

RESPONSE FROM PRE-APPLICATION

A pre-application meeting was held on 18th July 2022 and the following comments below were provided by the Urban Designer Officer, Will Dorman:

- » Pedestrian connectivity is limited and the scheme is consequently likely to be more reliant on vehicle access. In particular, there is no connectivity to the NE link to Lion Lane and to the informal path along N boundary.
- » It has no clear structure or hierarchy and therefore lacks legibility.
- » It reveals rear garden boundaries such as plots 20-21 and 13 (as well as the existing cottages) and results in back to front houses such as Plots 11 and 12.
- » It necessitates turning heads which can be unsightly.
- » The houses on plots 12, 16, 29, 30 back on to the northern boundary and the established footpath reveal rear garden fences and paraphernalia along the rural edge. This arrangement also prevents the attractive tree belt from being fully revealed to the public realm and puts them under at risk of removal or reduction because of potential overshadowing over gardens.
- » The cul de sac between plots 19-20 also suffers from a lack of building frontages; car parking in front 24/25 also divorces this semi from the street and is likely to generate a bleak threshold for these houses.
- » The proposed footpath link on the Eastern boundary that links the two car park ignores the development and is an inappropriate back alley that has minimal natural surveillance and potentially undermines the security of the adjacent rear gardens and does not accord with DG13 that requires buildings to be arranged with public areas to the front.
- » Improvements to the sight lines by splaying the entrances to the alley at both ends. The alleyway at the rear and side of plot 23 provides no natural surveillance and undermines plot 23's security and seems unnecessary as there is an existing link on the SE corner of the site. Both car parks on the eastern side lack natural surveillance (the opportunity for plot 22 and 23 to provide some frontage has not been taken as their E boundary accommodate garages / parking). The car parks would also benefit from additional soft landscaping.
- » The block of flats appear rather squeezed in to the south west boundary and unattractively positioned behind bin stores on the approach road. The threshold area between this block and plots 8-10 is also unfortunately dominated by hard standing. The long rear garden boundary of the adjacent plot 13 is also exposed to the road frontage and provides an inauspicious termination of the entrance axis into the site.
- » The attractive verdant character of the Church Rd boundary will potentially be undermined by the loss of trees and vegetation to facilitate the proposed vehicle access. The difference in levels may also necessitate retaining measures that risk looking like an unsympathetic intervention.



PROPOSAL

The proposed layout has been carefully considered, following comments received from the pre-application meeting on 18th July 2022.

The revised proposal consists of 40no. units, presented in a range of house-types, with designs influenced from the surrounding area, materials and vernacular. A high-quality development is proposed, which adheres to local policy as well as space standards. 12no. units are proposed to be affordable, which equates to 30%.

Following pre-application advice, the affordable housing is now more carefully integrated within the proposal; 8no. affordable homes (Plots 1-8) are located by the site entrance and 4 no. affordable homes (Plots 36-37 and 39-40) are located adjacent to the community car park.

The layout has been amended to omit all residential cul-de-sacs following the comments from the Urban Design Officer, the revised proposal now favours a single loop which allows for greater permeability throughout the proposal.

Pedestrian connectivity has been greatly improved, following the pre-application. The development now has increased linkages to the informal path along the northern boundary and the wider countryside beyond. The development now has better connections to the village centre, from the car park to the south and to the footpath along the rear of Lion Lane.

The removal of Plot 1 from the site entrance, now provides a consistent building line and a set back from the road. This allows for the provision of a green entrance to the site, minimising the appearance of the change in levels.

With the exception of the loss of some low grade trees, forming the access from Church Road, all of the established boundary trees and hedgerows will be fully-retained to ensure the visual impact of the scheme on its surroundings is minimised.

All constraints and opportunities of the site have been considered, highlighting key views, natural features and thoroughfares. The scheme is designed to compliment and best use the features of the site to ensure a well suited and well-designed development.

These considerations result in a carefully considered and detailed layout, drawing from the opportunities present on the site and mitigating all constraints. The meticulous design of the site layout, ensures an attractive and functional proposition for the land at Turners Hill, compliant with national design guides for a well-designed place.



Layout Plan

Proposed Site Layout Plan

Not to scale

APPEARANCE

A high-quality, distinctive scheme is envisioned for the site which uses locally sourced materials. This will not only benefit the scheme in giving it a mature aesthetic, but will also reduce the environmental and visual impact. Traditional details typical to the area are included to reflect the West Sussex vernacular.

Detailed drawings are submitted for the proposed dwellings that indicate the scale and form of the proposals.

