Design rational : Public open space and recreation

Sustainable urban drainage

- A sustainable urban drainage strategy has been devised which ensures that there is no increase to the rates of surface water leaving the site
- A series of open drainage features which connect to existing watercourses will be provided across the site
- A number of smaller basins has been proposed to manage the level of flow and avoid a single large dominant feature
- The drainage basins across the site provide opportunities for enhanced biodiversity with additional native planting
- There is potential to provide some additional small scale permanent water features within the basins which will provide additional habitat creation areas, in particular around the area where Great Crested Newts are present



Extent of site

Existing watercourse / drainage feature

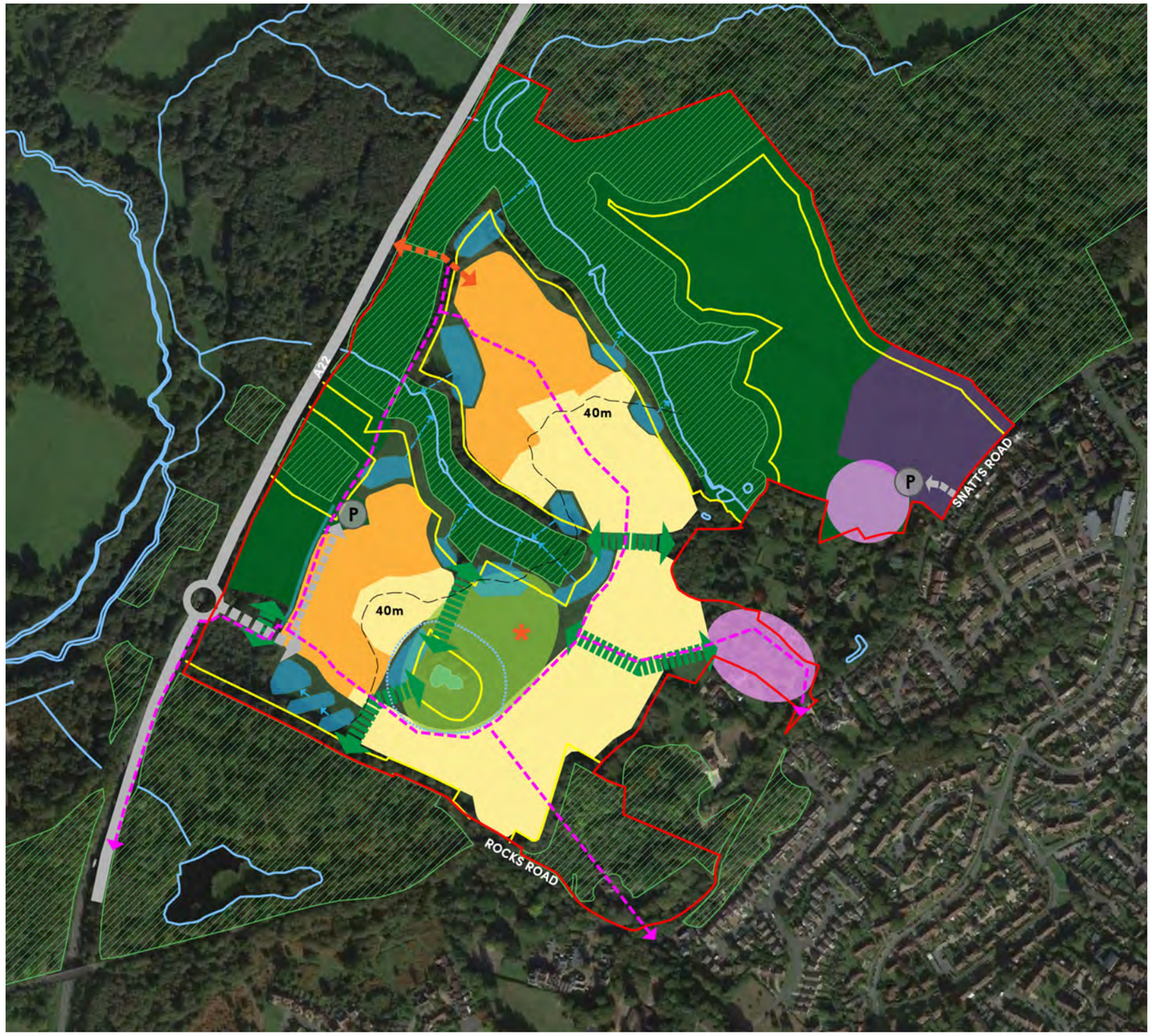
Potential location of open SuDS basin

Potential connection to existing watercourses

FIGURE 24. Design rational : Sustainable Urban Drainage

Development areas and scale

- Residential development areas fit within the existing landscape, ecology and drainage features
- A variety of scale of built form including 1,2 and 2,5 storeys (i.e. accommodation in the roofspace of buildings). This will provide for a varied townscape and create interest in the street scene and views into the site
- Built form in the lower parts of the site, i.e. below the 40m AOD contour line, has potential to provide a slightly greater amount of 2.5 storeys. This is because these parts of the site are less visible in the wider landscape due to existing woodland / vegetation



Extent of site within client control

40m AOD contour

Development predominantly 2 stories with up to 5% at 2.5 stories

Development predominantly 2 stories with up to 10% at 2.5 stories

FIGURE 25. Design rational : Development areas and scale

Concept masterplan

Drawing all of the constraints the concept masterplan shows the principal elements of the concept masterplan as shown at Figure 26.

- Extent of site
- Propose vehicular access from A22
- Emergency access to A22
- Strategic pedestrian / cycle route
- Strategic pedestrian route
- Residential development
- Indicative landscape planting
- Drainage features
- Public open space
- Natural Children's Play Area
- Woodland park
- P Parking for woodland park
- Informal recreational routes



FIGURE 26. Concept masterplan



05 ENGAGEMENT

Background

Local Planning Authority

Community Engagement

Feedback and Evaluation

Design evolution



FIGURE 27. Leaflet distributed to the local community as part of the engagement process

05 ENGAGEMENT

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.

National Planning Policy Framework (2019) Para 39

Background

This planning application has been prepared in the context of the following engagement processes:

- Discussions with the Local Planning Authority at the pre-application stage
- Engagement with the Town Council
- Community engagement via a leaflet and web site with opportunities for feedback by post and online

The details of the consultation responses are set out fully within the Statement of Community Involvement.

Local Planning Authority

A pre-application submission was submitted to Wealden District Council in August 2020 and an online meeting took place. Further information on the pre-application discussions with the LPA can be found in the Statement of Community Involvement.

It is envisaged that further engagement will take place post submission to ensure that officers and members are well informed to make their final decision.

Community engagement

A leaflet (Figure 27) was distributed to homes within Uckfield setting out the details of the proposals. The leaflet included a prepaid response form which asked the following questions:

Q1. Do you support the provision of new homes including affordable homes?

Q2. Do you support the provision of a new woodland park?

Q3. What would you like to see included as part of the proposals?

Q4. Do you have any other comments?

A dedicated web site was also set up;

www. downlandsfarm.co.uk

This provided additional information on the proposals and allowed comments to be submitted via an online form.



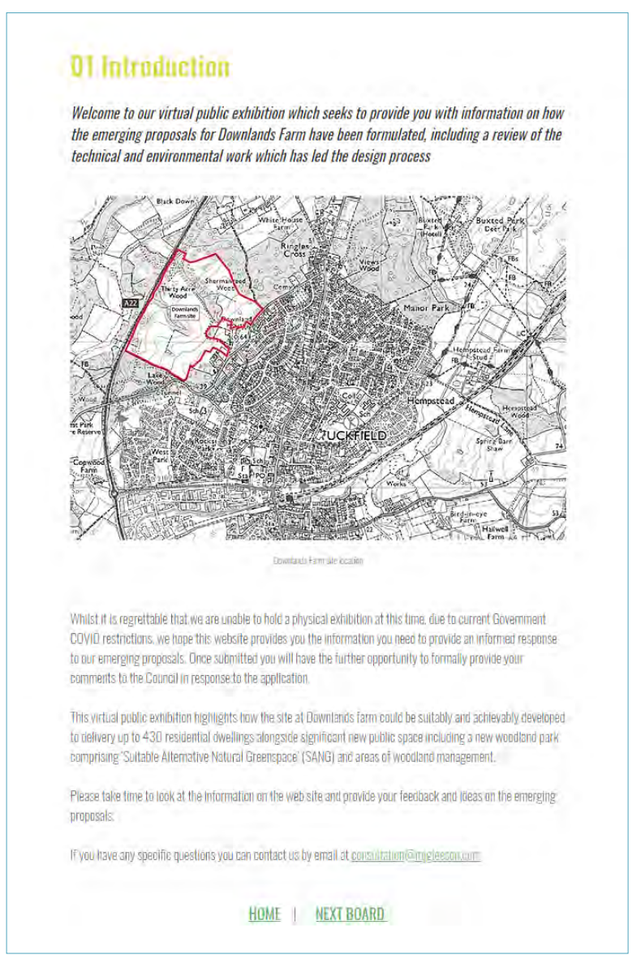




FIGURE 28. Pages from the website set up for information and feedback

Feedback and Evaluation

The majority of responses from the community engagement objected to the principle of development on the site. Key issues rasied related primarily to the technical and environmental capacity of the site to accommodate development, most specifically matters relating to highways and the local provision of social infrastructure (e.g. schools and GPs), alongside an in-principle objection to development in Uckfield.

Support was also received in response to both the overall scheme and the provision of the woodland park. Numerous responses welcomed additional housing including affordable homes, as well as the provision of additional high-quality public open spaces for existing and future residents.

This Hybrid Planning Application is accompanied by a full suite of technical and environmental reports, alongside an Environmental Statement, which collectively confirm the site's suitability for the development proposed. These fully address relevant comments / concerns raised through this consultation exercise, alongside the consideration of the principle of development undertaken as part of the Planning Statement.

Where comments were received in respect of the concept masterplan / emerging scheme / SANG proposals, revisons to the scheme have been made which to incorporate these comments where practicable, albeit noting that matters of layout, scale, appearance and landscaping (for the Outline application) would be the subject of future Reserved Matter application/s and therefore these would be considered in detail at that time.

Notably the following comments raised by respondents are identified as now being included as part of the illustrative masterplan / proposals:

- Parking provided throughout the site in accordance with ESCC standards, including visitor parking and 2no. car parks for SANG;
- No vehicular access into the residential development site from Snatts Road;
- On-site shuttle bus providing connections to key locations in Uckfield including Uckfield Station;
- A variety of safe and attractive pedestrian and cycle routes, including a new route through Fir Tree Grove;
- Significant open space provision alongside provision of SANG with potential for both formal and informal areas for play and recreation;
- Retention and protection of Ancient Woodland and retention of vast majority of non-Ancient Woodland;
- Electric vehicle charging points provided for each dwelling with on-plot parking;
- Policy complaint affordable housing provision; and,
- Provision of heat pumps to avoid the need for gas boilers.

Design evolution

The masterplan has evolved through a series of stages due to a number of factors including:

- The previous planning proposals for the site
- The evolving policy framework for the site
- Ongoing detailed technical studies carried out by the consultant team
- Engagement with the Local Planning Authority
- Discussions with other parties including the Highway Authority and Natural England
- Discussions with the Town Council
- The public engagement exercise and feedback from the local community

Stage 1 - Appeal masterplan and proposals

The assessment of the previous appeal found a number of issues which needed to be addressed in any future proposals for the site as follows:

- Impact on existing landscape features in particular the areas of Ancient Woodland within the site
- Pedestrian and cycle links to the existing urban area and town centre
- Landscape impact of proposed development in long distance views to into the site from the west
- The quantum and density of development proposed which produced 750 dwellings with an average of 41 dwellings per hectare
- The scale of development proposed, up to 4 stories
- The mix of additional uses including school, employment and commercial / community uses

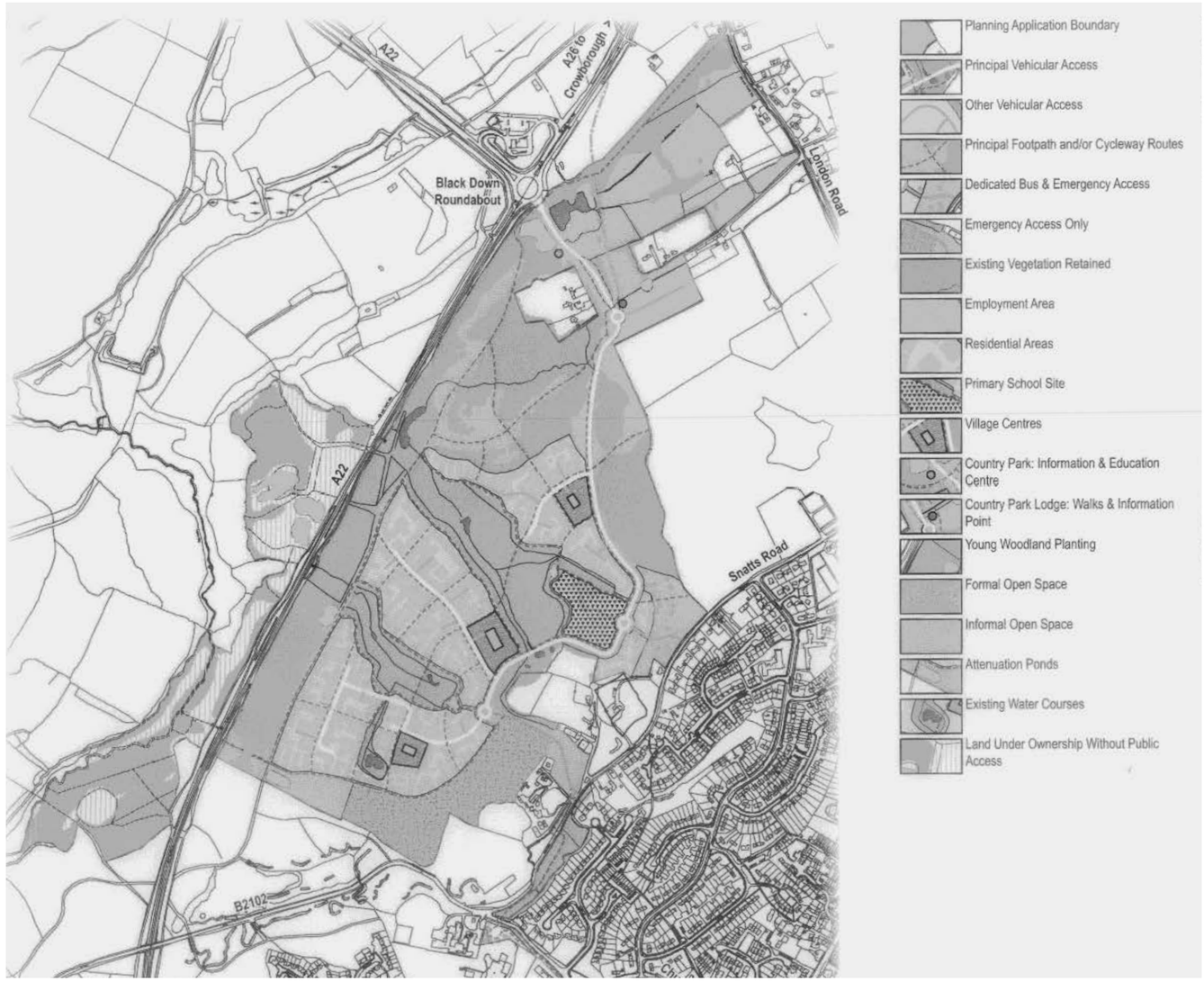


FIGURE 29. Masterplan taken from Design and Access Statement for 2006 Planning Application at the site (Neil Holland Architects)

Stage 2 - Initial capacity assessment

Following a review of the previous dismissed appeal decision, an initial capacity assessment was undertaken to establish the potential capacity of the site for all land uses including residential, public open space and any ancillary uses.

This initial assessment was based on the following:

- Retention and protection of all areas of Ancient Woodland with the provision of a 15m buffer
- A primary vehicular access from the A22
- Provision of a buffer to the existing Listed Building on the edges of the site (Downlands Barn)
- An average to medium density of residential development across the site (35 dph) which would allow for a housing led development with a variety of housing types and sympathetic to the character of Uckfield and the surrounding area

This initial capacity exercise showed two potential area for development related uses which were circa 16.8ha (south west) and 7.0ha (north east) giving a total of 23.8ha.

Assuming allowances of 20% for the provision of SuDS and public open space it was considered that the development could provide a total of circa 550-600 dwellings.



