

WELCOME

to our Public Consultation Event for redevelopment of The Land at West Hoathly Brickworks



We would like to welcome you to our community consultation. Ashill Regen (AR) are working to bring forward a high quality sustainable residential development at West Hoathly Brickworks, Sharpthorne.

The purpose of this event is to receive feedback from the local community on our proposals, the following panels provide information of our proposed scheme for a new high quality mix of houses.

We would love to hear your thoughts and feedback on our proposals. Our design is at an early stage and we can amend the scheme to address concerns where possible. Please look at the panels, talk to the team members and let us know your views. The team will be pleased to answer any questions you might have along the way.

The land is situated on the northern edge of the village of Sharpthorne and has been in operation as a Brickworks since the late 1800's. Brick production and quarrying ceased in 2020, and following an extended marketing campaign, the freehold interest has been transferred from lbstock Brick to AR.

The main Brickworks area outlined in Red, measuring 14.5 acres (5.9 ha), is considered to be suitable for redevelopment being Previously Developed Land.

The land outlined in Blue, measuring 26.5 acres (10.7 ha) is subject to Restoration Order to deliver a programme of Restoration Works which have been approved by the statutory regulators following cessation of quarrying works.





UNDERSTANDING THE PLACE

Key characteristics

- Victorian cottages and lower scale buildings found towards the core of the village;
- Properties set back from road with planting in front;
- Lower density post war development found at bottom of hill typically comprising detached, semi detached and bungalows;
- Materials vary depending on age and architectural vernacular;
- Common details include gable roofs, hanging porches, cottage style windows, chimneys and bay windows.

