

4.0 Proposals

PRIMARY STREET FRONTAGE

Requirements as set out in outline planning approval Design & Access Statement and Strategic Design Code (ref: DC/2015/2813), (Design & Access Statement Table 17.2, p112, Design Code Section 6, p12):

- Within this application it forms the central part of the Axis Spine between Bewbush Brook and the southwest corner of the Leisure Park and fronts onto the east-west Primary Street east of the Leisure Park and west of the Secondary Street junction.
- Functions as a bus route
- Provides a main foot / cycle spine
- Contributes to the legibility and ordering structure of the site.
- Consistent, formal character, reinforced by boulevard planting.
- Urban form comprises typically straight, linear streets punctuated by spaces.

- Building frontages are parallel with small gaps (max. 2 metres) to create a high degree of continuous frontage.
- 2 - 2.5 storeys, rising to 3 storeys at featured areas.
- Building forms comprise apartments, terraces, occasional semi-detached and detached units.
- 2-4 metres building setbacks.
- 2.4 x 25 metre junction sight lines.
- Building wall materials and finishes are predominantly brick and clay plain tile or similar with accent materials forming a small part of the overall composition.
- Boundary treatments comprise low clipped hedges with a transition to low walls and piers with railings on the approach to the Axis Spine.



SECONDARY STREET FRONTAGE

Requirements as set out in outline planning approval Design & Access Statement and Strategic Design Code (ref: DC/2015/2813), (Design & Access Statement Table 17.2, p112, Design Code Section 7, p30):

- Provides internal circulatory loop within Kilnwood Vale.
- Informal character clearly distinct from primary street.
- 20mph design speed.
- 2 metre minimum width paved footways.
- Carriageway width 6.0 metres with DBM finish.
- Direct access to on-plot parking.
- Traffic calming event at max 50 metre intervals
- On-street parking (max 6 parallel spaces in a row – break for landscaping / crossing opportunity/ bin storage on collection day).
- 2.4 x 25 metre junction sight lines.
- Junction radii min 3 metres.

- Planting restricted to occasional street trees between parking bays and where space allows.
- Services beneath footway.
- Distance between building frontages not specifically identified. Sections in Design & Access Statement, p163, show 16 – 17.5 metres.
- Informal character with variety of typologies, and varying set-backs of house frontage from street edge.
- Traffic calming features incorporated into street design at maximum 50 metre centres.
- Hardstanding areas integrated into street design for bins on collection day.



4.0 Proposals

HOME ZONE/COMMUNITY STREETS

Requirements as set out in outline planning approval Design & Access Statement and Strategic Design Code (ref: DC/2015/2813), (Design & Access Statement Table 17.2, p113):

- Pedestrian / cyclist priority by use of planting, and traffic calming.
- 10mph design speed.
- Vehicular tracking zone of varying width.
- Carriageway with DBM finish.
- Traffic calming events integral to design.
- On-street parking.
- 2.4 x 11 metre junction sight lines.
- Forward visibility 11 metres.
- Junction radii splayed.

- Vehicle tracking zone not clearly demarcated.
- Distance between building frontages not specifically identified. Sections in Design & Access Statement, p165, shows 11.5 metres.
- Integrated landscaping, street furniture and other features to assist in calming traffic by design to a maximum of 10mph.
- On-street parking in perpendicular bays.



PRIVATE DRIVES AND GREEN LANES

Requirements for private drives are set out in the outline planning approval Design & Access Statement and Strategic Design Code (ref: DC/2015/2813), (Design & Access Statement Table 17.2, p113) and in response to this the drive has been designed with the following features:

- Shared by private cars and pedestrians only.
- 10mph design speed.
- Vehicular tracking zone generally 3.2 – 6.5 metres wide. (7.7 metres where parallel parking within carriageway zone).
- Block paving finish.
- Sufficient space is provided at the access to the private drives from the streets which service them, to enable refuse, service and emergency vehicles to manoeuvre.