FIGURE 30. Initial capacity assessment for the site

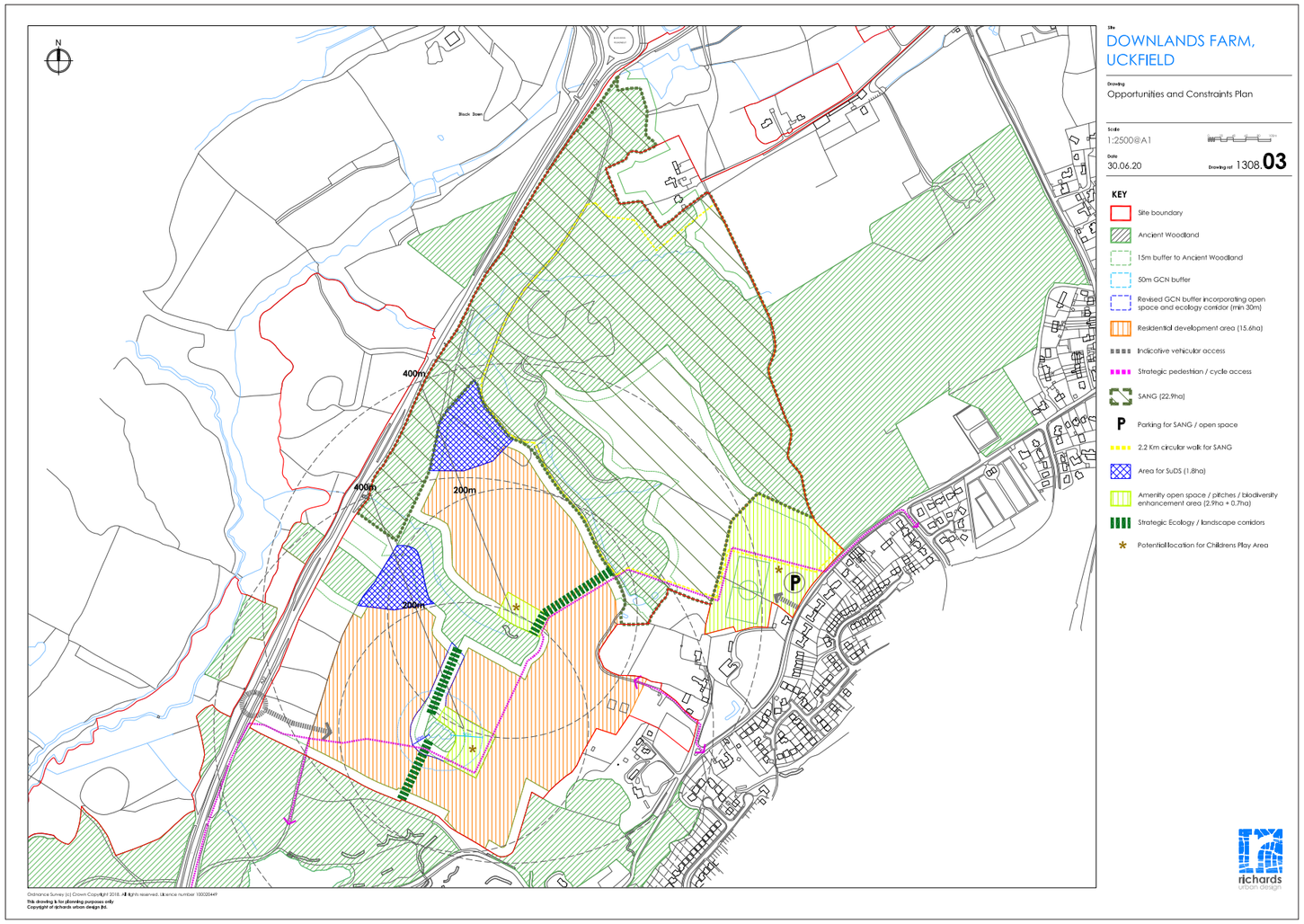


FIGURE 31. Masterplan concept V1

Stage 3 - Masterplan Concept V1

The initial capacity assessment was refined to consider the provision of other land uses and infrastructure including public open space and SANG, plus initial options for drainage and pedestrian /cycle connections.. A concept masterplan was developed which included the following primary elements. The primary elements of the plan were as follows:

- Retention of the ancient woodlands and provision of a 15m buffer
- Residential development limited to the southern parts of the site providing a net residential area of 15.6ha which would yield circa 546 dwellings at 35 dph
- Provision of areas for SuDs at the lower parts of the site (1.8ha)
- Provision of a SANG utilising the existing woodland and the open land in the northern part of the site with a car park accessed from Snatts Road. The SANG would include a 2.2km walk which incorporates existing routes and the PROW which runs along the northeastern boundary of the site
- Relocation of the primary access further south to avoid the Deciduous Woodland Priority Habitat
- New strategic ecology / landscape buffers in the site to mitigate the visual impact
- An area of amenity public open space incorporating a sports pitch next to Snatts Road (this is one of the most level parts of the site). It also provides a facility which is well connected to the existing population.
- An area of amenity public open space in the southern part of the site which incorporates the buffer to the GCN pond and ancient woodland and has the potential to provide a LEAP if required (within 400m of the majority of housing)
- An area of amenity public open space in the northern part of the site which incorporates the buffer to the ancient woodland and has potential to provide a LEAP if required (within 400m of the majority of housing)
- A strategic cycle/pedestrian link through the site with potential to utilise the emerging options for connections to the town (in particular the cycle link parallel to the A22 from the site to the B2012 and the link to The Drive via Snatts Road)
- Identification of potential future additional ped /cycle links to Lake Wood and Snatts Road

Stage 4 - Illustrative Masterplan
Pre-application submission version

The first version of the masterplan was then refined further to provide a masterplan which was submitted to the LPA as part of the pre-application submission. The refinements included:

- Refinement of the residential areas to create smaller development parcels with a perimeter block approach
- Development of a movement strategy with a hierarchy of streets and spaces including a main spine road, secondary residential access roads and lanes
- The introduction of a new emergency access at the northern end of the site between to areas of ancient woodland which connects to the A22
- Provision of two potential car parking locations for use with the SANG / woodland park area
- Review of the drainage strategy to distribute the basins across the lower parts of the site
- Initial thoughts on areas for additional landscape planting
- Identification of potential edges to the residential development which were more sensitive in landscape / ecology terms
- Potential locations for children's play areas within the site



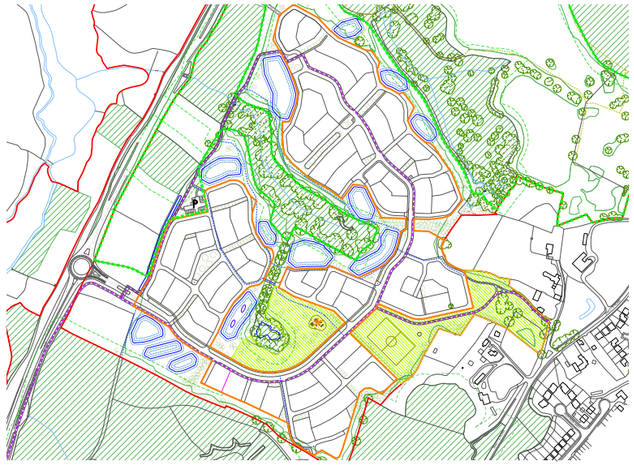
FIGURE 32. Illustrative masterplan (Pre-application version)

Stage 5 - Masterplan Concept Scenarios A and B

Additional work was carried out to consider the disposition of land uses, potential impact on ancient woodland and ecology and two alternative scenarios were developed.

There were a number of changes to the plan as a result:

- The relocation of the amenity open space to the heart of the residential area to a location which was better connected/ more accessible to the future housing areas and was overlooked
- The refinement of the drainage strategy to provide a series of smaller linked basins which would better manage the discharge of surface water into the existing watercourse network and avoid larger, less visually attractive basins. The drainage strategy also allowed for a better, more cohesive approach to ecology with opportunities for buffers between existing ancient woodland and residential development.
- The SANG layout and extent was also refined to maximise its potential for ecological improvements and minimise the potential impact on Ancient Woodland



Scenario 1



Scenario 2

FIGURE 33. Masterplan concept Scenarios A and B

Stage 6 - Masterplan V2 - Public consultation

The revised draft illustrative masterplan was further developed for the purposes of a public engagement exercise which was carried out at the end of 2020. The draft masterplan included the following key elements:

- Retention of the existing key landscape features on the site including woodland and planting on edges of the site
- Up to 430 new homes at an average density of 35 dwellings per hectare (a density typical of the surrounding areas such as West Park or The Drive area). The density will not be uniform but will be used to assist in creating character areas and respond to the characteristics of the site.
- Buildings which are predominantly 2 storeys with potential for some 2.5 storeys to enhance townscape / legibility
- The main vehicular access from the A22 via a new roundabout in a location which avoids Ancient Woodland
- An emergency only access to A22 at the northern end of the site in a location which avoids Ancient Woodland
- Strategic cycle and pedestrian links within the site with potential for connections to Snatts Road and the A22
- A new strategic cycle link to the town centre adjacent to the A22
- An improved pedestrian route to the town centre from Snatts Road by upgrading an existing public right of way
- Landscape planting across the slopes to help mitigate long-distance views into the site
- A landscaped buffer to the pond in the centre of the site which was found to have Great Crested Newts present
- Areas of amenity / play space with potential for sports pitches and natural children's play facilities
- Green ecology links created through new planting to connect the woodland areas
- A minimum 15m buffer between development and Ancient Woodland, comprising green and blue landscaping, to ensure arboricultural interests are retained
- A physical landscape / public open space buffer to Listed buildings
- Sustainable urban drainage using attenuation basins and swales across the site which will discharge into existing watercourses to the north at the same rates as existing run off to ensure that there is no increased flood risk arising from the development elsewhere

In addition, the Green Infrastructure elements of the masterplan were described in more detail as follows:

- Significant areas of public open space in the centre and on the edges of the site
- New planting to provide connections between existing woodland areas to enhance landscape and ecology
- Areas of amenity / play space with potential for sports pitches and natural children's play facilities
- A Woodland Park / Suitable Alternative Natural Greenspace (SANG) site of circa 17 hectares including:
    - A series of walks (2.5km and greater) connecting to the existing and proposed housing areas
    - Small car parking areas
    - Potential for improved landscape and biodiversity to provide a variety of landscape types including
    - woodland, meadow, mature trees and trees in grassland
    - A focal viewpoint for long distance views to Maresfield
    - Retention of existing green infrastructure including all areas of Ancient Woodland

Stage 7 - Submission masterplan

The final submission masterplan was developed to take into account the comments from the public consultation and further detailed design work. The submission masterplan is described in Section 06 of this document and shown at Figure 36.



FIGURE 34. Masterplan V2 (Public consultation version)



06 DESIGN AND ACCESS

Form of application

Design and Access

Land use and amount

Layout and density

Scale and massing

Movement and access

Character

Green Infrastructure

Blue Infrastructure

Management and maintenance

Well Being

Sustainability

Secured By Design

Building for Life



06 DESIGN AND ACCESS

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***
- ***their detailing.***

National Design Guide (2019) Para 21

Form of application

The application is submitted by Gleeson Land. It is a hybrid planning application comprising an outline planning application with all matters reserved except access and a detailed planning application. Figure 36 shows the location and extent of the outline and detailed elements of the planning application and the relevant application plans are described below.

Outline

The following plans form part of the outline planning application:

01 Site location plan

The site location plan shows the proposed development in relation to its surrounding properties. It is based on an up-to-date Ordnance Survey map and at an identified standard metric scale.

02 Illustrative masterplan plan

The Illustrative masterplan is shown at Figure 37. It has been prepared to satisfy the technical requirements of residential layout, access, ecology, landscape and hydrology in detail and demonstrate how the site can accommodate the various elements described by the application. The layout is for illustrative purposes only and the detailed layout will be subject to subsequent reserved matters or detailed planning applications.

03 Land use and Access Parameter Plan

The Parameter plan defines the proposed land uses and access established by any planning approval for the site.

04 Green Infrastructure Parameter plan

The Parameter plan sets out the primary Green Infrastructure components including types of public open space and extent of SANG.

05 Scale Parameter plan

The Scale Parameter plan sets out the maximum height of buildings within the development areas defined by the land use plan.

Detailed

The following plans form part of the detailed planning application:

01 Site location plan

The site location plan shows the proposed development in relation to its surrounding properties. It is based on an up-to-date Ordnance Survey map and at an identified standard metric scale.

02 Site layout plan

Site layout plans have been prepared for both the SANG and proposed pedestrian / cycle link to Rocks Road. These are shown at Figures x and x.

Design and Access

This section of the document sets out the design and access solutions which have been adopted in both the outline and detailed proposals for the site.

The proposals are illustrated by the application plans and described in this section of the document. They draw together specialist advice from a number of experts to ensure the proposals are both realistic and accurate in terms of their design and access. This section of the document explains the technical design and access solutions which have adopted and how they work together to form a comprehensive development scheme.

In accordance with the criteria for well designed places as set out in the National Design Guide, para 21, the document breaks the proposals down into the following areas:

1. Land use and amount
2. Layout and density
3. Scale and massing
4. Movement and Access
5. Character
6. Landscape
7. Ecology
8. Drainage

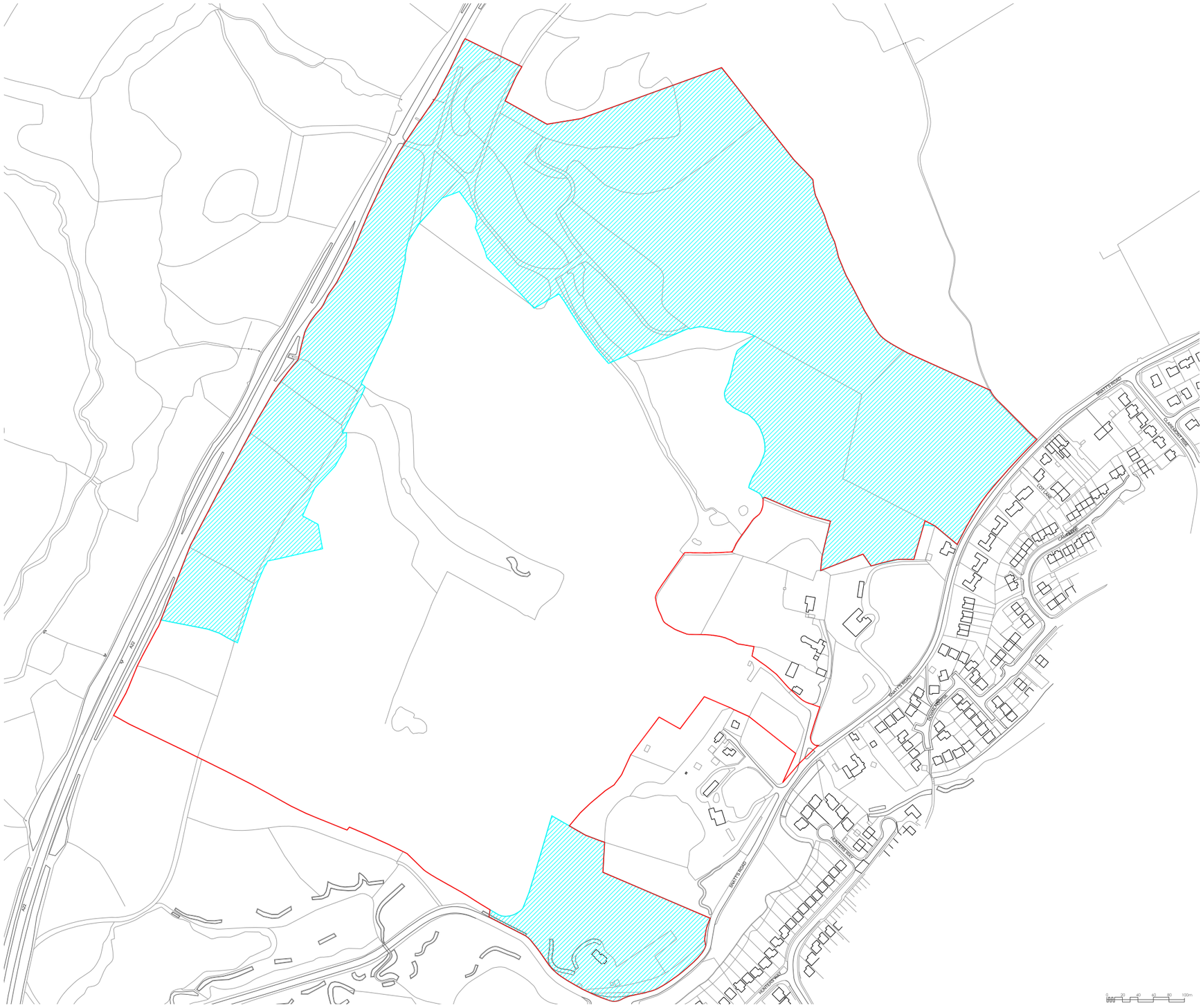


FIGURE 35. Plan showing location and extent of detailed and outline planning application areas.