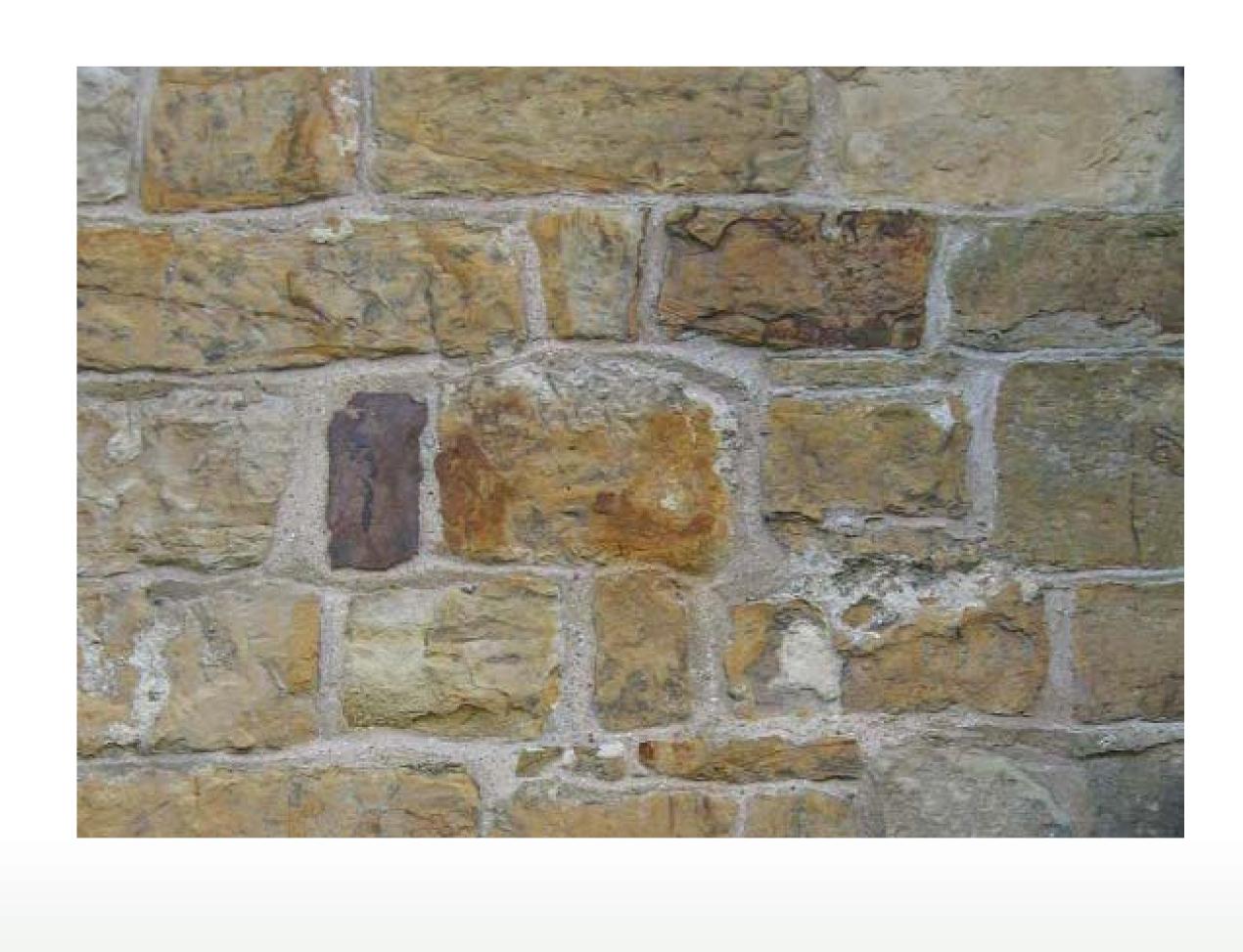












Key characteristics

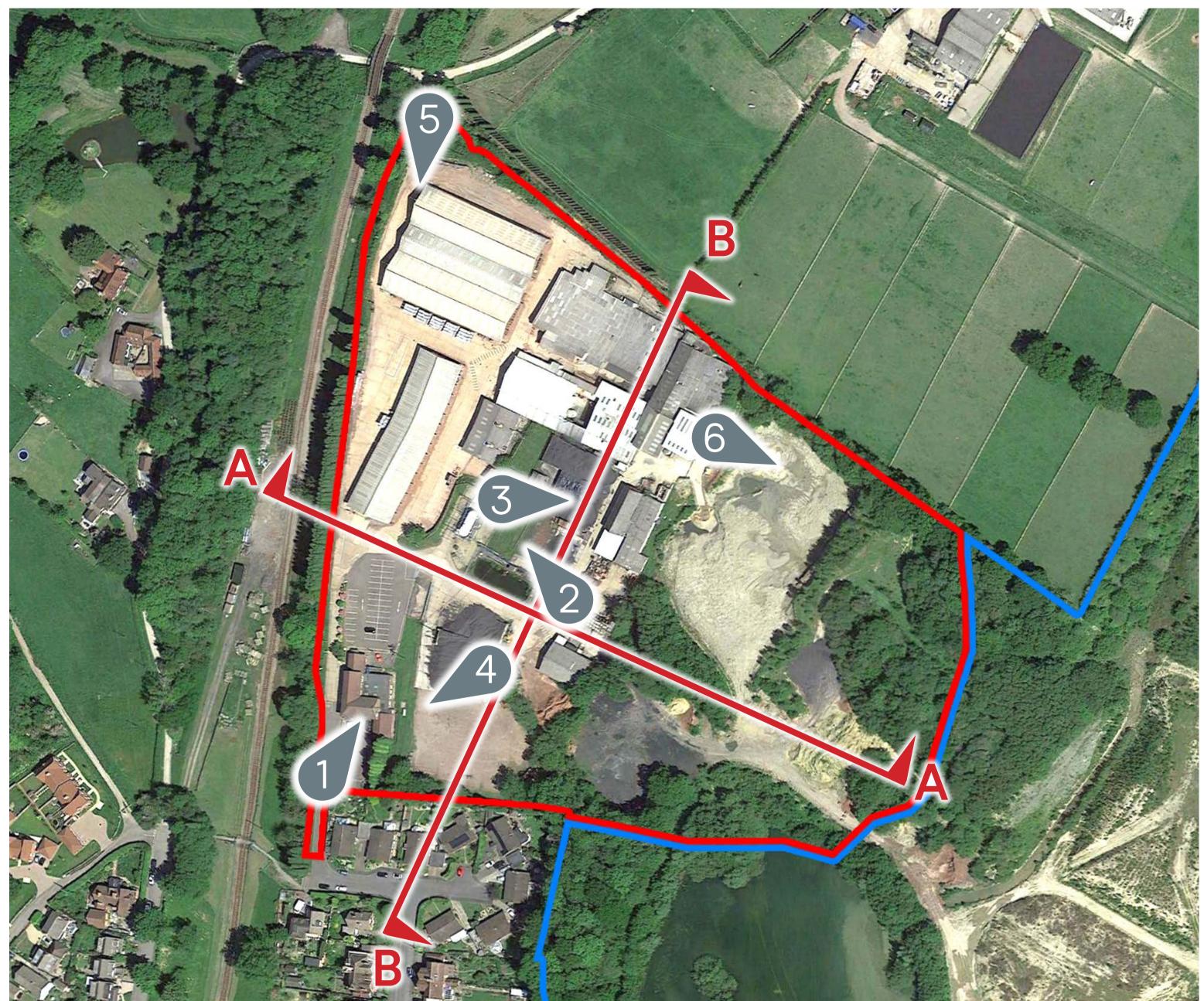
- A variety of ages and styles but with a sense of unity due to buildings being of the same scale;
- Properties closely grouped together following the line of the road;
- Semi rural feel due to the narrowness and winding nature of the road, lack of pavement, irregular building lines and mature vegetation;
- Similar materials used such as tile hanging, brickwork in Flemish bond, dental courses, casement windows, clay tiles roofs, timber framing and cottage gardens with picket fencing.