The proposed palette of materials used throughout the scheme is indicated adjacent including:



Plain clay hanging tile



White Weatherboarding



Quality stock brick



Plain roof tiles



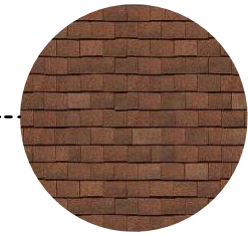
White UPVC windows



Grey Roof Tiles



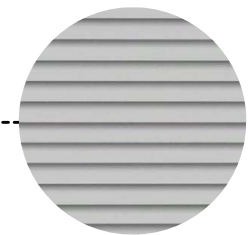
Plot 22



Plain roof tiles



Plot 24



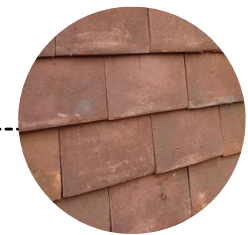
White Weatherboarding



Red Stock Brick



Plot 36 - 37



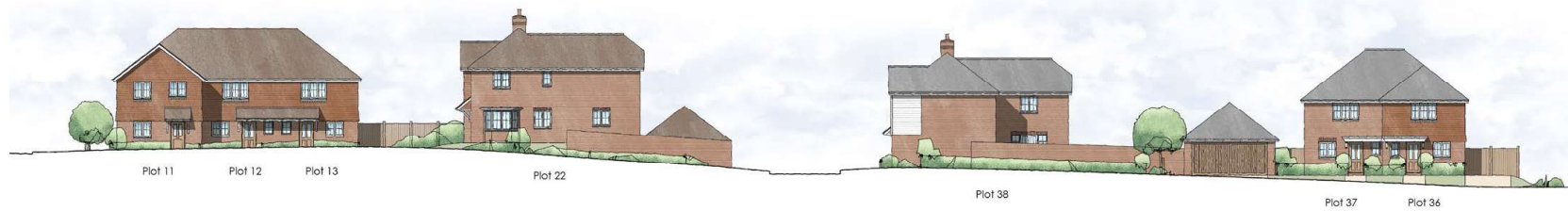
Tile Hanging

STREET ELEVATION

The following street elevations demonstrate the traditional mix of materials used; such as red brick, clay roofs, white weatherboarding and hanging tile. These are drawn from those typically seen in the local vernacular, enhancing the architectural heritage and identity of Turners Hill.



Key Plan - not to scale



Section A-A



Section B-B



Key Plan - not to scale



Section C-C

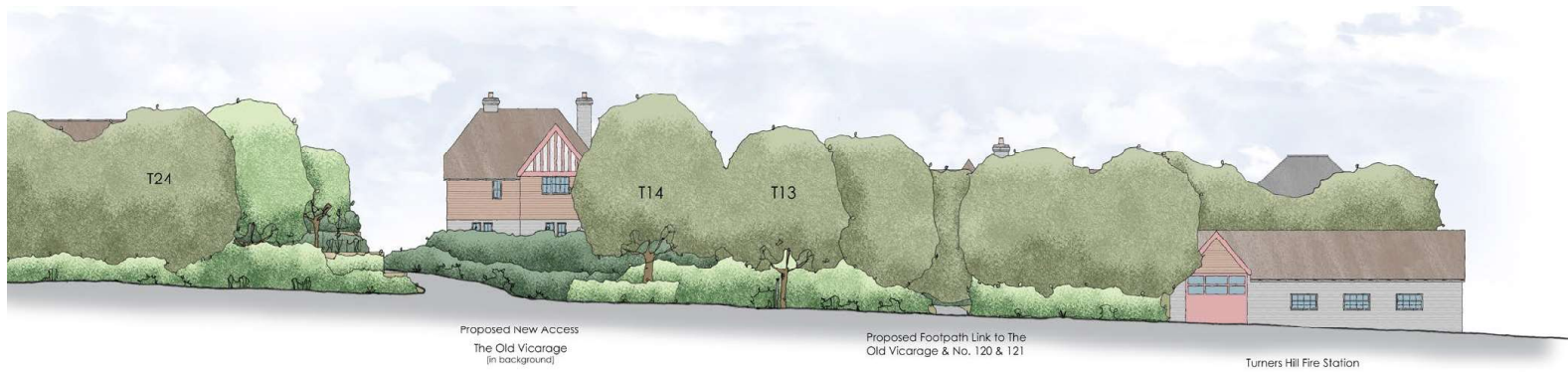


Section D-D

INDICATIVE CHURCH ROAD - STREET SCENE



Existing Street Scene from Church Road



Proposed Street Scene from Church Road

UNIT MIX

Care has been taken with this application to provide a wide variety of unit sizes.

The site proposes the following mix;

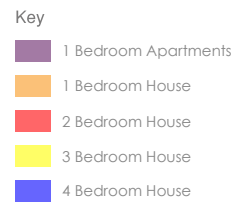
6 x One bedroom apartments

2 x One bedroom units

5 x Two bedroom units

20 x Three bedroom units

7 x Four bedroom units



UNIT TENURE

A mix of privately owned and affordable dwellings meets the requirements outlined in planning policy for the local area.