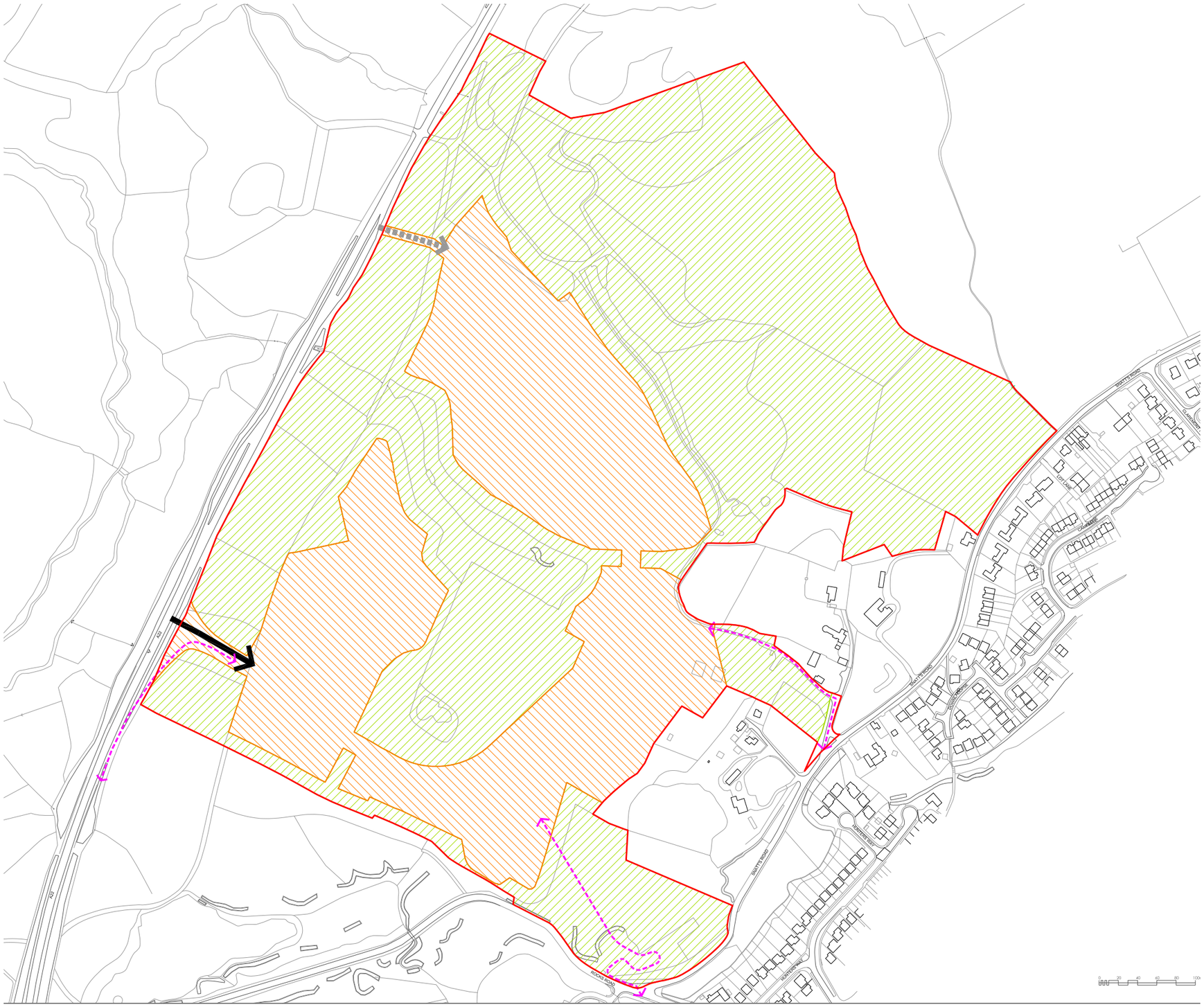


FIGURE 36. Land use parameter plan

Land use and amount

The total area of the site measures 46 ha / 113.7 acres. The land uses will be defined by the parameter plan at Figure 35 which shows the primary components as follows:

- A development area of up to 15.1ha / 37.3 acres which will include Use Class C3 residential uses, roads, parking, open space, Sustainable Urban Drainage System and landscaping. The illustrative masterplan shows how 424 new homes at a medium density (28 dph gross density / 35 dph net density) could be delivered within this area.
- Circa 28.7 ha / 70.9 acres of green infrastructure (66% of the total site area) including existing landscape, landscape buffers, landscape planting, public open space, SANG, pedestrian and cycle routes and sustainable urban drainage systems. The Green Infrastructure comprises the following key elements:
  - All areas of Ancient Woodland retained and protected with a 15m buffer to development areas
  - A new woodland park (Circa 21.3 ha / 52.6 acres) incorporating an area of Suitable Alternative Natural Greenspace (18.1ha)
  - Additional areas of landscape planting, natural greenspace and SuDS outside of the woodland park, on the edges of the site and used to provide new ecological linkages through the residential areas
  - 1.6 ha / 4 acres of amenity open space in the centre of the site with potential to incorporate a sports pitch and natural areas of play for young children
  - 0.9ha / 2.2 acres of amenity space / community orchard area to the south of Downlands Barn
- A new primary vehicular access from the A22 via a new roundabout
- An emergency access to the A22 at the northern end of the site
- Pedestrian / cycle links to Snatts Road and Rocks Road

Mix of proposed dwellings

The exact mix of dwellings will be determined at the reserved matters stages. To demonstrate that the application site can provide a mix of housing the masterplan includes a variety of dwelling types and sizes with a mix of market, affordable rental and intermediate housing.

The overall mix of units shown on the illustrative masterplan has had regard to the latest Council evidence (Wealden Local Housing Needs Assessment (2021)) with the following target mix identified:

Market housing mix

No. of bedrooms	Target mix
1 bedroom	5%
2 bedrooms	30%
3 bedrooms	40%
4+ bedrooms	25%

Affordable home ownership

No. of bedrooms	Target mix
1 bedroom	20%
2 bedrooms	40%
3 bedrooms	30%
4+ bedrooms	10%

Affordable housing (rented)

No. of bedrooms	Target mix
1 bedroom	40%
2 bedrooms	30%
3 bedrooms	25%
4 bedrooms	5%

The illustrative masterplan shows the following overall mix.

Unit type	Approx size (sqm)	No. units	%
1 bedroom flat	50	102	24%
2 bedroom flat	70	64	15%
2 bedroom house	79	96	23%
3 bedroom house	88-93	113	27%
4 bedroom house	120	33	8%
5 bedroom house	140	16	4%
		424	**100%**

Affordable housing

The indicative site layout plan shows how the application site could accommodate up to 35% affordable housing including a mix of units which responds to the Council's mix requirements. The proposed mix of units includes a wide range of unit types and sizes including 1 and 2 bedroom apartments together with 2,3 and 4 bedroom houses. The tenure of the affordable housing is to be agreed with the Council but a split of 75% rented and 25% intermediate housing is initially sought.

Unit type	Approx size (sqm)	No. units	%
1 bed flat	50	74	50%
2 bed flat	70	38	26%
2 bed house	79	16	11%
3 bed house	88-93	15	10%
4 bed house	120	5	3%
		148	**100%**

Site

DOWNLANDS FARM, UCKFIELD

Drawing

Illustrative masterplan

Scale

1:2000@A1

Date

30.05.22

Drawing ref 1309.**02**

KEY

Site boundary

N

BUDLETTS WOOD

Existing woodland retained

Emergency access only

Woodland park

Drainage

A22

Existing woodland retained

Housing area

SNATTS ROAD

Parking for woodland park

Parking for woodland park

Proposed vehicular access

Housing area

Public open space with potential for pitches and childrens play area

New cycle / pedestrian link to Town Centre

Drainage

Pedestrian and cycle link to Snatts Road

Housing area

THE DRIVE

LAKE WOOD

Pedestrian and cycle link to Rocks Road

ROCKS ROAD

FIGURE 36. Illustrative masterplan

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richards urban design



FIGURE 37. Extract from Illustrative masterplan showing details on potential layout configuration

The layout approach will be to "pepper pot" the affordable housing in small clusters of up to 15 dwellings across the application site. The design and use of materials for the affordable units will not be discernible from the private dwellings.

The size of all affordable housing units will meet the minimum floor areas as defined in the DCLG document, Technical housing Standards - nationally described space standards (March 2015). It is intended tat all affordable homes will meet current local and National Standards Part M Building Regulations in future detailed applications.

Market housing

The illustrative site layout plan shows a mix of housing sizes for the market element. The proposed mix of units includes a wide range of unit types and sizes including and 1, 2 bedroom apartments and 2,3,4 and 5 bedroom houses.

Unit type	Approx size (sqm)	No. units	%
1 bedroom flat	50	28	10%
2 bedroom flat	70	26	9%
2 bedroom house	79	80	29%
3 bedroom house	88-93	98	36%
4 bedroom house	120	28	10%
5 bedroom house	140	16	6%
		276	**100%**

Layout and density

Layout

The arrangement of buildings is based on simple perimeter blocks to ensure that open spaces and streets are overlooked. This also provides distinction between public and private realm.

Buildings shown are predominantly rectangular or 'L' shaped with occasional articulation in the form of projections and porches. A range of detached (large and small), semi-detached and short terraces would be provided across the site. The building and roof typologies are set out later in this document as part of the definition of the character areas.

The layout shows the following key elements:

- Retention of important trees and hedgerows within the site and on its boundaries with enhanced landscape planting to reinforce the boundaries of the site. All trees within the areas of Ancient Woodland area retained and protected.
- New soft landscape features within the development including a number of trees and hedgerows which will replicate the distinct character of the town edge.
- A new Sustainable Urban Drainage System (SUDS) which manages the surface water run-off within the site provided in the form of a number of smaller basins to assist in the management of flows out of the site and into the woodland areas
- A new primary vehicular access from the A22 in the form of a roundabout with an emergency access at the northern end of the site also linking to the A22
- A new strategic cycle link to the town centre from the site on the eastern side of the A22
- Provision of new routes through and from the site which have potential to provide cycle and pedestrian links to the surrounding area and town
- A hierarchy of streets, shared surfaces and footpaths which aim to reduce traffic speeds and encourage pedestrian / cycle priority in certain areas.
- The frontages of buildings lie parallel to the line of the street in order to reinforce the definition of the street.
- The built form includes a mix of terraces, semi-detached, detached and apartment buildings. Buildings on the edges of the site area are predominantly detached and semi-detached properties to allow for additional planting to soften the visual impact of these areas.
- Corner buildings have been shown to maintain active frontages. Some of the apartment buildings have also been shown in "gateway" locations to assist in the legibility of the site
- The layout and arrangements of plots has sought to make efficient use of the land to achieve 424 homes.
- Although the individual units have not been specified at this stage, the layout and design of the affordable housing will be the same as the market housing providing a tenure blind approach
- Buildings which are up to two and a half storeys in height with the potential for landmark buildings at key locations within the site to assist in providing legibility. Landmarks would be provided by the arrangement of buildings and will use material and detailed design to enhance their legibility.
- The size and shape of plots varies from one plot to another. This means that detached, semi-detached and terraced housing are distributed throughout the site. Plots also vary in shape and size for each type of house.
- There is a variety of setbacks of houses from the pavement or highway between plots as one moves along a street. In other words there is a varied building line with a strong definition of the street maintained through boundary hedges and walls. In some cases the houses are set back quite far back on the plot whereas in other cases the house would be very close to the back of the footway or a shared surface.

Detailed layout considerations

Whilst layout is not for consideration as part of the outline application, an illustrative layout has been prepared to show that the site has capacity to accommodate the proposed quantum of development and the associated detailed design requirements. The illustrative layout meets the requirements of the Wealden Design Guide with the following elements:

- Access roads and footways are designed to accommodate pedestrians and vehicles safely
- Sufficient car parking has been provided within the site including allocated and unallocated private parking and visitor car parking at the ratio of 1 space per 5 dwellings.
- The layout of dwellings provides garden sizes which are generally between 10m and 15m and allow for adequate private amenity space. This reflects the character of existing development in the vicinity of the site and the need to maximise the effective use of the site for housing.
- Landscape buffers in excess of 5m to existing residential properties
- The arrangement of buildings will ensure that all new dwellings will have a suitable outlook and level of natural light.
- Refuse collection arrangements will be considered at reserved matters stage. However, in all cases properties have a separate access to their rear gardens to allow bins to be stored to the rear of properties.
- Buildings at junctions, focal and nodal points etc should be designed to be dual aspect ensuring that plot sizes allow sufficient space for focal buildings/dual aspect buildings (ie projecting gables etc).
- Use of projecting gables/bays/extended canopies which are traditional in the Wealden vernacular should be included in terraces to provide visual interest and distinctiveness within the streetscape.

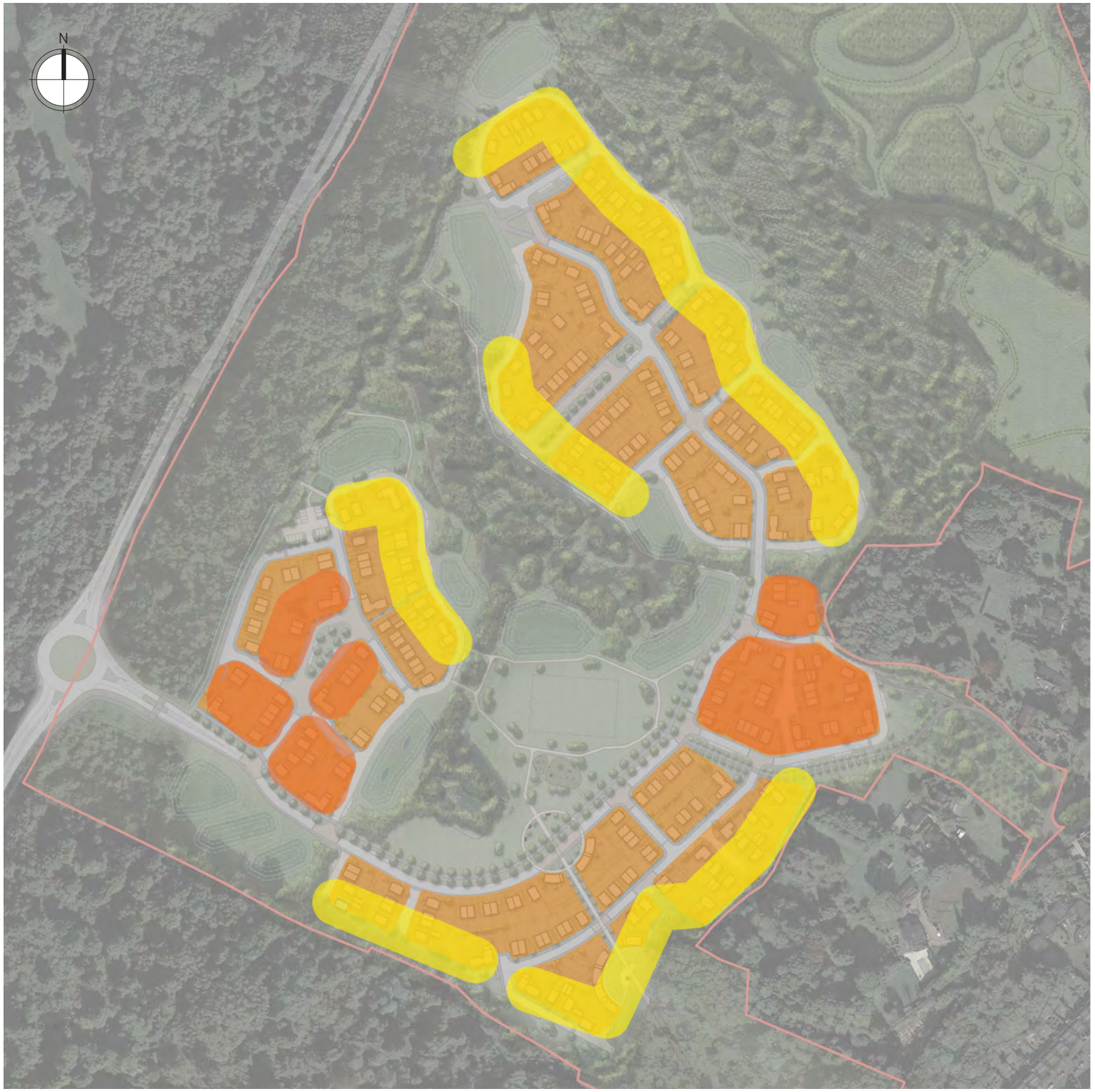


FIGURE 38. Plan showing the approach to density

Density

Based on the development area identified by the Land Use and Access Parameter Plan measures 15.1 ha. The average density based on this area for 424 dwellings would be 28 dph.

This area includes some site infrastructure and as such illustrative masterplan shows residential development within this area of circa 12.2ha which provides a density of 35 dph.

The density will not be uniform across the site and has regard to the sites context and proposed character. The density has therefore been broken down into three broad areas as follows:

Lower density (20-30 dph)

The lower density development is located on edges of the site where they adjoin the woodland and open space buffers. This will provide a lower intensity of use in these areas to reduce the impact from noise, lighting and disturbance to the sensitive ecological parts of the site. in addition this approach allows for additional spacing between built form and additional soft landscape planting to soften the development. Finally, the areas adjacent to the existing residential development which backs onto the site, including Listed Buildings will also be of a lower density.

Medium density (30-40 dph)

The medium density housing area is in the central part of the site and replicates the scale and density of housing in the urban areas of Uckfield including The Drive and West Park.

Higher density (40-50 dph)

The higher density areas are located adjacent to the main route through the site and their proximity to connections to the town via Snatts Road and the A22.

The proposed higher density area in the lower south western part of the site is also in a less sensitive location for landscape and ecology.

Scale and massing

Scale

The scale and massing of the proposed development is defined on the Scale Parameter Plan (Drawing ref 05). It has been designed to respond to the site characteristics and to create a variety in the built form, typical of Uckfield. It also responds to the landscape sensitivities of long distance views into the site from the west by reducing the amount of taller buildings in the more elevated parts of the site.

It is intended that the proposed housing development will be predominantly 2 storeys with potential for limited amount of 2.5 storeys (2 storey with accommodation in the roofspace). The scale parameter plan defines two areas within the residential development area as follows:

2 storeys with a maximum of 10% buildings up to 2.5 storeys

This relates specifically to the lower parts of the site, below the 40m contour line and close to the A22 which are screened from longer distance views by existing woodland

2 storeys with a maximum of 5% buildings up to 2.5 storeys

This area is considered more sensitive in landscape terms and as such there is a lower amount of taller buildings.

Location of key buildings within the masterplan

Potential location for key building

It is intended that key buildings will generally located at junctions or gateways within the development to assist in providing legibility within the site. The variety of scale across the site will also enhance the townscape value of the development. Their "key" will be defined by a mix of architectural design, materials and scale.



FIGURE 39. Plan showing the approach to scale within the site





Key buildings in Uckfield Town centre

Massing

The massing of built form will be defined by the following elements:

- the character of the surrounding area
- the characteristics of the streets and spaces within these areas
- the design and layout of open spaces and landscaped areas
- the density of development within the surrounding area and within the allocated site
- the design of individual buildings within the site
- the use of materials for both landscape and built form

The layout will include a mix of traditional housing and apartments within the site. Housing will be a mix of detached and pairs of dwellings with small terraces of smaller houses.