UNDERSTANDING THE SITE



Key Plan



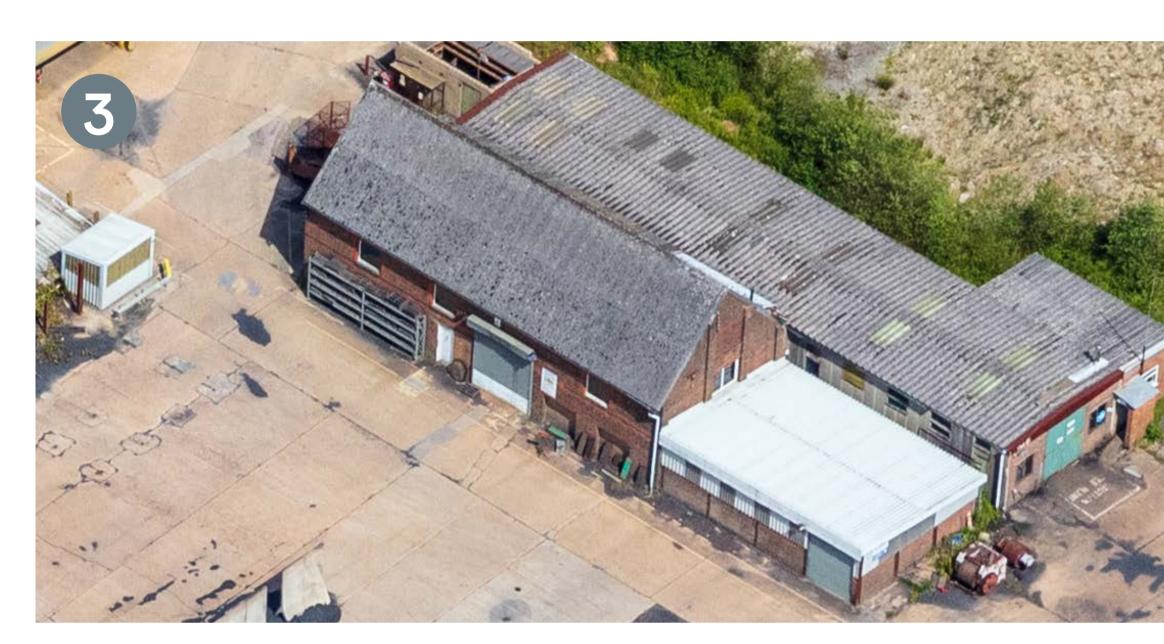
Site entrance



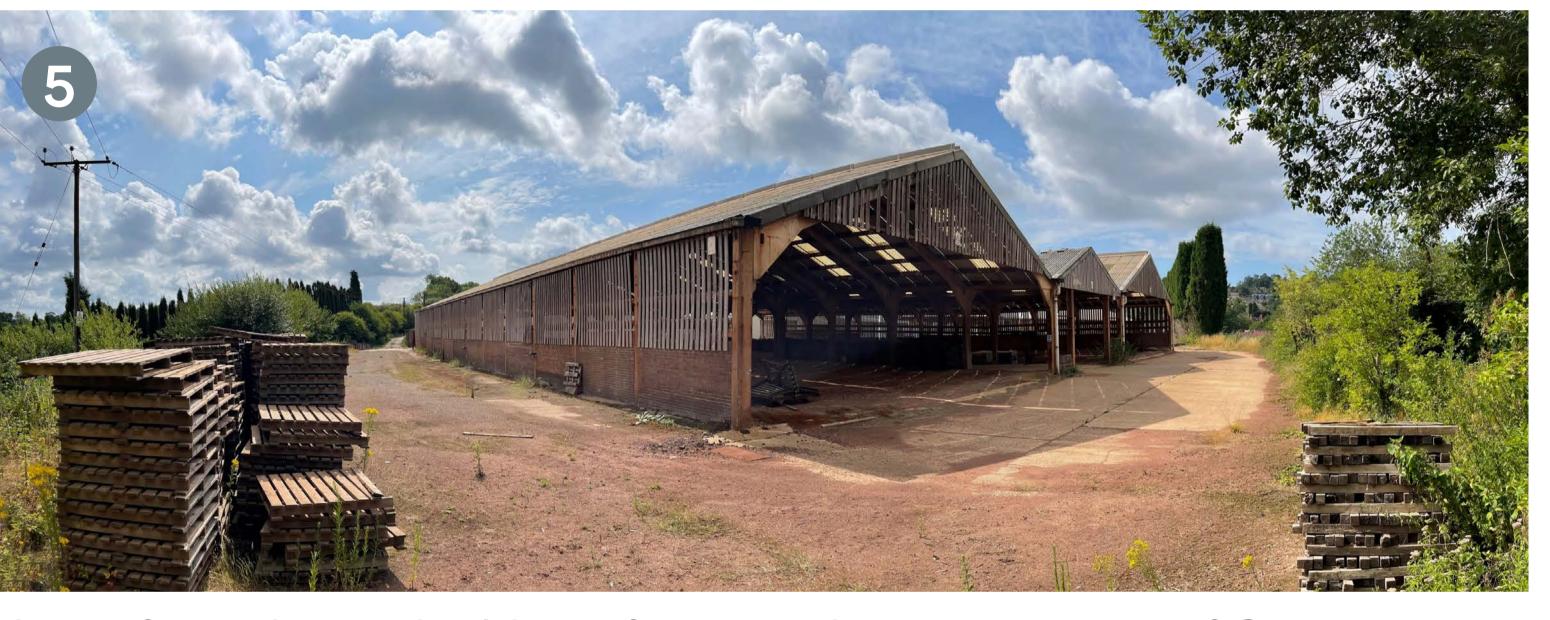
View looking north-west across yard



View looking south-west across yard towards entrance building



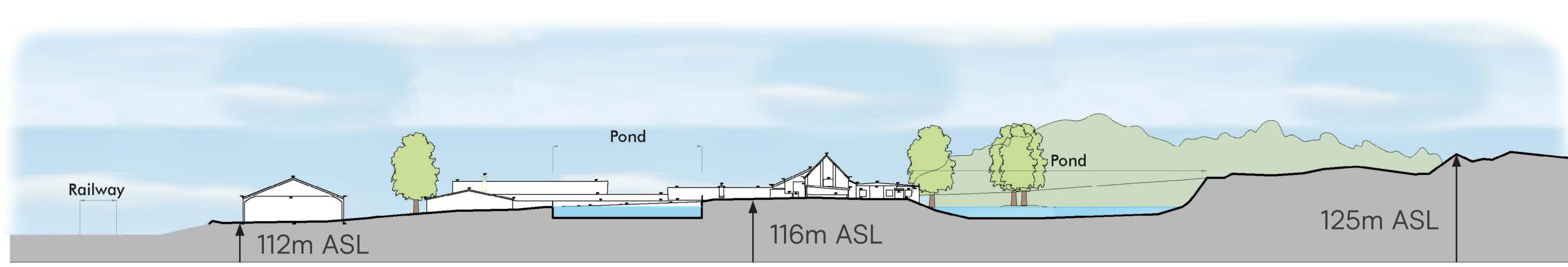
Original brickworks building



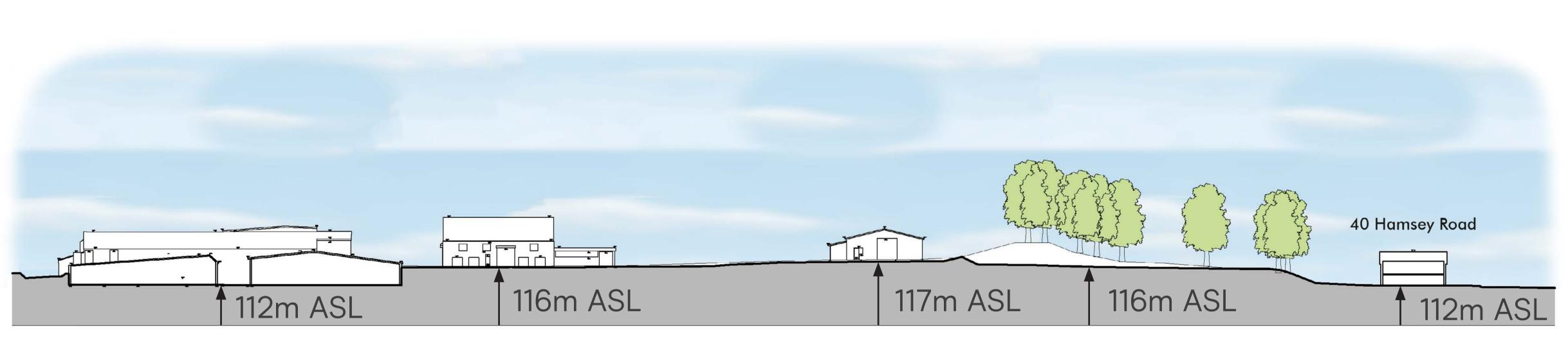
View of warehouse buildings from northernmost point of Site



View looking east towards open storage area



Section AA



Section BB



LANDSCAPE ANAI YSIS

The site benefits from a high level of visual enclosure despite being located within the valley and overlooked by higher ground, in particular to the west around West Hoathly. There are large areas of woodland, copses and mature hedges which restrict views to glimpsed or partial views through breaks in the hedge or tree line from the wider countryside.

A number of properties on the ridge line at West Hoathly have a more open aspect so would gain views over the site.

There are glimpsed views towards the site from a number of locations within Sharpthorne, including Hamsey Road and Bluebell Lane. Views are mainly from residential streets with brickworks visible in middle distance. In these views perimeter planting and existing woodland enclosing the site tends to limit views to glimpsed views of warehouses on site.

Given the topography of the immediate area, the position of the site, and due to heavy tree cover and vegetation, there are very few views of the site from surrounding roads and footpath network.



View south from Footpath 2WH in vicinity of New Coombe Farm. Warehouse buildings visible beyond conifers.



