Glebe Road, Steyning

Design & Access Statement

October 2025

Vistry Group finc

Methodology

The structure and detail of this document follows guidance set out by the National Design Guide (NDG) and National Planning Policy Framework (NPPF), adopted in July 2021. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

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

(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

(c) Define and summerise the strategies proposed for the outstanding Reserved Matters.

Contents

Introduction

This statement has been prepared jointly by FINC Architects in combination with the consultant team on behalf of Vistry Group South East to accompany a Reserved Matters Application on the land at Glebe Farm, Steyning.

Description of Proposal

Reserved Matters Planning Application for 265 units including 40% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

Vision

To create a landscape lead development that celebrates the site's environmental features combined with the principles established in the Design Guide.

To deliver a place that provides housing, which is well-connected and integrated with the surroundings and creates a distinct sense of place.

A central public destination.

Respond to a thorough appraisal of local landscape and ecology to make best use of the site's attractive landscape setting.

Respond to a thorough contextual analysis of the locality and existing setting within Steyning.

Provide strong/varied connectivity to the wider allocation site and areas of Steyning

Establish focal gateways into the site from Chelmsford Road and Alexander Lane.

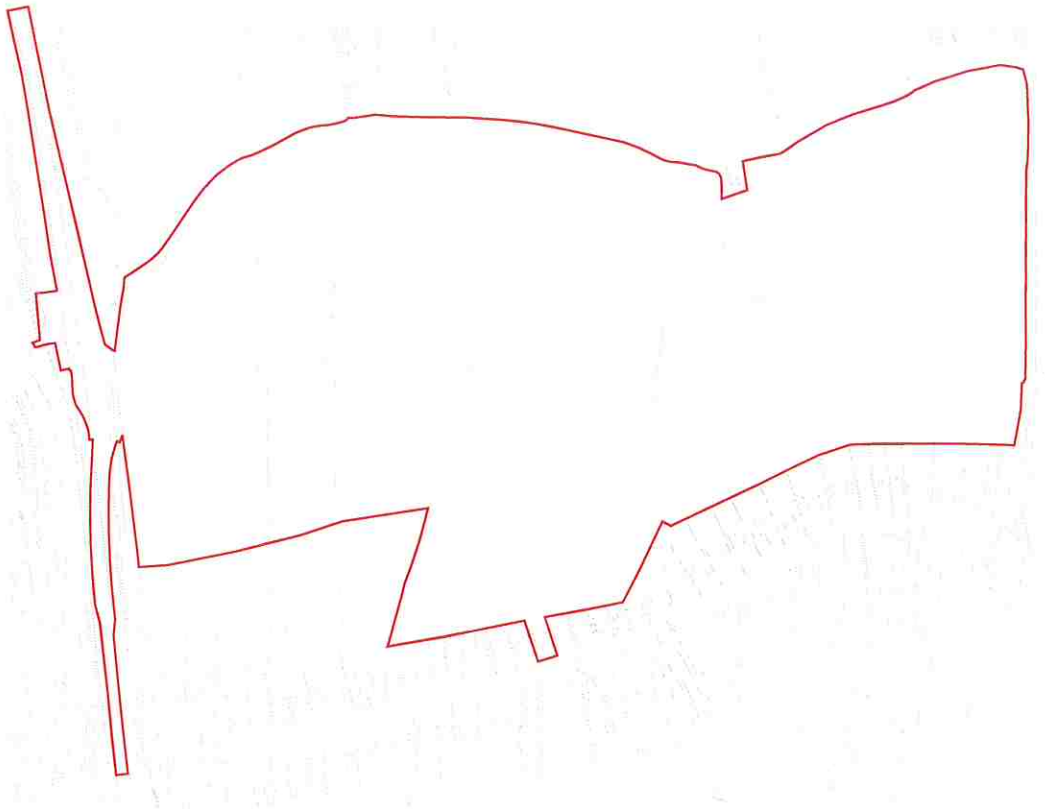


Figure 1: Location Plan
Source: Approved Framework Document

Background

The site is located to the North East of the centre of Steyning. Outline consent for a 265 dwellings scheme on the site was obtained in November 2024. The strategy included demolition of no. 37 Kings Barn Lane to provide a new pedestrian/cycle/emergency vehicle access, provision of vehicular access from the A283 Steyning-by-pass, provision of public open space, community orchard, sustainable drainage and other ancillary and enabling works. All matters apart from access were reserved.

This application is a submission of those outstanding reserved matters.

This application is made on behalf of Vistry for the land within their ownership.

Figure 2: Site Allocation/Ownership plan
Source: FINC Architects

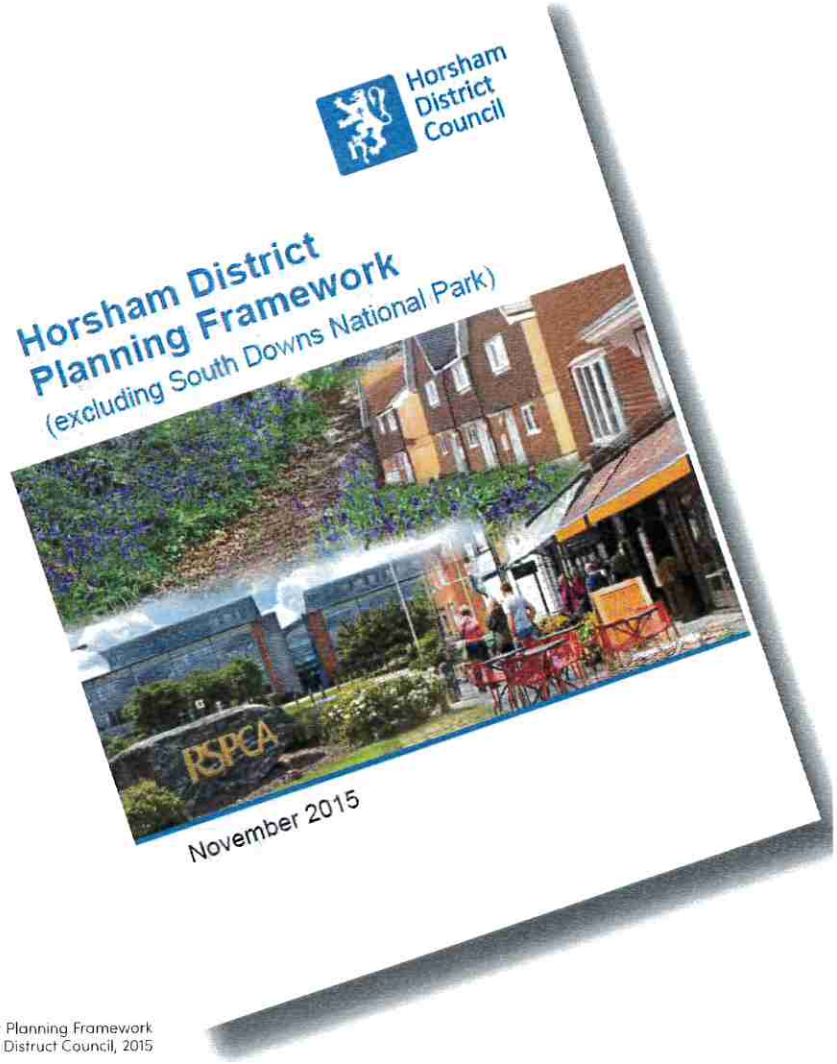


Figure 3: Horsham District Planning Framework
Source: Horsham Distruct Council, 2015

Context & Analysis

Context

Wider Context

The site is located to the north of King's Barn Lane and to the east of Steyning's By-Pass, on the built edge of Steyning, which is a town in the civil parish in the Horsham District of West Sussex. To the west of the site lies the A283 (Steyning Bypass) and beyond this is the core of Steyning. To the east lies King's Barn Farm which comprises of a number of agricultural outbuildings and to the north lies mature trees and hedgerows.