Apartment buildings will be of a scale and mass comparable to the housing with groups of apartments limited to 2.5 storeys in height.

The character of the built form will provide a simple approach to detailing and will focus on a more modern approach in both design and materials.

The landscape design will be informal to reflect the edge of settlement location and the transition between built form and the wider countryside.

Roof forms will be generally simple with use of projecting gables/ bays/extended canopies which are traditional in the Wealden vernacular should be included in terraces to provide visual interest and distinctiveness within the streetscape.





Projecting gables area a traditional in the Wealden vernacular



FIGURE 40. Illustration showing the potential massing of the development within the northern part of the site

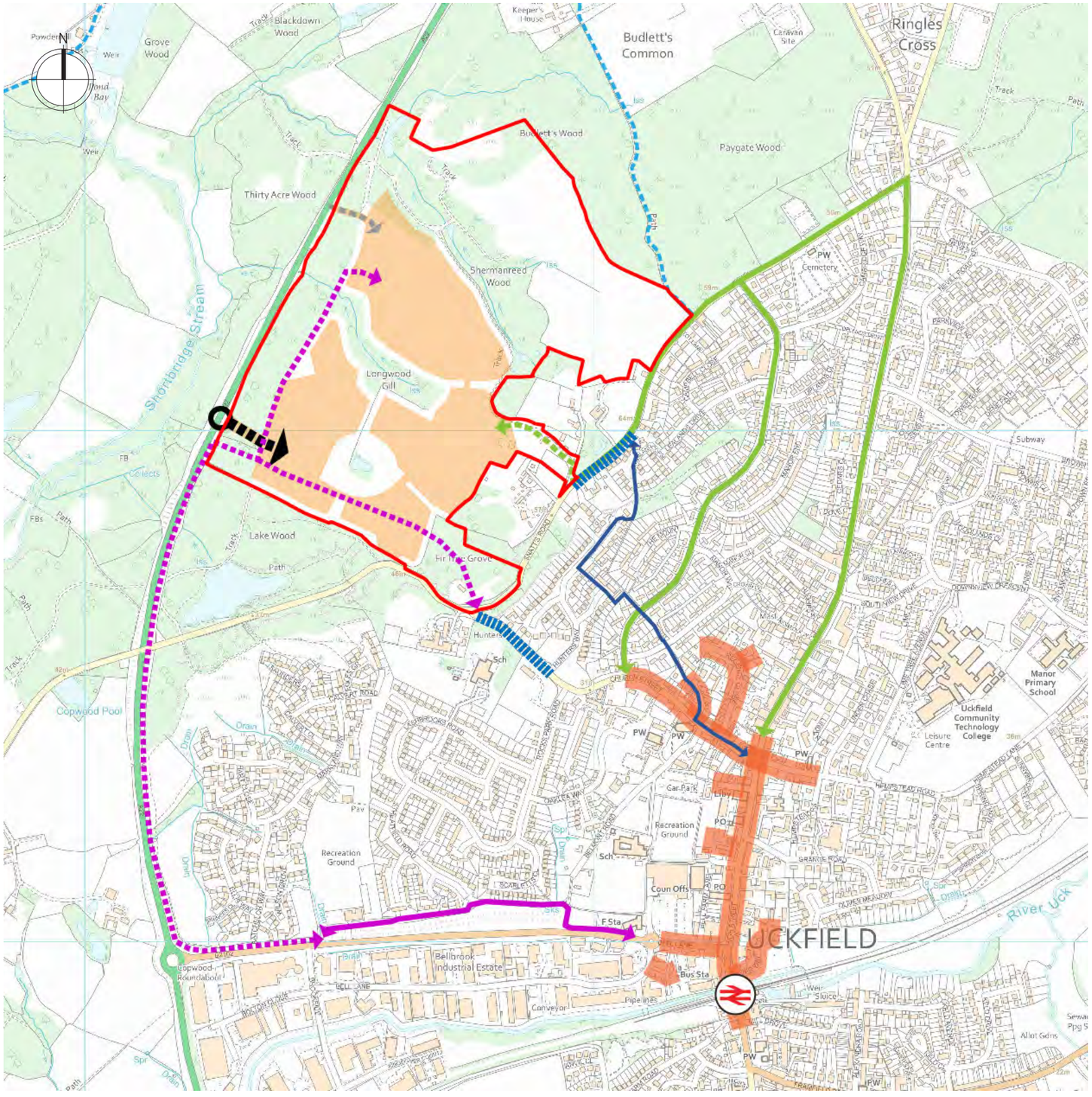


FIGURE 41. Movement strategy

Movement and access

The movement and access strategy is shown at Figure 41 and has been designed to provide a permeable layout which supports ease and safety of movement for all users. The layout and design of spaces and buildings takes into account the needs for both vehicular and transport links, and inclusive access.

Walking & Cycling

Access to the site for pedestrians and cyclists will be achieved from Snatts Road, Rocks Road and the A22, designed to integrate the site with the wider area and existing routes to local amenities and the town. This will include providing new connections and enhancing some parts of the existing local walking and cycling networks. Figure 42 shows the principle routes for pedestrians and cyclists within the site which will provide a connected and permeable layout.

- Strategic cycle / pedestrian routes
- Strategic pedestrian routes
- Recreational pedestrian routes



FIGURE 42. Plan showing the internal walking and cycle routes

Improvements to existing pedestrian routes

The proposed development also includes for the improvement to the existing highway in the surrounding area to provide footways on part of Snatts Road and improvements to the existing public right of way which runs from Snatts Road to Hunters Way via Downland Copse (See Figure 43).

Part of the improvements include for a new set of steps through the woodland south of Downland Copse.

Further highway improvements will be provided on Rocks Road / Church Street as shown at Figure 44. Further details of these improvements are set out in the Transport Assessment which is submitted as part of the planning application.



Existing steps on public right of way to be replaced

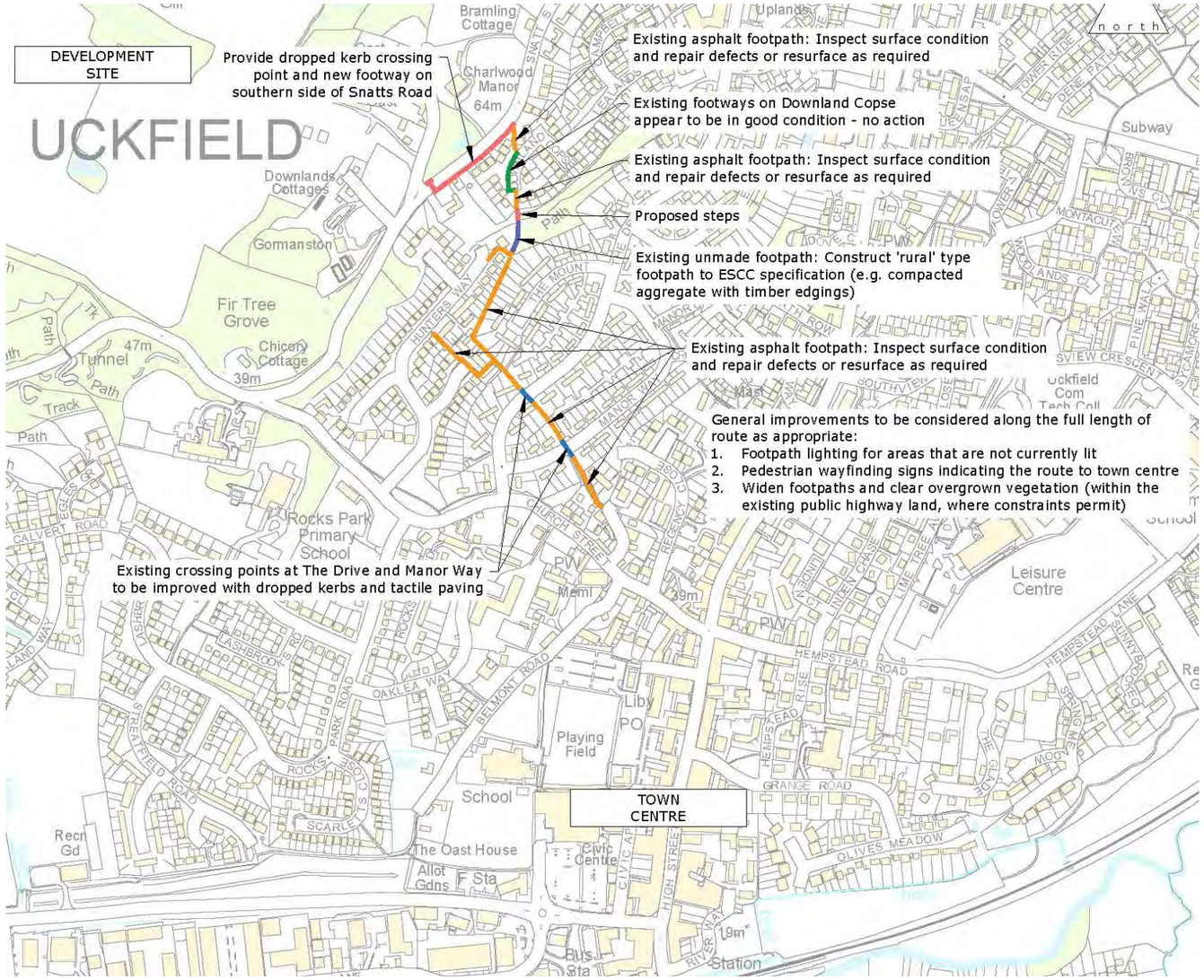


FIGURE 43. Plan showing proposed improvements to existing pedestrian route to the town centre from the site (Motion)



FIGURE 44. Plan showing proposed improvements to Rocks Road and Church Road to improve the pedestrian routes to the town centre from the site (Motion)

Strategic pedestrian / cycle routes

The proposals will provide strategic pedestrian / cycle routes within the site with connections to the town centre and the urban area. These are shown on Figure 42 and include the following:

1. Shared cycle / footways within the residential development areas
2. A cycleway on the eastern side of the A22
3. A pedestrian / cycle link to Rocks Road
4. A pedestrian / cycle link to Snatts Road

1. Links within the residential area

A loop system is proposed within the residential part of the site which follows the primary access route and connects through an existing gap in Shermanreed Wood.

The illustrative cross section at Figure 45 shows the character of the pedestrian and cycle routes and how they will provide safe routes separated from traffic.

Cycle and cycle/pedestrian routes will be a minimum of 3m wide and will be separated from the highway via a verge.

2. A22 Cycle link

A new cycle link will be provided from the entrance to the site on the eastern side of the A22 to connect to Bell Farm Road. Figure 46 is an indicative cross section of the proposed cycle path with a barrier and planting in a verge between the road and the cycle path.

An overview of the route is shown at Figure 47. For more detailed information please refer to the planning application drawings.



FIGURE 45. Cross section of proposed main street with separated cycle path / pedestrian route



FIGURE 46. Cross section of proposed cycle path on the eastern side of the A22

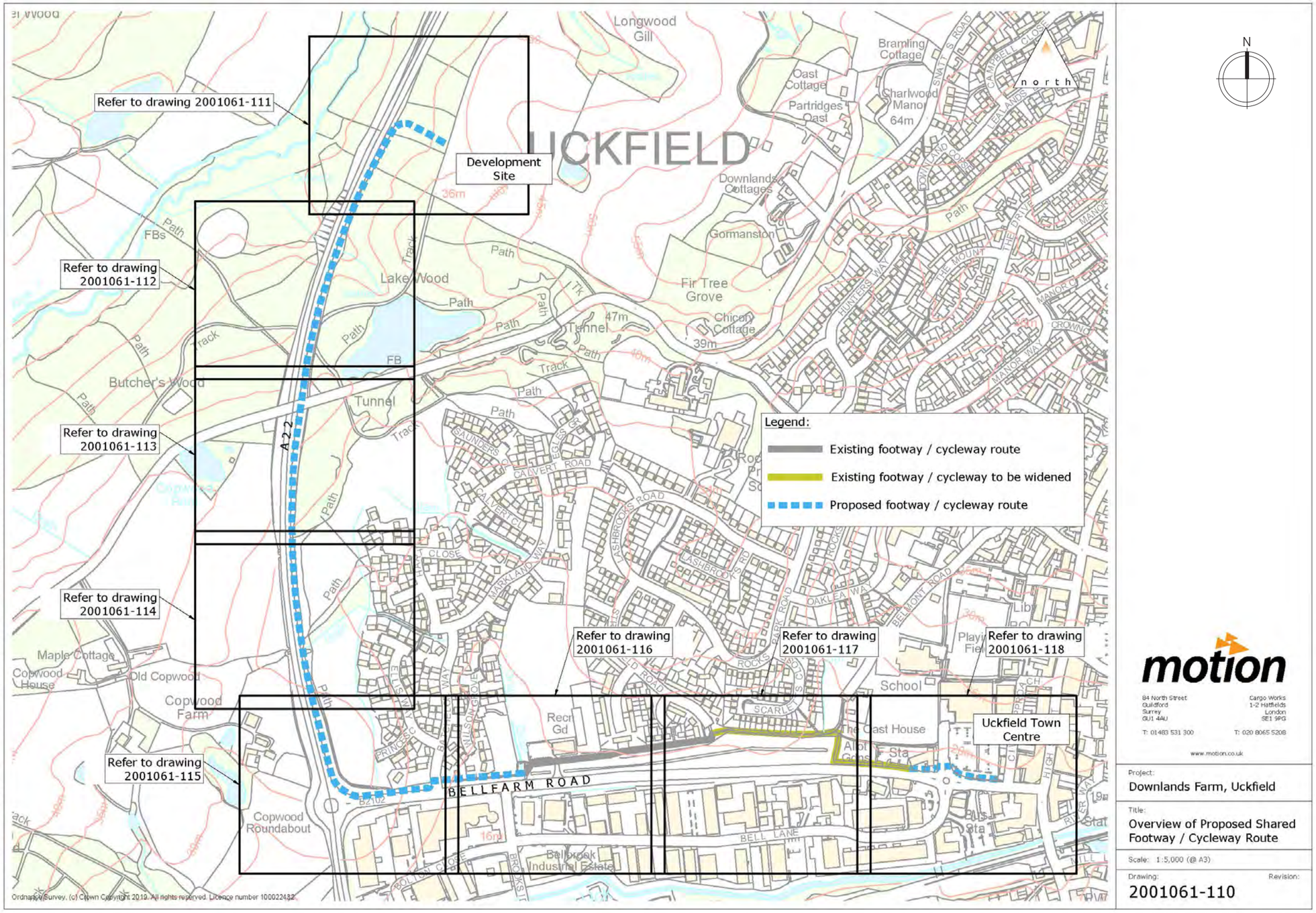


FIGURE 47. Plan showing proposed cycleway on the eastern side of the A22 (Motion)

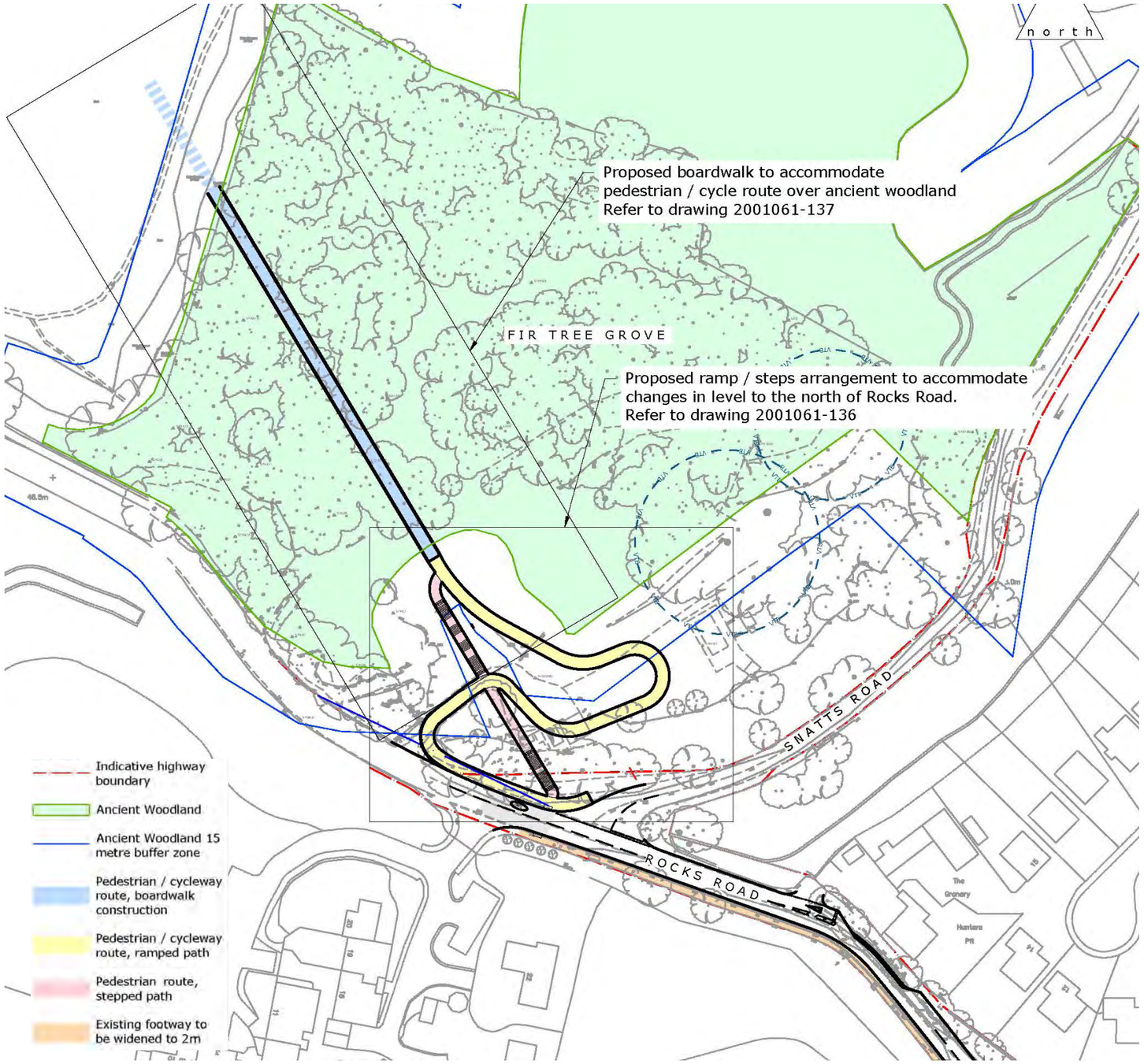


FIGURE 48. Plan showing proposed cycle and pedestrian link to Rocks Road from the centre of the site.