View north down Hamsey Road towards site. Characteristic of glimpsed views towards the site from a few locations in Sharpthorne. Warehouses are prominent feature.

LEGEND

Ancient

SSSI

PROW

Historic

hedgerow

alignment

watercourse

Woodland/

tree belt

screening

areas

area

Existing

contours

Existing

Border Path

woodland



View north from Station Road. Characteristic of glimpsed views towards the site from a few locations in Sharpthorne. Warehouses glimpsed through trees. View may be more open in winter.

LANDSCAPE ANALYSIS PLAN







DEVELOPING THE VISION

Landscape Led Design

- and enhancing 1. Retaining existing woodlands and trees forming the structure to the green grid for the development to sit within;
- 2. The historic alignment of the hedgerows have dictated the alignment of the green ways providing an east-west central linear amenity park, and opportunity for northsouth green ways alongside access roads;
- 3. Proposed footways around the green grid with opportunity to provide links to the surrounding PROW and direct access for residents onto amenity space;
- 4. Play area or trim trail equipment along the foot-ways to provide fitness jogging routes;
- 5. The proposed SuDS strategy is within the green grid following the existing watercourse network, designed as natural landscape features with natural forms and planted with native marginal aquatics;
- 6. Potential opportunity to remove parts of the existing line of Conifers to provide views over the Bluebell railway line from the central linear park;
- 7. Opportunity to retain and enhance existing woodlands and wildflower grassland providing habitat creation, planting safeguarding and enhancing biodiversity.



