

Reserve Land

Kilnwood Vale

Faygate, West Sussex

Design & Access Statement
Outline Planning Application

November 2017



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Background

1.0

- 1.1 Planning Application
- 1.2 Location
- 1.3 Vision



Background

1.1 Planning Application

This document has been prepared for Crest Nicholson Operations Ltd (hereafter referred to as 'Crest') to accompany an outline planning application for the 'Reserve Land' at the Kilnwood Vale development on land to the west of Crawley.

The Reserve Land lies to the west of Phase 1 of the Kilnwood Vale development (as shown in the location plan on the opposite page). It forms part of the strategic allocation for 'Land West of Bewbush' (now known as Kilnwood Vale) in the adopted Horsham District Planning Framework. The Reserve Land is also within the consented boundary (red line) for the Kilnwood Vale Scheme.

Outline permission for the Kilnwood Vale Scheme site was approved in October 2011 (ref: DC/10/1612). A series of reserved matters planning applications have subsequently been submitted for a number of the housing parcels in Phases 2 and 3. The approved masterplan for Phases 2 and 3 as subsequently amended in April 2016 (ref: DC/15/2813).

The 'Reserve Land' was safeguarded as part of the outline planning consent to provide the opportunity to accommodate a Western Relief Road (WRR), should it have been determined that the route was necessary to secure future development west of Crawley. The time for confirming the requirement for the WRR has now expired. It is acknowledged through planning guidance and the existing planning permission that this site could be developed for housing if not required for the WRR.

This Design and Access Statement has been prepared in accordance with the requirements of the *Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2010 (SI 2010/567)*. In particular, the content and format of the statement closely follows the advice set out in Section 6 of the Communities and Local Government (CLG) *Guidance on information requirements and validation which accompanies the Development Management Policy Annex: Information requirements and validation for planning applications*.

The purpose of this Design and Access Statement is to demonstrate the evolution of the design process and background material that has influenced the proposed application.

The application is for a residential development comprising approximately 227 new homes on the 9.3 hectare site.

1.2 Location

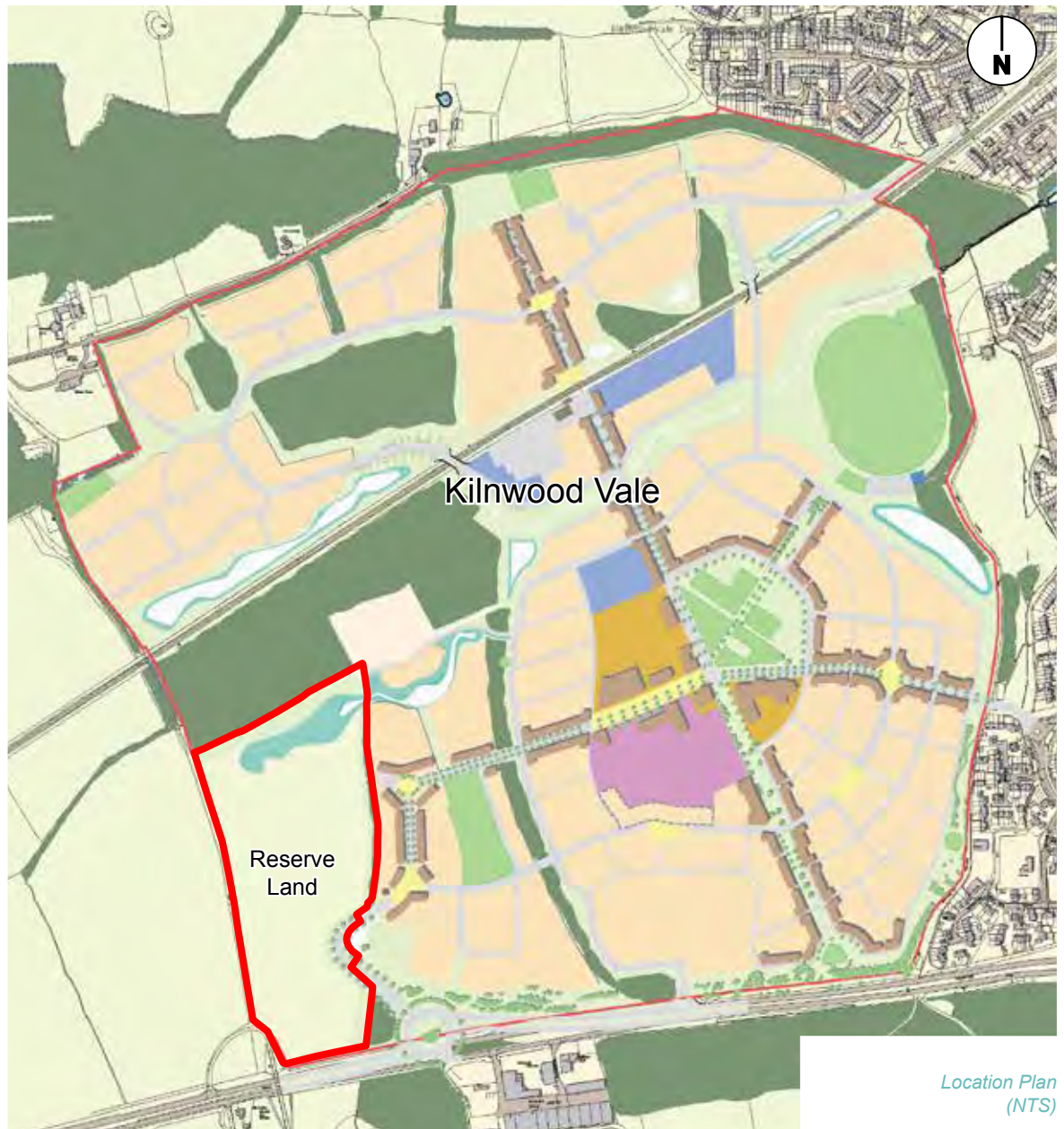
The Reserve Land site is located at the western end of the Kilnwood Vale development site. It lies to the west of the main entrance in to the development from the A264 and to Phase 1 which is now complete.

1.3 Vision

The proposed scheme for the Reserve Land embraces the overall vision for the new neighbourhood at Kilnwood Vale as set out in both the Design and Access Statement that accompanied the Outline Planning Application and in the Joint Area Action Plan (2009). The vision incorporates:

- Sustainably built and located development based on the neighbourhood principle
- Access to a wide range of local services
- Excellent public transport opportunities
- High quality open spaces and informal leisure facilities
- Development of the highest design quality.

Background



Existing Site & Context

2.0

- 2.1 The Existing Site
- 2.2 Trees
- 2.3 Levels & Topography
- 2.4 Site Boundaries
- 2.5 Ecology
- 2.6 Site Context

Existing Site & Context

2.1 The Existing Site

The site currently comprises a grass pasture. Phase 1 and the primary access road and new roundabout at the junction with the A264 are now complete. There is a general fall across the site from south to north and land falls away from the bend in the access road into the eastern edge of the site at its southern end. Hoppers Brook runs along the eastern edge of the site, and a farm track runs along its western edge. A surface water drainage basin as part of the suds network for the Kilnwood Vale site has been constructed within the northern part of the site, contained on all sides by existing trees and hedges.

2.2 Trees

There are a number of existing trees along the eastern boundary with Hoppers Brook. These will be retained for the most part with a limited amount of removal to enable access. There are a number of smaller field boundary trees around the other site boundaries.

2.3 Levels & Topography

There is a general fall across the site from south to north which will be subject to re-profiling. The site level currently falls away from the western edge of the access road into Kilnwood Vale.

2.4 Site Boundaries

The proposed site is located to the west of Phase 1. The eastern boundary will be formed by the western edge of Hoppers Brook. The scheme will avoid encroaching into the root protection zone of the trees along the Brook and will provide an 8 metre wide buffer zone between the top of the bank to the Brook and the eastern edge of development.

The northern boundary will be formed by the top of the slope to the southern edge of the attenuation basin at the northern end of the site.

The western boundary will be formed by the field boundary hedge along the western edge of the field. A 10 metre wide landscape buffer zone will be retained between the hedge and the western edge of development.

The southern boundary will be formed by the boundary with the highway land along the northern edge of the A264. A 10 metre wide landscape buffer zone will be retained between the site boundary and the southern edge of the development.

2.5 Ecology

A number of ecological surveys have been undertaken across the Kilnwood Vale Reserve Land, including an Extended Phase 1 Habitat survey, a badger survey, a series of bat surveys and a reptile survey. For further details, refer to Derek Finnie Associates' *Kilnwood Vale - Reserve Land Ecological Assessment October 2017* (Report Ref: DFA17073V2).

Other than three bat species at relatively low numbers, no other species of note were encountered within the Reserve Land site.

Overall, it has been assessed there would be a negligible ecological impact as a result of the proposal.

Existing Site & Context

2.6 Site Context

The immediate context for the site comprises arable fields to the west which form part of the strategic gap. To the north of the site is an area of woodland known as Pondtail Shaw. To the east of the site is Phase 1 of the Kilnwood Vale development.

Immediately to the south of the site is the A264.



Adjacent built development

☐ Yes
☒ No

☒ Yes
☐ No

☐ Yes
☒ No

☐ Yes
☐ No

Design Framework

3.0

- 3.1 Design Policy & Guidance
- 3.2 Urban Design
Compendium
- 3.3 Approved Parameter Plans
- 3.4 Site Constraints
- 3.5 Site Opportunities

Design Framework

3.1 Design Policy & Guidance

Introduction

The development plan for the site consists of the Horsham District Planning Framework 2015 and the West of Bewbush Joint Area Action Plan (2009). Further considerations include the relevant policies of the National Planning Policy Framework (NPPF), Planning Practice Guidance, and Supplementary Planning Guidance.