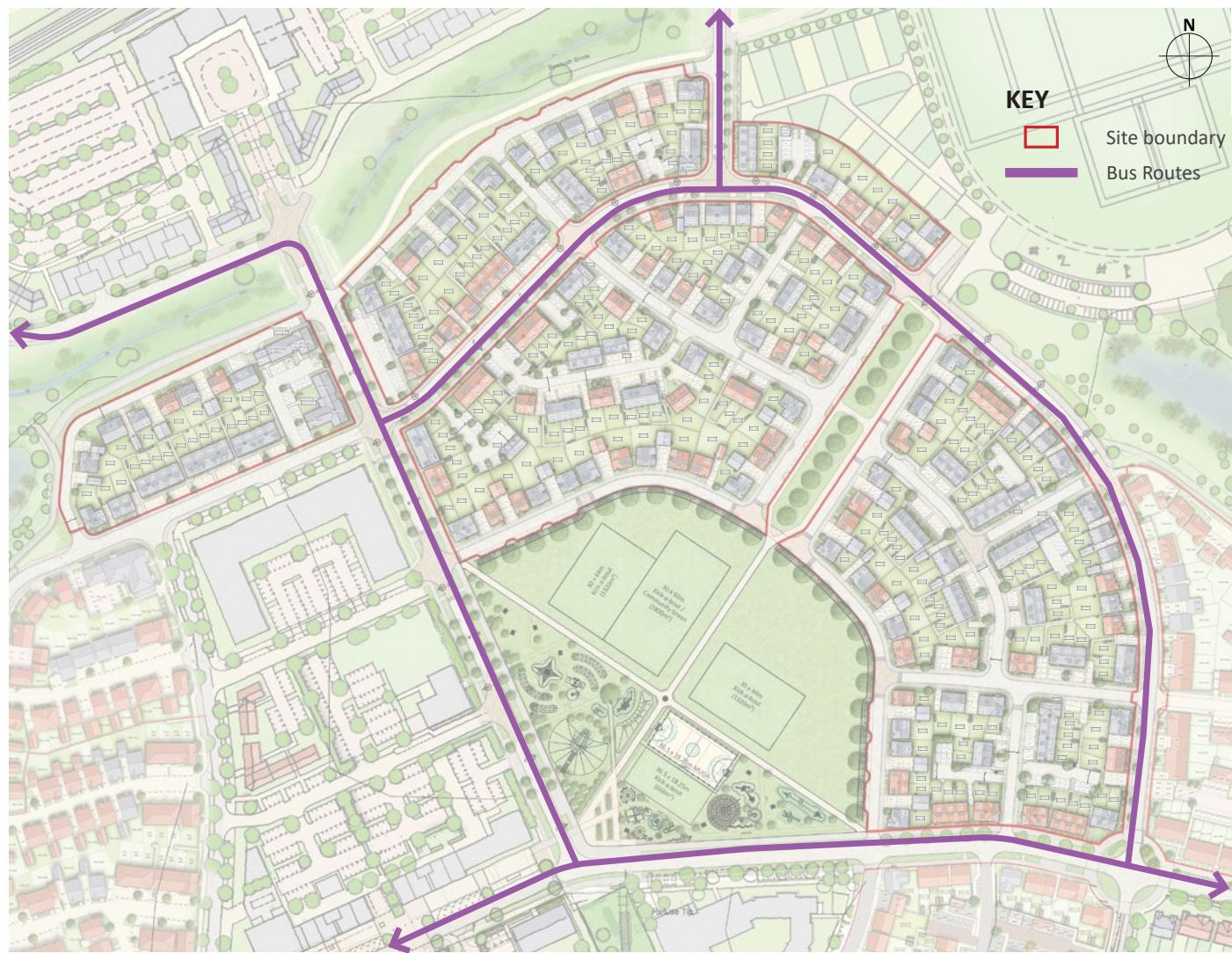


4.0 Proposals

4.12 TRANSPORT

PUBLIC TRANSPORT

A number of bus routes are proposed to be diverted through the wider development 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 are provided at the eastern end of the High Street and each of the services will stop there. This will enable the new homes within this parcel to be within a 5 minute walk of the bus stops.



Plan showing Bus routes relative to Proposed layout for Phases 3D, E, F and G

CAR AND CYCLE PARKING PROVISION

The adjacent tables set out a summary of the vehicular parking provision for these Phase 3D, E, F and G proposals. This has been provided in accordance with the outline planning approval Design & Access Statement (ref: DC/2015/2813). A total of 660 spaces have been provided.