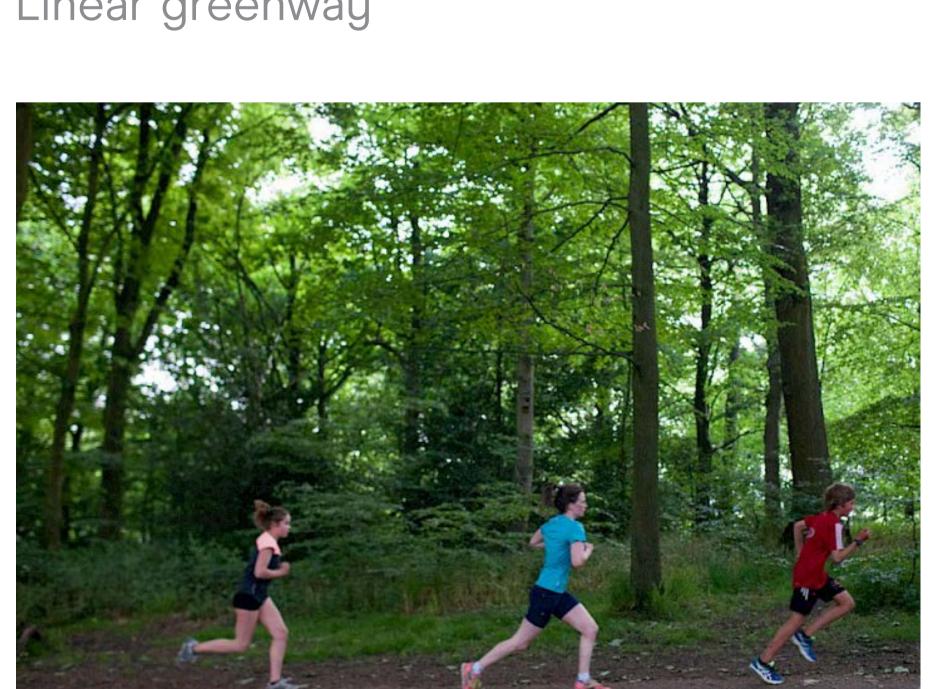
Landscape Strategy Plan



Footway along greenway and hedgerow



Linear greenway



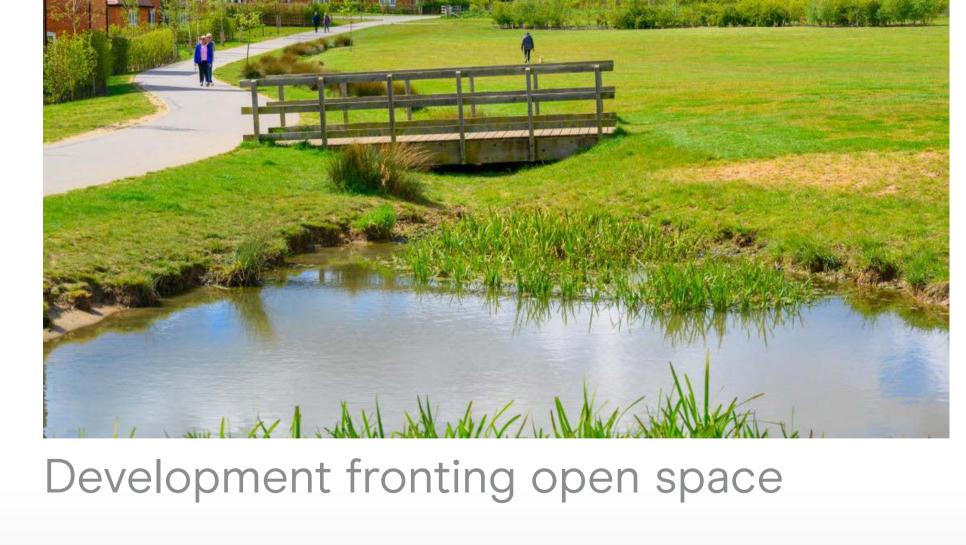
Fitness running routes



Greenspace incorporating attenuation basins



Trim trail equipment







DESIGN DEVELOPMENT: SITE LAYOUT





DESIGN DEVELOPMENT: APPEARANCE





COMPARISON STUDY

EXISTING



Total Area = 9816m²





Total Area = 7917m²
19% Decrease



Total Area = 38,082m²



Total Area = 14,558m²
62% Decrease



Total Area = 10,567m²



Total Area = 35,990m² 240% Increase



Total Volume = 55,634m³



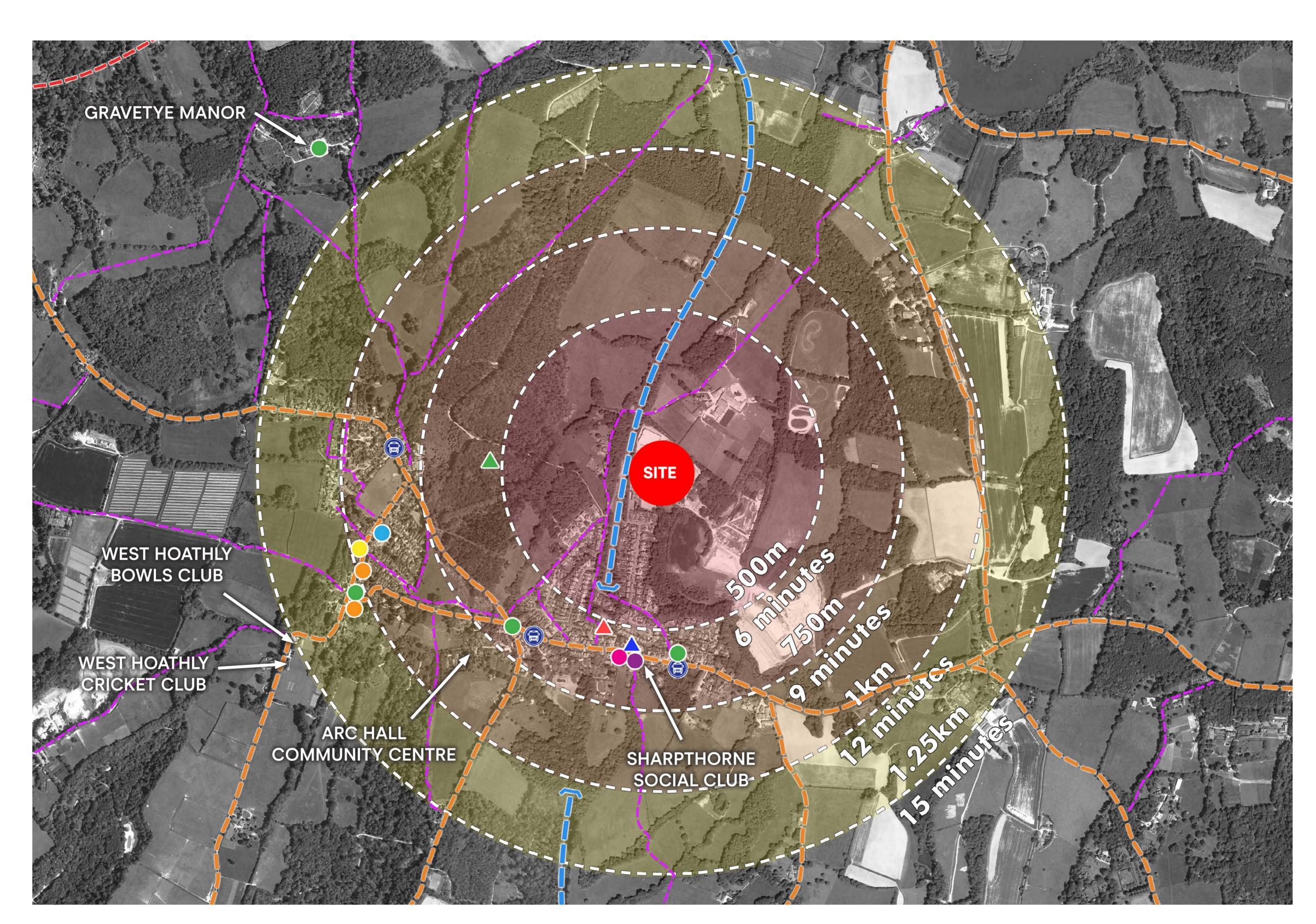
Total Volume = 48,574m³
13% Decrease



HICHWAYS AND TRANSPORT

Accessibility

- Station Road bus stop is located circa 600m to the south of the site (via Hamsey Road and Station Road) providing a route between East Grinstead and Crawley;
- Several amenities are located within an acceptable walking distance of the site, including shops, community and recreational facilities;
- West Sussex County Council (WSCC) Highways Officers are of the view at pre-application stage that there are safe and suitable walking routes locally to connect the site;
- A detailed audit of local pedestrian routes (including Public Rights of Way) has been undertaken to identify areas for improvements to be implemented.



- Key

 Retail/Groceries
- Post OfficeSchool

Restaurant/Pub

- DoctorChurchPlay AreaHair Salon
- Public Woodland

 Walking Distance
 (where accessible)

 Main Roads
 - Secondary RoadsPRoWBluebell Railway

Bus Stops

Measures to Enhance Sustainability

- Enhancements to waiting facilities at the Station Road bus stop, such as more robust shelters, currently being discussed with WSCC;
- Improvements to the frequency of the 84 service between East Grinstead and Crawley, currently being discussed with WSCC;
- Improved walking routes to enhance to the connection between the site and the local amenities / services, including possible pedestrian crossings on Top Road;
- Provision of Car Club spaces within the development to reduce the need for resident car ownership;
- Provision of Electric Vehicle Charging Points (EVCPs) for all dwellings, with additional points for visitors;
- Preparation of a Travel Plan to encourage residents and visitors to adopt more sustainable means of travel.

