



KILNWOOD VALE: Phases 3D, E, F & G

Design and Access Statement (200 Series)

September 2023

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KILNWOOD VALE Phases 3D, E, F & G

Design and Access Statement

1.0

Background

1.0 Background

1.1 INTRODUCTION

This document has been prepared for Crest Nicholson South to accompany a Reserved Matters planning application for Phases 3D, E, F and G at the Kilnwood Vale development on land to the west of Crawley.

Outline planning permission for the wider development site was approved in August 2010 (ref: DC/2015/2813).

The application relates to the approval of matters relating to Layout, Landscaping, Appearance and Scale in accordance with conditions 3, 5, 6, 8, 9 and 10 of the outline approval:

- 3. Compliance with parameter plans
- 5. Details of layout, scale, appearance, access and landscaping
- 6. Details of access roads, footpaths, parking(vehicle and cycle), cycle storage, turning areas, landscaping and lighting
- 8. Statement of Conformity
- 9. Structure and layout of key open spaces
- 10. Details and timetable of phasing of key open spaces

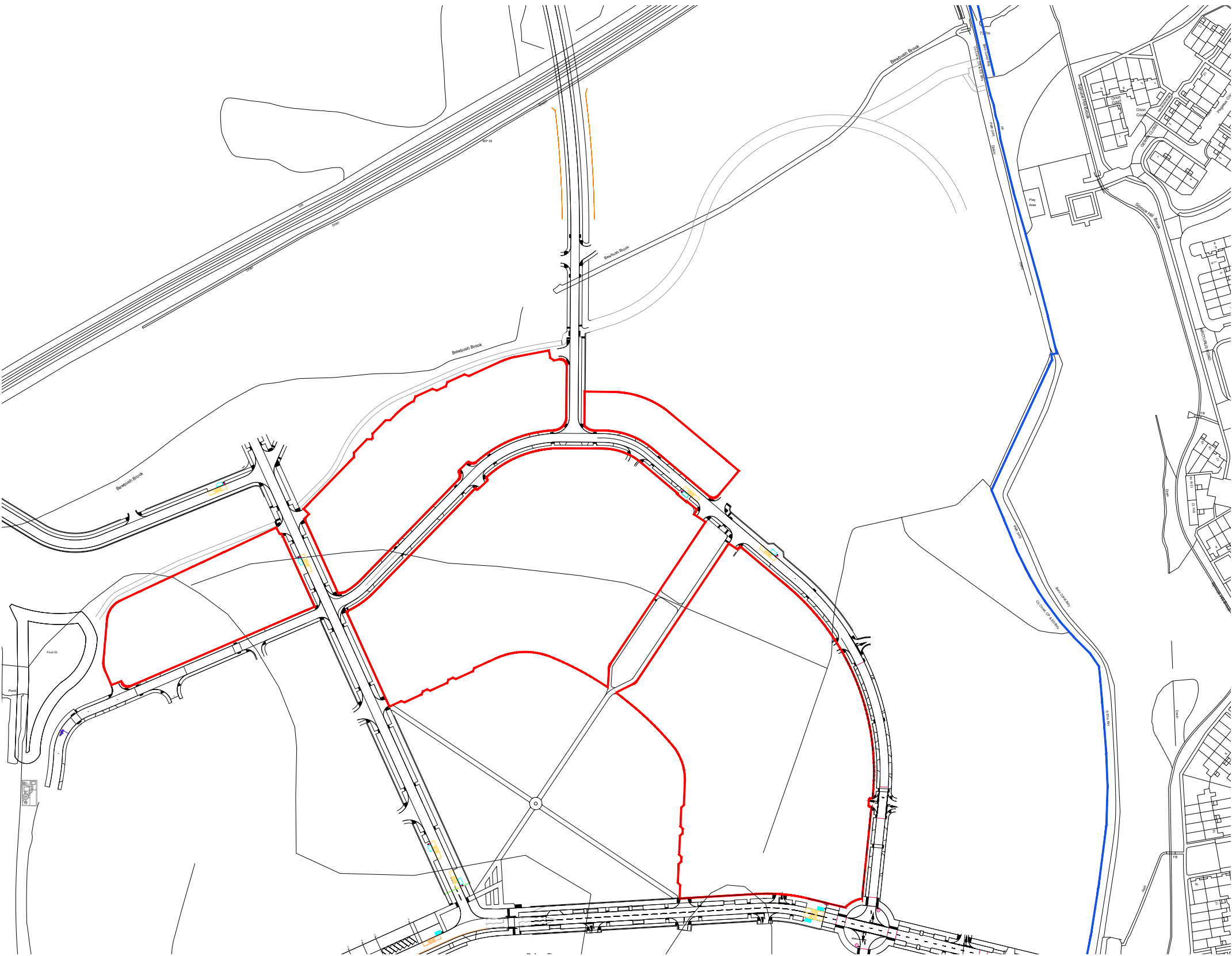
The purpose of this Design & Access Statement is to set out the key design principles of the scheme and how these accord with the overall vision and design principles of the Kilnwood Vale scheme. It demonstrates the evolution of the design process to achieve a suitable design solution for this part of the development site that positively responds to the wider site context and accords with the Strategic Design Code which formed part of the outline planning approval (ref: DC/2015/2813).

The application is for a residential development of 280 new homes on the 6.712 hectare site.

1.2 LOCATION

This Reserved Matters site is located in the north-eastern part of the Kilnwood Vale development site south of the railway line. It lies to the north of parcel 2F and the parcels sit between the Leisure Park and Kilnwood Vale Park immediately to the east of the north-south street.

The Phase 3D-G site that is the subject of this application will be bounded by the Bewbush Brook corridor to the north, the Axis Spine to the west and the Primary Street to the south. The northeast section of the Secondary Street passes through the site.



Location Plan showing parcels 3D, E, F and G

KILNWOOD VALE Phases 3D, E, F & G
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2.0

Existing Site and Context

2.0 The Existing Site & Context

2.1 THE EXISTING SITE

The site is vacant and cleared for development. Phase 2F to the south and Phase 3B to the east are under development. There are no existing structures on the site.