King's Barn Lane is a single-carriageway two-lane road. It runs south-west to north-east towards the south side of the site and along the eastern boundary. The core of Steyning is located approx. 1.0km to the west of the site and larger coastal settlements of Worthing (12km) and Brighton (20km) are located to the south.

Public Right of Ways provide good links to the north across the landscape and valuable recreational opportunities, allowing for connectivity to the centre of Steyning. Bus stops are located West of the site within a 15-minute walking distance, which provide great links to Shoreham, Hove, Brighton and Rottingdean.

Figure 4: Site Location Plan
Source: FINC Architects

Existing Site Photos

The Site is comprised into a number of irregular-shaped fields, demarcated internally by a mixture of post and rail fencing, historic hedgerows and scattered trees. Each side of the site is defined by hedgerows and scattered trees, most of which will be retained. Also to the east is King's Barn Lane and to the west is the A283. The total site area is 14.2 Hectares.

It is also important to consider the character of the surrounding residential area:

- Nature of Streets - there are a range of urban forms surrounding the site – irregular low density country lanes reflecting the historic agricultural context; more rectilinear regularised forms accompanying the development of the railways; more suburban forms with postwar expansion. ;
- Building Heights - largely 2 storey buildings but with some 1 storey bungalows;
- Building Lines - generally consistent, with plots featuring large setbacks and parking to the front or side;
- Roofscapes - largely ranging from gabled, hipped, cross-hipped and dormer roof styles;
- Plot Characteristics - typically detached or semi-detached, with large rear gardens; and
- Boundary Treatments - mixed, including low-lying brick walls, fences and both low-lying and full-sized
  hedges.

The photos adjacent provide a glimpse into the existing characteristics of the site, its boundaries and its immediate context.

Figure 5: Site Context Photos with Site Map
Source: FINC Architects

1: PROW Across A283
Source: Google Earth

2: King's Barn Lane
Source: Google Earth

3: Roman Road
Source: Google Earth

4: View into the site from PROW
Source: Google Earth

5: King's Barn Lane
Source: Google Earth

6: Outbuildings - Southwest Corner
Source: Google Earth

1: Aerial View
Source: Vistry

2: Aerial View
Source: Vistry

5: Aerial View
Source: Vistry

4: Aerial View
Source: Vistry

3: Aerial View
Source: Vistry

Figure 6: Aerial Site Views
Source: Vistry

Opportunities & Constraints

The site has a varied topography, with the land sloping at various degrees down towards the north-west corner of the site . The site itself is comprised of arable farmland, together with areas of trees and hedgerow. The surrounding landscape is heavily varied, with a mixture of agriculture, residential and open space uses.

Whilst the site is largely constrained by existing movement routes, there are also a range of open spaces within the site's wider vicinity including to the north of the site. The east and west boundaries are bound by A283 and King's Barn Lane, providing key access into the site. Existing housing backs onto the southern boundary. Protectection areas for wildlife have constrained the drainage strategies proposed at outline consent stage. There are a number of easements and wayleaves through the site, both historic and as a result of adaptation of networks to suit the site development - these constrain the form of some areas of the development. Existing gas and electrical lines run through the site. There are a number of trees and shrubs, that will be retained and managed where possible. The majority of the sites boundary is bound by trees/shrubs. These are identified on the plan adjacent.

Kings Barn Old Cottages, a Grade II listed building is located on the south-east boundary. There is a surface water flood zone running through the setting of the site, north to south, and surrounding the site on its northern and eastern sides have Flood Risk Zones 2 & 3.

Key

- Site Boundary
- Potential Point of Access
- Area for Roundabout Development
- Close Proximity Housing
- Existing Buildings
- Close Proximity Industrial Units
- Grade II Listed Building
- Public Right of Way
- Existing Waterbodies
- Existing Gas Mains
- Existing Electrical Lines
- Contour Lines
- Easement Boundaries
- Protected Species Setts
- Key Access Roads
- Potential Road Noise
- Tree Extents
- Tree's to be Removed
- Tree's/Shrubs around Site Boundary
- Surface Water Flood Zone
- Flood Zone 2
- Flood Zone 3
- Views Out of Site

Figure 7: Constraints & Opportunities Plan
Source: FINC Architects

Identity

Process & Engagement

The NDG states that well-designed places with high quality buildings and attractive spaces have:

"- a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users"

Throughout the consultation process, active engagement has been prioritised with a range of stakeholders and community meetings/presentations in order to achieve a cohesive identity within the existing setting and for the existing residents.

This engagement has taken various forms, including consultations with local design officers and pre-planning meetings. Where possible, the proposals have been amended to incorporate comments and consultation responses. The following plans show how the design evolved.

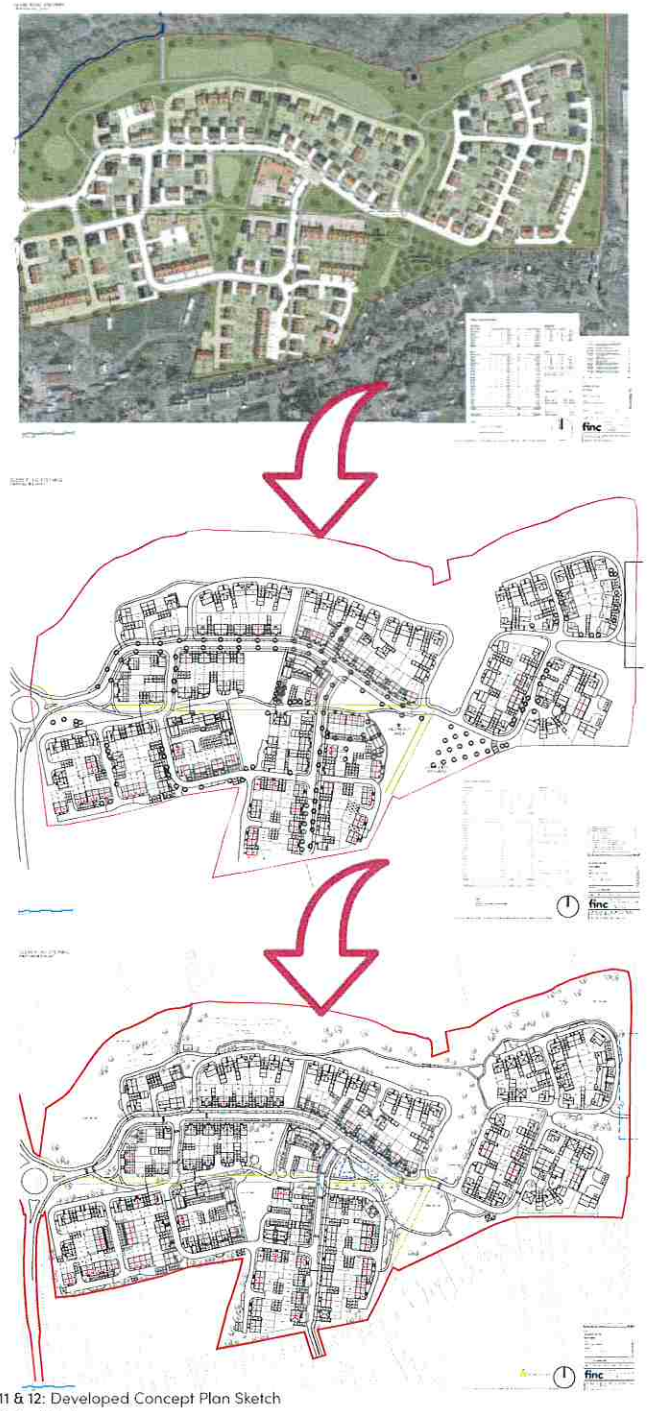
As an initial exercise for the detailed masterplan, a draft plan was created and illustrated in Figure 9 adjacent. This illustrative layout developed in response to the outline PEA parameters.

