

SITE: Penns Field

Design Review Panel Meeting Notes

DATE: 18th July, 2016.

TIME: 11:00 – 12:00

VENUE: Chanctonbury

Attending DRP:

**David Hares
Graham Morrison
John Starling**

Attending SDNPA:

Rob Ainslie (Development Manager)
Veronica Craddock (Landscape Officer)
Genevieve Hayes (Design Officer)
Paul Slade (Support Services Officer)

Attending Applicants:

Tom Haygood (Fluid Architecture)
Stefanie Georgiadis (Fluid Architecture)
Annelies Earley (ACD Environmental)

The meeting commenced at 11:00 and GH provided an overview of points for discussion.

Pedestrian loop:

- It was agreed that the pedestrian loop was a key character of the site and should be seen as more important than the road system.
- The point where the footpath meets the shared surfaces must be articulated more clearly.
- The transition from shared surfaces to footpath should be addressed with a 'valve' of planting.
- The shared surface lanes should terminate as far away from the footpath as possible, this will prevent pedestrian movement having to stop/pause at all road intersections.
- The foot path should be carefully aligned and although it should be close to the building line, it should not pass directly in front of windows.
- Where there is a convergence of footpaths (specifically the NE, SE, NW corners), alternate routes should branch off the key pedestrian loop, to keep the continuous flow of movement.
- There should also be a demonstrative hierarchy of the intersections (between road/lane/footpath) in landscape terms, each addressed with a distinguishable landscape response.
- This will establish a continuous character and environment of the walking loop.

Spine road alignment:

- It was suggested that moving the northern part of the spine road to the west by 5degrees/5m would allow the block to be more developable and create better orientation of the plots within the block. It would also better align the view from the central focal point to the north.
- The intersection of spine road and lane at the central focal point of the scheme would be more comfortable if it has the character of a lane and not a vehicular 'cross-roads'. This area should be further developed to create a central 'place', and not be dominated by the road.

Northern Block Layout:

- On the northern block, the western building line should now have an apparent character change.

- A new typology of terraces on the right side (east) of the spine road would form a strong frontage and establish the character of the block. It will benefit from opening up to west, looking directly into the landscape/woodland opposite.
- This block should be made up of 3 building typologies with a mews character along the lanes.

Building to the West/ Central focal point V linear park / Green Link

- Discussions around resolving the lack of a central focal point in the development, and the need for retaining the green link through the site, resulted in the concept of a 'tear drop' space. The alignment of which would not only draw the landscape through the site, but establish a pause in the public realm. This focal point will allow for a character step change from the southern to northern blocks.
- The key building on the north east corner of the space should be further developed.
- Landscape response on the west side also needs to be developed to incorporate a key landscape feature with as much stature as key building, such as a focal forest/mature tree.



- The appropriateness of flats along green link was discussed, and it was concluded that if the ground floor of the flatted buildings had active frontages then this would work. A reduction of vehicular driveways would also strengthen the integrity of a green link/space.

Wood stores on plot:

It was suggested that external wood stores for dwellings with fireplaces should be incorporated into the design of the buildings and reflected in the drawings.

Street composition sections:

It was agreed that the next steps after developing the above would be to work up street/lane sections to ensure that a street composition is being achieved.

***meeting with HCC highways TBA**

***follow up meeting TBA**