2.2 TREES

There are no existing trees within the boundaries of the site.

2.3 LEVELS AND TOPOGRAPHY

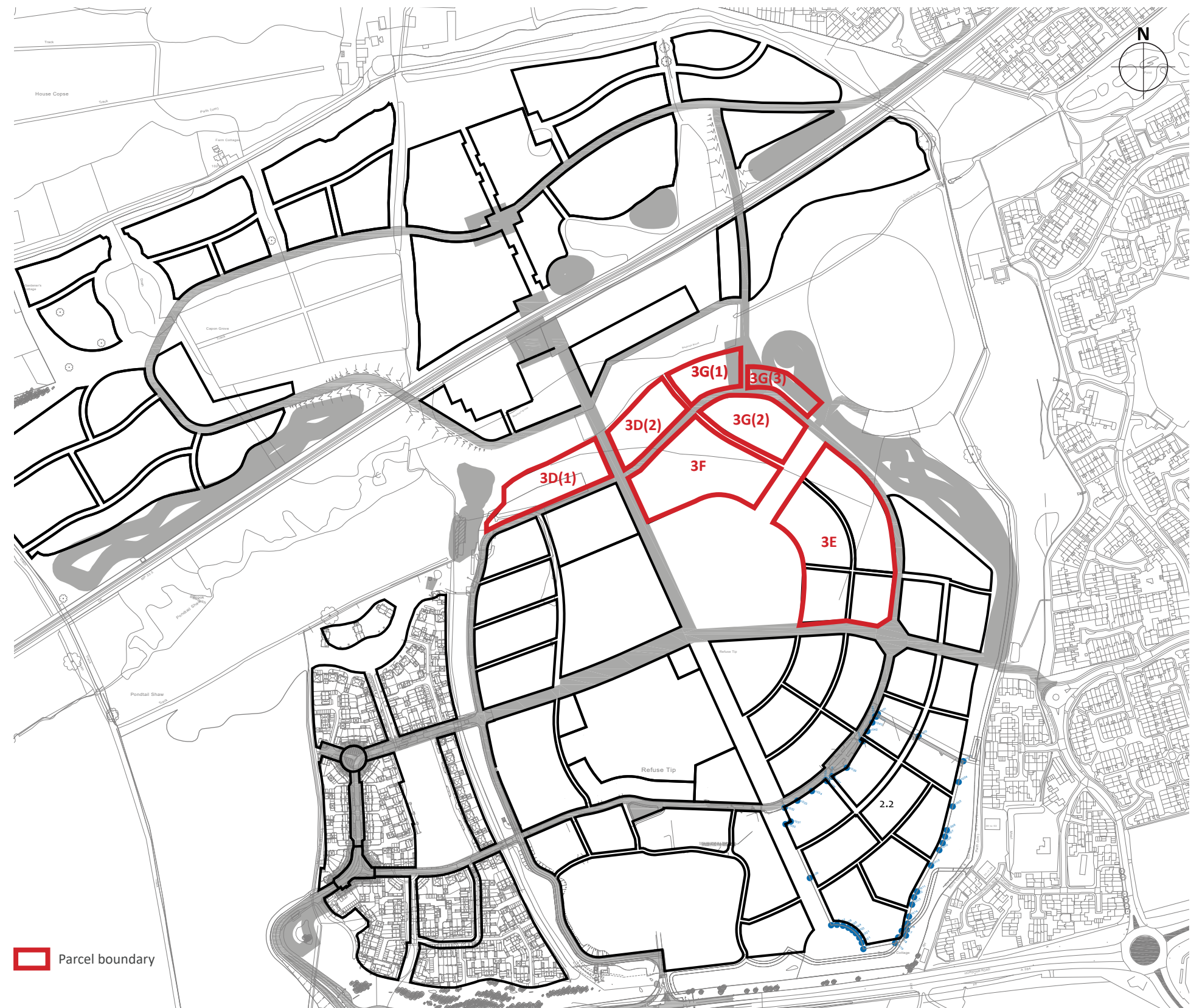
The existing site is generally level. As part of the outline planning approval (ref: DC/2015/2813), the site will be subject to re-profiling following extensive remediation works.

2.4 SITE BOUNDARIES

The proposed site is bounded by the Bewbush Brook corridor to the north, edge of the Primary Street to the south, Secondary Street at the southern end of the eastern edge and the western edge of the Axis Spine to the west.