Figure 8 is the illustrative site layout, demonstrating in the outline application one way the site could be brought forward, in adherence to the principles set out in the Outline Design and Access Statement. The key development parameters, defined in the Design and Access Statement and Outline Design Code established:

- A landscape led scheme comprising a range of family homes
- Strong landscape structure to deliver a range of green spaces
- Retention and enhancement of existing landscaping and new tree and hedgerow planting to provide site wide biodioversity enhancements
- A high quality pedestrian and cycle network
- A soft transition between the built form and wider countryside.

Figure 8: Initial Concept Sketch Masterplan
Source: Outline Application

Figure 9: Initial Draft of Site Layout
Source: FINC Architects



Figures 10, 11 & 12: Developed Concept Plan Sketch
Source: FINC Architects

Following outline consent, detailed investigations into all technical aspects that define the scheme were commenced. The investigations and findings – overlaid a series of further constraints and parameters onto the scheme – honing and tempering the aspirations of the outline consent with practical requirements and constraints.

- Protected wildlife area along the northern boundary and increase protection buffer constrained the drainage strategy requiring some omission of open SUDS features and re modelling/incorporation of alternative SUDS measures.
- Re routing of services and new connections to existing services generated easement requirements – again constraining the aspirations of the outline consent.
- Separating all roads, shared surfaces and footpaths with the respective size requirements generated vast areas of hardstanding, competing with the landscape led aspiration for the scheme

Figure 9 and 10 illustrates the first iterations considering the emerging constraints and aspirations of the Design Guide. Planning comments at this stage sought increase legibility of the cycle/ pedestrian route through the site and re-orientation (where possible) of the eastern parcels moving slightly aware from perimeter block models. Measures also to mitigate noise and the impact of The BESS to the east of the site were also sought.

A general concern was the amount of duplicate hardstanding through the scheme – low trafficked shared surfaces lay next to designated cycle pedestrian and cycle routes – the duplication of available routes created too much hardstanding particularly through the centre of the site, at the expense of landscaping. Figure 11 illustrates responses to these issues. A clearer pedestrian cycle link from the main roundabout through the centre of the site is defined. Shared surfaces and separate pedestrian/cycle routes where possible are merged allowing less hardstanding and greater green areas. To the east of the site a reconfigured layout revised the perimeter block form with dwellings internally facing public open space and backing onto the private dwellings. A continuous route was formed around the north east parcel alternative ingress/egress at the closest point to the BESS.

A public consultation had been undertaken. Figure 12 illustrates the numbered revisions. Whilst the scheme was within the outline consent defined development area, concerns were raised about overlooking of existing dwellings in Kings Barn Lane (point 8) – the layout was amended re-orienting the dwellings directly east – oblique to the existing dwellings. Roofs were hipped to further mitigate the impact of the dwellings on Kings barn Lane dwellings (point 9). A central LEAP was reinstated with the dwellings around re-oriented to allow the required 20m buffer from the LEAP. (point 1). A consistent 3m pedestrian cycle way link from the site access through shared surface was formed (2 to 3) which connected into the roman road north south cycleway. Greater green space was formed at 3 and 12 as a result of consolidating hard standing areas and removing some roads- greater landscaped areas than were achieved on the outline illustrative layout resulted. New easement information (7) revised the layout in some areas however the principles of the outline (buffer area with existing planting retained) were retained.

Proposed Site Layout

Identity

Following a number of iterations a final version evolved. Figure 13 illustrates the final layout strategy incorporating the central LEAP; 3m cycleway aligning the spine road; an additional central pedestrian and cycle route which connects the roundabout to the west with Kings Barn Lane to the east.

Figure 13: Proposed Site Layout
Source: FINC Architects

Design Evolution

Figure 14 - taken from the public consultation information, illustrates key views into the site from the site entrance roundabout, and Kings Barn Lane. As a result of, and subsequent to presentation of these images a number of units were revised and roofs hipped to soften the impact on existing dwellings.

Figure 14: Perspective Views
Source: FINC Architects

Design

Character Areas

In terms of design and character areas – the outline design guidance identified and defined 4 character areas within Steyning and proposed 4 character areas within the development reflecting these areas. A concern during the review of this guidance was of simply creating smaller replicative zones in what was, relative to the size of Steying, a much smaller area, which may result in slightly too much difference/variety in such a small space- which would impact on the homogeneity and identity of the new development. A balance has therefore sought to reflect the character areas identified but provide suitable homogeneity to unify this new development with character and identity of its own, rather than as a series of disparate zones. To that end a more consistent materials and details palette has been proposed erring toward continuity through the scheme, rather than stark contrast between areas within.

Principal Street - This formal, tree-lined street forms the main east-west artery from the site and off it all other character areas are accessed. This route the centre of the site defined by a strong buidling line and continuous frontage.

Springline Village - A transition space betweenthe more dense character area of principle street and (in stark contrast) the open country and villages beyond. Regular rhythms give way to an informal structure with irregular building line.

Roman Road - Continuing the boulevard like feel of Roman Road to the south this area continues the regular rhythm of detached blocks set within landscape

Railway Suburb- Reflecting the more formal rectilinear forms the railway suburb also replicates the 2 storey contiunous frontage of the adjacent area with predominantly brick elevations.structure with irregular building line.