National Planning Policy Framework

The NPPF was published in 2012, and sets out national guidance relating to design. Paragraph 56 states that the Government attaches great importance to the design of the built environment, and that good design is a key aspect of sustainable development. Paragraph 58 explains that planning decisions should aim to ensure that developments: function well and add to the overall quality of the area throughout their lifetime; establish a strong sense of place; optimise the potential of the Site to accommodate development; respond to local character and history and reflect the identity of local surroundings and materials; create safe and accessible environments; and are visually attractive as a result of good architecture and appropriate landscaping.

Further detailed guidance on design issues is provided by the Government's Planning Practice Guidance, as updated on 6 March 2014. The Guidance explains that planning should promote:

- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of green spaces (including parks) and public places;
- Appropriate security measures and address crime prevention;
- Access and inclusion;
- Efficient use of natural resources; and
- Cohesive and vibrant neighbourhoods.

Local Planning Policy

The key policies from the Horsham District Planning Framework 2015 which relate to design are:

- Policy 1 - Sustainable Development;
- Policy 2 - Strategic Development;
- Policy 16 - Meeting Local Housing Needs;
- Policy 24 - Environmental Protection;
- Policy 25 - The Natural Environment and Landscape Character;
- Policy 31 - Green Infrastructure and Biodiversity;
- Policy 32 - The Quality of New Development;
- Policy 33 - Development Principles;
- Policy 35 - Climate Change;
- Policy 37 - Sustainable Construction;
- Policy 38 - Flooding;
- Policy 39 - Infrastructure Provision;
- Policy 40 - Sustainable Transport; and
- Policy 41 - Parking.



Design Framework

The Kilnwood Vale development site is part of the West of Bewbush Joint Area Action Plan conceptual masterplan. The West of Bewbush Joint Area Action Plan was prepared to provide a more detailed planning framework for the development of land west of Bewbush, now known as Kilnwood Vale. It sets out key design principles and objectives, including:

- A neighbourhood centre to act as the focus for services, facilities, community activity and integration;
- A concentrated number of formal and informal open spaces;
- A legible layout that facilitates access by all modes of transport to the Neighbourhood Centre and open spaces;
- Clear pedestrian and cycle linkages throughout the neighbourhood for permeability and surveillance;
- Practical and convenient sustainable transport linkages to and from the Town Centre, primary employment locations and adjacent neighbourhoods;
- Clearly defined edges and character for the area making it distinguishable from the adjacent neighbourhoods;
- The provision of green corridors throughout the neighbourhood and into adjacent neighbourhoods;
- Distinctiveness achieved through contextual and unique architecture, urban and landscape design.

The principle of residential development on the application site has been accepted through the approval of the outline application (ref: DC/10/1612). The additional opportunity presented by the Reserve land has always been identified as an extension to the outline application site including on the consented parameter plans.

Other Design Guidance

In addition to national and local policy, the development proposals have been designed with reference to a number of design guidance documents as follows:

- Manual for Streets (2007) (MfS 2, September 2010)
- By Design: Urban Design in the Planning System – Towards Better Practice (May 2000);
- Better Places to Live: By Design (CABE, September 2001);
- Planning and Access for Disabled People: A Good Practice Guide (March 2003);
- Building for Life (Building for Life Partnership, 2012)
- Safer Places – The Planning System and Crime Prevention (Office of the Deputy Prime Minister and the Home Office, 2004);
- Secured by Design;
- Urban Design Compendium (English Partnerships, 2000); and
- Laying the Foundations: A Housing Strategy for England.



Design Framework

3.2 Urban Design Compendium (English Partnership / Housing Corporation)

The Urban Design Compendium sets out the process by which developers and other practitioners achieve good design through the establishment of good practice and creative thinking. The document considers a number of key principles for urban design and how they can be achieved. These are set out below:

- **Places for people** - To be well used and loved. Places must be safe, comfortable, varied and attractive. They need to be distinctive and offer a variety of choice.
- **Enrich the existing** - New development should enrich and complement existing urban places at both region, city and neighbourhood scale.
- **Make Connections** - Places need to be accessible particularly for pedestrians and cyclists and integrated physically and visually with their surroundings;
- **Work with landscape** - Maximise each site's intrinsic resources – climate, landform, landscape and ecology to maximise energy conservation and amenity;
- **Mix uses and forms** - Stimulating, enjoyable and convenient places should meet demands from a wide range of users and utilise various built forms, uses, tenures and densities;
- **Manage the investment** - For projects to be developable and well cared for they must be economically viable, well managed and maintained; and
- **Design for change** - New development should be flexible enough to respond to future changes in use, lifestyles and demography.

Design Framework



Site plan showing immediate context

Design Framework

3.3 Approved Parameter Plans

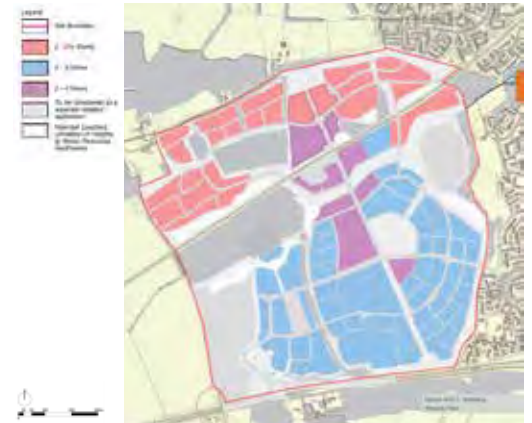
The approved outline planning application (ref: DC/15/2813) included six parameter plans. These were as follows:

- Land Use Plan.
- Density Plan.
- Building Heights Plan.
- Pedestrian & Cycle Movement Plan.
- Vehicular Movement Plan.
- Landscape & Open Space Plan.

Design Framework



Vehicular movement



Building heights



Land use distribution



Landscape and open space

Approved Parameter Plans



Pedestrian and cyclist movement

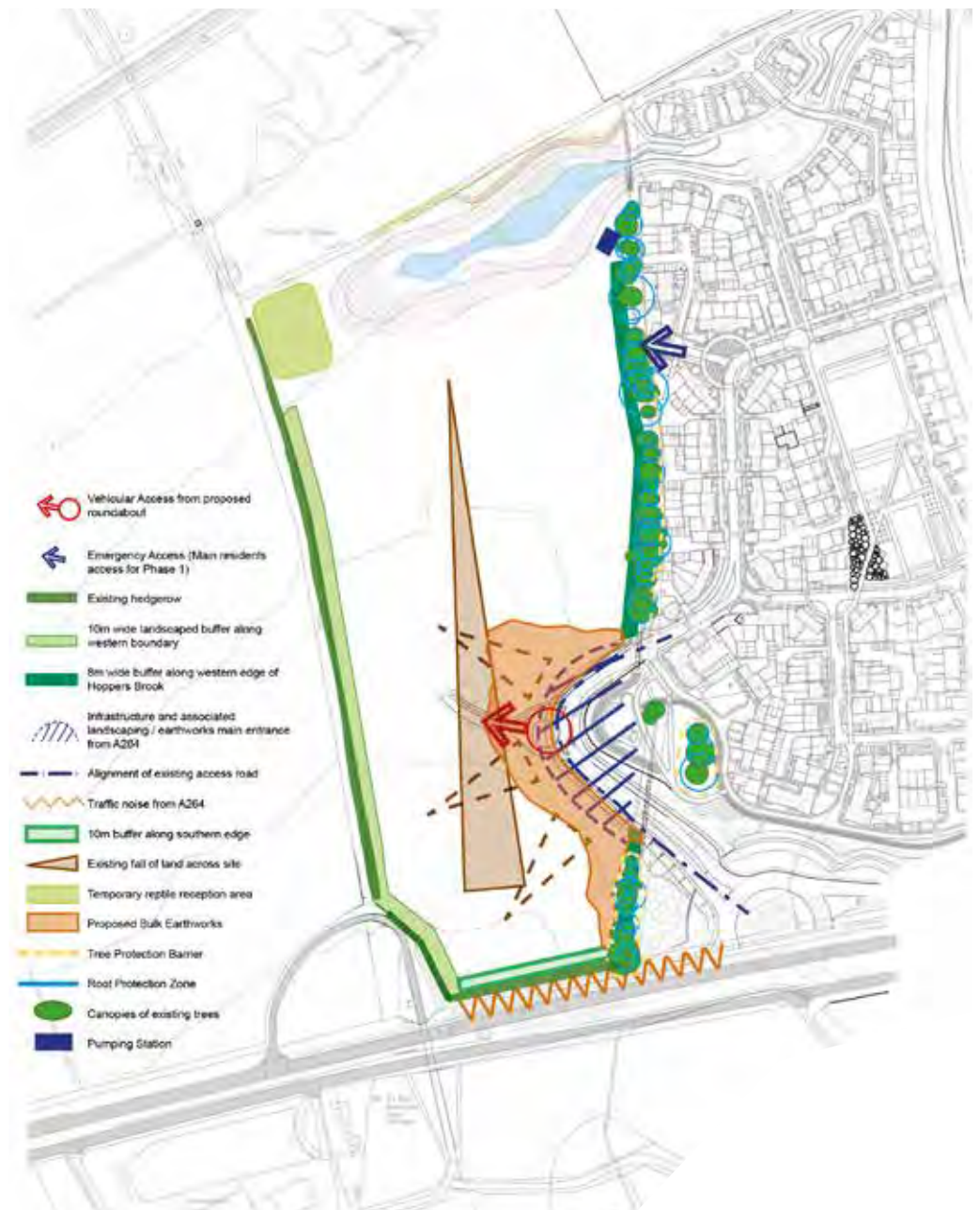
Design Framework

3.4 Site Constraints

The constraints plan illustrates the physical issues which have informed the development of the proposals for the application site. These are set out below:

- Development site boundaries.
- The built form and massing and architectural character of the Phase 1 scheme.
- Requirement for 8 metre buffer clear of development along western edge of Hoppers Brook.
- Root protection zones to retained trees along Hoppers Brook.
- The alignment of existing access road from A264 into Kilnwood Vale and required roundabout at access to the Reserve Land site.
- Earthworks re-profiling around western edge of access road to grade down into site.
- The extent of the surface water attenuation basin at the northern end of the site.
- Provision for primary recreational route around the edges of the attenuation basin.
- Provision of 10 metre wide landscaped buffer zone along southern boundary with A264.
- Provision of 10 metre wide landscaped buffer zone along western boundary.
- Requirement for temporary reptile reception area at northern end of site.
- Necessary pedestrian and cycle linkages to the surrounding masterplan and wider area.
- Topography.
- Orientation.
- Pumping station.