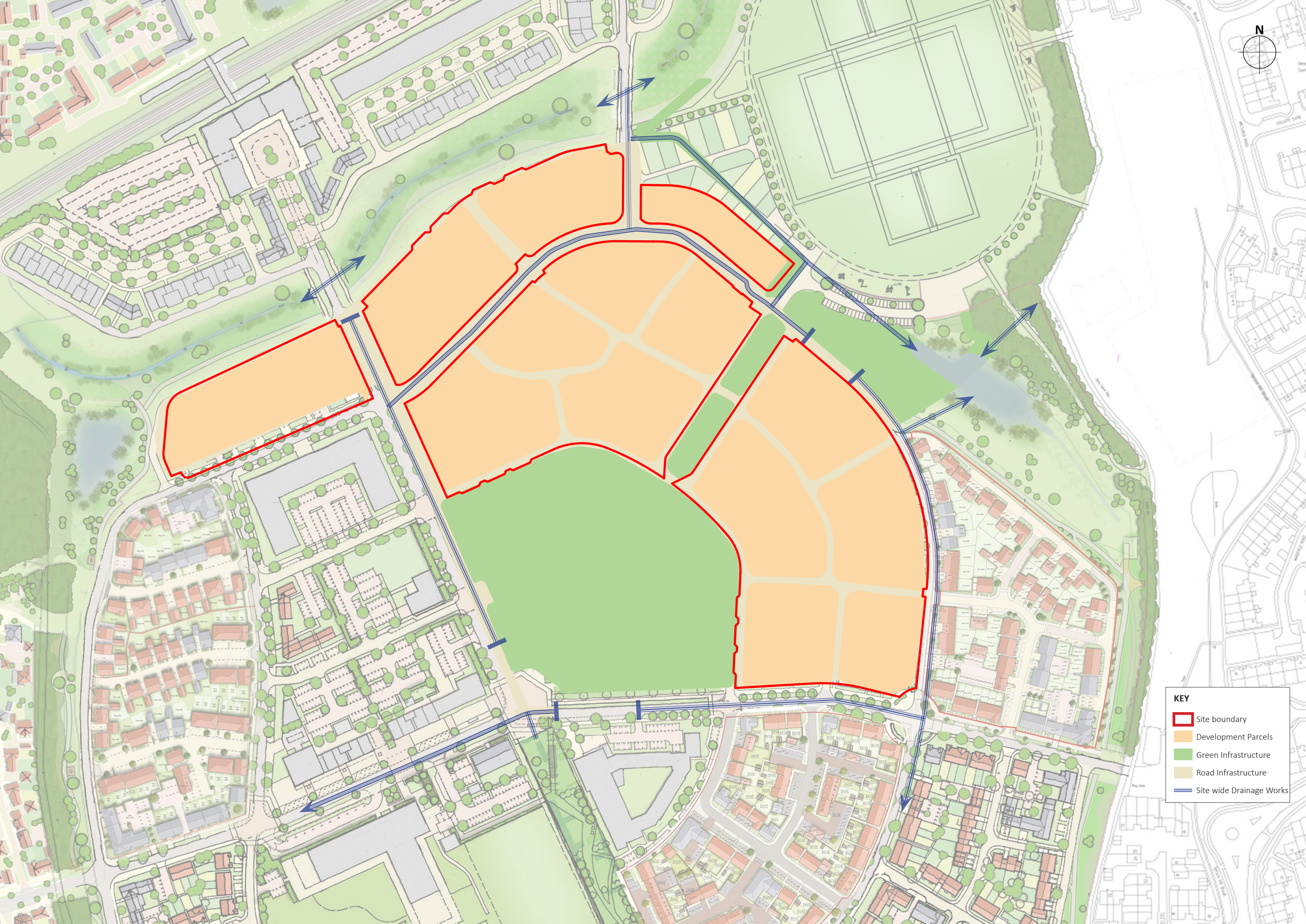
2.5 ECOLOGY

There are no features within the boundaries of the Phase 3D-G site which could be regarded to be of ecological importance. The site currently consists of re-profiled land which is of negligible nature conservation importance and limited wildlife interest.



Parcel boundaries plan showing adjacent phases

Components Plan on opposite page ►



KEY

-  Site boundary
-  Development Parcels
-  Green Infrastructure
-  Road Infrastructure
-  Site wide Drainage Works

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KILNWOOD VALE Phases 3D, E, F & G