Trip Generation

- Residential trip generation would offer benefit when compared to the historic operation of the site, or its continued use as a commercial site, with significantly fewer HGV and larger vehicle movements;
- Residual impacts of brickworks operations have been observed when visiting the site (e.g. extensive carriageway wear along Hamsey Road);
- Vehicular trip rates for the residential development have been agreed with WSCC Highways at pre-application stage;
- · WSCC confirmed that the existing highway network (Hamsey Road, Station Road, Top Road and their junctions) could accommodate the traffic that will likely be generated by a residential development.

Historic Brickworks Peak Daily Vehicular Trip Generation

	All Vehicles	HGVs	Cars
Daily	137	39	98

- Brickworks activities typically took place on weekdays between 06:30 and 17:00 and Saturdays between 06:30-14:00.
- Brick deliveries, comprising the majority of the HGV movements, were undertaken by large articulated vehicles.

Proposed Vehicular Trip Generation – 125 Residential Dwellings

	Arrivals	Departures	Two-Way
AM Peak 08:00-09:00	21	59	80
PM Peak 17:00-18:00	55	27	82

- Residential development would reflect a more dispersed traffic profile across the course of a day.
- Significant reduction in HGV movements, with the majority of vehicle trips undertaken by car.

Access Arrangements

- Single point of vehicular access with Hamsey Road to be retained in its existing location;
- · Improvements will be made to enhance the access for vehicle and pedestrian passage;
- Continuous width to be retained to allow for two-way vehicle movements (i.e. simultaneous arrivals and departures);
- Footway to be provided along eastern flank with a minimum width of 1.5m, with a general 1.8m retained for use by pedestrians;
- Footway to provide a continuous connection to the existing network along Hamsey Road towards local amenities and services;
- Access strategy was agreed in principle by WSCC Highways officers at pre-application stage.

Car and Cycle Parking

Car Parking spaces will be provided to meet the requirements set out by WSCC, with 'Allocated' and 'Unallocated' spaces per dwelling type as follows:

Number of Bedrooms	'Allocated Spaces'	'Unallocated Spaces'
1	1.5	0.4
2	1.7	0.4
3	2.2	0.5
4+	2.7	0.5