DWELLING TYPE	PRIVATE	AFFORDABLE
1 & 2 bed apartments	2	1
2 bed houses	2	1.5
3 bed houses (terraced/semi)	2	1.5
3 bed houses (detached)	3	1.5
4+ bed houses	3*	2
Visitor parking	0.2	

Private	No. of spaces
2 bed houses	92
3 bed houses (terraced/semi)	176
3 bed houses (detached)	9
4+ bed houses	228
Total	508

Affordable	No. of spaces
1 & 2 bed apartments	30
2 bed houses	4
3 bed houses (terraced/semi)	36
4+ bed houses	26
Total	97

Visitor parking	56
Overall Total	660

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

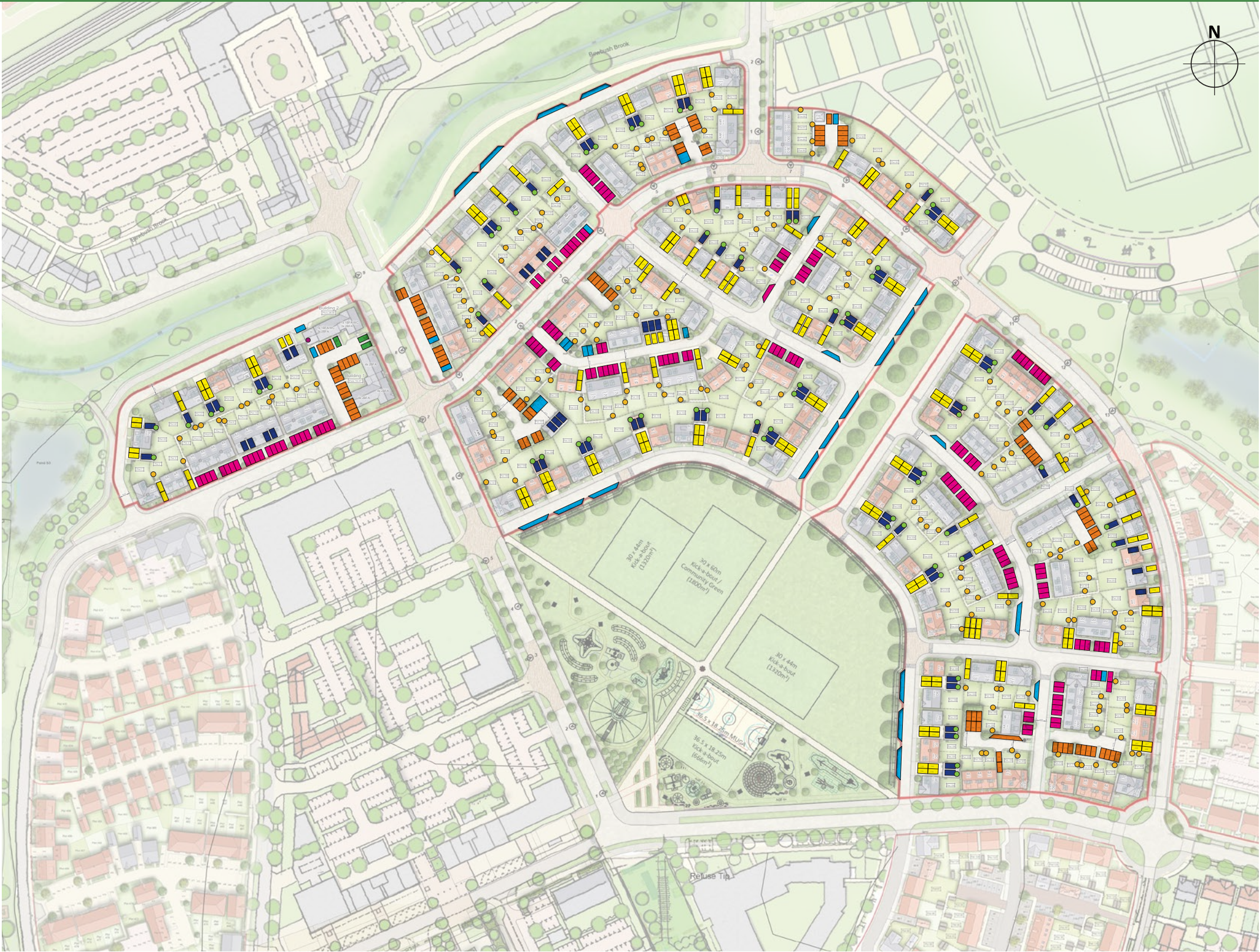
- One and two bedroom apartments – 0.5 spaces per unit in communal storage rooms.
- Two bedroom houses – 1 space per house
- Three bedroom houses – 2 spaces per house.

