

Post-submission comments associated with Land West Of Turner's Hill Road, Crawley Down

As requested, below is the responses to the urban design comments received from MSDC (Application Ref: DM/25/0016 and DM/25/0017).

<u>Comment</u>	<u>Response</u>
<p><u>Southern Parcel: Access to Public Transport Services:</u> The need to address the desire lines at the southeast tip of the site was discussed during the pre-application stage. I believe that not incorporating a clip-on walking and cycling path along the western edge of the bridge, which would provide the safest and most direct connection from the site exit to the existing bus stop located to the southwest of the bridge, is a missed opportunity.</p>	<p>This matter is addressed in the addendum transport note.</p>
<p><u>Southern Parcel: Prioritising pedestrians and cyclists mean creating routes that are safe, direct, convenient and accessible for people of all abilities.</u> I'm not convinced that the proposed solution for reaching the bus stop will be effective, as it's overly complicated and does not address the issue of the very narrow bridge pavements. My concern is that as the area becomes busier with increased activity, the unsafe but more direct route along the western edge of the bridge will likely see more frequent use.</p>	<p>This matter is addressed in the addendum transport note.</p>
<p><u>Southern Parcel: Ensuring continuity for cyclists' route across the B2028 and then into Crawley Down village to a reasonable point should form part of the design. This is crucial for safety and convenience.</u> Footways along the B2028 could be improved.</p>	<p>This matter is addressed in the addendum transport note.</p>
<p><u>Primary road: Increased building to building distance may be necessary to accommodate carriageway and</u></p>	<p>The 'primary road' typology accommodates a 5.5m carriageway, 3m shared foot/cycle path on one</p>

<p>pedestrian/cycle provision. Creating a sense of enclosure on any primary street through a development, may require an increase in building height to balance the increased street width or to simply create a sense of place and reinforce the legibility of the development.</p>	<p>side, and a 2m footpath on the other, as well as a 2m tree lined verge. This is shown illustratively on the illustrative masterplan, and the character areas chapter (which include artworks) of the DAS. This street type is distinctive from other street types proposed therefore reinforcing the legibility of the layout. The building heights parameter plan allows for up to two and a half storey across the scheme, higher building heights will likely result in landscape and visual harm. The character areas chapter within the DAS also outlines how heights should be addressed within the masterplanning approach.</p>
<p><u>Southern Parcel Layout:</u> Scheme would benefit from expanding the play area in the north-east corner of the site, adjacent to both new and existing developments.</p>	<p>Following the pre-application discussion, we explored relocating the LEAP to the entrance of field 5, however this was not feasible given the required buffer. Play on the way features have been located by the entrance of Field 5 as indicated on the Landscape Plan submitted as part of this application.</p>
<p><u>Northern Parcel Layout:</u> More could be done to create a more meaningful space. The current central green space (to the north-east of the Care Home) would benefit from being enlarged, potentially extending to occupy the entire perimeter block is located on. If flats are to be introduced, allowing them to define the central focal point would also help establish a sense of a notional centre.</p>	<p>The main community space is to the south where we have St. Leonard's Lookout. The central space you mention is a smaller pocket space within the public open space hierarchy.</p> <p>The masterplan layout is illustrative and final layout, including the location of the care home, is subject to reserved matters. A series of diagrams have been submitted in response to Landscape comments regarding the care home location.</p>
<p><u>Southern Parcel Parking:</u> Front threshold parking should be avoided on the main axis/spine. This is likely to result in environments dominated by hard surfaces and generates greater face to face building distances leading to weaker street enclosure unless combined with taller building frontages. (Principle DG19: Provision of off-street parking). Parking should normally be discreetly accommodated to the side of dwellings, and behind</p>	<p>The majority of parking along the spine/primary road (and the development as a whole) is to the side of dwellings (and behind the build line). Where frontage parking is shown, it is designed with limited runs and interspersed with additional planting. The 'Village Avenue' character area chapter within the DAS also states '<i>Frontage parking should be limited</i>' to avoid car dominated streets and environments dominated</p>

<p>the building line where it is less visible from the street. Tandem parking arrangements to avoid over-wide separation gaps between buildings.</p>	<p>by hard surfaces. At this stage the masterplan is only illustrative and the exact parking typologies will be subject to reserved matters.</p>
<p><u>Sothorn Parcel, Legibility/Lighting:</u> In the absence of a detailed lighting design for the development, broad assumptions on the likely lighting design and locations of luminaires have been shown on the plans. See: "Lighting Impact Assessment" APPENDIX C: PREDICTED LIGHT SPILLAGE. The current plan shows lighting only in built-up areas, with no provisions for the cycle and pedestrian routes connecting them. To ensure the legibility of the scheme and to safeguard continuous, safe movement throughout the site, all proposed cycle and pedestrian routes should be provided with adequate lighting solutions at the reserved matters stage.</p>	<p>The lighting strategy for the developed area was provided to demonstrate how this interacted with the lighting mitigation strategy set out in section 6.1.4 of the Ecological Appraisal. The lighting of areas such as the final alignment of the cycle and pedestrian routes is something that will be provided as part of the reserved matters application.</p>
<p><u>Northern Parcel, Legibility/Lighting:</u> Three points of access onto Turners Hill Road are proposed. The application site will be served by access provided from Wychwood Place. Lighting improvements to the Wychwood plan main axis road should form part of the design.</p>	<p>This matter is addressed in the addendum transport note.</p>