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3.0

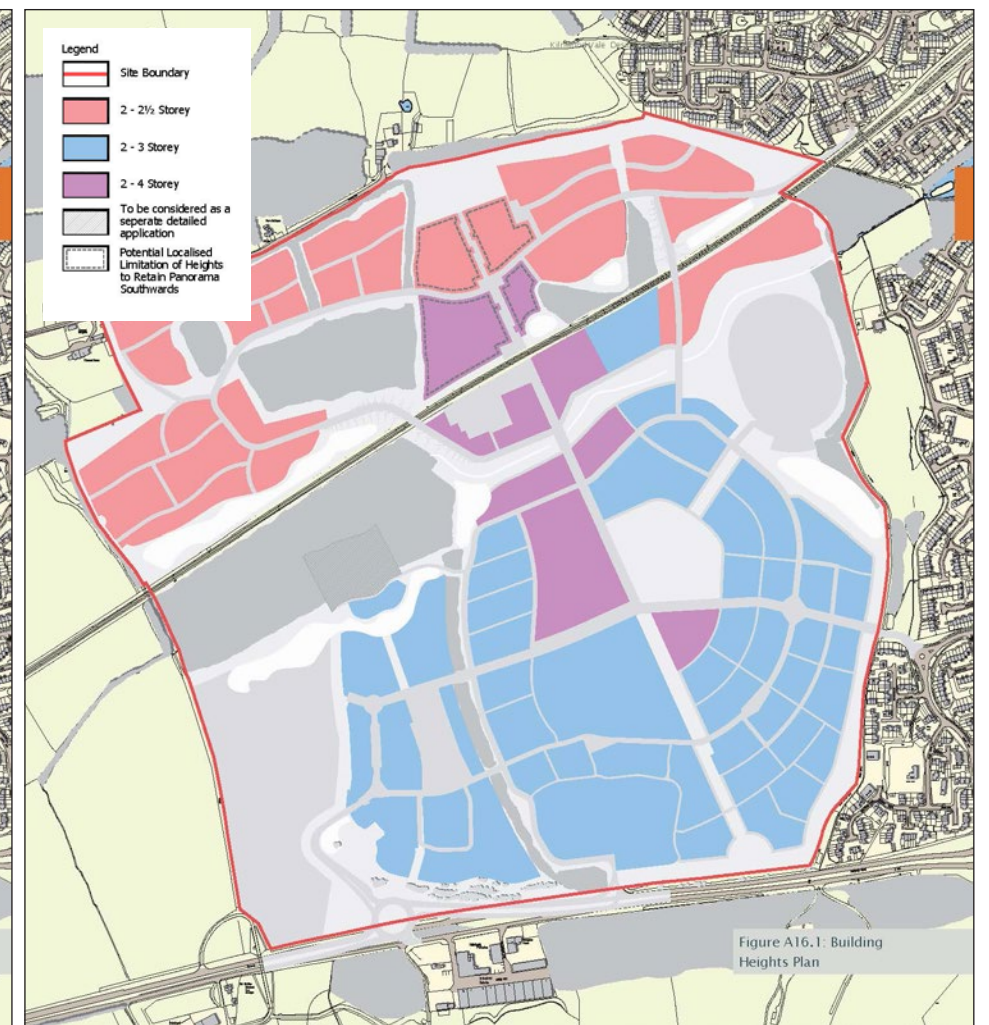
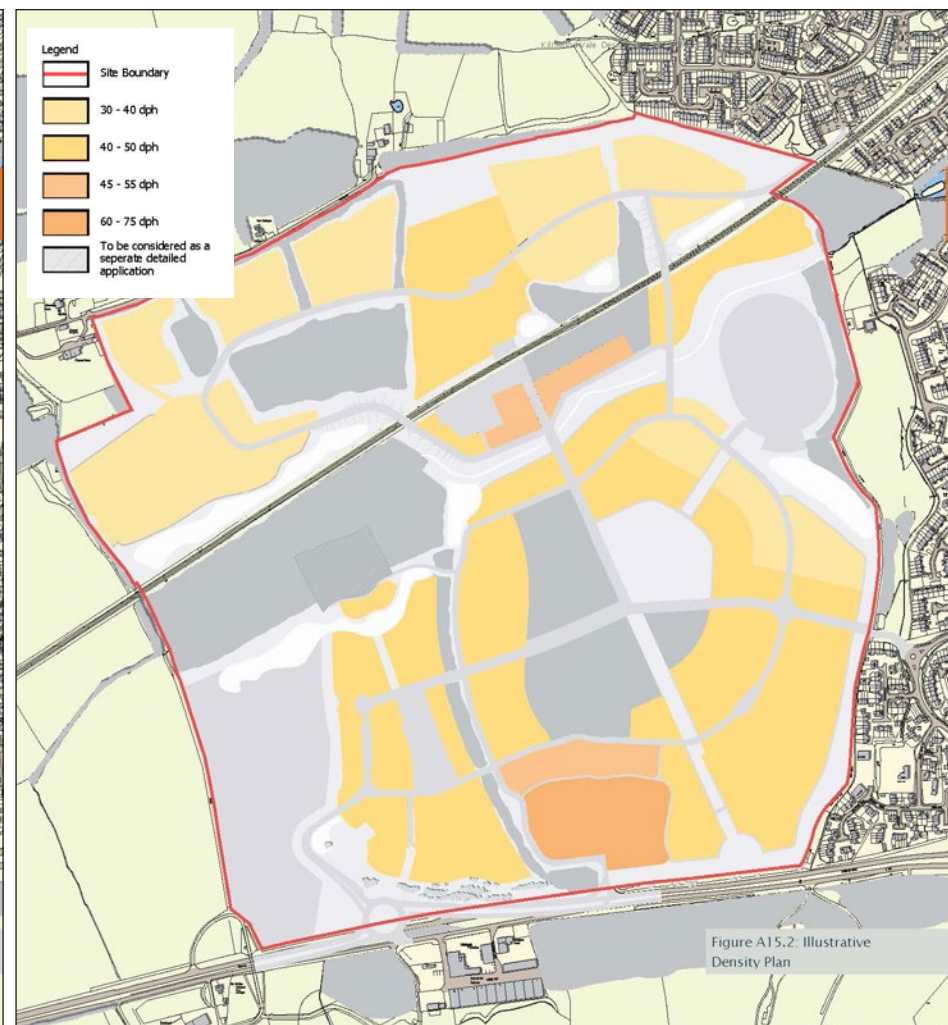
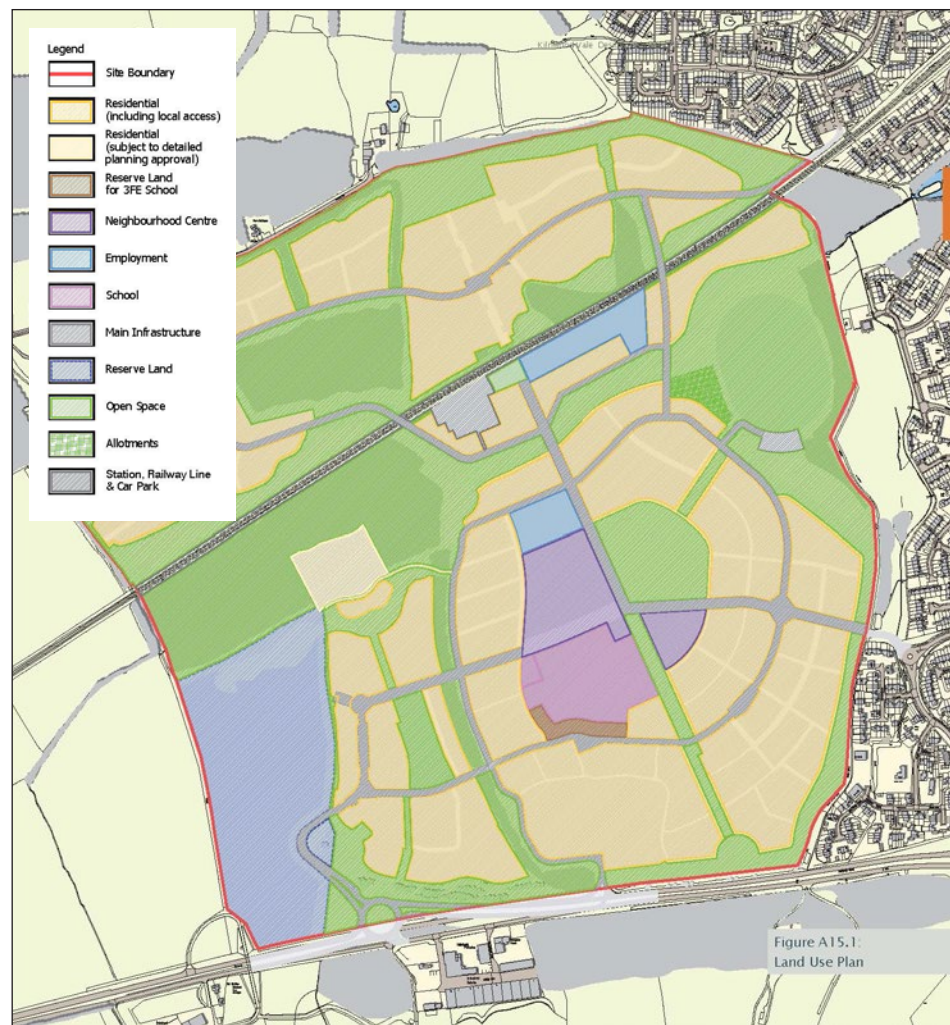
Design Framework