Where properties are provided with garages to the dimensions of 3.0 x 6.0 metres, an internal cycle rack or fixing could be provided. Those properties that are not supplied with a garage will be provided with a garden/ cycle shed located in their rear gardens. For these dwellings garden access is available via an external gate down the side or from the rear of the property.

4.0 Proposals

Proposed Parking Provision			
Resident Spaces required	Resident Spaces provided	Visitor Spaces provided	Total Spaces provided
604	604	56	660

- KEY
- Garage
 - On Plot
 - On Street allocated
 - Parking Court
 - Disabled
 - Visitor
 - Cycle storage in back gardens
 - Cycle storage in garages
 - Communal Cycle storage areas



Parking distribution plan

4.0 Proposals

SERVICING AND REFUSE COLLECTION

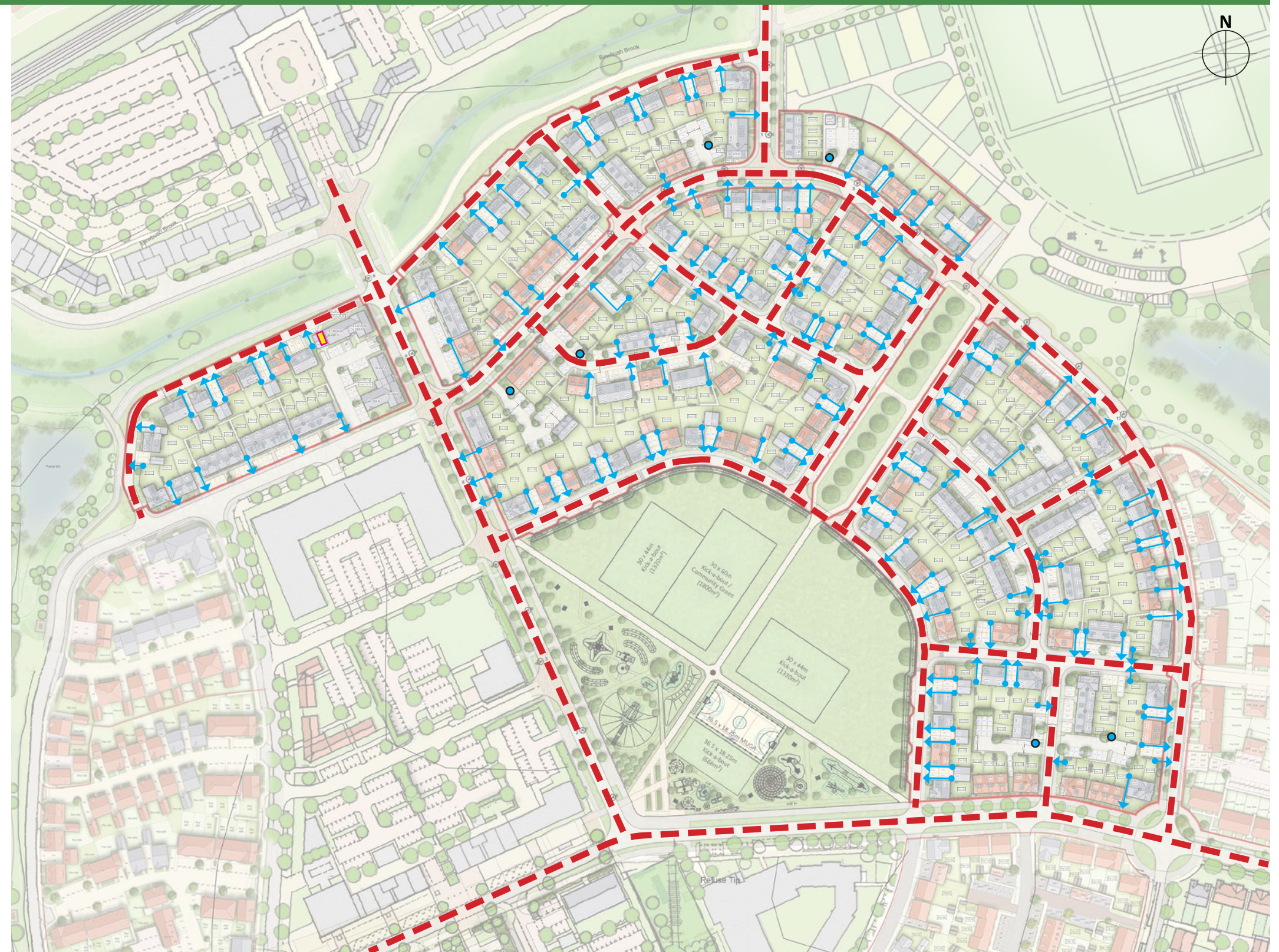
'Manual for Streets' outlines that:

"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. Horsham District Council use a collection vehicle which is capable of picking up waste bins from the side with a mechanical arm operated remotely by the driver. Further detail is provided in section 4.17 of this statement.

- Key
- Streets accessible by refuse vehicles
 - Refuse bin collection points (RCP)
 - Communal apartments bin stores
 - Rear garden bin access

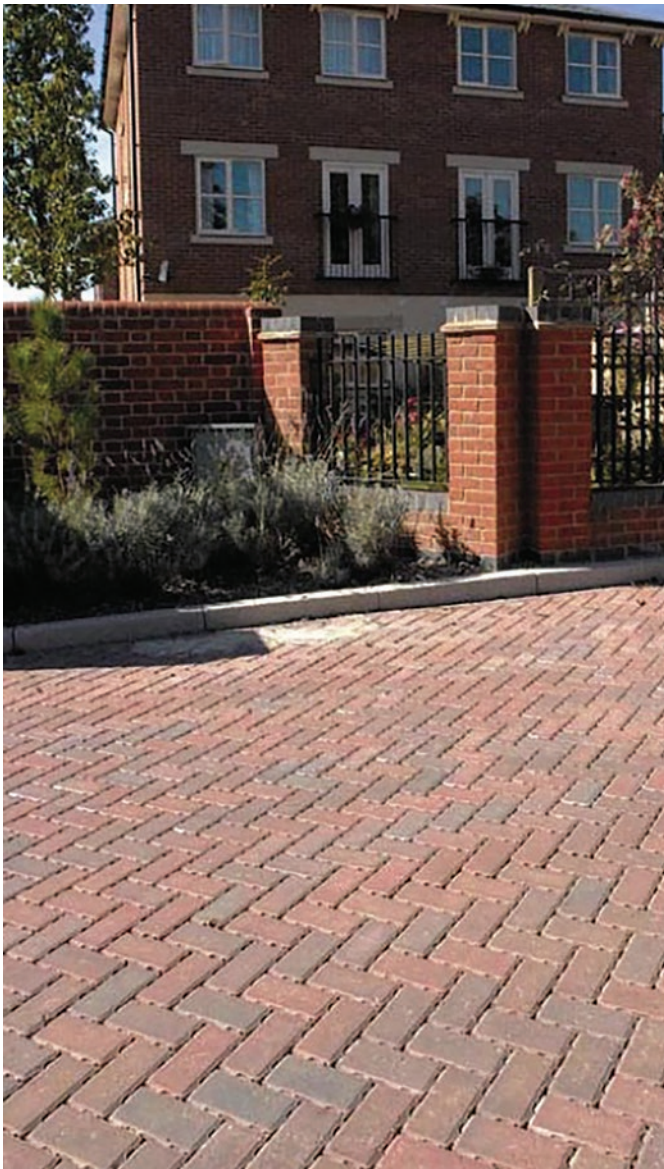


Proposed Phase 3D, E, F, G servicing and refuse collection plan

4.0 Proposals

4.13 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 completed phases 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.



4.14 FLOODING AND DRAINAGE

The Surface and Foul Water Drainage Strategy for Phase 3D, E, F and G accompanies this application.