Design Framework



Site Constraints Plan

Design Framework

3.5 Site Opportunities

The project team have carefully considered all of the identified constraints and used these to set out guiding design principles and a framework for the evolution of proposals for the Reserve Land site as follows:

- Vehicular access point from existing site entrance road.
- Retention of landscape buffer zone around edges of the site.
- Play provision within green buffer on western boundary.
- Provision of community greens within northern and southern parts of development.
- Integration of primary recreational route within landscape and movement network around attenuation basin.
- Integration of landscape proposals.
- Density distribution grading away from site entrance, similar to Phase 1.
- Building heights distribution in accordance with Phase 1. Higher buildings are strategically located along the southern boundary adjacent to the A264, along the access and centrally to limit impacts.
- Setting development away from boundaries to limit impact.
- Provision of diverse mix of dwelling types and sizes to meet housing need.
- Provision of affordable homes to meet local need.

Design Framework



Site Opportunities Plan

Proposals

4.0

- 4.1 Objectives
- 4.2 Initial Development Concept
- 4.3 Public Exhibition
(23 and 28 September 2017)
- 4.4 First Pre-Application Meeting
- 4.5 Second Pre-Application Meeting

Design Process

4.1 Objectives

Following the appraisal of the physical issues and opportunities presented by the site and the local character and design guidance and vision associated with the wider development of Kilnwood Vale, a number of sketch layouts have been prepared as part of the design evolution.

A number of key objectives for development of the site have been identified and include the following:

- Achieve a high quality development;
- Make efficient use of land;
- Comply with national and local government guidelines;
- Respond positively to existing adjacent properties and the surrounding landscape;
- The proposed development should blend into the landscape setting and features of landscape value should be retained and enhanced where possible;
- Create a high quality entrance into the Kilnwood Vale;
- Be design led, ie not of standard design, but respecting the character of the area and the neighbouring development;
- Create a development with a clear sense of place and local identity where people aspire to live;
- Create a safe and secure environment achieved by the design and layout of the scheme;
- Provide opportunities for sustainable access to services and facilities within the wider development to the east;
- Provide a diverse range of new homes to respond to local need;
- Create good pedestrian and cyclist links between the site and the surrounding area;
- Minimise the impact of accommodating parking;
- Enable sustainable living; and
- Provide spaces for formal and informal recreation and social interaction.

4.2 Initial Development Concept

An initial development concept plan was produced which set out the framework for the evolution of the illustrative layout. This indicates higher density development along the southern edge of development as well as the entrance gateway, with a gradation of lower density towards the open space edges.

Design Process



Concept Plan

4.0

Design Process



Design Principles Diagram

Design Process

4.3 Public Exhibitions (23 and 28 September 2017)

Public exhibitions were held at the Faygate Village Hall from 10:00am - 4:30pm on Saturday 23 September and 4:00 - 7:30pm on Thursday 28 September.

The exhibitions were well attended.

Copies of the exhibition boards are included in the Appendix to this document. These included:

- Welcome board;
- Background and development context;
- Development constraints and opportunities;
- Development concept and design principles;
- Proposed illustrative masterplan;
- Design principles associated with the proposed development;
- Character areas;
- Public realm and landscaping proposals;
- Transport and parking; and
- Feedback and next steps.

For more detail on the public consultation events, refer to the Statement of Community Involvement.

4.4 First Pre-Application Meeting

A meeting was held with Jason Hawkes and representatives from Horsham District Council on 30 May 2017 to discuss initial proposals for the site.

The Pre-application document presented, set out the following:

- Principle of development;
- Development context;
- Constraints and opportunities;
- Concept;
- Design principles;
- Illustrative masterplan;
- Dwelling size distribution;
- Building heights diagram; and
- Affordable distribution.

In principle no policy objection to residential use, quantum or layout of the draft proposals was stated by Horsham District Council.

4.5 Second Pre-Application Meeting

A second pre-application meeting was held with Horsham District Council planning department on 19 October 2017.

A second Pre-Application document was presented and the changes were explained. Savills explained that it was now proposed to submit an application for approximately 227 dwellings.

Information was requested on the areas of the various categories of open space in relation to Horsham Standards. Additional tree planting is to be shown in the parking court.

5.0

Proposals



Proposals

5.0

- | | |
|-----|-------------------------|
| 5.1 | Design |
| 5.2 | Use and Amount |
| 5.3 | Residential Mix |
| 5.4 | Layout |
| 5.5 | Scale |
| 5.6 | Landscaping and Ecology |
| 5.7 | Appearance |
| 5.8 | Character Areas |

Proposals

5.1 Design

Crest has been undertaking regular meetings with Horsham District Council to discuss the evolving masterplan proposals for Kilnwood Vale.

Following the analysis of the existing site and its context, and the guidance and parameters within the approved outline application, the proposals have been developed for the Reserve Land with the following objectives in mind:

- To achieve a high quality environment with good public realm and amenity space.
- To be an efficient use of land.
- To comply with the approved Parameter Plans and national and local government guidelines.
- To be design led, ie. not of standard design, but respecting the character of the development site.
- To create a good mix of accommodation in accordance with the requirements of the Outline Planning Approval.
- To provide a range of affordable housing in compliance with the mix set out in the Section 106
- To create a place with clear local identity where people want to live.
- To provide a safe and secure environment achieved by the layout and design of the scheme.
- To incorporate landscaped buffers around the edges of the site.
- To enable sustainable living.
- To ensure a high degree of permeability enabling ease of movement, with good links to the surrounding area and to the facilities provided within the new neighbourhood.
- To minimise the impact of car parking on the quality of the public realm.
- To ensure an appropriate relationship between the proposed dwellings and completed homes in Phase 1.
- To create appropriate and varied spaces between buildings
- To achieve high quality design of the built environment.
- To provide play facilities.



Extract from Illustrative Masterplan

Proposals

5.2 Use & Amount

Outline planning permission is sought for approximately 227 dwellings with detailed permission sought for access only.

A summary of the mix of accommodation included within the illustrative layout is set out below:

Schedule of Private Housing

	Unit Type	Percentage (%)
Private	1 Bedroom apartment	7.4
	2 Bedroom apartment	14.0
	2 Bedroom house	30.2
	3 Bedroom house	33.8
	4 Bedroom house	14.7
	Total	100

5.3 Residential Mix

The Reserve Land is an extension of the wider Kilnwood Vale community and will deliver 40% of the total number of dwellings as affordable homes. This is consistent with the signed Section 106 Agreement (S106) for the wider Kilnwood Vale development, providing a tenure split of 70% shared ownership and 30% rent.

The schedule below sets out the agreed S106 affordable housing split:

Schedule of Affordable Housing (40%)

	Unit Type	Percentage (%)
Affordable	1 Bedroom apartment	25
	2 Bedroom apartment	25
	2 Bedroom house	25
	3 Bedroom house	15
	4 Bedroom house	10
	Total	100

Note: Schedules of Accommodation are provided for indicative purposes only

Proposals

5.4 Layout

The illustrative masterplan shown opposite provides an indicative layout for information purposes only. The illustrative layout has been designed to ensure that it would have a complimentary character to Phase 1.

The illustrative layout for the site indicates how the following could be provided:

- Approximately 227 new homes.
- A high quality environment with a range of homes including 1, 2, 3 and 4 bedroom dwellings.
- 40% of new homes to be affordable.
- Buildings oriented to limit potential overlooking.
- A safe and secure environment for the new community.
- An informal, organic edge around the western and northern boundaries.
- A landscaped buffer zone along the eastern edge adjacent to Hoppers Brook.
- A landscaped buffer along the southern edge adjacent to A264.
- A positive frontage at the development interface with open space areas to ensure good natural surveillance.
- Good demarcation of the public and private realm.
- Higher density development along the southern edge of development as well as the entrance gateway, with a gradation of lower density towards the open space edges.
- Apartment buildings up to 3 storeys high, and houses up to 2½ storeys in height.
- Parking provision in accordance with West Sussex County Council standards.
- Public open space for informal recreation and the provision of formal play space.

The apartment buildings located along the entrance road frontage and around the proposed new roundabout will provide a strong sense of arrival to the new community of Kilnwood Vale. The building forms have also been designed to provide a gateway into the proposed site. The building scale is reduced along the northern edge to ensure that the form and massing is complimentary to the Phase 1 dwellings on the eastern side of Hoppers Brook.

Apartments and short terraces of houses define the edges of the primary street from the access into the site. This leads to a secondary loop road in the northern part of the development off which a number of streets radiate out to the green edges.