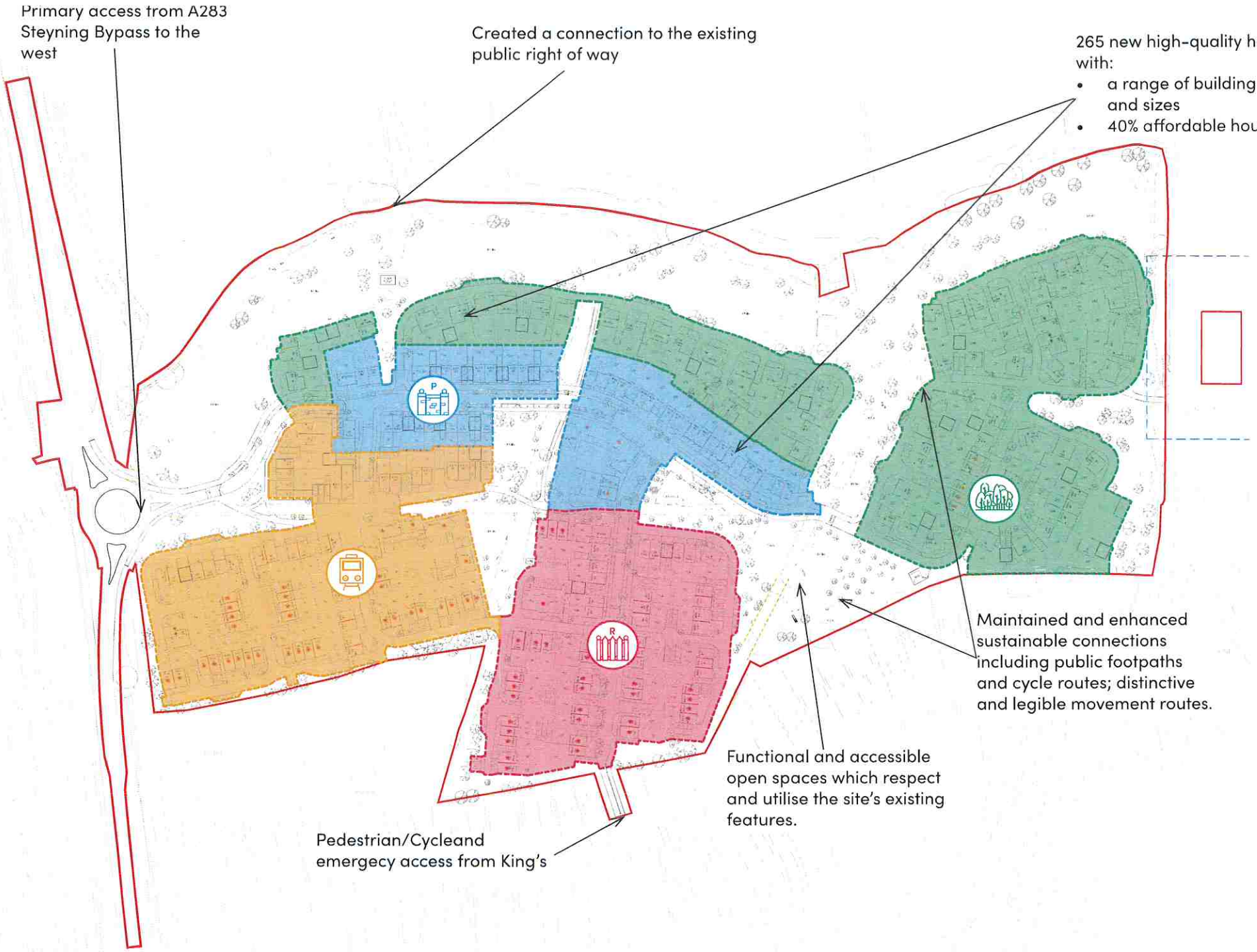


Figure 15: Character Areas Plan
Source: FINC Architects

Principal Street

As stated in the outline consent Design Guide the Principal Street character area acts as the primary access route through the centre of site, acting as a link to all the other character areas.

Forming a linear street, the character is influenced by Steyning High Street, with a continuous frontage made up of varying building widths and heights. The tree-lined street continues the landscape led design throughout the site, and provides a more formal landscaped street.

This street forms the widest street within the proposals, so to provide a sense of enclosure, dwellings are set back behind minimal front gardens.

The street cranks midway through the site to offer changes in vista outward views at either end of the street have been orientated to frame views of the South Downs, a feature assisted by the long formal streetscape.

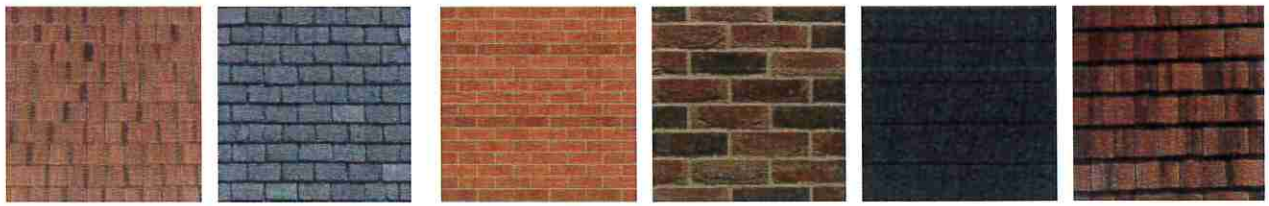
Dwellings at either end and on junctions along are dual aspect to both positively front and activate this key route but also the routes that tie into it.

The proposed formal play area, Steyning Common, is located towards the eastern edge of the character area. Well enclosed on three sides, this key space will be well overlooked and policed. A LEAP is located in this area with necessary buffer is located in this area.

Urban Form	Tree-lined street with continous frontage. Good sense of enclosure to focal junctions and central play area/public open space
Building typology	Predominantly semi-detached, terraced and apartments
Building Lines	Broadest facades face onto principal street. Buildings stand to the street edge following the streetline, to realise a sense of enclosure and anticipation in the changed but contained views as you travel along the street.
Height/enclosure	Up to 2.5 storeys. Varying building heights.
Roofscape	Highly varying roof form adds to changing vistas. opening up views from the various angles, sometimes across the rooftops and sometimes along side streets. Varied palette. Building materials - stone, red brick, flint with red brick dressing, red rustic tile, eternit slate, first floor tile hanging. Sparing use of white or cream painted render. Large brick and stone ridge and gable end chimneys.
Building materials	Walls - Predominantly brick and render. Stone/flint detailing acceptable. Tile hanging. Roof - Red/Grey/Orange tiles. Doors - Publicily visible doors to be consistent and in an urban colour palette. Windows - Feature colours acceptable.
Landscape	Tree-lined street. Low level ornamentla planting to small front gardens.
Parking	Variety of on plot and courtyards. No frontage parking to ensure unobstructed vistas are maintained. Visitor bays provided on-street
Street Types	Primary tree-lined street, secondary street.
Boundary Treatments	Generally open frontage. Side/garden boundaries: brick walls fronting public realm. Front gardens: Low brick walls or hedges

Figure 18: Principle Street Matrix

Figure 17: Principal Street Design Area Map
Source: FINC Architects



Red Rustic Roof Tiles | Eternit Slate Roof Tiles | Red Brick | Red Multi Brick | Black Weatherboarding | Tile Hanging

Figure 19: Material Examples and Example Streetscene
Source: Google and FINC Architects

Springline Village

This area follows the traditional Springline village character. This lower density area is located to the northern and eastern edges of the development, and will create the new edge of the settlement. To create a character sympathetic and appropriate to its setting, this area has a looser, more informal pattern, to ensure any views of the development are softer.

The Springline character comprises clusters of dwellings broken up with irregular swathes of landscape - green avenues that reach into the site from the rural green edges of development.

To the western side of the site the 'green fingers' follow existing (and reinstated) historic field boundaries, and to the east (as move toward the rural fringe of Steyning) they widen to become larger swathes of landscape, containing cycle paths and areas of public open space.

To the eastern parcel the development pattern loosens even further, with dwellings forming courtyards to reflect the nearby Kings Barn. Dormer bungalows are proposed to the north-east corner to minimise further any impact of development to the most rural edge of the development.

Figure 20: Springline Village Design Area Map
Source: FINC Architects

Urban Form	Soft edge to development. Small runs of dwellings intersected with landscape. Larger dwellings, lower densities. Narrower streets compared to the other character areas. Greater variation in building footprint shapes and sizes. Larger front gardens encouraged to create a strong rural setting.
Building typology	Farmstead clusters and cottages. Double fronted farmhouse. Ancilary subordinate buildings.
Building Lines	Informal and staggered to create some houses with sheltered front gardens, and once or twice on the back of the pavement with strong street prescence
Height/enclosure	Generally up to 2 storeys with ip to 1.5 storey in the north-east corner.
Roofscape	Varied eaves and ridge heights. Roofscape broken up by changes in orientation of ridges and punctured by chimneys. Hipped or pitched roof, with subservient smaller wing to rear or side.
Building materials	Walls - Predominantly brick, with some render acceptable on focal buildings and away from the edges of the site. Roof - Red/Grey/Orange tiles. Doors - Publicily visible doors to be consistent and in a rural colour palette. Windows - rural colour palette
Landscape	Springline village character - Informal, irregular planting. Rain gardens adjacent to central street, bunding to areas of incidental open space. Low hedgerows as boundary treatments.
Parking	Generally on plot, with limited frontage parking to integral housetypes. Groups of parking between planted bays for courtyards. Driveway crossovers kept to a minimum. Rural paths. Some roads do not have pavements, simple grassed verges.
Street Types	Secondary Street / Shaped Space, Rural Lane / Shared Space, Private Lane / Courtyard
Boundary Treatments	Side/garden boundaries: brick/flint walls fronting public realm. Front gardens: Low brick/flint walls or hedges. Timber fences to address public realm should be avoided. Boundaries in frint of building should be normally lower than at rear.