FLOOD RISK

To slow down the surface water run-off rates and reduce the risk of flooding elsewhere, 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 existing site has no historical record of flooding.

4.15 NOISE

The site is a sufficient distance from the A264 along the southern edge of Kilnwood Vale to enable standard glazing and ventilation. Noise levels in external amenity areas will be acceptable and are in accordance with the outline planning approval (ref: DC/2015/2813).



4.16 PROPOSED LEVELS

The level relationships between buildings as indicated on street elevations for the proposed scheme has been based on a proposed re-profiling strategy for the site.

4.17 WASTE

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 has been 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 four 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 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.



4.0 Proposals

4.18 SUSTAINABILITY

The following principles will be considered to enable the development to be sustainable. The scheme will be designed to achieve an equivalent of the superseded Code for Sustainable Homes Level 3 as a minimum.

Energy

The new houses will provide the following in their specification:

- Air tightness standards will be enhanced demonstrating an improvement above the Building Regulations.
- Improved thermal detailing.
- Insulation will exceed Part L of the Building Regulations by 25%.
- All windows will be double-glazed.
- A Home Owners' Pack will be provided.

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 within the masterplan with easy access via the pedestrian and cyclist movement network to the Greenways, other open space areas and to the central sporting space.

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 as required by the Code for Sustainable Homes.

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.

Ecology

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

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



4.0 Proposals

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 will be provided at the eastern end of the High Street on the Primary Street and at Station Square. Each of the services will stop there. This will enable the new homes within this parcel to be within a 5 minute walk of the bus stops.

Cycling

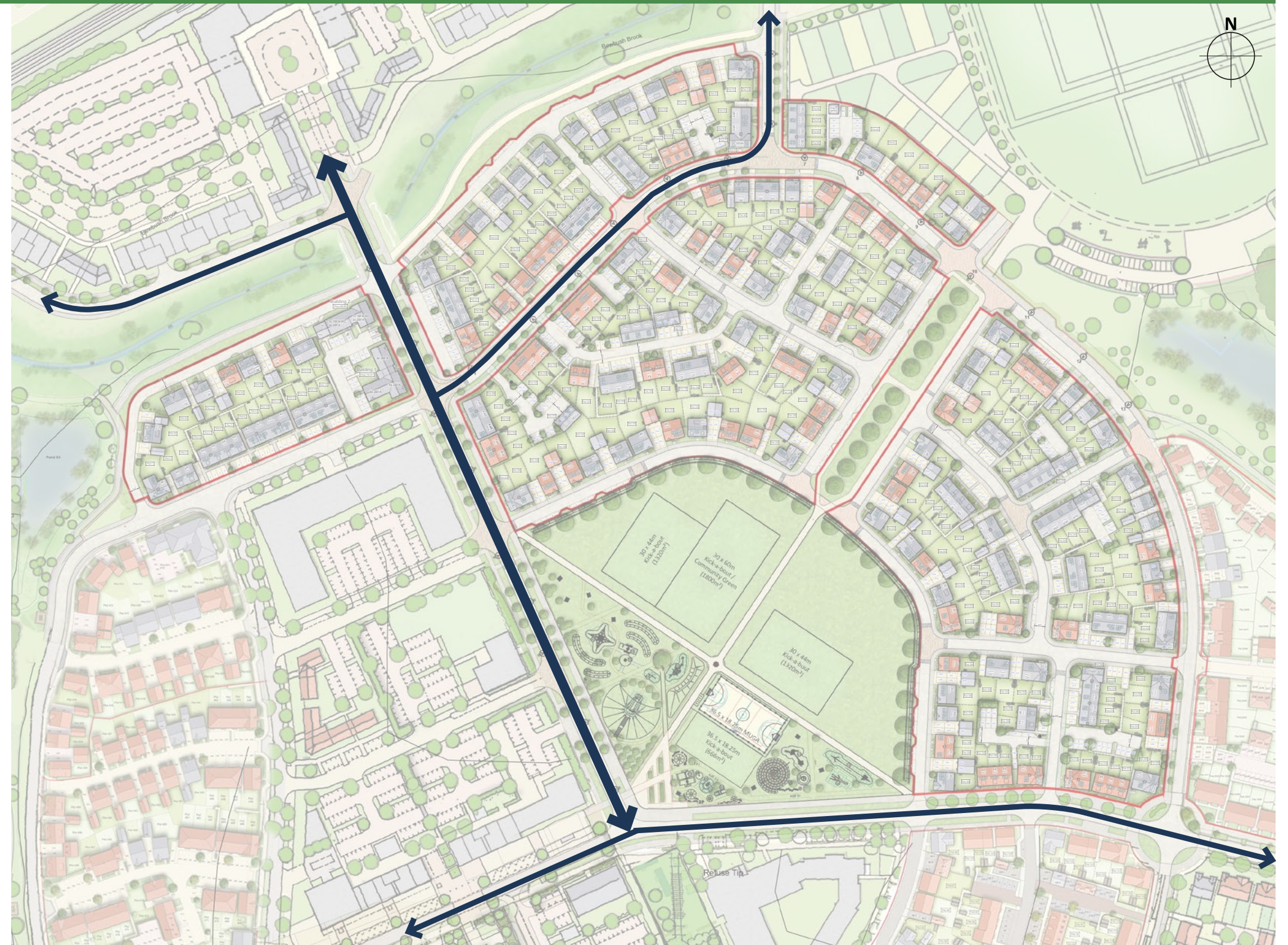
In order to encourage cycling as an alternative mode of transport to journeys by car, these proposals are well integrated with the pedestrian and cycle movement network within the masterplan, which will provide safe and convenient access by cycle to the local neighbourhood facilities and the surrounding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