A green square in the northern part of the layout forms a focal space for this part of the development. Terraced houses around this space give an enhanced sense of enclosure. A similar but less formal space provides a focus to the southern part of the development with lanes again radiating from it to the development edges.

Larger detached houses form a frontage to the green space which contains the attenuation basin at the northern edge of the development. This forms a continuation of the character and treatment on the northern edge of Phase 1. The shared surface lane along this edge provides the opportunity to complete the primary recreational route indicated on the consented parameter plans. The houses are arranged on a sinuous building line which gives this edge an informal, semi-rural character.

In the northeast corner a shared surface lane connects with the lane within the western edge of Phase 1. This provides the opportunity for a bollarded emergency access, and pedestrian / cyclist connectivity.

Along the eastern edge of the development the layout reflects that on the western edge of Phase 1. The houses complete a large perimeter block with Hoppers Brook running north-south through it. The scheme layout will be designed to ensure opportunities are included for higher density dwellings along the southern edge. Terraces of houses front onto the secondary street with mews courts behind with short terraces of houses and Flats over Garages (FOGs) providing surveillance to the landscaped buffer strip along the western edge of Hoppers Brook. Buildings are oriented to limit overlooking onto adjacent development. The scheme layout has been designed to ensure that private external amenity spaces are protected from the traffic noise on the A264 on the building form. The Environmental Noise Survey and Assessment prepared for this site recommends acoustic barriers, such as a close boarded timber fence, earth bund, or combination to mitigate against traffic noise on the A264.

Glazing and ventilation provision within the dwellings along the southern boundary of the site will be designed to ensure that they meet required sound reduction standards and residential amenity levels within the dwellings.

Additional details of the design approach to the layout are included within section 5.8 – Appearance.

Proposals



Illustrative Masterplan

Proposals

5.5 Scale

The illustrative design proposals for the Reserve Land have been designed to be complimentary to the buildings which have been constructed within Phase 1. The lower scale along the eastern boundary respects the adjacent properties to the east. Building heights comprise a mix of 2 and 2.5 storey houses and 2.5 and 3 storey apartments and 2 storey flats above garages. The diagram illustrates the potential distribution of building heights within the layout.

Proposals



Illustrative Building Heights Diagram

Proposals

5.6 Landscaping and Ecology

Landscaping will be integrated into the development. This will comprise the following:

- Street, courtyard and garden tree planting.
- Shrub and hedgerow planting on street frontages.
- Hardscape and street furniture proposals.
- Play areas comprising a Local Equipped Area of Play (LEAP) and Local Areas of Play (LAP's).
- Landscaping within buffer zones.

The proposed illustrative layout has been prepared to respond to the landscape sensitivity of the site in relation to the western edge of Hoppers Brook and the development in Phase 1, and the wider countryside edges.

- Landscape buffer zones have been provided around all of the outer edges of the development.
- Trees along Hoppers Brook will be retained and integrated as part of the development.
- Small parks have been incorporated as a central focus to the northern and southern parts of the development.
- Formal tree planting will be incorporated in the Primary Street and along the access road frontage.
- Informal tree planting will be incorporated into the community lanes and along the open space edges around the perimeter of the development.
- Landscaped frontages would be provided to new homes along lanes and private drives with hedge and shrub planting.

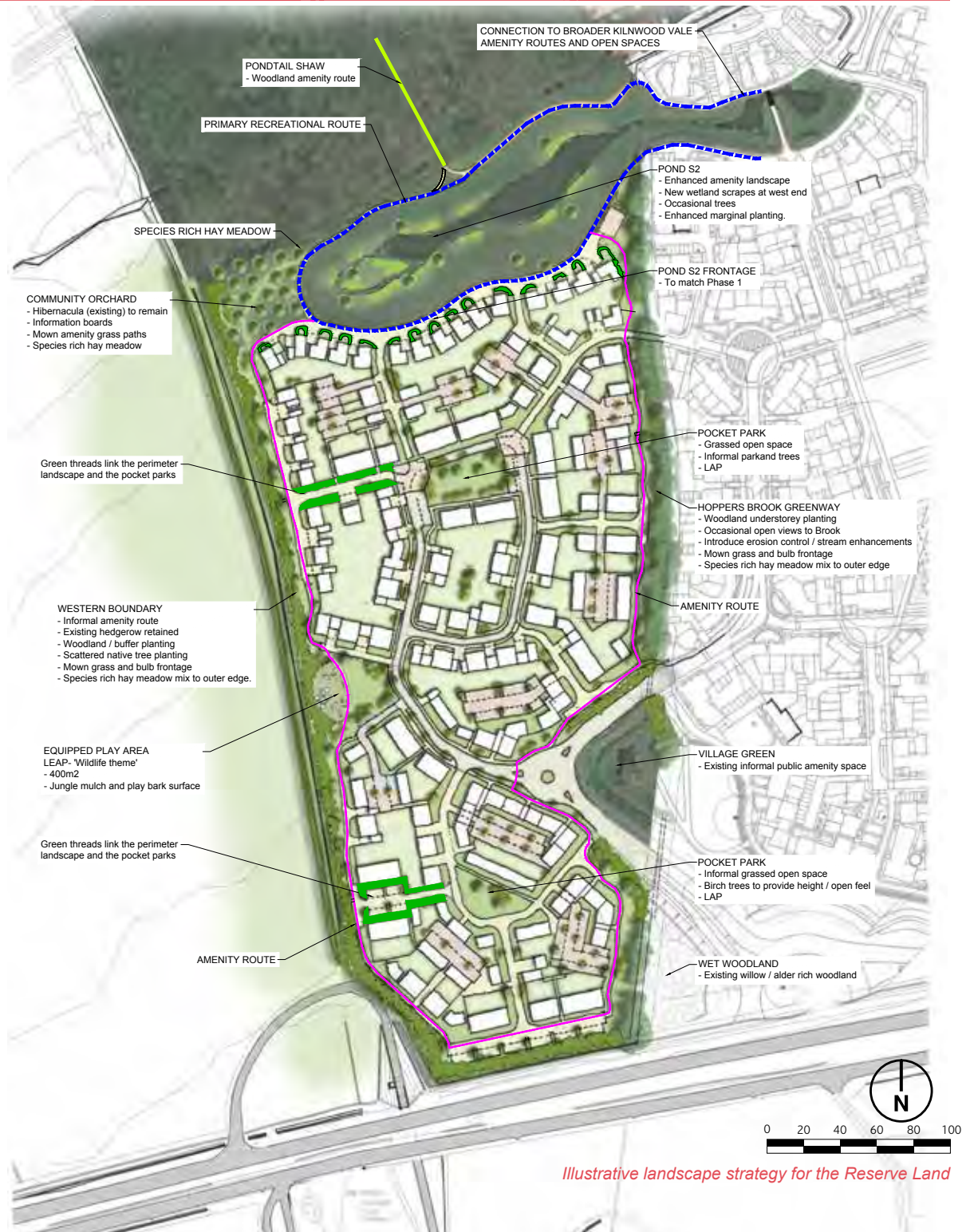
The hardscape materials would be designed to maintain the high quality which has been achieved for the public realm within the Phase 1 development. This will include the following:

- Macadam carriageway on primary and secondary streets.
- Block paved community lanes and private drives.