Figure 21: Green Streets - Boulevard Streets Matrix
Source: Approved Framework Document


Tile Hanging


Black Weatherboarding


Full Flint Facade


Red Multi Brick


Terracotta Brick


Eternit Slate Roof Tiles


Red Rustic Roof Tiles


Orange Roof Tiles

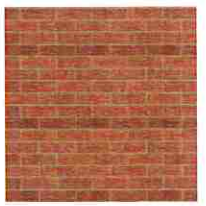

Red Brick

Figure 22: Material Examples and Example Streetscene
Source: Google and FINC Architects

Roman Road

As noted in the outline D&A - the Roman Road character area is an extension of the existing context to the south. These very linear streets follow a formal development parcel structure, with consistent building lines framing views to the South Downs.
The main street within this character area (running north-south) follows the same alignment with Roman Road, to ensure the framed view of the National Park is continued within the site.

Dwellings in this character area will mimic the local context, with a more regimented street pattern, where dwellings of similar scale and mass use changes in materials to offer variety and interest to the street scene.

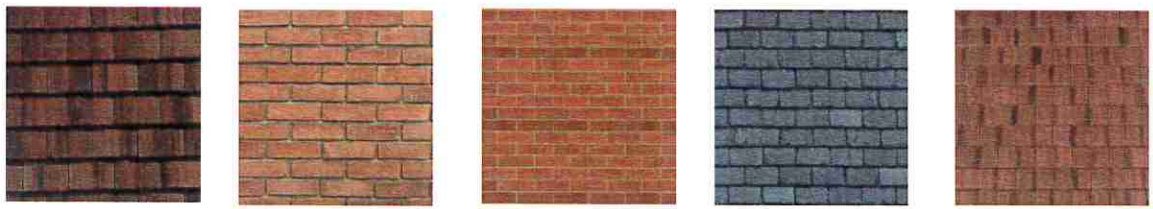
The pedestrian and cycle link to Kings Barn Lane is accessed from this character area, with a wide dedicated path connecting Kings Barn Lane to Steyning Common, the proposed play area located to the centre of the site.

Along this green route, the street is widened to include a tree lined verge and landscaped frontage, creating a direct, attractive green route for new residents and the wider community.

Urban Form	Cohesive, orderly, planned character achieved by restrained variation of common design features within a limited palette; the best of inter-war planned development character. Larger 2 storey buildings situated in the middle of large, landsacped plots with landscaping around. Regular, consistent plot width and depth.
Building typology	Predominantly semi-detached)handed symmetrical pairs) and terrace, with occasional detached.
Building Lines	Set back from the road, allowing buffer zone of landscaped gardens or parking areas between main road and houses.
Height/enclosure	Generally 2 storeys
Roofscape	Ridge running parallel to the road and larger front bays with hipped or gabled roofs. Rear wings enlarge the size of the property. Individual buildings enhanced with limited palette.
Building materials	Walls - Brick, render, tile hanging. Roof - Red/Grey/Orange tiles. Doors - Publicily visible doors to be consistent and in an urban colour palette. Windows - Feature colours acceptable
Landscape	Tree-lined street. Ornamental native planting to front gardens.
Parking	Variety of on plotm frontage parking and courtyards.
Street Types	Secondary Street, Secondary Street/Shared Space, Rural Lane/Shared Space, Private Lane/Courtyard. Secondary Street/PED Cycle Link.
Boundary Treatments	Side/garden boundaries: brick walls, fronting public realm. Front gardens: low brick walls or hedges.

Figure 24: Green Streets - Boulevard Streets Matrix
Source: Approved Framework Document

Figure 23: Roman Road Design Area Map
Source: FINC Architects



Tile Hanging | Terracotta Brick | Red Brick | Eternit Slate Roof Tiles | Red Rustic Roof Tiles

Figure 25: Material Examples and Example Streetscene
Source: Google and FINC Architects

Railway Suburb

The Railway Suburb references the old Steyning railway line (now the Steyning Bypass) and some of the surviving properties that originally formed the immediate surroundings to Steyning Railway Station – originally located to the south-west corner of the site.
The character area is the closest area of the site to the old railway line and station, occupying the south-west area of the site.
The Railway Suburbs character is influenced by the surviving streets, including Station Road and Southdown Terrace.

This character area forms the gateway into the site from the new roundabout, where pairs of semi-detached dwellings provide an attractive, continuous frontage to welcome you into the site. To the centre of the character area a ribbon park runs west-east providing a pedestrian focused link from the front of the site through to the new play area's. The alignment of the park is orientated around the view of St Andrews Church to the west, providing a key vista and visual connection to the centre of Steyning.
Where the main access road within the Railway Suburb passes through the ribbon park, a focal square is formed. The square will be fronted by a small number of apartments and continuous frontages, to ensure a good sense of enclosure to this key space.

Urban Form	Small runs of terraces (up to fours dwellings) and semi-detached. Good sense of enclosures to focal junction and ribbon park.
Building typology	More modest terraced cottages, two bay and double fronted houses, some set back from the street behind front gardens and some in spacious grounds. Plot depth generally consistent.
Building Lines	Buildings generally follow the road line.
Height/enclosure	Generally up to 2 storeys south of the ribbon park. Up to 2.5 storeys to gateway
Roofscape	Roofs generally pitched with long axis parallel to the road.
Building materials	Walls - Predominantly render and brick. Flint encouraged to focal buildings. Render (light shades) acceptable. Feature colours acceptable. Roof - Generally grey. Doors - Publicly visible doors to be consistent and in an urban colour palette. Windows - Feature colours acceptable
Landscape	Shrub planting to small front gardens.
Parking	Variety of on plot, frontage parking and courtyards.
Street Types	Secondary Street, Secondary Street/Shared Space, Private Lane/Courtyard
Boundary Treatments	Side/garden boundaries: brick walls fronting public realm. Front gardens: low brick walls or hedges.

Figure 27: Green Streets - Boulevard Streets Matrix
Source: Approved Framework Document

Figure 26: Railway Suburb Design Area Map
Source: FINC Architects


Tile Hanging


Eternit Slate Roof Tiles


Red Rustic Roof Tiles


Red Brick


Red Multi Brick

Figure 28: Material Examples and Example Streetscene
Source: Google and FINC Architects

Built Form

The NDG states that well-designed places have:

"-compact forms of development that are walkable, contributing positively to well-being and placemaking;
- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibilty; and
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion"

Proposed Flatblocks

The proposed flatblocks form important landmark elements along the Principal Street – specifically in fronting and defining the central open space and LEAP. Detailed liaison with the LPA has been undertaken specifically over the detailing and composition of the flat blocks to ensure the aspirations in the Outline Consent are achieved.

Figure 29: Flat Block A NTS
Source: FINC Architects

Figure 30: Flat Block C NTS
Source: FINC Architects

Figure 31: Flatblock Key Map NTS
Source: FINC Architects

Proposed Streetscenes

The proposed streetscenes seek to creating a distinctive sense of place and memorable character for each of the areas they are located in. As discussed the differing urban form of each character area are reflected in in the streetscenes – the continuous 2-2.5 storey frontage of the Principal street, the rhythmic 2 storey villas in landscape setting of the roman road, the dense active 2 storey frontage of the railway suburb and the more informal, irregular, unique and varied elevations of the Springline village

Figure 32: Streetscene A-A NTS
Source: FINC Architects

Figure 33: Streetscenes B & C NTS
Source: FINC Architects

Figure 34: Streetscene A-A, B-B & C-C Key Map NTS

Proposed Streetscenes

STREET SCENE D - D

STREET SCENE D - D
CONTINUED

STREET SCENE E - E

Figure 36: Streetscene D-D, E-E & F-F NTS
Source: FINC Architects

Figure 37: Streetscene D-D, E-E & F-F Key Map
NTS

Movement, Access and Connectivity

Movement

The NDG states that a well designed movement network defines a clear pattern of streets that:
"- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
-limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
-promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
-incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."