3.0 Design Framework

3.1 APPROVED PARAMETER PLANS

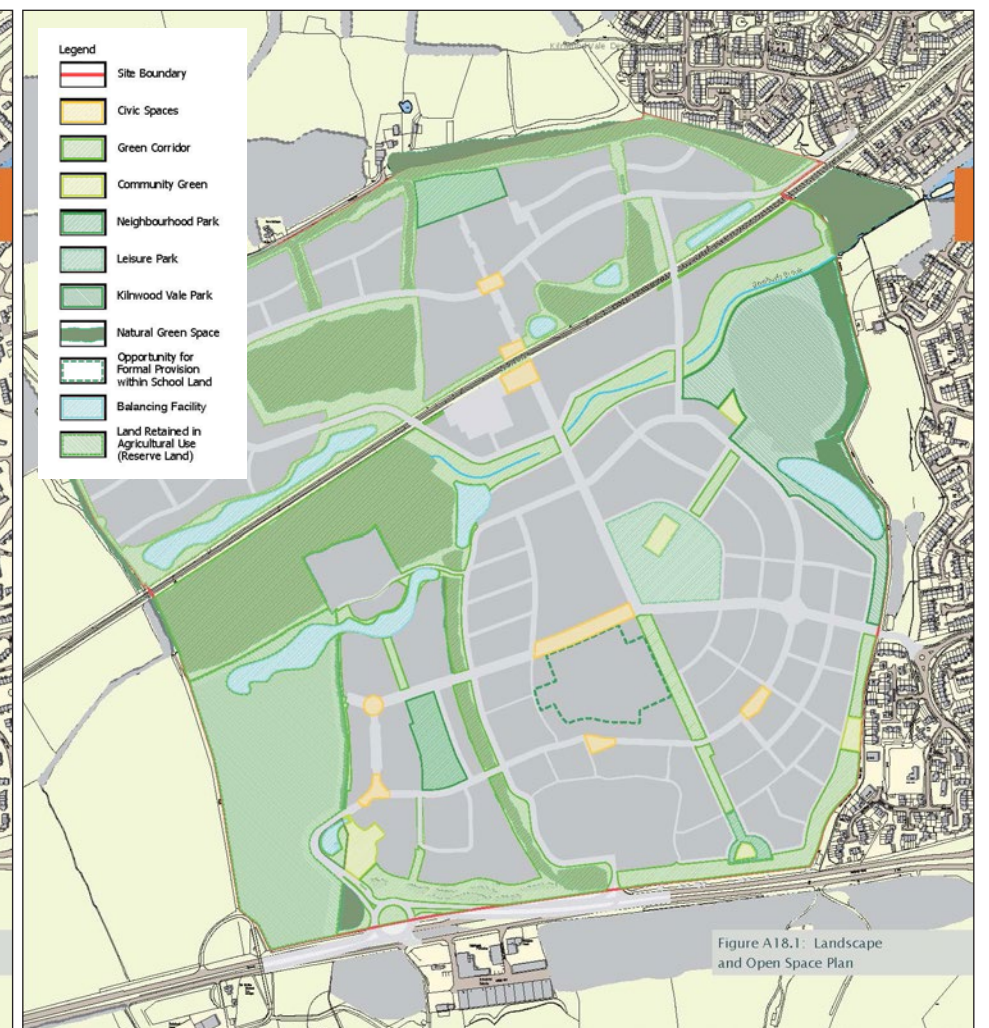
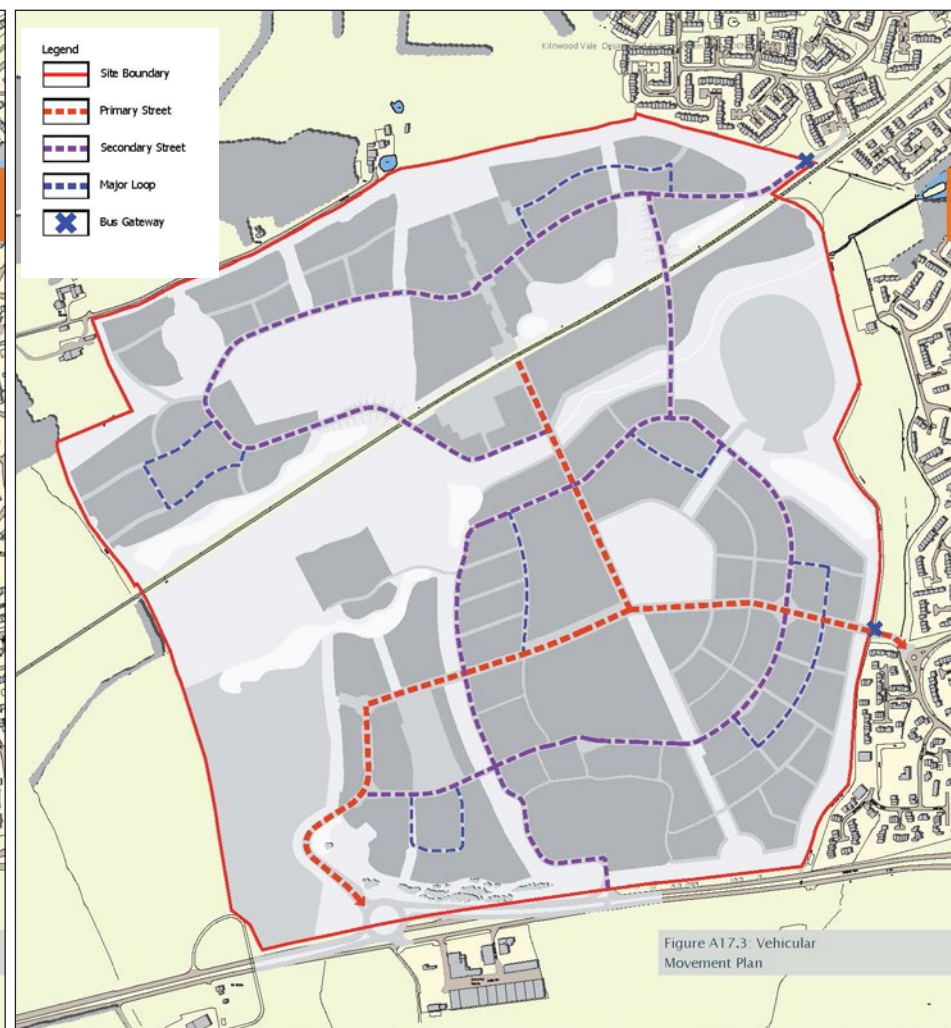
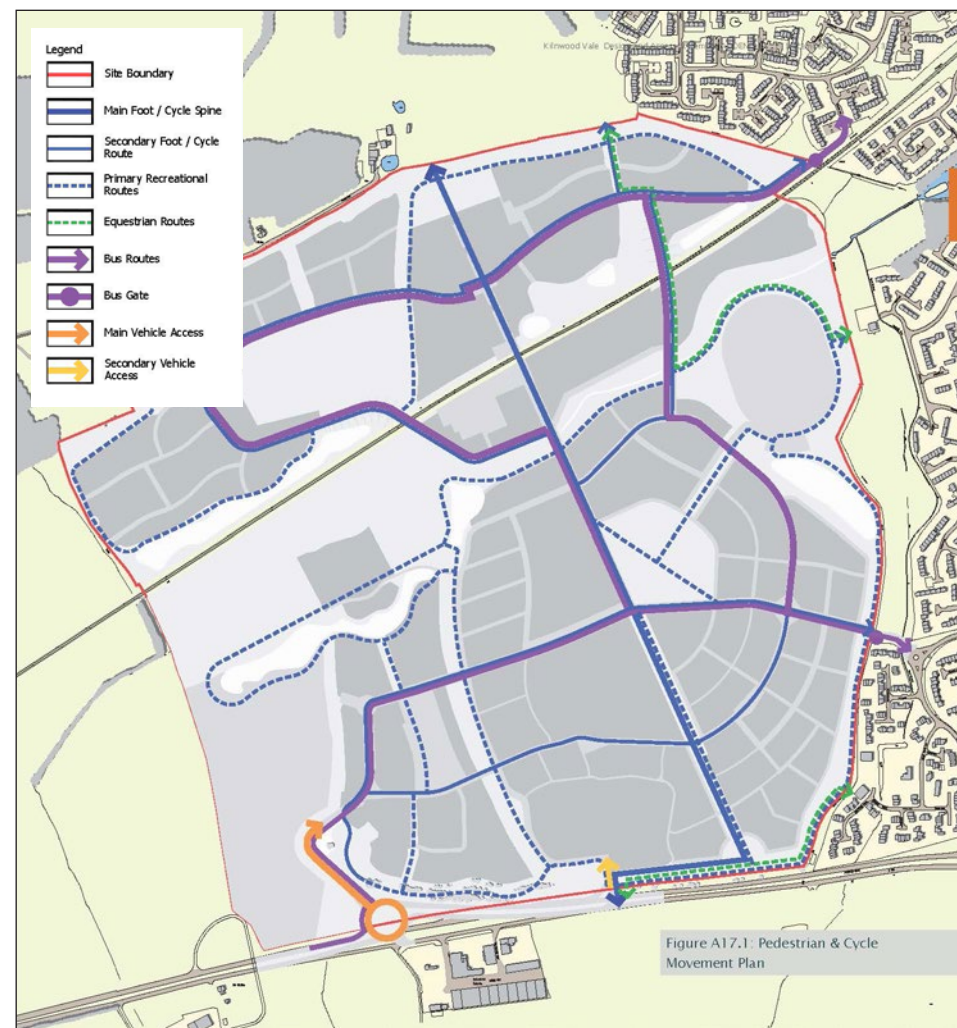
The approved outline planning application (ref: DC/2015/2813), included six parameter plans which have been used to inform the development of proposals for Phase 3C. These were as follows:

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



Approved Parameter Plans (DC/18/1152 | Non-material amendment to previously permitted application DC/15/2813 (Broadway Malyan))

3.0 Design Framework



3.0 Design Framework

3.2 NATIONAL PLANNING POLICY FRAMEWORK

The NPPF was published in 2012 and updated in July 2021. The document sets out national guidance relating to design. Paragraph 124 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 explains that planning decisions should aim to ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Further detailed guidance on design issues was provided in March 2014, within the Government's Planning Practice Guidance. 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
- Cohesive and vibrant neighbourhoods

3.3 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 a Healthy Life (Building for Life Partnership, 2020)
- 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.



3.0 Design Framework

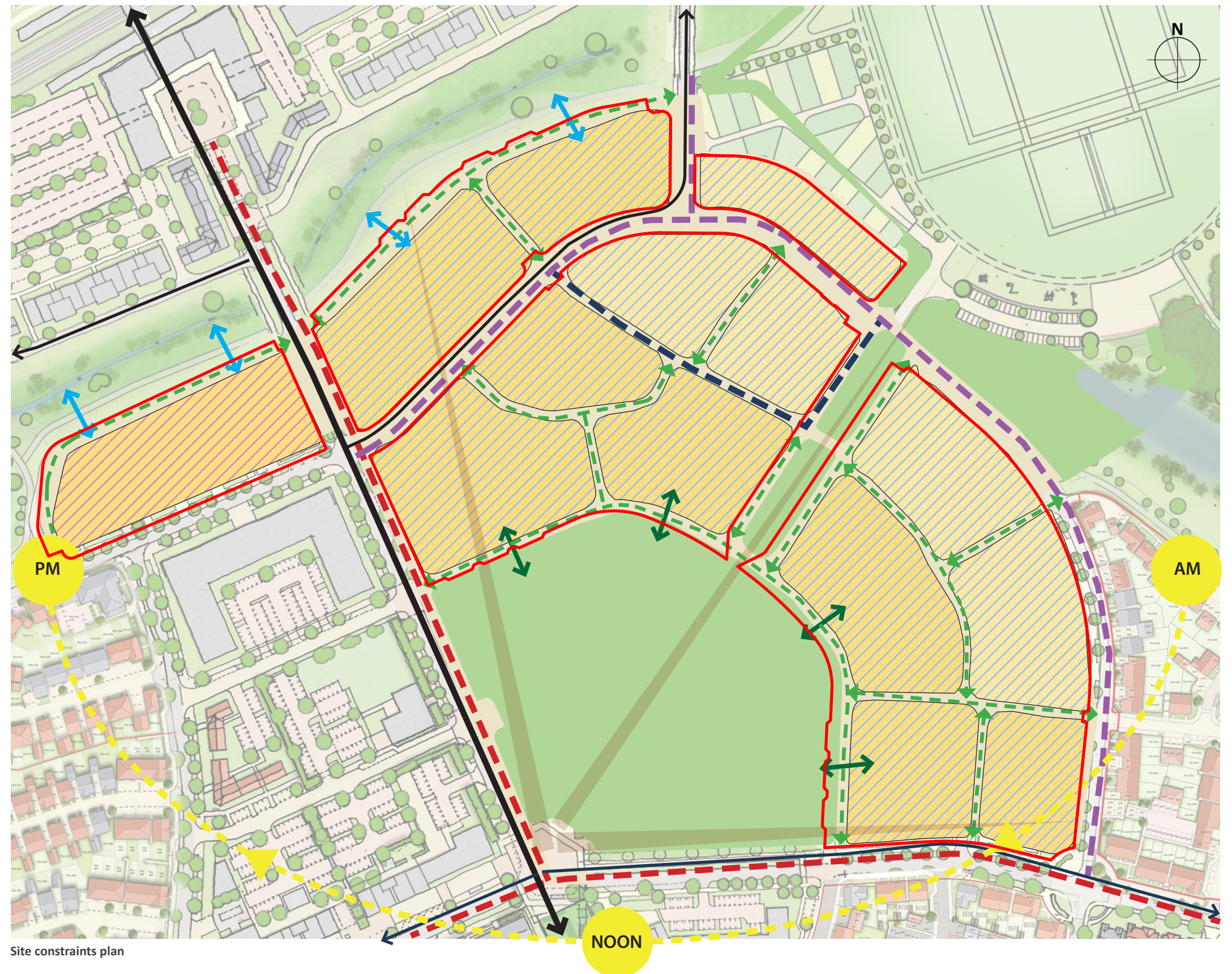
3.4 SITE CONSTRAINTS

The constraints plan illustrates the range of design considerations which have informed the development of the proposals for the application site. These are either set out as design guidelines within the approved outline application Design & Access Statement) or as requirements within the Strategic Design Code (ref: DC/2015/2813). These are set out below: :

- Neighbourhood Core character area requirements.
- Development density limitations.
- Building height limitations
- Vehicular movement network layout – Secondary Street, shared surface streets and the junctions with the Axis Spine and Primary Street.
- Necessary pedestrian and cycle linkages to the surrounding masterplan and wider area.
- Relationship to edges of Bewbush Brook corridor.
- Relationship to edges of Leisure Park.
- Topography.
- Orientation.
- Restrictions on architectural form and use of materials as set out in the approved outline application Strategic Design Code.

KEY

- Site boundary
- 30-40 dph
- 40-50 dph
- Green Infrastructure
- Primary Street
- Secondary Street
- Major Loop
- Community Streets
- Main Foot/Cycle Spine
- Secondary Foot/Cycle Route
- Relationship with Bewbush Brook Corridor
- Relationship with Leisure Park
- Topography
- 2-3 storey
- 2-4 storey