Examples of hard and soft landscaping treatments

Proposals



Illustrative landscape strategy for the Reserve Land

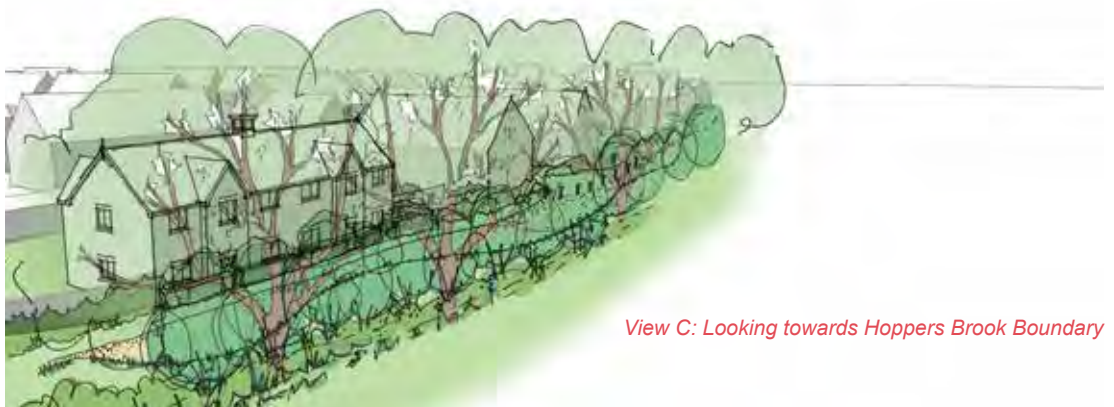
Proposals



View A: Looking towards Western Green



View B: Looking towards Northern Open Space

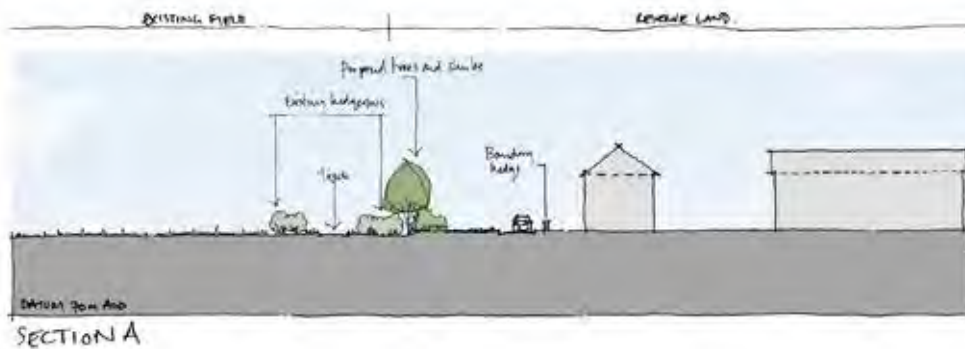


View C: Looking towards Hoppers Brook Boundary

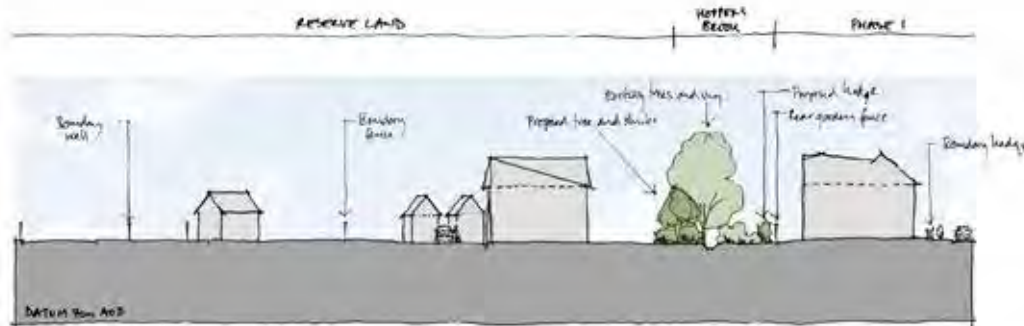
Proposals



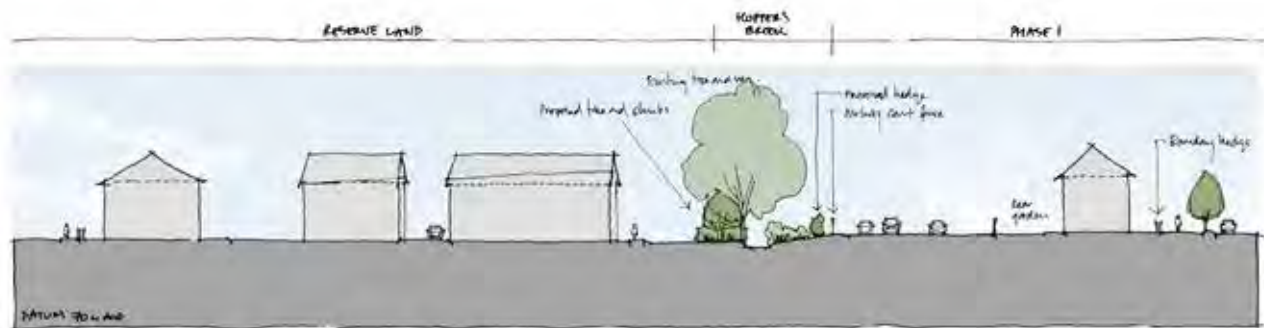
Key Plan (not to scale)



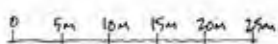
SECTION A



SECTION B



SECTION C



Proposals

5.7 Appearance

The development of scheme proposals at the reserved matters stage would need to ensure that the reserve land is complimentary to Phase 1, is appropriate to its context and local building traditions within West Sussex, and has subtle variations in materials and building details to reinforce the legibility of the respective street types, while ensuring that it is a coherent part of the overall masterplan.

The images of the Phase 1 site below indicate the variety of building form and architectural expression which could be applied on the Reserve Land site.

The palette of proposed materials and details would be complimentary to those used within Phase 1.

Proposals



Primary Street Frontage examples



Open Space Frontage examples



Entrance Green Frontage examples



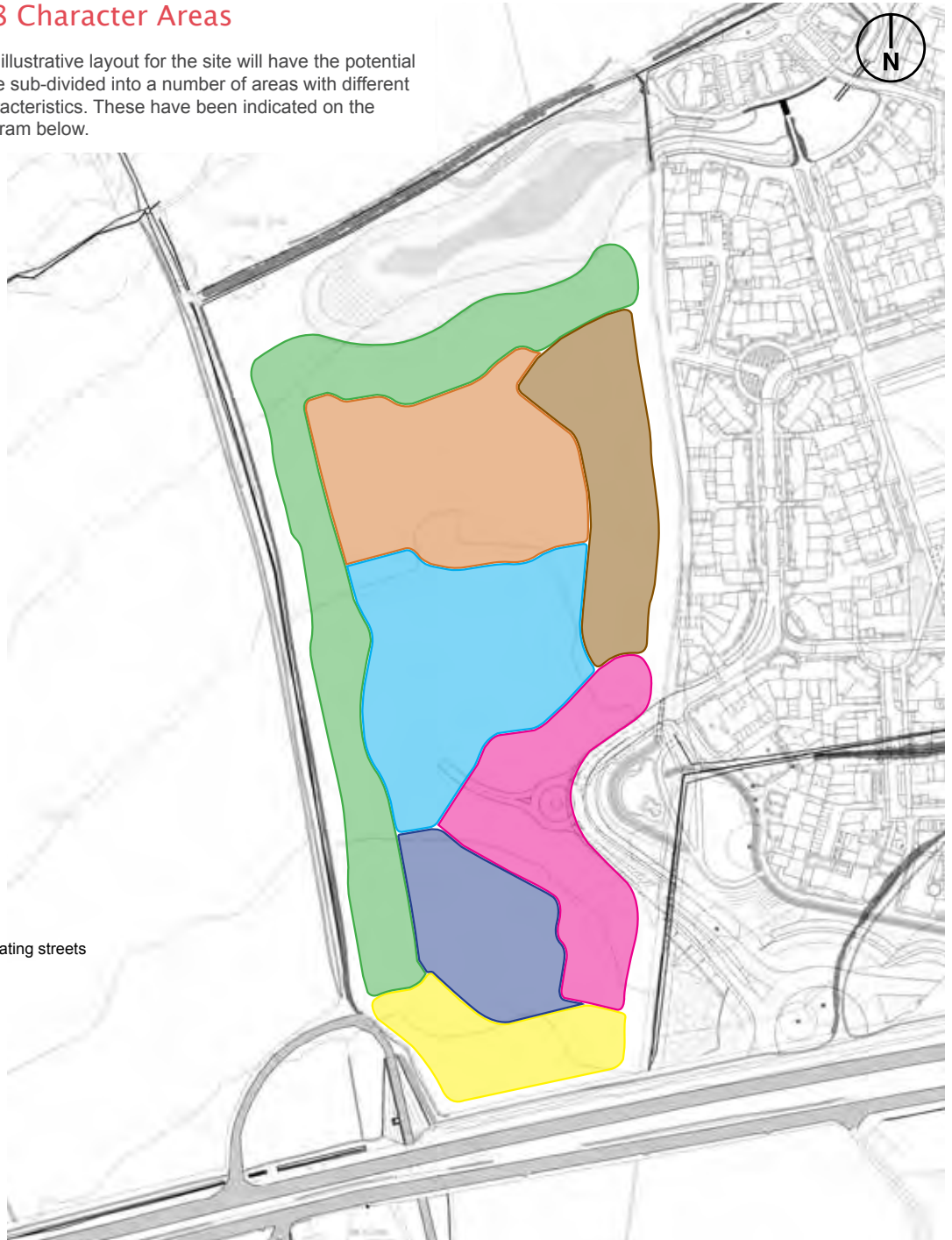
Village Green examples

Proposals

5.8 Character Areas

The illustrative layout for the site will have the potential to be sub-divided into a number of areas with different characteristics. These have been indicated on the diagram below.

- Entrance green frontage
- Primary street frontage
- Northern Green and radiating streets
- Open space frontage
- Hoppers Brook edge
- Southern Green
- Southern edge



Illustrative Character Areas Diagram

Proposals

Character Areas

The images below are generally of the completed Phase 1 development and have been used to illustrate how the development could be designed to respond to the different parts of the site.



Entrance Green Frontage examples



Primary Street Frontage examples



Northern Green and Radiating Streets examples



Open Space Frontage examples



Hoppers Brook Edge examples



Southern Green examples



Southern Edge examples



Character areas diagram and images to show potential housing typologies within respective areas

6.0

Access & Movement



Access & Movement

6

- 6.1 Vehicular Access and Movement
- 6.2 Pedestrian / Cyclist Access and Movement
- 6.3 Public Transport
- 6.4 Parking Strategy
- 6.5 Waste & Recycling Strategy
- 6.6 Flooding & Drainage
- 6.7 Site Waste Management Strategy

Access & Movement

6.1 Vehicular Access and Movement Network

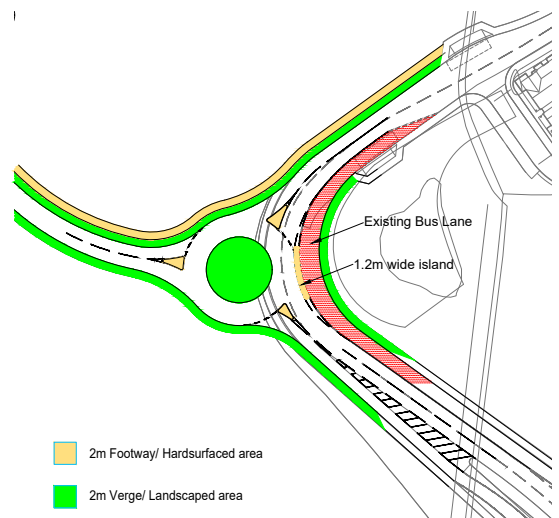
Outline planning permission is sought for approximately 227 dwellings with detailed consent for access only. An access and movement parameter plan has also been submitted as part of the outline application for the site.