This is also echoed in the approved Design Guide, leading to our site considering both these documents when designing the extensive movement network, firstly by retaining and enhancing its existing connections to create a permeable and accessible development.

The proposals utilise the existing public right of way that runs north-west of the site, integrating it into the proposals to provide greater connectivity to the wider area, forming sustainable connections into the development. The development's vehicular access is primarily served off of a proposed roundabout located on the A283 Steyning Bypass, on the site's western boundary. In addition, two secondary pedestrian/cycle routes are located off of King's Barn Lane to the south and the east, with both meeting at a key focal point in the centre of the development. The primary movement route then stretches from west to east towards the wider development edges.

Shared surfaces branch off of the arterial routes, which adopt a more organic approach in their design and encourage lower vehicle speeds, whilst encouraging sustainable methods of movement such as walking and cycling. Private drives and mews streets then branch off of the shared surfaces to serve the development edges.

The plan adjacent illustrates the key forms of movement throughout the proposed development and its surroundings as well as the road hierarchy across the site. The plan also illustrates that we are in compliance with the Design Guidance.

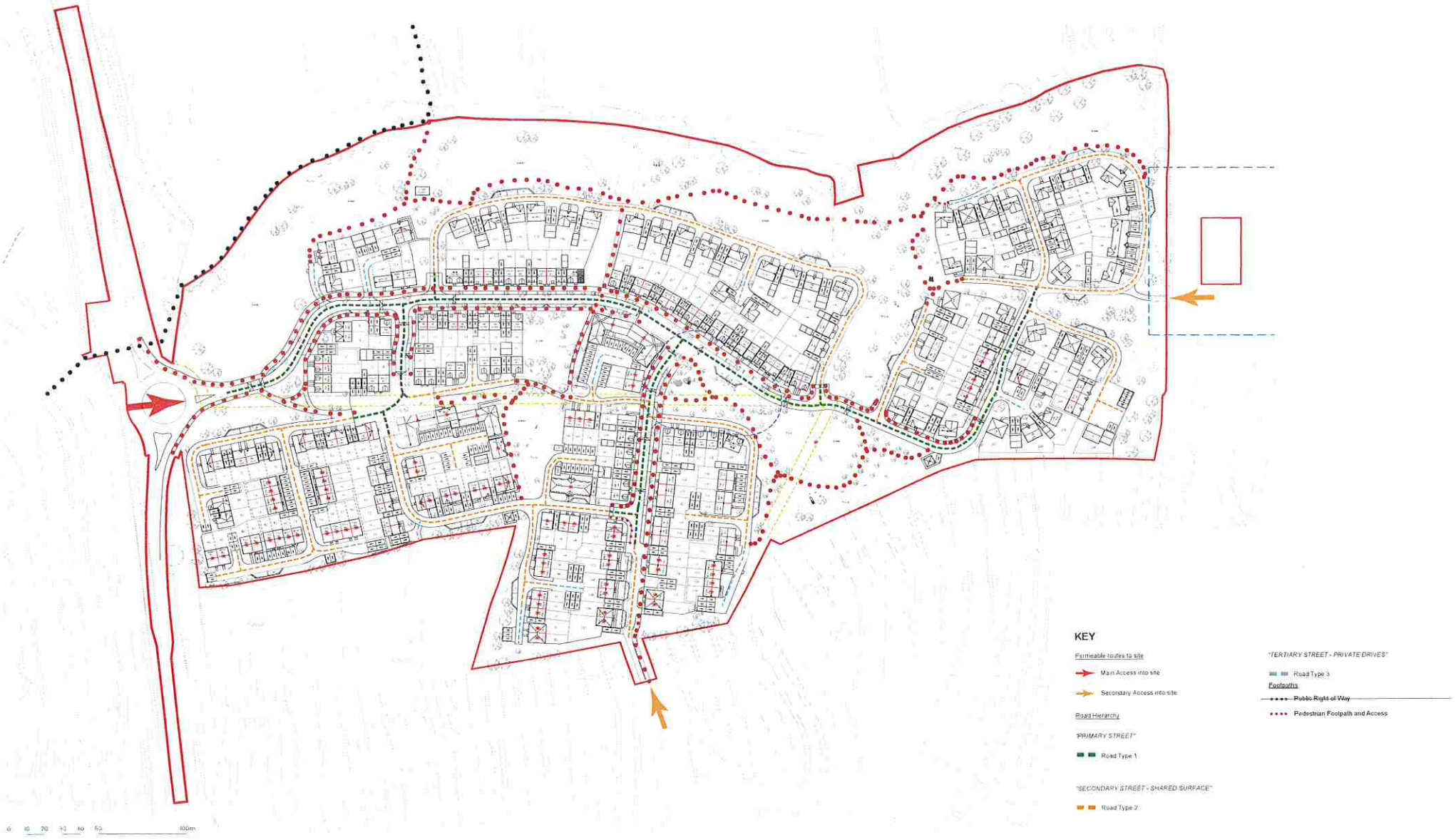


Figure 38: Access, Movement and Connectivity
Source: FINC Architects

Land Use & Amount

The site measures approximately 14.2ha, of which 7.48ha are allocated to various forms of open space and 6.9ha are allocated to residential development land.

All dwellings are arranged across 1, 2 or 2.5-storey buildings, in accordance with the Development Framework and include a variety of sizes from 1-bed flats, to 4-bed houses. All dwellings are M4(2).

For full details see the Schedule of Accommodation.

Tenure	No. of Homes	% of Homes
Market	159	60%
Affordable	106	40%
Total Homes	265	

Figure 39: Housing Tenure Matrix
Source: FINC Architects

Figure 40: Land Use Plan
Source: FINC Architects

Accommodation Schedule

House Type Summary

Affordable					
House Type	Bedrooms	Persons	NIA (sqft)	Units	Total Area (sqft)
Maisonette GF Flat (Aff)	1	2	764	2	1,528
Maisonette FF Flat (Aff)	2	4	775	2	1,550
1B Apartment	1	2	562	10	5,620
1B Apartment (A)	1	2	753	4	3,012
1B Apartment (B)	1	2	786	1	786
2B Apartment (A)	2	4	753	18	13,554
2B Apartment (B)	2	4	840	2	1,680
T236 (Aff)	2	3	827	3	2,481
M242 (Aff)	2	4	855	31	26,505
T352 (Aff)	3	5	1,012	28	28,336
M452 (Aff)	4	5	1,178	5	5,890
Totals				**106**	**90,942**

Sales					
House Type	Bedrooms	Persons	NIA (sqft)	Units	Total Area (sqft)
M241	2	4	855	9	7,695
T341 (A)	2	4	948	12	11,376
T341	3	4	948	2	1,896
M361	3	6	1,126	19	21,394
M356	3	5	1,150	24	27,600
M354	3	5	1,172	7	8,204
M355	3	5	1,172	1	1,172
T364	3	6	1,184	6	7,104
Kirdford	3	5	1,275	5	6,375
M461	4	6	1,297	1	1,297
M472	4	7	1,349	6	8,094
M474	4	7	1,389	27	37,503
T462	4	6	1,404	5	7,020
M467	4	6	1,481	18	26,658
T571	5	7	1,669	4	6,676
T581	5	8	1,774	10	17,740
T591	5	9	1,928	3	5,784
Totals				**159**	**203,588**