Site constraints plan

3.0 Design Framework

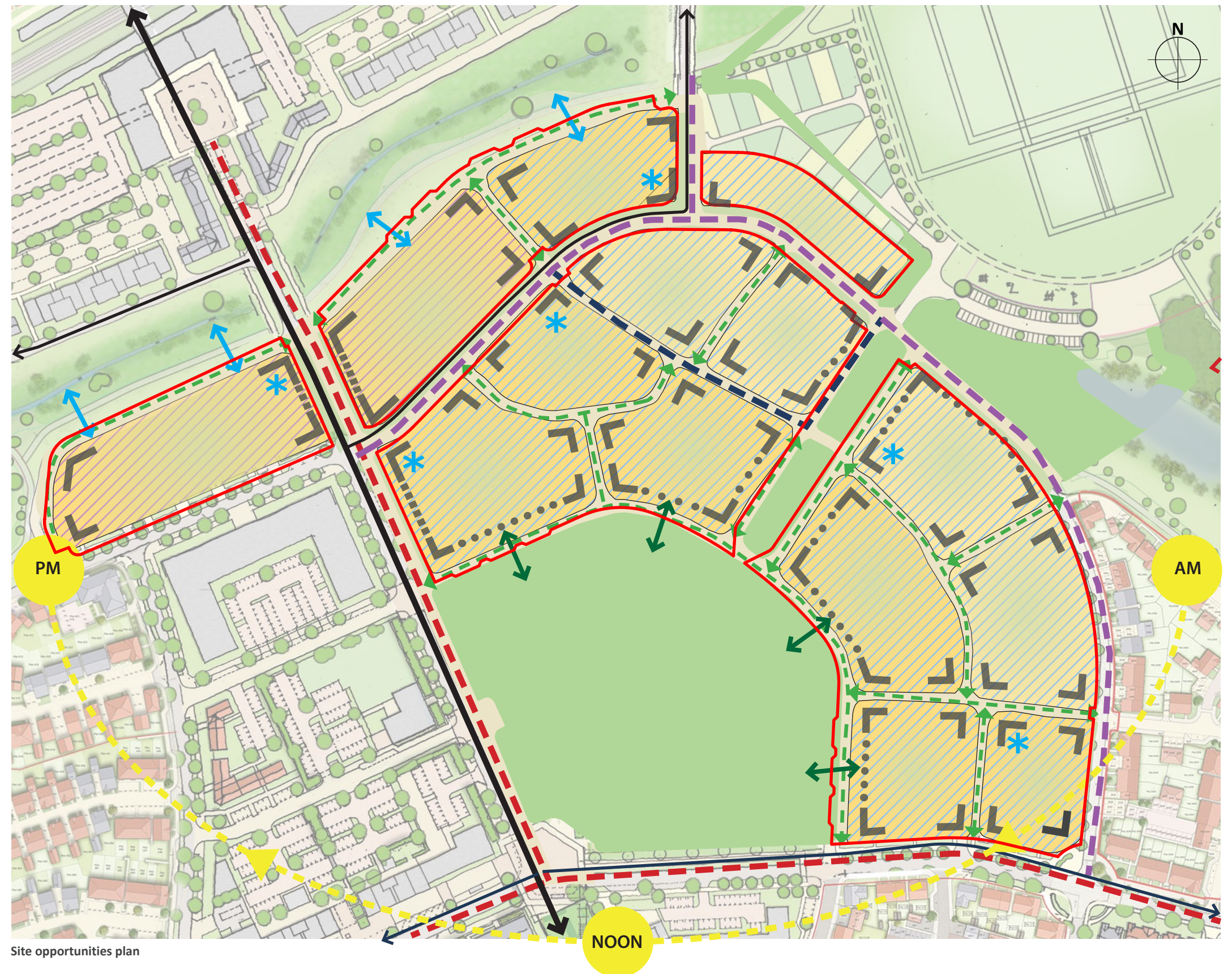
3.5 SITE OPPORTUNITIES

The project team have carefully considered all of the approved parameters and design principles and used these to set out guiding design principles for this scheme and a framework for the evolution of proposals for this part of the site as follows:

- Retention of key movement network through and around site.
- Opportunity to create a coherent overall arrangement for buildings fronting the Leisure Park
- Opportunity to create a coherent and ordered arrangement of buildings along the green corridor frontage between the Leisure Park and Kilnwood Vale Park.
- Opportunity to complete the form of the 'square' on the primary Street in the south-east corner of the site
- Opportunity to create a strong frontage to the Axis Spine
- Opportunity to integrate the landscape proposals in accordance with design guidance and the Strategic Design Code.
- Opportunity to ensure that all corners are celebrated with corner turning gateway buildings
- Housing typology distribution.
- Building heights distribution.
- Materials distribution strategy.
- Parking strategy to avoid cars dominating public realm.

KEY

- | | |
|----------------------------|--|
| Site boundary | 2-3 storey |
| 30-40 dph | 2-4 storey |
| 40-50 dph | Relationship with Bewbush Brook Corridor |
| Green Infrastructure | Relationship with Leisure Park |
| Primary Street | Corner Turning Buildings |
| Secondary Street | Axis Spine Frontage |
| Major Loop | Green Space Frontage |
| Community Streets | Architectural focus building |
| Main Foot/Cycle Spine | |
| Secondary Foot/Cycle Route | |



Site opportunities plan

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4.0

Proposals

4.0 Proposals

4.1 DESIGN

Crest Nicholson and the design team have given careful consideration to the design of these parcels to ensure that they are integrated within the overall masterplan and have a coherent relationship to neighbouring parcels which have received planning approval and are either under construction or complete.

These application proposals have been informed by the guidance and parameters within the approved outline application, and have been developed with the following objectives in mind:

- To comply with the approved Parameter Plans, Illustrative Masterplan and national and local government guidelines.
- To achieve a high quality built environment with good public realm and amenity space.
- To be design led, ie. not of standard design but respecting the character of the development site.
- To respond to the character areas set out in the outline planning approval documents (ref: DC/2015/2813).
- To create appropriate and varied spaces between the buildings in accordance with the Design and Access Statement and the Strategic Design Code submitted with the outline planning application (ref:DC/2015/2813).
- To create a good mix of accommodation in accordance with the requirements of the outline planning approval (ref: DC/2015/2813).
- To provide a range of affordable housing in compliance with the mix set out in the Section 106 Agreement.
- To provide a safe and secure environment achieved by the layout and design of the scheme.
- 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 ensure that the built form has a strong relationship to the key public realm spaces of the Leisure Park, Kilnwood Vale Park, green corridor between and the Bewbush Brook Corridor.
- To minimise the impact of car parking on the quality of the public realm.
- To ensure an appropriate relationship with built phases of development.
- To be an efficient use of land.
- To enable sustainable living.
- To create a place with clear local identity where people want to live.

4.2 LAYOUT

The layout has been designed in response to the approved outline planning documents to ensure an appropriate arrangement and design of buildings with regard to the network of streets and the green infrastructure framework. The typologies and materiality have been designed to reflect the requirements within the approved Strategic Design Code.

The southern edge of parcel E provides a frontage to the primary street immediately east of the Leisure Park and has been designed to ensure that it will have a coherent relationship to the street scene formed by the neighbouring parcels – 2F, and 3A and 3B. At the south eastern corner buildings have been arranged to define the fourth quarter of the square at the junction of the primary and secondary streets. Generally semi-detached and short terraced form creates a continuation of the strong frontage to the Primary Street.

Development frontage to the Leisure Park is generally formed by detached houses with on-plot parking and corner turning buildings at street corners.

Frontage to the Secondary Street on parcel 3E generally comprises semi-detached houses with parking on-plot. On parcels 3D, F and G there are also occasional short terraces and small apartment buildings on corners.

Along the Green corridor link between the Leisure Park and Kilnwood Vale Park, and the frontage to Bewbush Brook, there are generally detached with occasional semi-detached houses.

On the internal lanes there are generally short terraces of houses and small apartment buildings and occasional detached and semi-detached houses.

On the Axis Spine Road frontage there is a stronger frontage with semi-detached and short terraces of houses and a small apartment building.

Parking on the primary frontages around the respective parcels is generally on-plot to ensure that this is discretely provided and minimises visual impact on the street scene. Parking on the internal lanes is either within rear parking courts or in groups of perpendicular bays within the street generally broken up into a maximum of 4 bays in a row with landscaping and tree planting between.

KEY

1. Southern edge of Parcel E

2. South Eastern corner buildings

3. Development frontage to Leisure Park

4. Secondary street loop

5. Green corridor link

6. Bewbush Brook

7. Internal lanes

8. Axis Spine Road