The proposed tenure is:

[28no. Private]

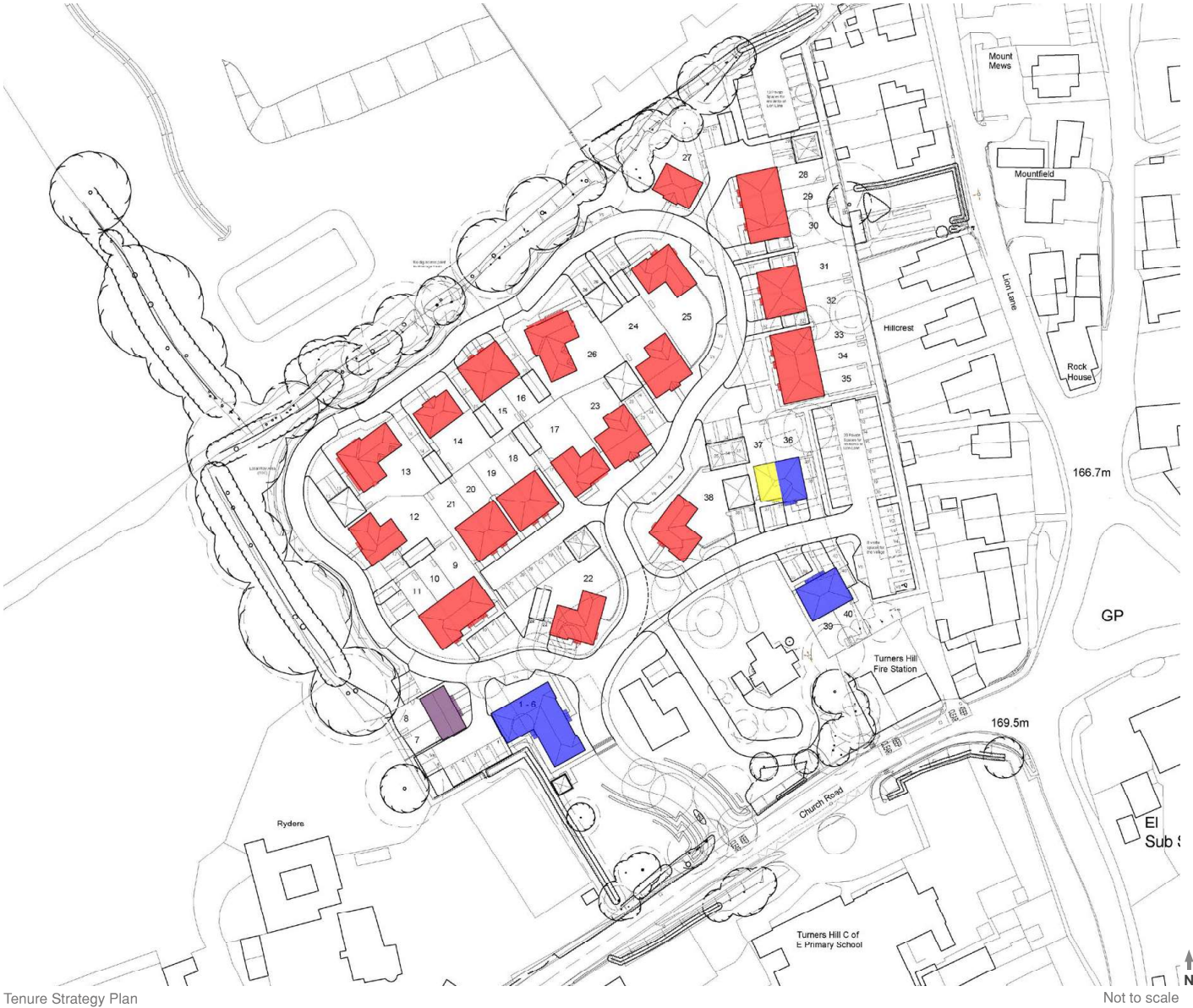
70% Private

[12no. Affordable]

30% Affordable

Key

- Private
- Affordable Rental
- Shared Ownership
- Affordable First Homes



PARKING

The scheme provides the following parking spaces:

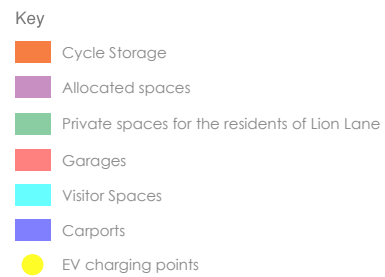
62 x Allocated residential spaces

16 x Garage spaces

10 x Car barn spaces

19 x Visitor spaces

33 x private spaces for residents of Lion Lane located on the north and south eastern boundary of the site.



REFUSE STRATEGY

The layout allows for refuse to be collected from the front driveways of each property.

Refuse collection points are located within 30 metres walking distance for residents of the dwellings they serve, in line with the recommendations contained in the 'Manual for Streets' document. The layout has been designed so that refuse workers must walk no further than 25 metres from their vehicle to collect bins, as required by Manual for Streets.

The site layout includes a turning area for a refuse vehicle, which has been tested using swept paths of the appropriate sized vehicle.

- Key
- Refuse vehicle route
 - Refuse worker route
 - Resident route
 - Bin Collection Location