Access to the Reserve Land site will be via the proposed new roundabout located on the existing access road into the Kilnwood Vale development from the A264. The roundabout has been designed in consultation with WSCC. A new footpath will be provided around the western side of the access road which will also provide links to the bus stops and Phase 1.

The proposed layout has been designed to create a legible and permeable movement network.



Proposed Access Roundabout Location Plan



Proposed Access Roundabout (Source: RPS Group)

Features of the vehicular movement network include the following:

- Hierarchy of street types and spaces which punctuate the layout
- New roundabout proposed on existing access road to Kilnwood Vale
- Primary street leads from new roundabout into development
- Secondary streets serve the northern and southern areas of layout

- Green spaces form focus in each area with community lanes leading from them
- Green lanes and private drives around open space edges
- A design speed of 20mph achieved through sympathetic design of streets 20mph in line with Manual for Streets (MfS)

Access & Movement



Illustrative Access and Movement Diagram

Access & Movement

6.2 Pedestrian / Cyclist Access and Movement Network

The illustrative layout incorporates a network of routes for pedestrians and cyclists which emphasises the high degree of permeability and connectivity with the wider masterplan. The pedestrian and cyclist routes include segregated footways and cycle routes on carriageway on the primary and secondary streets and shared surface community streets and green lanes.

The footpath / cycleway network connects with the street network in Phase 1 and shows segregated footways within the open space around the edges of the site which connects to the primary recreational routes incorporated into the wider masterplan at the northern end of the site.

Access & Movement



Illustrative Pedestrian / Cyclist Access and Movement Network Diagram

Access & Movement

6.3 Public Transport

A number of bus routes are proposed to be diverted through the site including routes 200, 300, 23 / 24 and Fastway route 10. The services provide access to a range of destinations including Horsham, Crawley and Gatwick Airport.

6.4 Parking Strategy

Parking will be provided on site in accordance with West Sussex County Council guidance, which is estimated to be required by applying the West Sussex County Council parking demand calculator.

Provision would generally be as follows:

- One and two bedroom apartments 1 - 2 spaces
- Two bedroom houses 1.5 - 2 spaces
- Three bedroom houses 1.5 – 3 spaces
- Four bedroom houses 2 – 3 spaces

One visitor space will also be provided for every five dwellings. Parking will be designed into the scheme to ensure that it does not dominate the public realm but that there is sufficient provided and it is conveniently located to ensure that parking issues do not arise.

Parking provision will be in a number of forms, including:

- Parallel parking on street
- Perpendicular parking either on street or on plot
- Rear parking courts
- On-plot in garages and drive spaces

Images showing each of the above are included on the opposite page.

Cycle parking is provided in accordance with West Sussex County Council's guidance. The standard applied is set out below:

- One and two bedroom apartments – 0.5 spaces per unit in communal storage rooms
- Two bedroom houses – 1 space per house
- Three and four bedroom houses – 2 spaces per house

Access & Movement



Perpendicular parking on-plot



Parallel mews parking



On-plot parking



On-street parallel parking



Parking in rear courts



Parking in frontage courts

Access & Movement

6.5 Waste and Recycling Strategy

'Manual for Streets' outlines that "the design of local roads should accommodate service vehicles without allowing their requirement to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre." Internal roads within the development have been designed to be wide enough to accommodate the swept path requirements of service and refuse vehicles while not being overly obtrusive.

The design of the proposed layout and the various street types incorporates the provision of hardstand space to accommodate bins on collection day so that they may be collected by the Council. The layout will be designed in accordance with Horsham District Council's current standards.



6.6 Flooding and Drainage

The surface and foul water drainage strategy for the Reserve Land is included in the FRA which accompanies this application.

Flood Risk

The site is located within Flood Zone 1, meaning the site is at low risk of flooding from fluvial sources. According to the National Planning Policy framework (NPPF) the proposed development (residential dwellings) is classified as 'More Vulnerable' and it is therefore considered appropriate in this location.

Foul Water Drainage

The foul water drainage strategy will be designed to adoptable standards, with flows discharging to an adoptable pumping station located at the north eastern corner of the site. Flows from the site pumping station will discharge to the gravity sewers with Phase 1 of Kilnwood Vale.

Surface Water Drainage

Surface water from the development will be conveyed by gravity pipe sewers that will be offered for adoption. The surface water from the development will be discharged to the attenuation pond north of the site. Permeable paving will be utilised in large car parks to provide source control of surface water and improve the surface water quality discharged from the car parking areas. Surface water will be discharged from the attenuation pond at greenfield run off rates. Due to poor soil infiltration rates, soakways were considered inappropriate for the site. The attenuation pond in addition to limiting flows off the site will provide amenity value and enhance biodiversity on the site.

Access & Movement



Access & Movement

6.7 Site Waste Management Strategy

Provision will be made within dwellings for the storage of recyclable waste to assist in encouraging recycling within the household. This space will generally be provided either in kitchens or utility rooms.

Storage and collection of refuse and recyclable waste has been considered as an integral part of the design process. Storage provision will be made on the basis of the following:

Houses

- 1 no. 140 litre residual waste bin
- 1 no. 240 litre recyclable waste bin
- 1 no. 240 litre garden waste bin

External residual and recyclable waste storage will generally be within rear gardens for terraced and semi detached houses without garages, and as part of the garage provision for semi-detached and detached properties with on plot parking. Terraces will be a maximum of five houses in length with a passageway giving rear access to gardens for bins, cycles and general rear garden access.

Apartments

Storage of residual and recyclable waste for apartments has been based on the provision of an 1100 litre bin for each per six flats.

Residual waste is collected weekly and recyclable waste and garden waste is collected alternate fortnightly on a different day to residual waste. A worst case provision has been allowed in the design of the hardstand spaces incorporated in the street for 1 no. 240 litre bin per household. The hardstand space allows the bins to be stored adjacent to the adoptable highway.



Sustainability

7.0

- 7.1 Sustainability Principles
- 7.2 Crime Prevention and
Community Safety
- 7.3 Inclusiveness – Access for
All

Sustainability

7.1 Sustainability Principles

The following principles will be considered to enable the development to be sustainable.

Flooding

To reduce the surface water runoff from the developed site thereby minimising the risk of flooding downstream of the site, the following drainage features could be incorporated into the proposed development:

- The amount of hard landscaping will be minimised, whilst the use of porous and permeable surfaces will be maximised.
- All surface water will be disposed of through the use of SuDS strategy.

The site is located within Flood Zone 1 and there is no history of flooding of the site.

Water Efficiency

Rainwater harvesting in the form of rainwater butts will be used for landscape maintenance.

Energy

The new houses will provide the following in their specification:

- Fabric first approach.
- All windows will be double-glazed.
- A Home Owners' Pack will be provided.

Community

This development forms part of a new sustainable neighbourhood which incorporates a number of key functions all with easy access of the Reserve Lane. Kilnwood Vale masterplan incorporates a new neighbourhood centre which includes provision for the following:

- New primary school
- Medical centre
- Community hub / Library
- Extra care housing
- Commercial uses including Pub / restaurant and retail
- Employment uses

This will serve not only the new community within the new neighbourhood but the surrounding area as well.

A Home Owners' Pack will be provided with the dwellings which will contain at least the following information:

- Local transport services.
- Utility suppliers.
- Energy efficiency.
- Local amenities.
- Refuse collection.
- Recycling facilities.
- Local organisations and community groups.
- Environmental technologies installed in the home.



Sustainability

Open Space

The provision of good quality recreational and amenity space is an important part of sustainable residential development. The proposed scheme is integrated within the wider landscape framework for Kilnwood Vale with easy access via the pedestrian and cyclist movement network to the Greenways, other open space areas and to the central sporting space.

Provision on the reserve land site includes landscaped buffer zones around the site perimeter with an integrated wildlife amenity route. It also includes the provision of a Local Equipped Area for play with a wildlife theme and enhanced amenity landscape around the surface water drainage basin.

Adaptability

The new homes will be designed to provide the opportunity for residents to work at home, having sufficient space and facilities and being equipped with suitable outlets that will enable the occupants to have data access and necessary power supplies.

Crime

The design of the scheme has addressed the principles set out within Secured by Design. This will ensure a residential environment that puts occupants safety at the forefront and which in turn will create a high quality environment for the long term.

Public Transport

A number of bus routes are proposed to be diverted through the site including routes 200, 300, 23 / 24 and Fastway route 10. The services provide access to a range of destinations including Horsham, Crawley and Gatwick Airport. Bus stops currently located on the access road into Kilnwood Vale from the A264 will be retained.

This will enable almost all of the new homes within the reserve land to be within a 5 minute walk of the bus stops.

Cycling

In order to encourage cycling as an alternative mode of transport to journeys by car, these proposals are well integrated with the pedestrian and cycle movement network within the masterplan, which will provide safe and convenient access by cycle to the local neighbourhood facilities and the surrounding area.

Ecology

The provision of landscaped open space within the development will enhance the opportunities for ecological biodiversity on the site.



Sustainability

Materials

Consideration will be given to the use of local materials and suppliers where viable to reduce the transport distances and to support the local economy. Consideration will be given to the following measures:

- Use of 'A' rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible.
- Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical.
- Use of insulation materials with zero ozone depletion potential.

7.2 Crime Prevention and Community Safety

The layout has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004). In particular, the development will incorporate the following features:

- Traditional streets that are overlooked by the surrounding houses so that they feel safe, both in the daytime and at night.
- Exposed back gardens will be avoided (to both the proposed houses and neighbouring dwellings) to minimise the risk of unauthorised entry to properties from the rear.
- The proposed development is limited to the primary route and a private courtyard, restricting access through the site to residents and their visitors.
- Secured by Design principles to be adopted across the site.