3. Cycle / pedestrian link to Rocks Road

A new pedestrian / cycle link will be provided from the centre of the development site to Rocks Road through Fir Tree Grove. The route is shown at Figure 48.

The route will be overlooked at both ends from existing and proposed development and the public highway.

The section of the route which is with the Ancient Woodland will be a timber boardwalk raised above ground to avoid disturbance to the ecology and it's route has been designed to cause minimal impact on existing trees. The route will result in no loss to Ancient Woodland itself.

At the south eastern end of the route the pedestrian and cycle routes separate with the pedestrians having a choice of steps and or a gently sloping ramp which is suitable for cyclists, buggies and mobility scooters.

The end of the route connects to the public highway and together with the improvements shown at Figure 47 provides a direct, safe and convenient link to the town centre from the site.

4. Cycle / pedestrian link to Snatts Road

A new pedestrian and cycle link has also bee provided from the site to Snatts Road via the route of the existing Public Right of Way.

Together with the improvements to the existing public routes in the local area described above and shown at Figure 43, this will provide an alternative link to the surrounding residential area and town centre.

The route is shown at Figure 49.

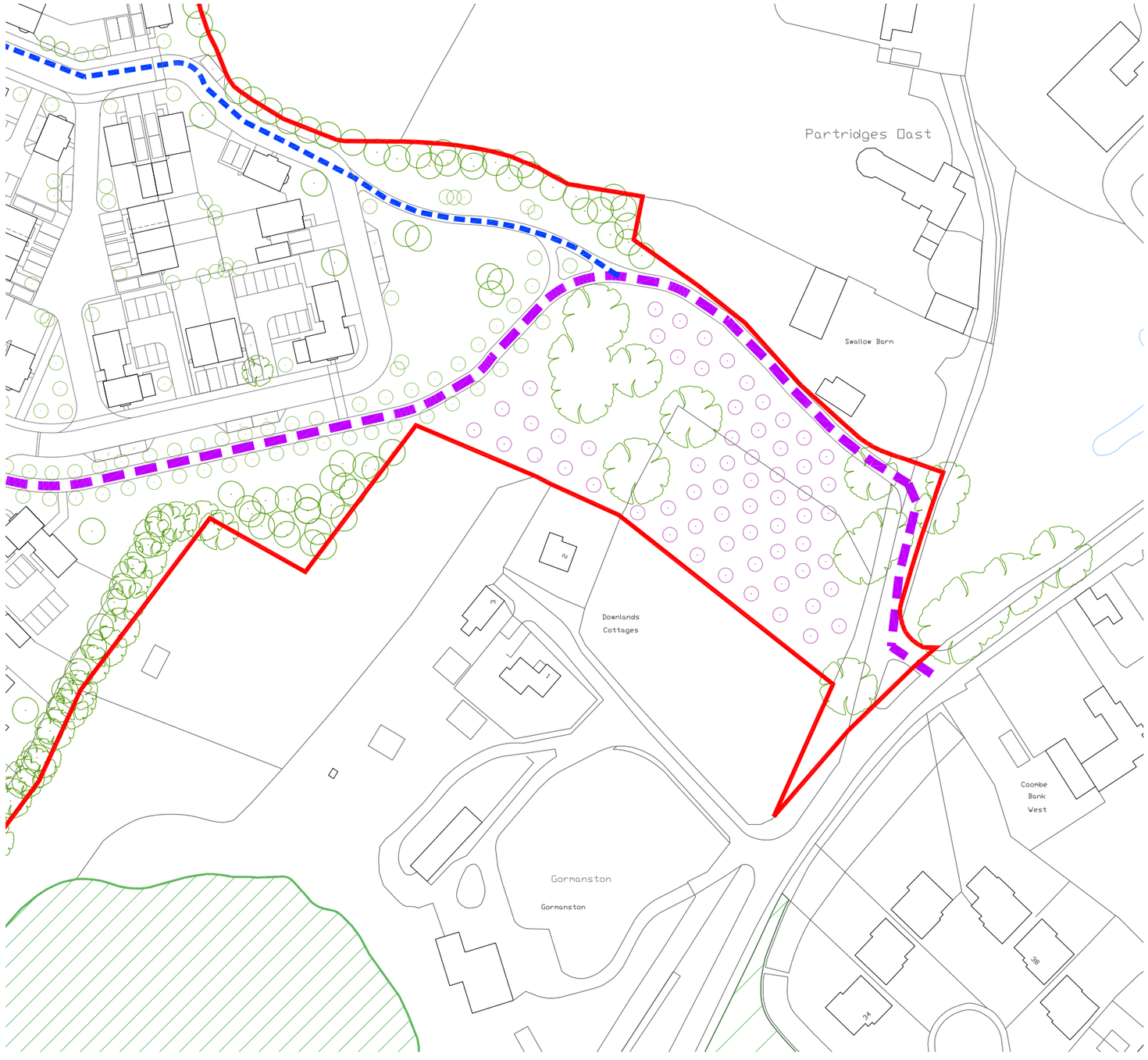


FIGURE 49. Plan showing proposed cycleway on the eastern side of the A22 (Motion)

Car and cycle parking

To ensure that there is sufficient car parking, the ESCC car parking demand calculator has been used. This calculates the demand for parking based upon the type of development proposed, local demographics, and the proportion of allocated provision.

The ESCC Parking Demand Calculator identifies a demand for a total of 886 spaces, including 141 unallocated / visitor spaces. These have been provided across the site in a mix of private drives, garages, parking courts for apartments and on street.

The ESCC calculator requires 2 allocated car parking spaces for 2,3,4 and 5 bedroom properties. Given the potential for larger properties to require more spaces, the layout has shown potential for 3 parking spaces for 4 and 5 bedroom properties including covered spaces (potentially garages or car ports)

In terms of the design of car parking within the sites, at plot level all parking has been designed to align with ESCC's emerging parking guidelines which requires:

- Driveway parking spaces provided at 2.5m x 5m;
- Garage to be provided at 7m x 3m (to include cycle storage), and only to count for 1/3rd of a space;
- All parking bays have minimum of 6m reversing distances;
- Visitor parking provision delivered through-out the site in designated parking bays, at a ratio of generally 1 space every 4 dwellings (in excess of one space per 5 dwellings required by the ESCC Parking Demand Calculator)

Pedestrians

1. Footways provided on primary access and residential roads (2m minimum)
2. Permeable and legible layout to connect routes and make it easy to find your way around
3. Shared surfaces designed for slower traffic speeds and potential for play within the street
4. Traffic calming at key junctions and crossings where there is potential for conflict between pedestrians and vehicles

Cycling

1. Private cycle parking in the rear of gardens in secure sheds with rear access to all properties from the street
2. Visitor cycle parking in core locations overlooked by existing development
3. Key cycle / pedestrian routes provided with 3.0m min width, identifiable by their character (street trees, materials etc)
4. Garages 7m x 3m to allow for cycle storage
5. Width of driveways sufficient to accommodate cars and allow for cycles or bins to be accessed to the side of cars

Vehicles

1. Variety of car parking solutions including on plot, on street and in courtyards
2. Garages 7m x 3m to allow for cycle storage and only count as 1/3 of a space
3. Visitor parking provision delivered through-out the site in designated parking bays, at a ratio of generally 1 space every 4 dwellings (in excess of one space per 5 dwellings required by the ESCC Parking Demand Calculator)
4. Driveway parking spaces provided at 2.5m x 5m
5. Vehicle charging points in accessible locations



FIGURE x. Plan showing the access and movement principles in detail

Public Transport

A new community bus service is proposed to serve the development, providing connections to local employment, schools and the town, for example. The route and timetable will be informed by residents, in liaison with East Sussex County Council, to ensure that it is an attractive option that meets the needs of residents of the development. It is anticipated that the proposed community bus service will provide regular services to Uckfield railway station, with the timetable scheduled to coordinate with train services at the station to provide linked journeys for commuters.

Vehicular and transport access

Access to the site for all vehicles will be from a new roundabout junction with the A22 (Figure 46). An emergency only access will also be provided off the A22, located to the north of the new roundabout.

A shared/pedestrian cycle route will lead into the site on the southern side of the proposed access road. The proposed access arrangements will be designed in accordance with relevant guidance and the safety of the proposed design will be considered by a Road Safety Audit. The site benefits from direct vehicular access to the A22, meaning that it is ideally located to accommodate development that does not rely upon access through the town centre.

Refuse collection and servicing

ESCC utilise a very large refuse vehicle (12m in length). To demonstrate that a layout can be delivered to incorporate this vehicle, detailed swept path analysis has been carried out using this vehicle. This is presented in the Transport Assessment and demonstrates that the illustrative layout is accessible by service vehicles. The final detail for the servicing strategy at plot level would be determined as part of Reserved Matters.

The site layout has been designed to accommodate refuse vehicles. Street widths will provide for refuse collection vehicles and are sufficiently wide that cars parked on-street can be passed by the refuse vehicle.

The site layout complies with the following criteria that are set on the Manual for Streets and based on Building Regulations and British Standards:

- 30m maximum distance from each dwelling to the bin collection point;
- 15m maximum distance from the back of the refuse vehicle to the bin collection point (for two wheel bins; 10m for four wheel bins for any apartment blocks); and
- Maximum of three steps for containers up to 250 litres (e.g. two wheel domestic bin), and none for larger containers.

Inclusive access

The layout of spaces and buildings ensures that disabled people will not be segregated and will be able to access all aspects of the place with without inconvenience or detours.



Example of level access to doorways to allow for wheelchairs

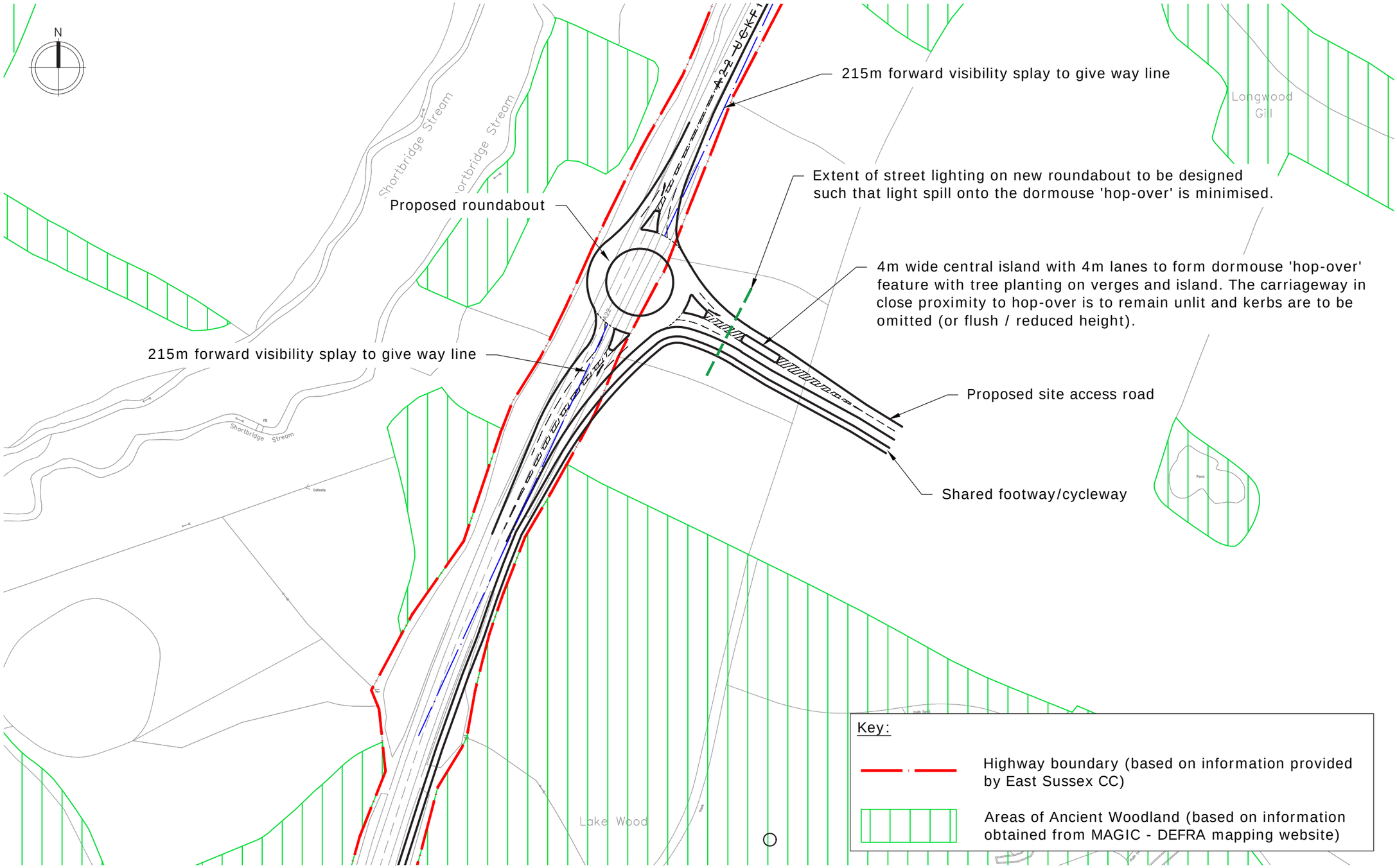


FIGURE 46. Plan showing the primary access to the site from A22 (Motion)

Character

The character of the development will be derived from a combination of both the design and layout of streets, spaces ad the built form in these areas.

Streets and character areas

There are three primary street typologies/ character areas within the site which provide different functions and therefore have a different hierarchy and different characteristics as follows:

Primary Street is the main access road into the site and runs through the centre of the site.

Residential Streets are tertiary roads and provide access to both housing areas and Green Drives

Green Drives are low key private drives which are on the edges of the site and interface between the housing and public open space / woodland areas.

The character of each street will be defined by the following characteristics:

- Street width
- Verges
- Footways
- Front boundaries
- Scale of built form
- Enclosure buildings to the street
- Materials
- Landscape planting

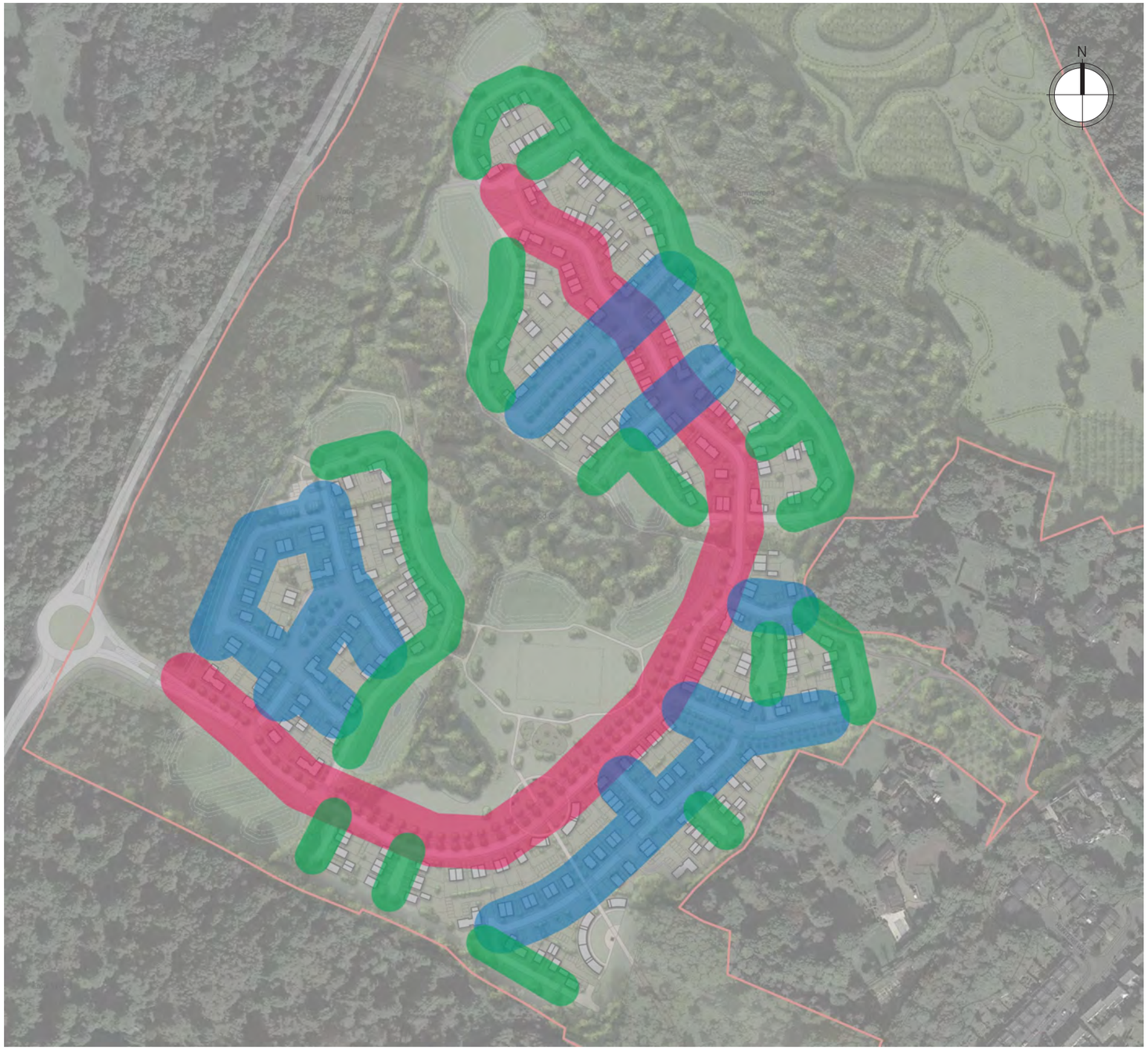


FIGURE 47. Plan showing character areas and streets

Primary Street

The illustrative site layout plan shows a Primary Street which runs through the centre of the site. This street connects to the A22 with a new roundabout and is an important route to serve the housing development and tertiary streets within the site. It is therefore the highest in the hierarchy of streets within the site and this is reflected in its design and character.