Grand Total				**265**	**294,530**

Affordable		
Bedrooms	**Number**	**%**
1	17	16%
2	56	53%
3	28	26%
4	5	5%
Total	106	100%

Sales		
Bedrooms	**Number**	**%**
2	21	13%
3	64	40%
4	57	36%
5	17	11%
Total	159	100%

Grand Total	265	

Affordable %		40%

Overall Mix		
1B	17	6%
2B	77	29%
3B	92	35%
4B	62	23%
5B	17	6%
Total	265	100%

Redline Area	35.20
Net Developable Area	18.48
Sqft/Acre	15942

SHMA Mix

Affordable		
Bedrooms	**Number**	**%**
1	34	32%
2	35	33%
3	26	25%
4	11	10%
Total	106	100%

Sales		
Bedrooms	**Number**	**%**
1	8	5%
2	48	30%
3	64	40%
4+	40	25%
Total	160	101%

Grand Total	266	

Affordable %		40%

Overall Mix		
1B	34	13%
2B	43	16%
3B	74	28%
4B	75	28%
5B	40	15%
Total	266	100%

Figure 41: Accommodation Schedule
Source: FINC Architects

Homes & Buildings, Amenity Areas

Car Parking Standards

Car parking is required to be provided at a level that meets the forecasted per dwelling demand outlined within Table 2 of West Sussex County Council Guidance on Parking at New Developments (September 2020). Glebe Farm is located within Parking Behaviour Zone 1 (PBZ1) and as such generates the parking demand outlined below in Figure 49.

As can be seen in Figure 49, the development overall has a calculated parking demand of 565 parking spaces (rounded off to the nearest whole number). Figure 50 provides a comparison between the above calculated parking demand and the proposed provision.

It is noted that across the site there is a slight under – provision of 4 allocated spaces (rounded off to the nearest whole space) against the calculated demand, equating to a 0.73% under provision. It is not considered that this 'under provision' is of any significance in magnitude, particularly in the context of WSCC's parking standards allowing for potential variations of +/- 10% provision against the calculated parking demand of a given location.

It is further noted that it is proposed to provide 36 unallocated / visitor parking spaces in addition to the 561 allocated parking spaces previously outlined. These parking spaces have been spread across the site to ensure that they are principally focused on areas where nearby plots have an under – provision of allocated on plot parking and in private areas where narrower roads would be more negatively impacted by unwanted on – carriageway parking.

Size of dwelling (Bedrooms)	Number of Habitable Rooms	Parking Space Demand (per Plot)	Number of Plots	Calculated Demand
1	1 – 3	1.5	17	25.5
2	4	1.7	86	146.2
3	5 – 6	2.2	88	193.6
4+	7 +	2.7	74	199.8
Total	-	-	**265**	**565.10**

Figure 42: Calculated Parking Demand
Source: FINC Architects

Size of dwelling (Bedrooms)	Calculated Demand	Proposed Allocated Parking Provision	Net Provision Differential (rounded to whole spaces)
1	25.5	17	-9
2	146.2	152	+6
3	193.6	176	-18
4+	199.8	216	+16
Total	**565.10**	**561**	**-4**

Figure 43: Calculated Parking Demand vs. Proposed Parking Provision
Source: FINC Architects

Cycle Parking

Cycle Parking will be provided in accordance with the standards outlined within 'Principle E' of WSCC's Parking Standards.

It is proposed that all single – family dwellings are provided with the recommended level of cycle provision within their curtilage (either within compliantly sized garages or within rear gardens) to the required level – either 1 space for 1 and 2 – bed dwellings or 2 spaces for 3+ bed dwellings.
For the flats (Plots 24 – 39, 134 – 139 and 149 – 165) it is proposed that 0.5 spaces per dwelling are provided (in accordance with Principle E) for the those with either 1 or 2 bedrooms. For plots 24 – 39 and 134 – 139, this provision is proposed within a short distance of the apartment blocks, while the cycle parking associated with Plots 149 – 165 will be provided within the curtilage of the apartment block itself.

The proposed cycle parking has been designed with reference to the best practice standards outlined within LTN 1/20. Small banks of Sheffield stands will be provided within covered buildings a short distance from their associated flat blocks, for the purpose of convenience and natural surveillance.

Bin Storage

The Design Code provides guidance on the provision and design of bin storage solutions. The majority of houses are either semi-detached or detached, enabling convenient direct access to rear gardens. All bins will be stored to the rear of properties and put out for collection on the relevant day. The enlarged front gardens throughout the site enable bins to be stored off footpaths whilst awaiting collection and prior to being placed back in rear gardens.

Fully integrated, internal bin stores are proposed for the apartment blocks. This results in a neat solution that will reduce impact of bin storage/collection on an ongoing basis.

The refuse collection strategy is detailed in the 'Refuse & Recycling Strategy' plan submitted with this application.

Landscape Materials Palette

The paving and surfacing materials will be subtle and sensitive to the Site. The designed public spaces within phase 2 will have self-bound gravel paths to give a high-quality character to key areas within the Site, whilst minimising visual impact.

Seating will be of a traditional style, with fixed benches and chairs located within publicly accessible areas. Natural materials will be used for play equipment including timber and rounded boulders.

Streets

- Asphalt pavements and roads to Primary Streets to adoptable standard
- Concrete kerbs to adoptable standards
- Block paving to Secondary and Tertiary Streets
- Block paving to Secondary and Tertiary Street parking bays
- Granite sett/block paved crossovers/ transition areas.

Public Spaces

- Self-bound gravel surfacing
- 1:3 grass slopes to attenuation ponds
- Fixed benches
- Custom seating
- Wayfinding elements
- Educational boards

Boundary Treatments

- Metal estate rail
- Post and rail fencing
- Closeboard fencing

Primary streets:
Asphalt

Primary streets:
Conservation kerbs

Paths:
Self-bound gravel

Rumble strips:
Granite setts

Secondary streets:
Block paving

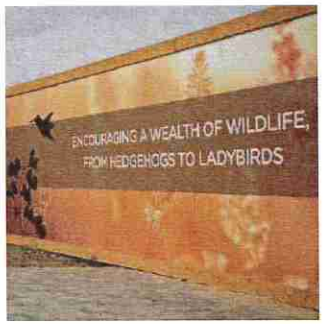
Parking bays:
Block paving

Street furniture:
Timber benches

External Lighting:
Low-level bollard lighting

School Plaza:
Estate fencing

School Plaza:
Interpretation board



School Plaza:
Creative hoardings

Attenuation basins:
Timber post & rail

Figure 44: Materials Palette Precedent Images
Source: Google

Planting Palette

The planting strategy is a core component of the landscape proposals and must serve a number of roles: for people, for wildlife and for the character of the wider landscape. A set of planting typologies and associated outline plant species lists have been developed in line with the principles. These encompass the broader landscape elements and the more designed landscape spaces.

Urban Edge

The Urban Edge character 'area' covers the main approaches to the Site from the north that are most visible and will give the first impression of arriving at the development. The soft landscape strategy provides a green buffer to provide protection from nearby corridors, with robust street tree planting and shrub and ornamental planting below the canopies.

Green Streets

The Green Streets character area comprises the majority of the development, with two types of streets within this character area: 'Boulevard Streets' - formal street tree planting within verges to create a formal verdant character with provision for pedestrian/cycle movement. Typically open gardens with instant hedgerows; 'Mews Streets' - shared surface streets with a more intimate sense of enclosure. Smaller front gardens and trees/ hedgerow planting where possible.