Sustainability

Lighting

The choice of street lighting will be in accordance with the requirements of West Sussex County Council. The height and design of the columns and lanterns will be in keeping with those already approved and implemented on Phase 1 of the development.

The lighting strategy will also meet landscaping and ecological requirements. Street lighting will be designed to minimise light pollution and will be energy efficient. The locations of street light columns and street trees will be coordinated to ensure that illumination levels are not compromised by tree canopies. Lighting column locations will be carefully considered as part of the street layout to ensure that visual clutter is minimised.

7.3 Inclusiveness – Access for All

In accordance with the guidance and requirements for access, highlighted in Section 3.0 of this document, the dwellings have been designed to comply with Approved Document Part M of the Building Regulations (2004) and the requirements of the Equality Act (2010):

- The proposed development will place an emphasis on pedestrian, mobility impaired and cycle use over car travel.
- The development has been designed to allow movement choice. Means of travel other than the car will be encouraged.
- Parking will not dominate the development.
- The internal layout of the dwellings will allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2004).



8.0

Development Parameters



Development Parameters

8.0

- 8.1 Land Use Parameter Plan
- 8.2 Density Parameter Plan
- 8.3 Building Heights Parameter Plan
- 8.4 Pedestrian and Cycle Movement Parameter Plan
- 8.5 Vehicular Movement Parameter Plan
- 8.6 Landscape and Open Space Parameter Plan

Development Parameters

8.1 Land Use Parameter Plan

The Reserve Land which is the subject of this outline application is within the approved site area for the wider Kilnwood Vale development which has extant public consent. It has the capacity to deliver additional new homes which are complimentary to the wider consented masterplan, and specifically to the adjacent Phase 1 which is now complete.



Consented Land Use Distribution Parameter Plan



Land Use Distribution Parameter Plan

Development Parameters

8.2 Density Parameter Plan

The Density Parameter Plan which has been submitted with this application is generally consistent with and complimentary to the Density Parameter Plan approved under the extant outline consent for the wider Kilnwood Vale development and particularly, to the adjacent Phase 1 area.



Consented Density Parameter Plan

- Outline application site boundary
- Highest Density (45-55 DPH)
- Medium Density (30-45 DPH)
- Lowest Density (15-30 DPH)



Character / Density Parameter Plan

Development Parameters

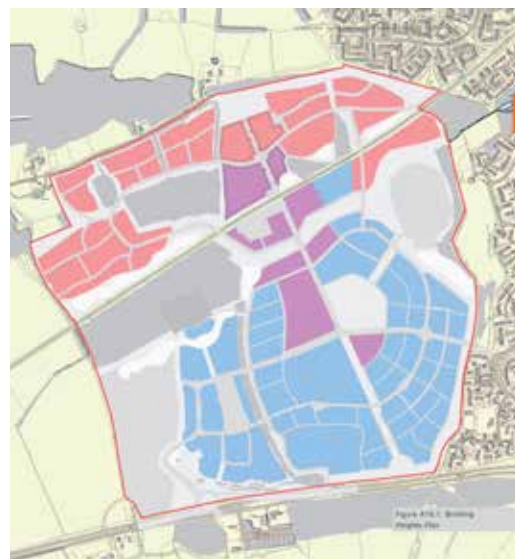
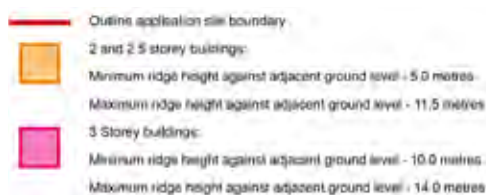
8.3 Building Heights Parameter Plan

The Building Heights Parameter Plan approved under the extant outline consent (ref DC/15/2813) shows the southern part of the Kilnwood Vale development having storey heights from 2 – 3 storeys. The building heights within the scheme proposals for the Reserve Land include houses of 2 and 2.5 storeys in height and apartment buildings of 2, 2.5 and 3 storeys in height which are therefore consistent with and complementary to the adjacent Phase 1 land.

The Building Parameters set out on page 100 of the OPA DAS also set out the maximum and minimum overall plan dimensions individual, terraced and corner buildings. The residential building parameters are summarised below:

- Standard residential building – Length min 4m, max 45m / Width min 7m, max 11m
- Corner residential building – Length min 4m, max 45m / Width min 7m, max 45m

Buildings within the reserve land would be generally compliant with these parameters.



Consented Building Heights Parameter Plan



Building Heights Parameter Plan

Development Parameters

8.4 Vehicular, Pedestrian and Cycle Movement Parameter Plan

The proposed Access and Movement Parameter Plan incorporates the proposed vehicular and pedestrian movement framework.

The movement network includes a new roundabout on the primary street access road from the A264 and a number of pedestrian access points into the site via the eastern boundary.

The pedestrian movement network integrates the primary recreational route identified on the consented Pedestrian and Cycle Movement Parameter Plan around the perimeter of the surface water drainage basin.



Consented Vehicular Movement Parameter Plan



Consented Pedestrian and Cycle Movement Parameter Plan



Access and Movement Parameter Plan

Development Parameters

8.5 Landscape and Open Space Parameter Plan

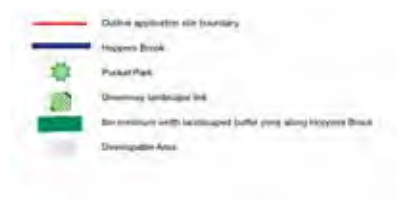
The scheme proposals submitted with this outline planning application will enable the layout for the reserve land to be integrated with and be complementary to the landscape framework for the overall development of Kilnwood Vale.

The proposed parameter plan incorporates the surface water drainage basin already constructed at the northern end of the site. It also incorporates:

- Temporary reptile receptor area in the north west corner of the site
- Landscape buffer zones around the site perimeter
- A Local Equipped Area of Play (LEAP)
- Local Areas of Play (LAP's)
- Proposed footpaths and amenity routes
- Pocket parks
- Green lanes



Consented Landscape and Open Space Parameter Plan



Landscape and Open Space Parameter Plan

Conclusions

9.0

9.1

Conclusions

Conclusions

9.1 Conclusions

This outline application will enable the development of a subsequent more detailed layout for the site. It will deliver the following:

- Creation of development gateway into the new community of Kilnwood Vale;
- Provision of approximately 227 additional new homes to meet demand;
- Provision of 40% affordable homes to meet local need;
- Provision of one and two bedroom apartments;
- Provision of two, three and four bedroom houses;
- Delivery of surface water attenuation storage;
- Provision of landscape buffers around the site edges;
- Provision for informal and formal recreation including play facilities and pocket parks;
- Provision of parking to meet West Sussex County Council standards;
- Dedicated access point;
- Links with wider development with sustained access to services and facilities.



Conclusions





Appendices

10.0

- 10.1 Public Exhibition Boards
- 10.2 Requirements of CLG
Guidance on information
requirements and validation
- 10.3 Response to CLG
Guidance on information
requirements and validation

10.1 Public Exhibition Boards



1. Welcome

Welcome to this public exhibition of our proposals for the Reserved Land at Kilwood Vale.

The purpose of this exhibition is to set out Crest Nicholson's (Crest) proposals for Land known as the 'Reserved Land' at Kilwood Vale. The 'Reserved Land' is located west of the main site opposite Phase 1.

This is because the West of Bromwich Joint Area Action Plan (JAAP) required the land to be reserved for a certain period to meet the requirement to safeguard land for a Western Relief Road (WRR), should it have been determined that the route was necessary to serve further development West of Cusley. The safeguarding period has now expired.

It is acknowledged through planning guidance and the existing planning permission for Kilwood Vale that this site could be developed for housing, should it not be required for the WRR.

Crest are in the process of delivering Phase 2 and 3 on land to the east of Phase 1, which will include key facilities and infrastructure, including the neighbourhood centre. Development of the Reserve Land will be carefully integrated with the emerging neighbourhoods at Kilwood Vale.

The following boards explain the background to the proposals and the key issues that have been considered. Representatives from Crest along with their consultant team are present today to answer your queries.

We welcome your feedback in developing the proposals further in advance of submitting an outline application to Northham District Council later this year.

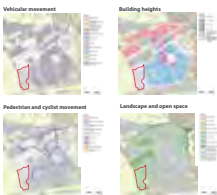


2. Background & Development Context

The Kilwood Vale site was allocated in the West of Bromwich Joint Area Action Plan (JAAP) for a new residential neighbourhood and associated uses. The JAAP required the Reserve Land to be set aside to meet the requirement to safeguard land for a Western Relief Road (WRR), should it have been determined that the route was necessary to serve further development West of Cusley.

The JAAP safeguarded the Reserve Land for part of the WRR for the period of five years from May 2005, or up to the date of the adoption of the last of the two Core Strategy Reviews (referring to both Northham District Council's and Cusley Borough Council's local plans reviewed). Both plans are now adopted and therefore the safeguarding period has expired.

It is acknowledged through planning guidance and the existing planning permission that this site could be developed for housing should it not be required for the WRR. Through pre-application discussions with Northham District Council it was agreed that the safeguarding period for the WRR had expired and that a planning application could come forward for residential development on the Reserve Land.