The illustrative drawings show a typical cross section and layout. The key parameters are provided in a table and precedent images show aspects of the design which should be applied including references to the existing character of the area.

In summary, the character of the Primary Street can be defined by the following features:

- A road width of minimum 6.0m with a 2m footways on one side and a 3m footway/cylepath on the other
- Along some parts of the route there will be a verge between the footway and the carriageway with potential for landscape planting and or SuDS
- Buildings overlooking the street set back from the street with short to medium length front gardens
- Built form in a variety of arrangements including detached and semi detached buildings.
- Front gardens defined by walls, timber fences, hedgerows
- Buildings predominantly 2 storeys in height with the potential for some buildings to incorporate accommodation in the roof. Taller buildings are generally found at gateways or key junctions within the layout
- Car parking will be provided on plot with direct access to the street.



FIGURE 48. Typical section through the Primary Street



FIGURE 49. Extract from the Illustrative site layout plan showing the Primary Street character area

Characteristic	Design details
Carriageway	5.5m- 6m
Footways	2m footways on one side and 3m shared cycle path / footway
Junctions	Minimum of 6m radius to allow for ease of access for refuse and service vehicles
Verges	Verges typically on one side of street with potential to incorporate landscape planting and SuDS features
Landscaping	Verges to incorporate planting including trees and shrubs where appropriate
Street lighting	East Sussex approved posts located to respect setting and function
Service corridors	2m wide in pavement or in verge
Residential car parking / access	Parking to be provided on plot to the side, not in front of dwellings
Visitor car parking	Provided in dedicated parking bays parallel to the street incorporated into the verges
Traffic calming	Provided by changes in surface with minimum horizontal change at key pedestrian crossing locations and junctions
Building set back	Properties set back from the footway with medium size front gardens (circa 5m)
Boundary treatments	Low walls, fences and hedges and in some cases definition provided only by change in surface
Materials	Tarmac footways and road surface. Block paving for traffic calming features and junctions with access roads

Precedent images



Example of footway set back behind verges with visitor parking and landscape planting



Potential for continuation of footways set back behind verges as found in The Drive to retain and reinforce the character of the site and surrounding area

Residential Streets

The illustrative site layout plan shows residential streets which are the primary roads for access to individual properties and to the green drives.

The illustrative site layout plan shows a series of Residential Streets which connect to the Primary Street serve the housing development and Green Drives within the site.

The illustrative drawings show a typical cross section and layout. The key parameters are provided in a table and precedent images show aspects of the design which should be applied including references to the existing character of the area.

The character of the Residential Streets can be defined by the following features:

- A road width of 5.5m with 2m footways on either side
- Buildings overlooking the street set back from the street with medium to short front gardens
- Built form in a variety of arrangements including detached, semi detached and small terraces or groups of buildings.
- Front gardens defined by walls, timber fences, hedgerows
- Buildings predominantly 2 storeys in height with the potential for some buildings to incorporate accommodation in the roof. Taller buildings are generally found at gateways or key junctions within the layout
- Car parking provided on plot with direct access to the street or in defined bays within the street.
- There will be limited visitor parking but where provided this will be within the street in defined bays.



FIGURE 50. Typical section through the Residential Street



FIGURE 51. Extract from the Illustrative site layout plan showing the Residential character area

Characteristic	Design details
Carriageway	5.5m
Footways	2m footways on both sides
Junctions	Minimum of 6m radius to allow for ease of access for refuse and service vehicles
Verges	Generally no verges but in limited cases Residential Streets have development only on one side
Landscaping	Landscape planting provided in boundaries to properties and on plot
Street lighting	East Sussex approved posts located to respect setting and function
Service corridors	2m wide in pavement or in verges
Residential car parking / access	Parking to be provided on plot to the side and in front of dwellings
Visitor car parking	Provided in dedicated parking bays parallel to the street incorporated into the verges
Traffic calming	Provided by changes in surface with minimum horizontal change at key pedestrian crossing locations and junctions
Building set back	Properties set back from the footway with shorter length front gardens (circa 2-4m)
Boundary treatments	Low walls, fences and hedges
Materials	Tarmac footways and road surface Block paving for traffic calming features and junction with Tars Park

Precedent images



Typical residential street with buildings framing the space



Housing in Snatts Road with low boundaries and shorter length front gardens

Green Drives

The illustrative site layout plan shows Green Drives which could define the edges of the residential development area and areas where the urban form adjoins areas of public open space.

Their character responds to relationship between the informal open space and built form and to the longer distance views into the site.

The built form and massing has been broken down into predominantly detached buildings with a few short clusters of buildings. Planting is provided between buildings and in front of the properties to provide a transition with the open space and urban edge. The buildings front onto a shared surface which provides limited access for vehicles and controls speeds through its width and alignment. Lighting will also be reduced in these parts of the site. The existing and proposed hedgerows and trees on the edges of the site will be retained and supplemented to set the development into a treed structure.

The character of the Green Drives can be defined by the following features:

- A road width which varies providing a shared surface for vehicles, cyclists and pedestrians
- Buildings overlooking the street set back from the street with short to medium length front gardens
- Built form predominantly in detached form with some clusters of houses
- Front gardens defined by low walls, timber fences or hedgerows / shrub planting
- Buildings a maximum of 2 storey in height
- Car parking will be provided on plot with direct access to the shared surface. Visitor parking will be provided in identified bays parallel to the carriageway.

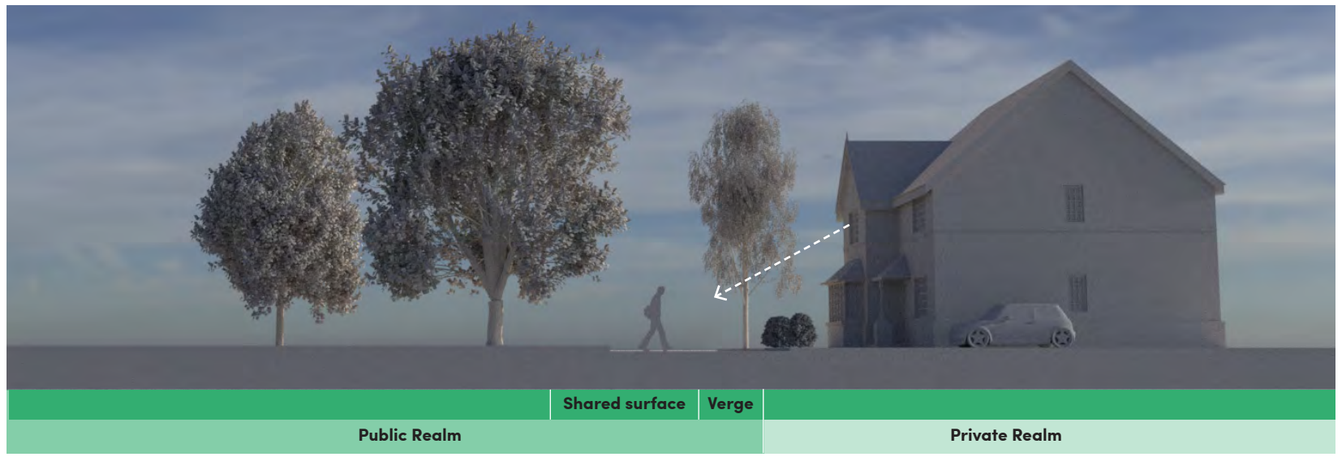


FIGURE 52. Typical section through the Green Drive



FIGURE 53. Extract from the Illustrative site layout plan showing the Green Drives character area

Characteristic	Design details
Carriageway	4.8-5.5m
Footways	Shared surface
Junctions	Minimum of 6m radius to allow for ease of access for refuse and service vehicles
Verges	No verges
Landscaping	Landscape planting provided in boundaries to properties and on plot
Street lighting	East Sussex approved posts located to respect setting and function
Service corridors	Service corridors in verges
Residential car parking / access	Parking to be provided on plot to the side and in front of dwellings
Visitor car parking	Provided in dedicated parking bays parallel to the street incorporated into the verges or open spaces
Traffic calming	Traffic speeds managed by change in surface material and alignment / short lengths of Green Drives
Building set back	Properties set back from the footway with shorter length front gardens (circa 2-4m)
Boundary treatments	Low walls, fences and hedges
Materials	Block paving or gravel

Precedent images



Typical Green Drive with shared surface



Housing in The Drive area with shared surface for access to individual properties

Appearance and materials

The proposed application is in outline form and appearance and materials will be subject to future reserved matters applications.

The approach to the design and appearance of the buildings and spaces draws heavily on the existing character of Uckfield and the wider East Sussex area.

Whilst a traditional approach has been shown in this document there is scope for interpretation of the design features using a more contemporary approach.

It is envisaged that the development will utilise a fairly limited palette of materials relying more on architectural detailing and design to promote identity than material. This is more in keeping with the traditional approach to building utilising locally sourced materials where possible. Whilst built form within the site should have unity in materials and design principles, a standard approach to the design of dwellings should be avoided where possible.

The palette of materials should reflect the local vernacular responding positively to the character of the area. The use of material and level of detailing should reflect the character of the area and the function of the buildings.

All materials will need to be agreed with the Local Planning Authority in advance of development. Some of the key design features which could be incorporated within the development.

The following details and materials will be most relevant to the built form.

Elevations

Elevations will be generally flat with some projecting bays at ground floor or two storey projecting gables.

The proposed elevations include use of the following materials:

- Red brick with potential for some tile hanging to upper floors (a,b)
- Render (natural or muted colours) (c)







Roofs

Roof pitches may vary according to design and material.

Roofs and eaves within the development should:

- be clay or grey slate colour with plain tiles (a)(b)(c)
- generally have simple or open eaves detailing (a)(b)
- soffits and facias where provided should be white or black (c)







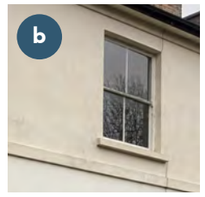
Windows

The appearance of windows is determined by their siting, size, style and by the design of elements, for example, the sill, frame, transom, mullion, glazing bars and leaded lights. The design of each individual part can materially affect the overall proportions and appearance of the window, leading to an alteration in the appearance of the property. In proportion the windows and their design should respond to the rhythm of the elevation with either the horizontal or vertical emphasis.

Windows within the development should:

- Be recessed from the elevation of the building (a)(b)
- Where obscure glazed, not be on the front elevation of the building
- Predominantly white frames (not dark stained hard wood) (a) (b) (c)







Doors and entrances

Doors within the development should where possible have the following characteristics:

- Where possible, front doors should be natural timber as opposed to UPVC or metal
- Where they are painted to be predominantly black or white with some other primary colours
- Have a natural or white painted frames (not dark stained hard wood)
- Be recessed from the main elevation and avoid steps up, providing level access

Porches are generally projecting features either stand alone or integrated into bays or gables.

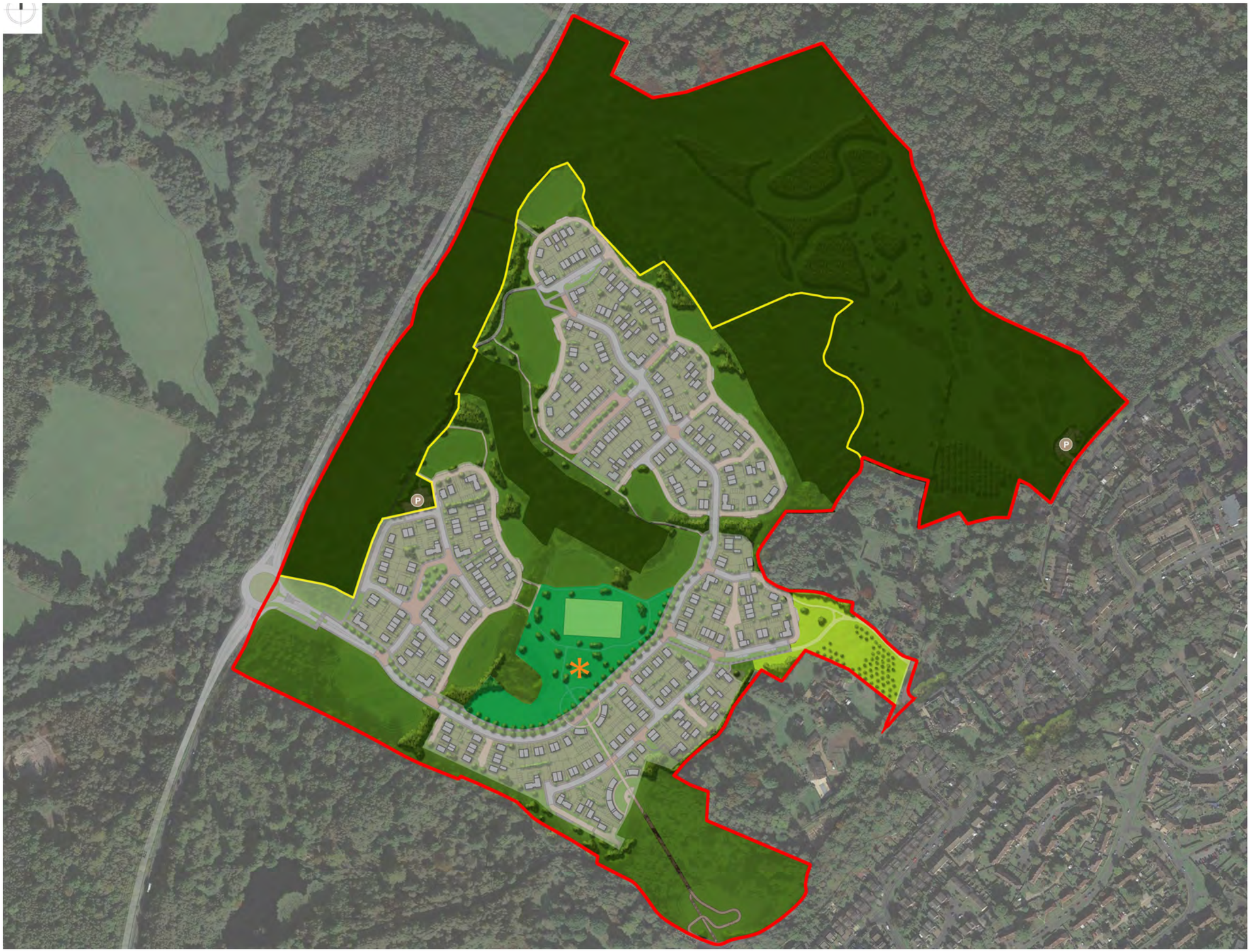


FIGURE 54. Green Infrastructure Strategy

Green Infrastructure

Figure 54 shows the Green Infrastructure (GI) strategy which combines both the landscape, public open space and drainage strategies.

Green Infrastructure components

The GI Strategy proposes a number of different spaces within the site which work together to provide an integrated solution for all users.

The individual character and design of each component responds to their context and the character of the site and the surrounding area and their function within the new development.

Woodland Park incorporating the Suitable Alternative Natural Greenspace (SANG)

Informal greenspace incorporating SuDS and buffers to Ancient Woodland

Central Park incorporating LEAP and junior sports pitch

Amenity park incorporating community orchard

Boundary of SANG

P Car park for users of Woodland Park / SANG

* Potential location of combined LEAP / LAP

Potential location for sports pitch (if required)

The characteristics of each of these spaces is described on the following pages.

Public open space standards

WDC's guidance for open space provision is contained within its Draft Outdoor Playing Space Supplementary Planning Guidance (SPG) which identifies a total of 2.4 hectares of outdoor playing space per 1,000 population, based on assumed occupancy rates (dwellings size) set out in the SPG. The requirement for Children's Play Space (Informal/Equipped) reflects Policy LR3 of the 1998 Local Plan.

The public open space provision includes a range of recreational areas and opportunities including formal recreation (sports pitches), amenity space incorporating natural areas for play for children (LEAP) and large areas of natural greenspace. In addition there is a woodland park incorporating of biodiversity improvement land.