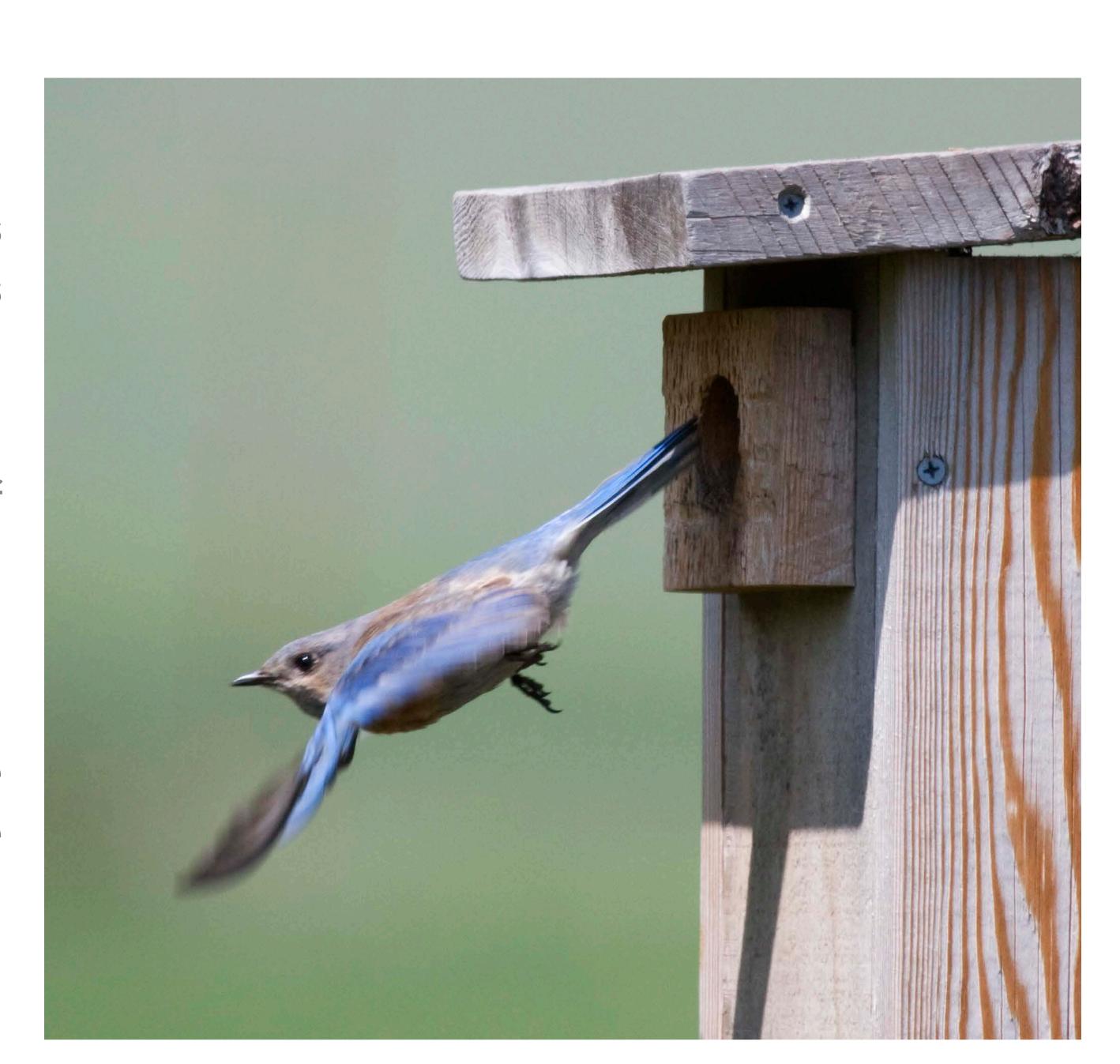
- Based on the WSCC Residential Car Parking Provision Tool, using the prescribed standards for the High Weald ward in which the site is located, the proposed development would provide a total of 321 parking spaces on site (266 allocated and 55 unallocated);
- This will provide ample parking for both residents and visitors, along with an allocation of disabled spaces;
- There will be secure cycle parking for all new residents.