3. Development Constraints & Opportunities

The physical issues which have informed the development of these proposals are set out on the Site Constraints diagram. These include the following:

- Alignment of existing access road into Kilwood Vale and levels to limit traffic passing through Phase 1
- Existing general fall of land across site
- Access arrangements to serve the proposed development
- Existing trees and associated root protection zones along Hoppers Brook
- Required 8 metre wide buffer along western side of Hoppers Brook
- Existing hedgerow and 10 metre wide landscape buffer zone along western edge of site
- Provision of 10 metre wide buffer zone along southern edge
- Requirement for acoustic mitigation from A264
- Provision of temporary reptile reception area
- Buffer to drainage basin in the north of the site
- Provision of potential emergency access in northeast corner of site via Phase 1

Development of the site will potentially offer opportunities and benefits to the existing community at Kilwood Vale as well as the residents of the reserve land site. Some of these are set out below:

- Opportunity to secure seamless delivery of Kilwood Vale
- Opportunity to provide new housing in the district
- New homes will support businesses within the Neighbourhood Centre
- Opportunity to provide affordable homes to meet local need
- Opportunity to provide an extended network of pedestrian and cyclist movement and enhanced connectivity to the wider countryside
- Opportunity to provide enhanced recreational amenity and play space for the existing community
- Earlier phasing of development brought about by the location of the development and the delivery of a means of access that is not dependent on 3rd parties



4. Development Concept & Design Principles

A number of key objectives for development of the site have been identified and include the following:

- Achieve a high quality development
- Respond positively to existing neighbourhoods to the west (Phase 1)
- Comply with national and local government guidelines
- Respond to visual and landscape context of the site
- Create a distinct and legible access into the Reserve Land
- The proposed development should blend into the landscape setting and features of landscape value on the site should be retained and enhanced where possible
- Be design-led, respecting the character of the area and the neighbouring development
- Create a high quality gateway entrance to the community of Kilwood Vale
- Create a development with a clear sense of place and local identity where people aspire to live
- Create a safe and secure environment achieved by the design and layout of the scheme
- Provide a diverse range of new homes to respond to local need
- Create good pedestrian and cycle links between the site and the surrounding area
- Facilitate integration of the proposed public transport network and footpath/cycleways
- Minimise the impact of accommodating parking



Appendices



5. Proposal

The proposed layout has been prepared to illustrate one way in which the development could be planned. This will not form part of the Outline Planning consent but would be used to inform more detailed proposals in the future. The proposed Outline Planning Application will comprise:

- Up to 250 dwellings
- New houses will comprise a mix of one and two bedroom apartments and two, three and four bedroom houses
- 35-40% Affordable housing (on-going discussion with Hordham Council)
- Buildings comprise 2 and 2.5 storey houses and 2.5 and 3 storey apartments
- Traditional approach to site layout with a series of development blocks and sequence of streets, lanes and squares
- New roundabout off the existing Kilnwood Vale primary access road from A264
- Proposed buildings provide frontage to access road from A264
- Buildings provide positive frontage and natural surveillance to landscape buffer zones around boundaries
- Gateway apartment buildings at site access
- Network of streets and lanes creates permeable and well-connected layout
- Layout incorporates access for management of Hoppers Brook and associated landscape
- Green lanes and private drives around edges create informal, semi-rural quality of interface with wider countryside and drainage basin
- Play area with landscaped buffer on western edge
- Connection to approved drainage basin to the north to ensure that surface water run-off and flood risk is not increased in line with the wider drainage strategy

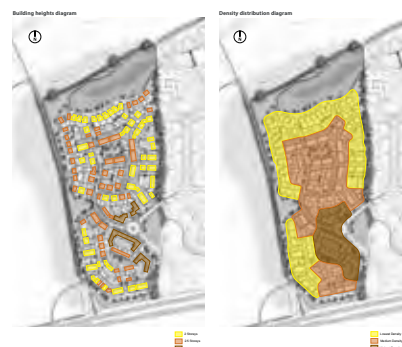


6. Design Principles Associated with the Proposed Development

The illustrative masterplan would create a series of character areas resulting from the built form, street hierarchy and character, landscaping, and housing typology.

It is proposed that the new houses would be designed to complement those already being constructed as part of the Kilnwood Vale development using materials and architectural detailing which responds to the local building traditions within this part of West Sussex.

A general gradation of density is proposed with the higher densities being around the access to the site reducing to lower densities around the development edges.



7. Character Areas

The illustrative layout for the site will have the potential to be sub-divided into a number of areas with different characteristics. These have been indicated on the diagram below.



8. Public Realm & Landscape Proposals

The proposed illustrative layout has been prepared to respond to the landscape sensitivity of the site in relation to the western edge of Hoppers Brook and the development in Phase 1, and the wider countryside edges.

- Landscape buffer zones have been provided around all of the outer edges of the development
- Trees along Hoppers Brook will be retained and integrated as part of the development
- Small parks have been incorporated as a central focus to the northern and southern parts of the development
- Formal tree planting will be incorporated in the Primary Street and along the access road frontage
- Informal tree planting will be incorporated into the community lanes and along the open space edges around the perimeter of the development
- Landscaped frontages would be provided to new homes along lanes and private drives with hedges and shrub planting

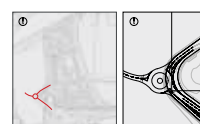
The landscape materials would be designed to maintain the high quality which has been achieved for the public realm within the Phase 1 development. This will include the following:

- Macadam carriageway on primary and secondary streets
- Block paved community lanes and private drives



9. Transport & Parking

The only detail which will be approved as part of the Outline Planning Application will be the access arrangement. A new roundabout is proposed to give access to the site from the existing access road into Kilnwood Vale from the A264. The plan below illustrates the potential arrangement of the proposed roundabout.

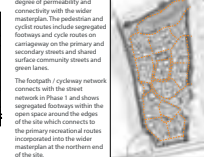


Parking
Parking will be provided on site to exceed the amount which is estimated to be required by applying the West Sussex County Council's parking demand calculator. Provision would generally be as follows:

- One and two bedroom apartments: 1 - 2 spaces
- Two bedroom houses: 1.5 - 2 spaces
- Three bedroom houses: 1.5 - 3 spaces
- Four bedroom houses: 2 - 3 spaces



Pedestrian & cycle movement
The illustrative layout incorporates a network of routes for pedestrians and cyclists which emphasises the high degree of permeability and connectivity with the wider masterplan. The pedestrian and cycle routes include segregated footpaths and cycle routes on carriageway on the primary and secondary streets and shared surface community streets and green lanes.



Vehicular movement
The proposed layout has been designed to create a legible and permeable movement network. Features of the vehicular movement network include the following:

- Hierarchy of street types and spaces which punctuate the layout
- New roundabout proposed on existing access road to provide new
- Primary street leads from new roundabout into development
- Secondary streets serve the northern and southern areas of layout
- Green spaces form focus in each area with community lanes leading from them
- Green lanes and private drives around open space edges
- A design speed of 20mph achieved through sympathetic design of streets through in line with Manual for Streets (MfS)



10. Feedback & Next Steps

Thank you for your time. Following receipt of your comments at today's exhibition we will review the information and incorporate responses wherever possible in advance of submitting the Outline Planning Application in late October/early November.

Further information
If you have any questions relating to these outline proposals, please contact Sarah Beuden at Savills Planning. Her contact details are set out below:

Email: SouthamptonPlanning@savills.com

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Appendices

10.2 Requirements of CLG Guidance on information requirements and validation

Design Component

The design and access statement should cover both the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with. Statements should evolve throughout the design and development process.

A design and access statement for a planning application should explain the design principles and concepts that have been applied to particular aspects of the proposal – these are the amount, layout, scale, landscaping and appearance of the development.

Amount

The amount of development is how much development is proposed. For residential development, this means the number of proposed units for residential use and for all other development, this means the proposed floor space for each proposed use.

Layout

The layout is the way in which buildings, routes and open spaces (both private and public) are provided, placed and orientated in relation to each other and buildings and spaces surrounding the development.

Scale

Scale is the height, width and length of a building or buildings in relation to its surroundings.

Landscaping

Landscaping is the treatment of private and public spaces to enhance or protect the amenities of the site and the area in which it is situated through hard and soft landscaping measures. Statements should also explain the function of the landscaping, for instance for sustainable drainage purposes, providing shading or other climate change adaptation purposes, and explain how it will be maintained.

Appearance

Appearance is the aspect of a place or building that determines the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

Appraising the Context

Development proposals that are not based on a good understanding of the local physical, economic and social context are often unsympathetic and poorly designed, and can lead to the exclusion of particular communities. An important part of a design and access statement is the explanation of how local context has influenced the design.

Use

A design and access statement should explain how this understanding of the context has been considered in relation to its proposed use. The use is the use or mix of uses proposed for land and buildings. Design and access statements should explain the proposed use or uses, their distribution across the site, the appropriateness of the accessibility to and between them, and their relationship to uses surrounding the site.

Access Component

Statements should explain how access arrangements will ensure that all users will have equal and convenient access to buildings and spaces and the public transport network. The statement should address the need for flexibility of the development and how it may adapt to changing needs.

Appendices

10.3 Response to CLG Guidance on information requirements and validation

Design Component

This Design and Access Statement covers the following design principles and concepts:

Amount

The amount of development is detailed on pages 33.

Layout

The layout of the development is described on pages 34-35.

Scale

The scale of the development is described on page 36.

Landscaping

The landscape strategy is described on pages 38-41.

Appearance

The appearance of the development is described on page 42-43.

Appraising the Context

The analysis of the existing surrounding context is described on page 10.

Use

The use of the development has been described on page 33.

Access Component

The access to and within the proposed development site has been described on pages 48-51.

Schedule of Accommodation

The schedule of accommodation is detailed on page 37.

Parking Schedule

The parking strategy is detailed on page 54.