The table below provides a breakdown of open space typologies required to achieve overall open space requirements. The table also shows how the masterplan meets or responds to the standards.

Type of Play Space	Standard of Provision per 1,000 population	Requirement for 424 dwellings*	Provision in masterplan
Youth/Adult Play Space	1.6-1.8ha	1.6ha	1.6ha including space for a junior pitch and 0.9 ha amenity space incorporating community orchard
Casual/Informal Children's Play Space	0.4-0.5ha	0.47ha	Min of 7.0ha excluding all woodland, SuDS areas and buffers to Ancient Woodland
Equipped Children's Play Space	0.2-0.3ha	0.19ha	1 combined LEAP / LAP
	2.4ha	**2.26ha**	**8.6ha**

Open Space Typologies (SPG, 2003)
*Population based on 2.225 persons per household.

Design and layout

The following principles have been adopted in relation to the design and layout of the public open space

- The retention of existing landscape and drainage features within open spaces and ecological improvement where possible with native planting;
- The open space is to be inclusive in that it promotes a feeling of safety and security. It is to address the needs of the whole community;
- Wildflower margins and native mix buffers will create ecological edges to areas of open spaces. Habitat features such as log piles, hibernaculums, bird boxes and gaps within fencing (for hedgehogs) will be incorporated.
- The introduction of a dedicated play area (LEAP) within the central green area, which serves the development site;
- Potential for the provision of other natural elements for play within the woodland park area;
- The inclusion of native trees and shrubs for biodiversity benefits;
- Connectivity through the application site will be increased offering safe access for pedestrians to local facilities and the wider landscape beyond.
- Providing passive surveillance to routes and open spaces with habitable rooms / active frontages providing overlooking

The detailed design and layout of the equipped play space and natural play facilities will be developed in liaison with Wealden District Council. It is envisaged that all play features will be naturalistic in their design, to reflect the character and context of the application site. The spaces will utilise natural materials and landscape features to provide the opportunities for children to create their own play spaces and encourage social interaction with other children.

Natural play areas will comprise well chosen items of equipment, connected by mounds of grass, bridges, boulders, logs and so on. These natural areas provide less structure than a traditional playground. Therefore, when well designed, they can encourage more physical and creative challenges such as climbing, rolling, hiding and den building. They may also include elements which can provide opportunities for seating by both adults and children alike.

Woodland Park

Downlands Woodland Park will secure public access to existing privately owned woodland and grassland. The park will provide a large recreational, environmental and wildlife resource for the existing and future community.

The provision of a woodland park, which wraps around northern and western edges of the proposed development will include such features as species rich wildflower meadows, native shrub and tree planting. This will provide a robust and extensive green framework to the proposed development.

Existing woodland and scrub areas would be extended and enhanced as part of the ecological and landscape works, which would also soften views into the site from the west.

A network of paths will be provided and there will be opportunities for Informal and natural play spaces. The informal and natural play can include more landscape led equipment such as logs, informal climbing frames and landscaped mounds which can form 'play on the way'. Opportunities for Other Play (OOP) will be proposed to supplement the formal play to promote a rich and diverse offering.

The Park will retain its informal, naturalistic character and include:

- Grassland enhancement to create species rich meadow;
- Woodland enhancement to improve accessibility in balance with biodiversity;
- Mature trees managed for longevity;
- New tree and shrub planting to contribute further to visual and wildlife diversity;
- Enhanced access, including car parking, signage, and footpaths;
- Seating and information boards to take advantage of views and provide information to contribute to the enjoyment of the site.

The images on the next page indicate the type of characteristics of the Woodland Park.

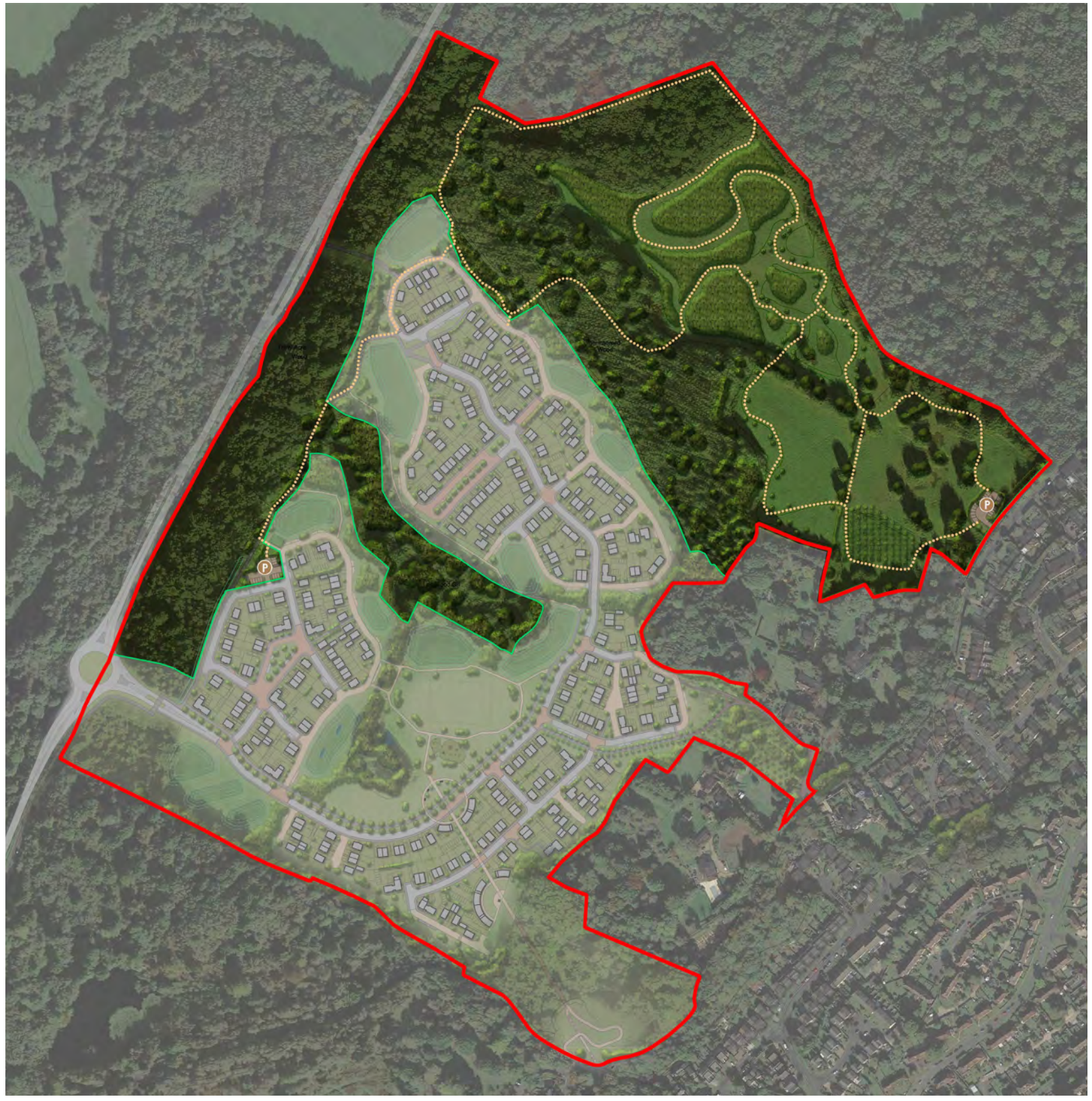


FIGURE 55. Woodland Park incorporating SANG









FIGURE 56. Design themes for the Woodland Park

Central Park

The Central Park to provide a multi-functional community green hub that is accessible from across the site via green routes, the main access road and proposed pedestrian / cycle links.

The location is central to the development and in character it is intended to fit seamlessly with the surrounding naturalistic greenspace and woodland park.

The Central Park will include:

- Opportunities for informal recreation for all;
- Equipped play for all including a kick about area;
- Retention and natural buffering of the existing pond;
- Retention, enhancement, and addition to existing planting to provide structure and enclosure;
- Green drainage attenuation features designed to contribute to visual and wildlife diversity;
- Potential to provide a sports pitch if required

The images on the next page indicate the type of characteristics of the Central Park.



FIGURE 57. Central Park















FIGURE 58. Design themes for the Central Park

Natural greenspace and edges

Woodland buffers will be provided around retained woodland for protection. There areas will provide opportunities for enhancement of the woodland edge and for informal recreation.

The natural greenspace will include planting to manage access and provide protection to the areas of Ancient Woodland within the site.

The edges will provide green corridors which are attractive, accessible, green routes for people to use and link to other recreational facilities within the site. They will also be important for wildlife, allowing connections to the wider habitat areas.

The natural greenspace will also include Sustainable drainage features which will be designed to tie into existing streams and maximise their contribution to the natural landscape.

The spaces will also provide incidental opportunities for meeting neighbours and for play.

Planting of substantial tree species in these spaces, and along streets, will provide further greening, microclimate benefits, and help to soften views towards the development from the wider setting



FIGURE 59. Green edges







FIGURE 60. Design themes for green edges

Snatts Orchard

Snatts Orchard in the eastern part of the site will provide an opportunity for a combines amenity open space and biodiversity improvement area.

The area will combine existing trees with new fruit trees and create a naturalistic orchard space.

On the fringes of the space are more open areas which could be used for picnics or informal play.



FIGURE 61. Snatts Orchard











FIGURE 62. Design themes for Snatts Orchard

SANG

The design and layout of the SANG has been submitted in detailed form. For more specific information, please refer to the detailed planning application drawings. A summary of the key elements are set out below.

Large parts of the Ashdown Forest (3,205 hectares) are designated as a Special Protection Area (SPA). The SPA status was awarded for a number of qualifying individual species that includes the Dartford Warbler and nightjar that the SPA supports during their breeding season. Natural England last published the conservation objectives for Ashdown Forest SPA on 21 February 2019 where it aims to ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directives. The main threats to those qualifying features includes the disturbance by humans and recreational activities, development pressure and the loss of nesting/feeding habitats. The Ashdown Forest SPA is also legally protected through the Conservation of Habitats and Species Regulations 2017 (as amended).

Suitable Alternative Natural Greenspace (SANG) is the name given to greenspace that is of a quality and type suitable to be used as mitigation to offset the impact of new development on the Ashdown Forest Special Protection Area (SPA).

The purpose of SANG is to provide alternative greenspace to attract visitors away from the Ashdown Forest SPA.

The SANG has been created within the site using existing open space of SANG quality with no existing public access, which could be made fully accessible to the public.

The SANG will form part of the Woodland Park (with other areas of the park, for example Longwood Gill and areas of Shermanreed Wood, being outside the SANG under woodland management) and will be delivered alongside the development, comprising circa. 18.1ha of public open space of a mixture of habitat types. The proposed SANG area will allow residents and other visitors to walk a network of waymarked paths around the surrounding countryside and will be served by two small car-parks, one off Snatts Road and one in the development itself near the A22.

The SANG will be of direct benefit to residents living in and around Uckfield and will also provide many benefits to wildlife. The SANG proposals will conform to best practice guidance including providing the following elements as highlighted on the plan above.

The SANG proposals are subject of a separate detailed planning application which has been submitted at the same time as the application for the development. Figure 63 is the composite plan for the detailed application of the SANG which has been submitted as part of the planning application.

The SANG will include the following elements:

1. A semi-natural space with little intrusion of artificial structures, except in the immediate vicinity of car parks, with visually-sensitive information boards, way-markers and some benches.
2. A variety of habitats for users to experience such as with the following areas
    - areas of open (non-wooded) grassland
    - areas of dense woodland
    - scattered trees and shrubs
    - trees in grassland
3. A circular walk of 2.3-2.5km around the SANG which starts and finishes at the car park which connects to a variety of other routes. Largely unrestricted access across the SANG with plenty of space where it is possible for dogs to exercise freely and safely off lead.
4. Access points to have signage outlining the layout of the SANG and the routes available to visitors and parking for visitors signposted from the road.
5. A focal point, such as a view point, within the woodland park to provide long distance views to the surrounding area.



Unsurfaced footpaths in woodland areas



Reinforced gravel car parking



FIGURE 63. Detailed SANG proposals (EDP Landscape)

Blue infrastructure

Working together with the Green Infrastructure Strategy a Sustainable Urban Drainage Strategy (or Blue Infrastructure) strategy has been developed. The strategy will to manage surface water taking into account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity.

The SuDS strategy will mimic nature and managing rainfall close to where it falls. The strategy has been designed to transport (convey) surface water, slow runoff down (attenuate) before it enters watercourses, providing areas to store water in natural contours and in some parts used to allow water to soak (infiltrate) into the ground or evaporated from surface water and lost or transpired from vegetation (known as evapotranspiration).

The drainage strategy for the site has been carefully designed so that the flow of water within the Ancient Woodland ghylls are retained as per the existing situation. Surface water runoff from the proposed development would be restricted to the greenfield runoff rate, which mimics the existing runoff from the undeveloped site, so that flood risk is not increased off site. A series of detention basins would provide the required attenuation, prior to discharge into the ghylls.

A range of other Sustainable Drainage Systems (SuDS) are proposed within the site in addition to the basins, including swales, rain gardens, permeable paving, and rainwater harvesting. These would slow the flow of water, as well as providing treatment to remove potential pollutants and amenity and biodiversity benefits.

The aim of the strategy is to achieve the following:

- Manage runoff volumes and flow rates from hard surfaces, reducing the impact of urbanisation on flooding
- Provide opportunities for using runoff where it falls
- Protect or enhance water quality (reducing pollution from runoff)
- Protect natural flow regimes in watercourses
- Provide an attractive habitat for wildlife in urban watercourses
- Provide opportunities for evapotranspiration from vegetation and surface water
- Encourage natural groundwater/aquifer recharge (where appropriate)

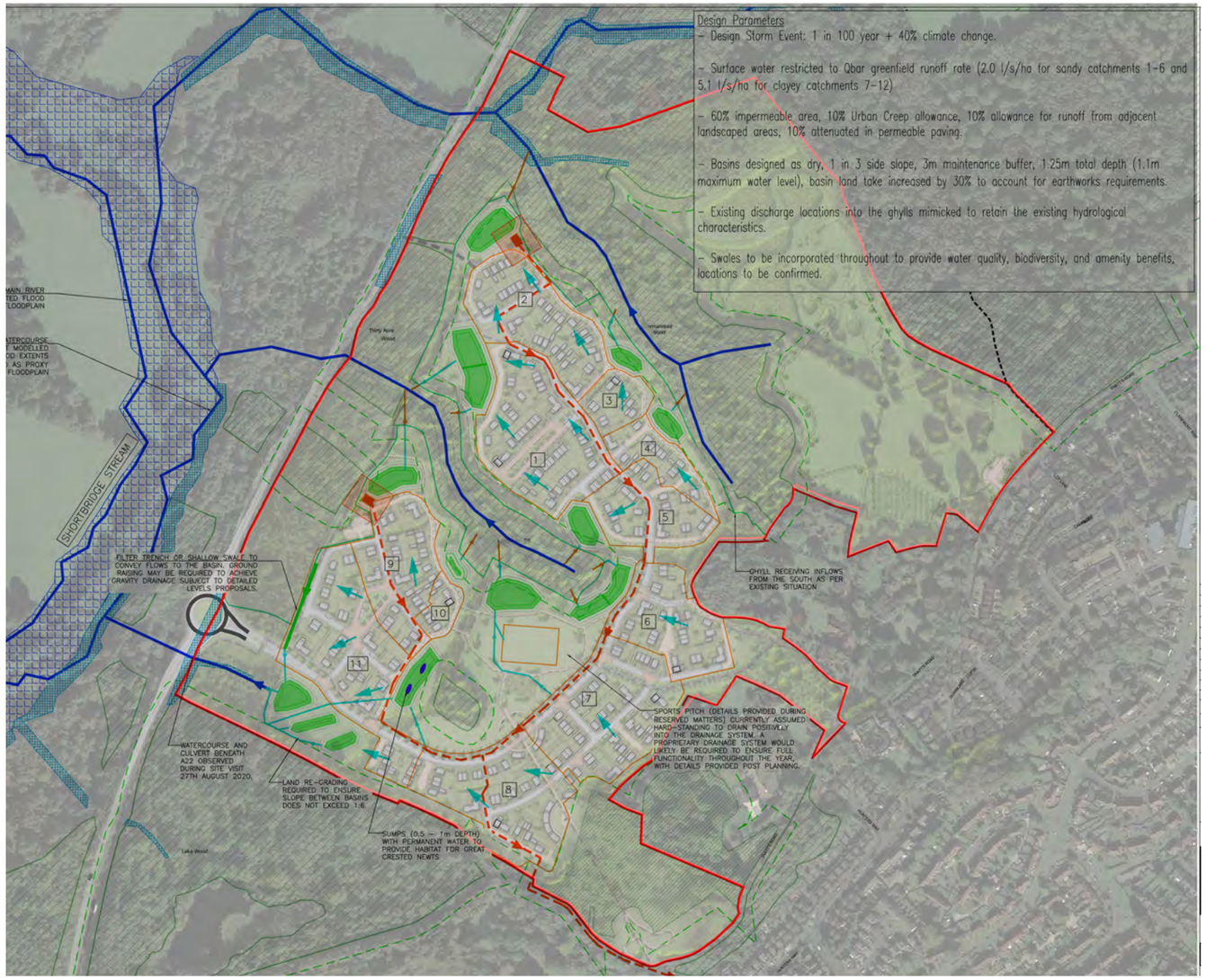


FIGURE 64. Drainage strategy

Surface Water

The proposed drainage strategy is shown at Figure 64. and includes a number of sustainable urban drainage systems including:

- Open balancing features
- Permeable surfaces with cellular attenuation
- Roadside swales
- Swales incorporated into the landscaped areas

The images (right) illustrates the type of features which are envisaged.