Main foot / cycle routes will be located on the Primary Street and Axis Spine and the Secondary Street running through these parcels providing access to the wider development and associated facilities. Internal access roads create a permeable layout for cyclists.

Cycle storage is provided in communal storage rooms for apartments and in either garages or garden stores for houses. Secure storage provision will further encourage their ownership and use.

KEY

- ▬ Site boundary
- ▬ Main foot/cycle spine
- ▬ Secondary foot/cycle route



Plan showing main foot / cycle routes relative to Phase 3D, E, F and G

4.0 Proposals

4.19 CRIME PREVENTION

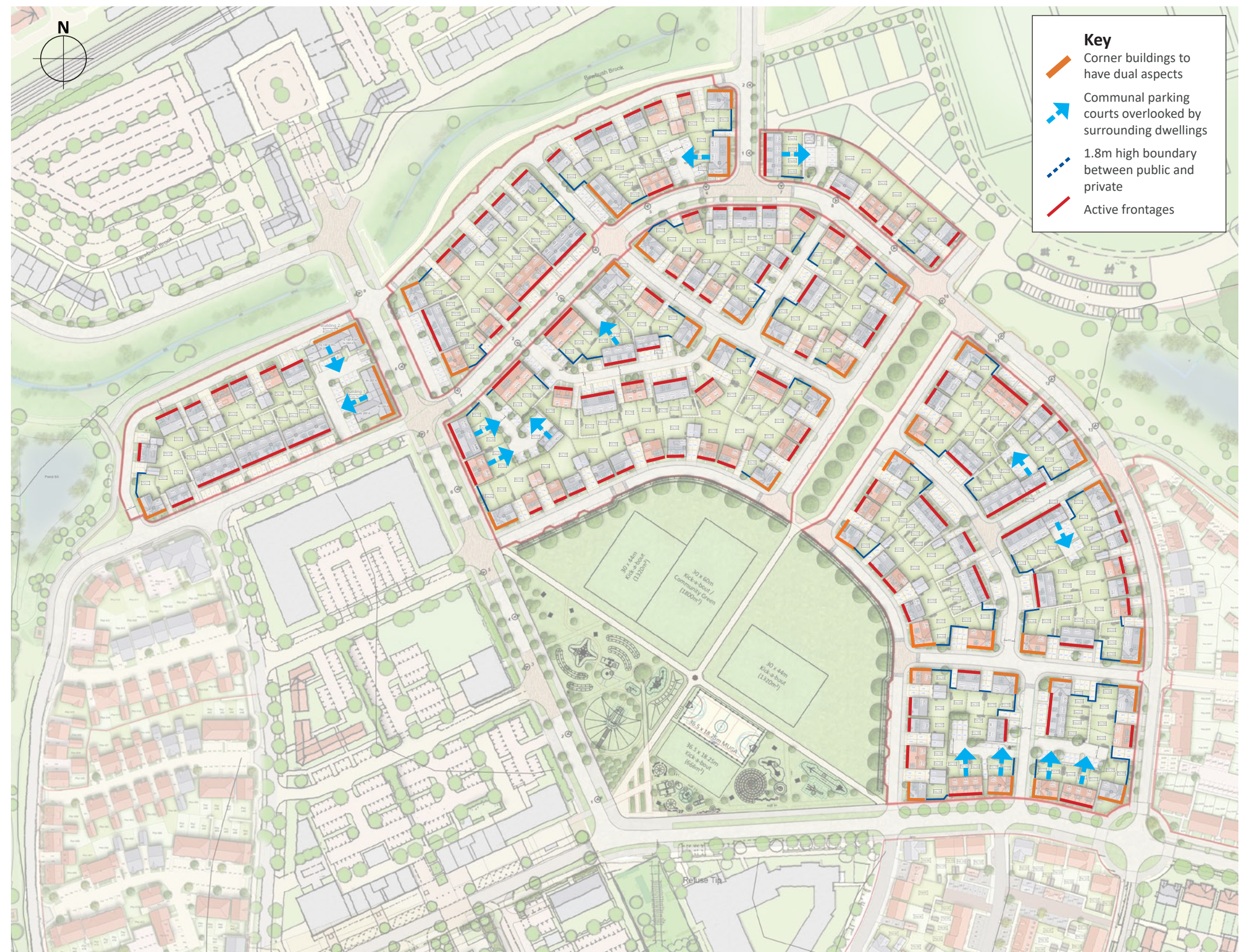
The layout has been designed to prevent crime and the fear of crime in accordance with government guidance set out in “Safer places – the Planning System and Crime Prevention” (Office of the Deputy Prime Minister, April 2004). In particular, the development will incorporate the following features:

- Traditional streets that are overlooked by the surrounding houses so that they feel safe, both in the daytime and at night.
- Exposed back garden boundaries will be minimised to limit the risk of unauthorized entry to properties from the rear.
- Car parking will be provided on-street in front of houses, or in courtyards overlooked by houses and apartments. The parking courtyards will also have the following additional features:
 - a. Use lighting to allow users to see a person’s face in darkness.
 - b. Provide either a brick boundary wall or fencing 1.5m high with a 300mm trellis to allow active viewing of the parking courts.
- Secured by Design principles to be adopted across the site.