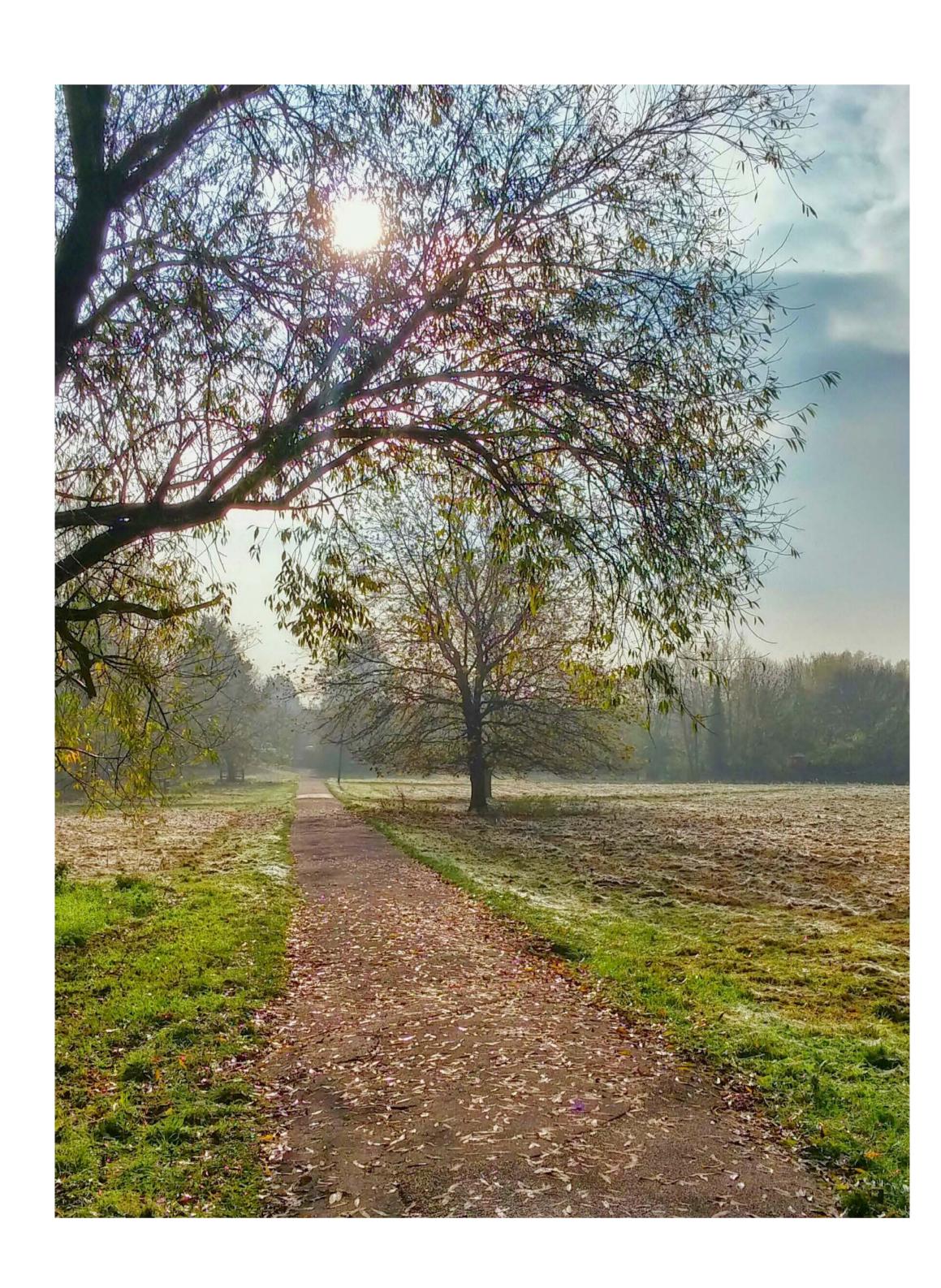


ECOLOGY, ARBORICULTURE, SUSTAINABILITY & DRAINAGE

Ecology

- Our ecologists have undertaken a suite of surveys to check for bats, reptiles, badgers and habitats and we are now in the process of reviewing and compiling data;
- Initial feedback is that any existing habitats are of low to no ecological value, but suitable mitigation measures (such as bat roosts) can be incorporated within the design of the development;
- The redevelopment is an opportunity to enhance ecology and to actively encourage local wildlife to the site, and provide genuine biodiversity gain on-site.





Arboriculture

- The Restoration Area includes an area of ancient woodland. A suitable buffer will need to be maintained to ensure its protection;
- There are very few trees that will affect the development of the site. There are small areas of existing woodland within the site boundary, and these will be protected where possible;
- Trees on boundaries will be left untouched unless it is felt that their removal may provide some benefit, for example the removal and replacement of the Conifers on the eastern boundary will be considered;
- Our landscape scheme will include planting of a significant number of new trees.

Sustainability & Drainage

The development will go beyond the requirements of policy (DP39) in terms of sustainability measures, energy and water efficiency, and surface water drainage:

- Removal of a historically polluting use and remediation of the site;
- Use of sustainable construction techniques limiting embodied carbon;
- · Optimising passive design measures where possible, orientation, thermal mass, useful solar gain;
- · Best practice procurement and water management practices, all to reduce site and construction waste;
- Thermally efficiency build fabric, allied with heat pump technology delivering low energy, naturally ventilated homes;
- The use of roof mounted Photo Voltaic panels to generate energy on site further reducing running costs;
- Electric Vehicle charging points for all dwellings, and points for visitors;
- No intent to utilise fossil fuels on site playing its part in delivering UK carbon reduction targets;
- A significant reduction in impermeable surfaces and a fully managed Sustainable Urban Drainage System (SUDS) to provide a significant betterment for surface water drainage.





SUMMARY AND BENEFITS OF OUR PROPOSALS



Redevelopment of an unsightly industrial site with development limited to the Previously Developed Land ensuring the scale of development will be appropriate and sensitive



Landscape led approach providing green open spaces throughout the development with excellent provision of high-quality public and private amenity space



Opportunity to maximise potential for arboriculture, ecological and biodiversity gains, and surface water drainage enhancements



Bespoke design seeking to complement the character of the surrounding area



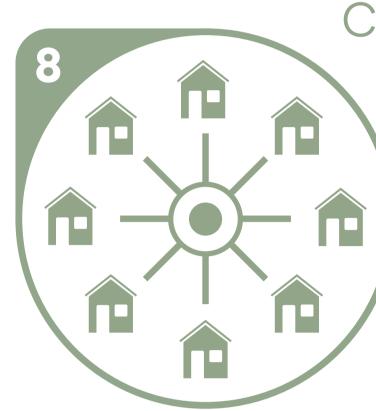
Genuine engagement and consultation with the local community to enrich and enhance the design process



Commitment to forward thinking and highly sustainable design and technologies, maximising the opportunity for renewable energy, water efficiency and carbon saving



Provision of green
pedestrian and cycle
routes through the site
that link up with the
existing network, with
secure cycle parking
for all residents



Careful attention to design to ensure community cohesion both inside the development and with the existing surrounding community, helping to increase the vitality of the village



A sustainable and vibrant mix of new homes, with policy compliant provision of Affordable Housing

Thank you for taking the time to view our proposals

Your views are important to us and we welcome your feedback. We would be most grateful if you could fill in a feedback form provided and place in the comment box or post back to the free post address on the form.

Should you have any questions or queries following the exhibition please do not hesitate to view our website:

www.ashillregen-sharpthorne.consultationonline.co.uk

The website allows you to provide feedback to our proposals.

We will take your comments into account before submitting a detailed planning application to Mid Sussex District Council.