The surface water drainage strategy proposals are for development runoff to discharge to the watercourses within the site via a series of Sustainable Drainage Systems (SuDS) consisting of permeable paving, swales and detention basins. Discharging surface water runoff via the SuDS devices will afford some improvement in water quality whilst allowing the post development flows to be restricted to the 1 year greenfield runoff rate. All SuDS features will be designed in accordance with best practice (National Policy, EA and CIRIA guidance) and cater for the 1 in 100 year flood event plus 40% to allow for the predicted impacts of climate change over the lifetime of the development. Therefore the development will not increase flood risk to existing development off site for flood events up to an including the 1 in 100 year plus 30% climate change.

Foul Water

The foul water drainage strategy proposals are for foul water flows from the development to connect, by gravity, into the existing Thames Water network in the adjoining pumping station area under the provisions of the Water Industry Act 1991.



Open balancing features



Permeable surfaces with cellular attenuation



Roadside swales



Swales incorporated into the landscaped areas

Wellbeing

The National Design Guide highlights the importance for developments to deliver thoughtful and inclusive wellbeing principles that meet the needs of a diverse range of users. Each of the ten characteristics explore how good design can result in wellbeing for communities and have been incorporated into the proposals for the site. These include;

- The creation of a positive sense of place that people can identify with;
- The provision of compact and walkable spaces, where possible;
- The delivery of strategic patterns of movement that promote activity and social interaction;
- The provision of attractive open spaces in locations that are easy to access, with activities for all to enjoy;
- The delivery of well-located public spaces that promote health, well-being, social and civic inclusion; and,
- The provision of excellent quality internal and external environments for users



Sustainability

An Energy, Waste & Sustainability Statement has been prepared by Daedalus Environmental to detail how issues relating to sustainability are being implemented for the proposed development. Throughout the statement, national and local planning policy objectives and standards have been addressed to demonstrate the Applicants' commitment to these issues.

In particular, the statement provides as much detail as is possible at this outline planning stage to demonstrate compliance with relevant policies in the Wealden District Core Strategy Local Plan (2013), the saved policies of the Wealden Local Plan (1998) and the imminent Building Regulation updates:

- Homes will be highly energy efficient, adopting a fabric first approach and with specifications above current Building Regulations for insulation detailing. They will be orientated to maximise solar gain where possible;
- There will be no burning of fossil fuels on site, with no natural gas supplied; it is the intention that heating will be via highly efficient air source heat pumps;
- The development will employ a combination of highly efficient fixtures, fittings and appliances to reduce domestic water use to achieve the 110 l/p/d target;
- Electric vehicle charging points will be provided to every property with on-plot parking in line with emerging policy requirements;
- Construction and operational waste will be managed according to the principles of the Waste Hierarchy with a focus on waste prevention, re-use and recycling;
- Significant areas of open space will be provided, with the existing features of ecological value retained and enhanced with native planting to increase levels of biodiversity;
- Buildings will be designed and specified to adapt to a changed climate: overheating will be managed through good design; the retention of existing trees and additional planting will provide more comfortable microclimates in warmer weather; the landscape design will provide multi-functional benefits, supporting increased biodiversity and enhancing the overall aesthetic.

As the planning and development process progresses, the approach proposed will be kept under review. The final design solution and associated detail can be provided at the Reserved Matters stage.

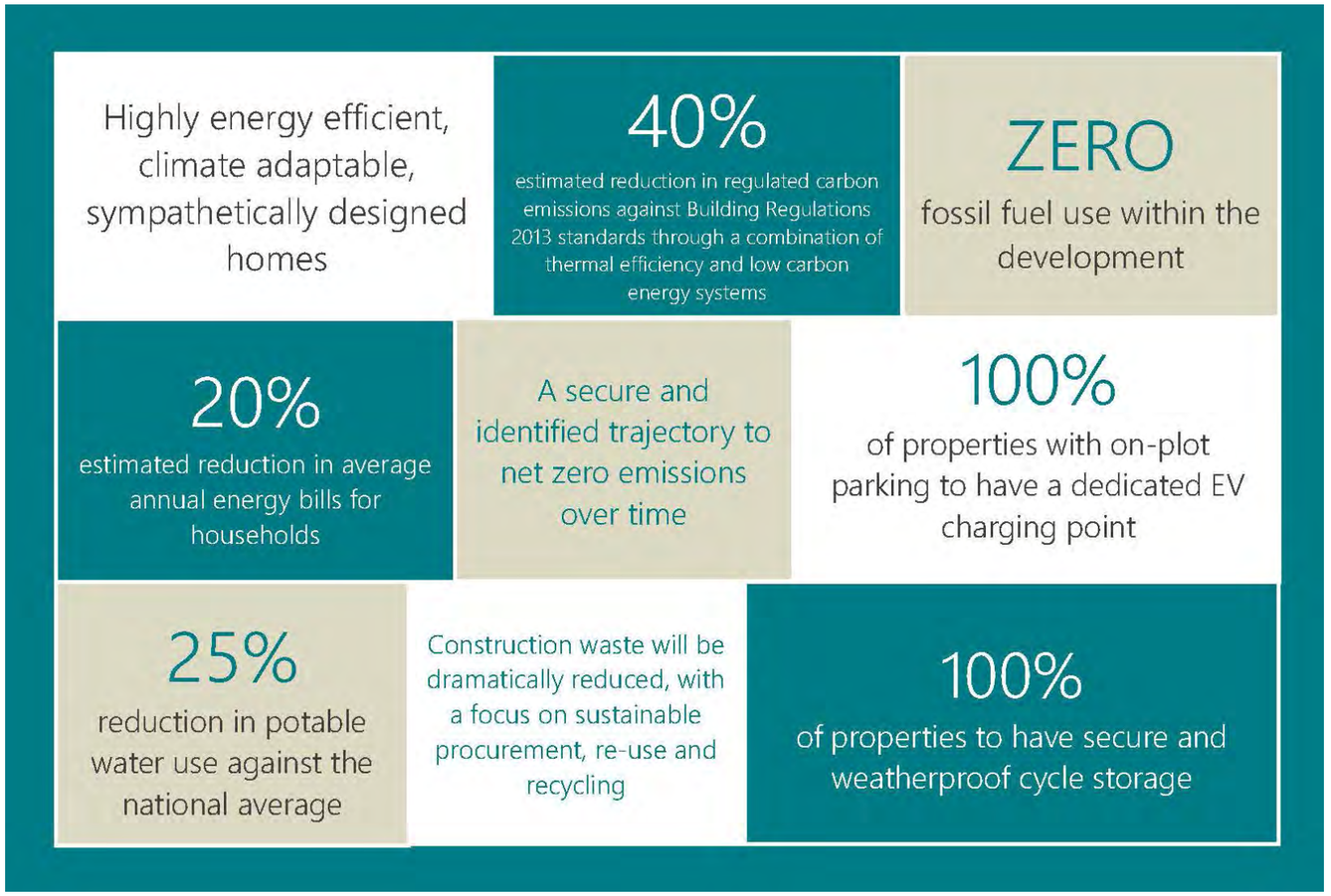


FIGURE 65. Key features of the energy, waste and sustainability strategy



Secured By Design

The proposals have been designed to be as safe and crime free as possible and in particular has had regard to the following guidance:

'Safer Places – the Planning System and Crime Prevention'

Principles of 'Secured by Design'.

Seven attributes of designing out crime are outlined in 'Safer Places – The Planning System and Crime Prevention'. They are listed here, with an explanation of how the development addresses the points:

1. Access and movement

'Places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.'

The layout provides a legible and permeable series of connected routes. These are overlooked and buildings are arranged to either front onto or have side aspect (with habitable rooms and windows) to these routes. Ground floor entrances are positioned for ease of access and will be clearly articulated in detail.

2. Structure

'Places that are laid out so that crime is discouraged and different uses do not cause conflict.'

A perimeter block structure is proposed for the development that enables all dwellings to face out and overlook the streets and spaces. Private and public domains are well defined by boundary treatments and clear definition of spaces.

3. Surveillance

'Places where all publicly accessible spaces are overlooked.'

Configuration of dwellings and public realm has been designed to avoid confined and secluded spaces. Streets and spaces are open and have clear sight lines allowing easy monitoring and natural surveillance. All public open spaces are overlooked by development.

Dwellings on corners of blocks, or with a side elevation facing open spaces will have windows and other elevation features to ensure there are not any blank facades facing onto the public realm.

4. Ownership

'Places that promote a sense of ownership, respect, territorial responsibility and community.'

The layout makes clear distinction between private and public spaces. The main public open space elements in the south eastern and western parts of the site and within the centre of the development have been designed as a focus of the development with many buildings looking into the space. There are also a number of opportunities for the use of this space for all aspects of the community including children's play, informal play and places to rest.

5. Physical protection

'Places that include necessary, well–designed security features.'

Physical protection measures will be incorporated into the scheme through the detailed design development.





6. Activity

'Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and sense of safety at all times.'

Streets and spaces will be of high quality and have been designed with the aim of attracting activity in the form of recreation, social interaction and play which will help provide security.

7. Management and maintenance

'Places that are designed with management and maintenance in mind, to discourage crime in the present and the future.'

The detailed management strategies and solutions specific to these proposals will be developed at a later detailed stage.



FIGURE 66. Plan showing how the principles of Secured by Design have been applied to the layout



Building for Life

Building for Life is the industry standard, endorsed by Government, for well designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

Building for Life is run by a partnership of Cabe at the Design Council, the Home Builders Federation and Design for Homes, who launched an updated version called Building for Life 12, in September 2012. The updated version is based upon the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

The proposed development addresses all of the 12 criteria set out in the Building for Life. A table showing how each of the criteria will be met is shown at Figure 52 and explained in more detail below.

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The layout has been designed to connect to the existing urban area via links to Snatts Road and Rocks Road. An additional cycle route is also proposed along the A22 to improve connections to the town centre from the site.

The land uses and layout respect the character and layout of the surrounding development and new buildings have been orientated and set back to respect their amenity where appropriate.

Properties on Snatts Road should not be affected by the development in terms of disturbance and with the provision of a new small car park for people using the woodland park this may remove existing car parking on street and in front of existing properties.

2. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Whilst the scheme is on the edge of the town, improved connections for cyclists and pedestrians will ensure that future residents will have good access to existing local facilities and services in Uckfield.

There are a number of focal places within the site which could be used as meeting places or places for interaction including the amenity space at the entrance of the site and potential new children's play area in the central green area.



3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

A new community bus service is proposed to serve the development, providing connections to local employment, schools and the town, for example. The route and timetable will be informed by residents, in liaison with East Sussex County Council, to ensure that it is an attractive option that meets the needs of residents of the development. It is anticipated that the proposed community bus service will provide regular services to Uckfield railway station, with the timetable scheduled to coordinate with train services at the station to provide linked journeys for commuters.



4. Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The scheme includes a good mix of dwelling types and tenures including up to 35% affordable homes. The mix includes a small number of apartments, starter homes and larger family homes and is in accordance with the most up to date guidance from Wealden DC.

The scheme has been designed to provide a tenure blind approach so that it is not easy to differentiate between homes that are private and those that are rented or in shared ownership.

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The scheme has been designed to reflect the character of the local and wider area. Details of the approach are set out in section 02,04 and 05 of this document.

Further reinforcement of the character can be achieved at the reserved matters stage through the design of individual buildings.



6. Working with the site and it's context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants , wildlife habitats, existing buildings, site orientation and microclimate?

The scheme has been specially designed to respond to the characteristics of the site as set out in Section 04. This includes careful consideration of ecology, topography, existing landscape features, drainage and accessibility.

A large number of the buildings within the layout have been orientated to optimise the solar potential of the site by their orientation to south.

7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The layout follows a traditional perimeter block approach with private gardens backing on to each other and dwellings fronting and enclosing the streets or pedestrian / cycle connections.

The layout uses a number of buildings which turn the corner and provide surveillance over two aspects as shown in Figure 67. All fronts of buildings face the street or public realm.

8. Easy to find your way around

Is the development designed to make it easy to find your way around?

The layout has been designed to allow people to create a mental map of the place by incorporating features that people will notice and remember. The layout follows a logical pattern of development using a hierarchy of streets and spaces which are permeable and allow people to find and navigate their way around easily.

Landmark buildings and views though the site make it easy for people to see in advance where they are going.



FIGURE 67. Illustration showing how buildings will turn corners

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The layout of streets has been designed to reduce traffic speeds. There are no long stretches of wide road and the Green Drives and Courtyards will be shared surfaces. These are usually demarcated by a change of surface treatment which brings the attention of drivers to a change of environment and the need to slow down. This design approach thus gives priority to people over cars.

The shared surfaces also provide social spaces and together with the informal public open spaces in this area can be used for safe children's play.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Car parking is a reserved matter and will be provided to meet the required standards of the highway authority. There area number of unallocated parking spaces spread across the site for visitors.

Parking is located close to people's homes, generally on plot.

Car ports and car parking spaces are provided set back between buildings so they do not dominate the street scene. All car ports shown are detached from the dwelling so they are not easily converted to form additional living accommodation reducing the car parking provision.





11. Public & private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Due to the scale of the development it is considered only appropriate to provide informal recreation. Contributions will be made to ensure that existing facilities for formal recreation and play will be achieved.

Public and private spaces are well defined with all public spaces overlooked by neighbouring properties and located where they are accessible to a wide range of people including the new and existing residents.

12. External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Each of the properties has a private garden area which allows for sufficient space for the storage of bins and cycles. The majority of dwellings have a separate rear access to avoid having to go through the property for cycle storage.

Design element	Requirement	Response	Red	Amber	Green
Integrating into the neighbourhood					
Connections	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	Yes. The masterplan responds to both the site and the surrounding buildings and land uses. The layout makes connections to the wider area and integrates the development to the surrounding area, providing new links through the site which will improve accessibility to public open space and play facilities.			☑
Facilities and services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	Yes the new development provides a number of new and improved connections to existing facilities for pedestrians and cyclists			☑
Public transport	Does the scheme have good access to public transport to help reduce car dependency?	Yes. The proposed new community bus service will provide opportunities for public transport and the A22 cycle link provides a quick and direct link to the station for commuters.			☑
Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?	Yes, the scheme provides a mix of market and affordable housing including a wide range of dwelling types which meet the current requirements of the LPA.			☑
Creating a place					
Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?	The scheme is in outline form at this stage but the illustrative site layout and information within the Design and Access Statement demonstrates a high quality, contextual approach to the new development.			☑
Working with the site and its context	Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	Yes, the layout retains all key landscape features including the ancient woodland which will be enhanced through implementation of long-term management and complementary planting.			☑
Creating well defined streets and spaces	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	Yes, the Illustrative site layout plan and Design and Access Statement show how this can be achieved within the site.			☑
Easy to find your way around	Is the scheme designed to make it easy to find your way around?	Yes, the Illustrative site layout plan and Design and Access Statement show how this can be achieved within the site including the provision of key buildings within the layout.			☑
Street & Home					
Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	Yes, the illustrative layout shows a hierarchy of streets including roads and shared surfaces to ensure that people will have priority over cars.			☑
Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	Yes, the illustrative layout plan shows how sufficient car parking will be provided on the site including both allocated and unallocated parking spaces.			☑
Public and private spaces	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	Yes, the block structure shown in the illustrative layout shows a clear definition of fronts and backs with private and public spaces defined. The detailed design of these areas will ensure that they are attractive, well managed and safe.			☑
External storage and amenity space	Is there adequate external storage space for bins	Yes, the illustrative layout shows how refuse can be accommodated within the development and allow for their storage and collection with appropriate manoeuvring space for service vehicles.			☑

FIGURE 68. Preliminary Building for Life Assessment



07 SUMMARY AND CONCLUSIONS



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In conclusion this design and access statement describes the Outline application by Gleeson Strategic Land Ltd for residential development of up to 424 dwellings including the creation of new vehicular access, public open space, landscape planting, surface water attenuation and associated infrastructure.

In terms of the proposed land use, the site lies adjacent to the existing built up area of the town. It is well located to connect to a main route in the local area (A22) with new and enhanced pedestrian and cycle connections to existing facilities and services, and will deliver a logical and sustainable extension to the built up area of Uckfield.

It has been shown that the layout responds to the constraints and opportunities for the site. This response has been delivered with a strong vision and will reinforce the character of Uckfield and the wider area.

The proposed amount, layout and mix of housing will deliver both market and affordable market housing, for which there is a known demand in the district and which will make a worthwhile contribution toward the ever growing social housing requirement of this area and the district. A mix of house types and sizes is proposed to provide for starter homes and families.

The process of evaluation as set out in Section 04 of this document, together with the illustrative masterplan, plans and drawings in Section 06, demonstrate how the layout and form of development will meet the planning and urban design aspirations of the Council. they provide a strong vision based on the context of the site, which will maintain and enhance the character of Uckfield.

The design ideas within the document including the design coding show a commitment to quality design in both built form and landscape which will be followed through the planning and development process in subsequent planning and reserved matters applications.

The design process has included consultation with a range of key stakeholders including the Local Planning Authority and local community and their ideas and feedback have helped shape the proposed development.

In conclusion, the delivery of this site for residential development presents the opportunity to make an efficient use of the land in this edge of settlement location.

The proposed residential development is supported by the objectives of national planning policy, and due weight should also be given when determining this application to the Council's deficiency in available and deliverable housing land, to which the approval of this application could assist in the prompt delivery of much needed market and affordable housing.