Green Edge

The Green Edge character area comprises parts of the Site that face onto the ancient woodland, open spaces or other landscape features and include two types of design: 'Woodland Edge' - facing Arnold's Wood, SuDS basins, and other existing treebelts; 'The Lanes' - relates to the open aspect of proposals onto Alexander Lane. Informal planting, with hedges and ornamental planting that blends into the existing vegetation.

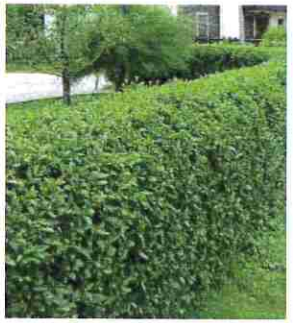
Urban edge:
Acer campestre

Urban edge:
Cornus sanguinea

Urban edge:
Hebe rakaiensis

Urban edge:
Lavandula angustifolia

Green streets:
Carpinus betulus



Green streets:
Ligustrum ovalifolium

Green streets:
Gaura lindheimeri

Green streets:
Pennisetum 'Rubrum'

Green edge:
Sorbus aucuparia

Green edge:
Salvia 'Amistad'

Green edge:
Dryopteris filix-mas

Green edge:
Viburnum davidii

Figure 45: Planting Palette Precedent Images
Source: Google

Technical

Sustainability & Energy Statement

The proposals have been designed to maximise energy efficiency, through their siting, design and orientation. The Proposed Development therefore follows the nationally recognised energy hierarchy of:

-Reducing energy demands in the first instance ('Be Lean');
-Before using energy efficiently and cleanly ('Be Clean'), and only then;
-Using renewable and low carbon technologies ('Be Green'), where possible.

In addition, the buildings will be constructed with a 'fabric first' approach to energy efficiency, exceeding the Building Regulations with regards to energy consumption. The fabric efficiency of the proposed dwellings has been designed to reduce heat demand and energy needs. This includes providing high levels of insulation and low air permeability, with consideration for thermal bridging junctions. The diagram below illustrates this approach.

The proposed development seeks to supply energy efficiently by using only electric based heating and hot water systems, including the use of Air Source Heat Pumps, meaning the development will be designed to be fossil fuel-free. Ground source heat pumps will be considered at the Buildings Regulations detail stage.

Electric charging points will be provided for each new dwelling, as shown on the Parking Parameters Plan.

A sustainable surface water drainage system is proposed throughout the site and forms part of the proposed extensive open space, as part of the wider development. This will ensure that any surface water run-off within the development is appropriately managed.

Furthermore, the materials chosen for construction, including hard and soft landscaping elements, will be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

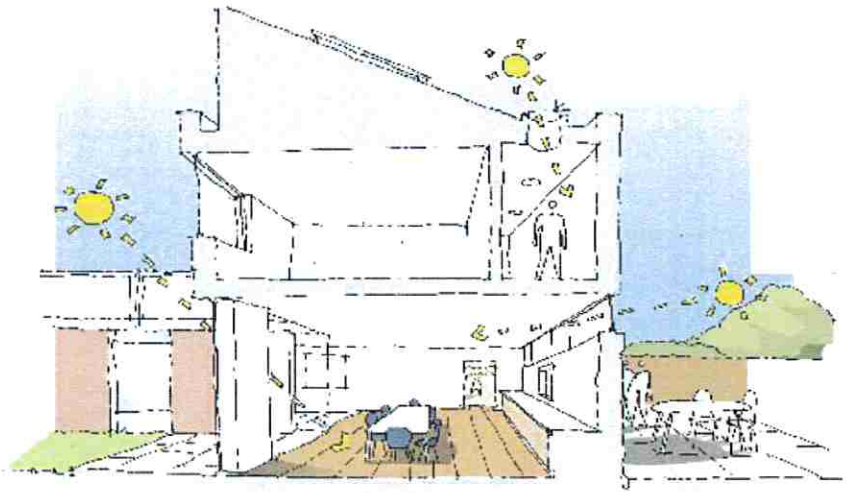


Figure 46: Fabric First Sustainability Concept
Source: FINC Architects

Conclusion

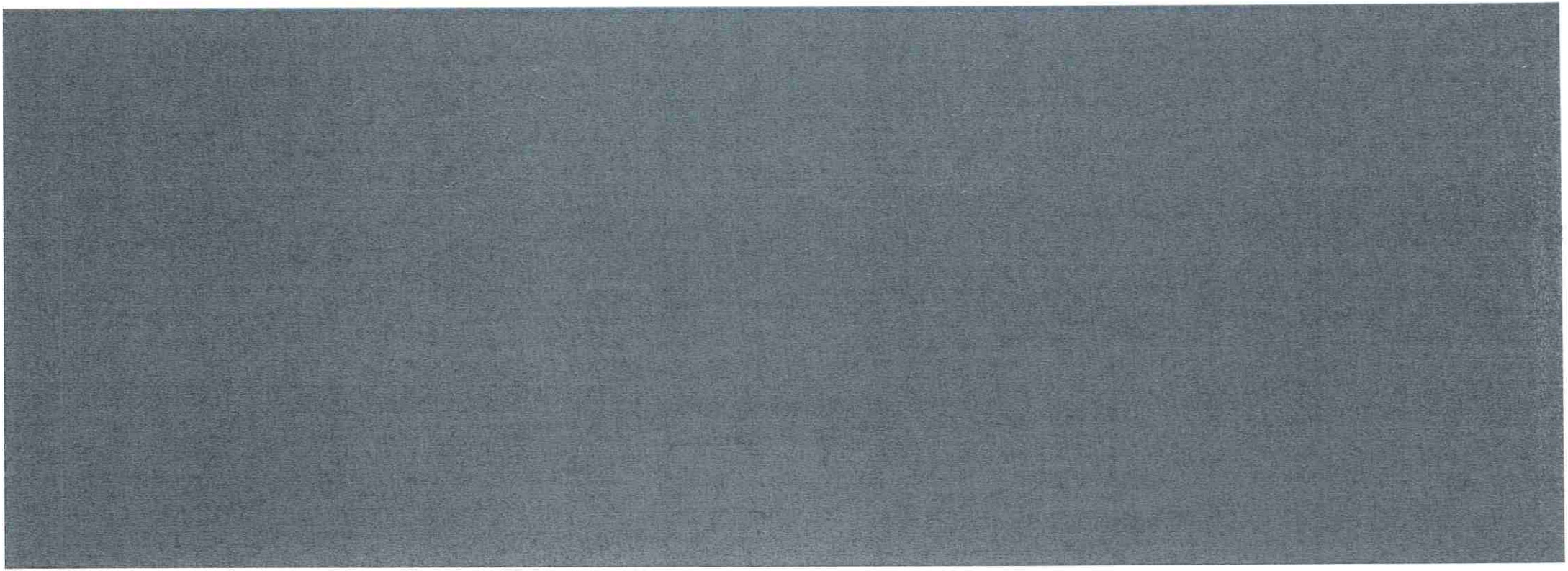
This Design and Access statement has been produced in support of a reserved matters planning application for 265 units including 40% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

The document illustrates how the proposals have evolved, through consultation with Horsham District Council; statutory consultees and surrounding stakeholders. This document provides detail on the existing site constraints, wider area constraints and context to establish key principals and concepts for the proposals and how these principals have been rigorously tested, reworked and coordinated to absorb comments and detailed technical constraints across all disciplines.

This has resulted in the proposals detailed within this document for an extremely high-quality landscape lead development, with excellent connectivity, place-making and integration into the area.

The development provides a much-needed variety of new housing, exceeding requirements for sustainability, open space and biodiversity net gain whilst adhering to the principals set out and approved within the Outline Consent Design Guide.

Figure 47: Coloured Site Layout
Source: FINC Architects



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