4.20 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).



Proposed Phase 3D, E, F, G Crime Prevention Strategy

KILNWOOD VALE Phases 3D, E, F & G

Design and Access Statement

5.0

Conclusion

5.0 Conclusion

5.1 CONCLUSIONS

This reserved matters application relates to Appearance, Landscaping, Layout and Scale in accordance with conditions 3, 5, 6, 8, 9 and 10 of the outline approval (ref: DC/2015/2813):

- The proposals are in accordance with the approved Parameter Plans and Illustrative Masterplan.
- The proposals are compliant with the overall vision and design principles as set out in the Design and Access Statement and Design Code for the extant outline scheme.
- The housing mix is in accordance with the approved schedule of accommodation. 280 new residential dwellings will be provided.
- The development will be designed to the principles of Secured by Design.
- The proposals will achieve the equivalent of Level 3 of the superseded Code for Sustainable Homes.
- It will not be harmful to the residential amenities of existing surrounding dwellings or future dwellings.
- The proposed buildings are of a high quality design, and appropriate in terms of scale, style, design, and materials.
- They will relate sympathetically to their surroundings and future phases of development.
- These proposals will create a distinctive scheme but one that positively integrates with existing and future phases and sub-phases.





30 x 44m
Kick-a-bout
(1320m²)

30 x 60m
Kick-a-bout /
Community Green
(1800m²)

30 x 44m
Kick-a-bout
(1320m²)

36.5 x 18.25m MUGA
Kick-a-bout
(666m²)

Path (km)
Co Const CP & ED Bdy
Boro Const Bdy