

LAND AT SATCHELL LANE

HAMBLE-LE-RICE

HAMPSHIRE

URBAN DESIGN PROOF OF EVIDENCE
OCTOBER 2022



Image 1.0: Artists illustration of the proposals in context within Hamble-Le-Rice



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Land at Satchell Lane, Hamble-Le-Rice, Hampshire

Appeal against refusal of planning permission by Eastleigh Borough Council (Application Reference: F/20/89488) of a full planning application for residential development of 61 no. dwellings with associated public open space, landscaping and amenity areas with access off Satchell Lane.

Urban Design Proof of Evidence

Prepared by Barton Willmore, now Stantec on behalf of Foreman Homes

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SUMMARY

This proof provides an Urban Design Proof of Evidence for the appeal at Satchell Lane, Hamble Le Rice. It is only concerned with Urban Design Matters and Reason for Refusal 4 (RfR4), the refusal relating to the design quality of the proposals. Landscape design aspects of RfR4 are covered within the Landscape Proof.

This Proof of Evidence considers the design aspects stated within RfR4 and design and planning policy referenced within it. Other non-Urban Design aspects are covered within other accompanying Topic Proofs of Evidence.

A more detailed summary of this proof is included within the last section, Conclusions.

In terms of Scale, Form, Layout and Design Appearance it has been demonstrated that the design proposals are appropriate for the site and responsive to the context. It demonstrates how Car Parking is successfully incorporated and Footpaths, Recreational Spaces and a Defined Sense of Place are incorporated.

The proof demonstrates that the design proposals are in accordance with Local Plan Policies including specifically S9 (Green Infrastructure) and DM1 (New Development). It also demonstrates accordance with the NPPF.

The proof demonstrates that the design proposals are appropriate in terms of the Street Hierarchy, incorporation of the Play Area, provision of a Western link to the PRow and Residential Amenity.

Therefore, overall the design proposals are of a high quality, are in accordance with local and national planning policy and should not be refused on urban design grounds.

1.0 QUALIFICATIONS, EXPERIENCE AND INVOLVEMENT

- 1.1 This proof is prepared by Luke Hillson. I am a 'Recognised Practitioner in Urban Design' as awarded by the Urban Design Group and a Member of the Royal Town Planning Institute (MRTPI). I hold a Bachelor of Science degree (with Honours) in City and Regional Planning and a Post-Graduate Diploma in Urban Design from Cardiff University. I am a past Chairperson of the West Midlands RTPI and the current Chairperson of the West Midlands Urban Design Forum. I am a visiting tutor at Coventry University on Urban Design. I am a Built Environment Expert on the national design review panel for the Design Council and an expert design advisor for Design : Midlands, a regional design review panel throughout the Midlands. I am an Academician at the Academy of Urbanism.
- 1.2 I am a Design Director at Barton Willmore, now Stantec and based in the practice's Midlands Office. Barton Willmore was the UK's largest independent Planning and Design Consultancy, with 13 UK offices, employing some 350 professionals nationwide in the field of town planning, masterplanning, architecture, heritage and landscape planning. Barton Willmore has recently joined Stantec, a global firm with over 1,700 people working in development and infrastructure across the UK.
- 1.3 I have 17 years' experience as an urban designer and masterplanner in the private sector. I undertake a wide range of professional design consultancy work advising private developers, national and regional house builders, landowners and public sector clients on a broad range of design issues, and in particular the residential sector; an area of which I have considerable experience and expertise across the country.
- 1.4 Whilst not involved in the design of the original proposals or the submission of the planning application, I have made myself aware of the proposals, as well as the policy background and the urban design issues relating to this Appeal.
- 1.5 The evidence that I have prepared and provided for this Appeal in this proof is true and I confirm that the opinions expressed are my true professional opinions.

2.0 INTRODUCTION

- 2.1 This Urban Design Proof of Evidence should be read in conjunction with the other appellant proofs as part of this appeal, particularly the Landscape proof which covers landscape design aspects of Reason for Refusal 4 (RfR4).
- 2.2 I was not involved in the design or development of the proposals, but am working on behalf of Foreman Homes to provide evidence on the appropriateness of the proposals in respect of the urban design reasons for refusal.
- 2.3 This proof considers the appropriateness of the development proposals for the site from an urban design perspective with a focus on Reason for Refusal 4. Other proofs supporting this appeal cover other disciplines and reasons for refusal. The Landscape proof covers landscape design aspects of Reason for Refusal 4.
- 2.4 Reason for Refusal 4 can be summarised as the scale, form, layout and design of the scheme would result in a car-dominated poor quality development, which fails to integrate footpaths, recreational spaces and landscape, and fails to create a sense of place responsive to its surroundings.
- 2.5 It states within RfR4 that the proposed development is contrary to Local Plan Policies S9, S12, DM1, DM13 and DM33; whilst also contrary to provisions within the NPPF and the Borough's Quality Places SPD.
- 2.6 This proof also considers other design considerations that have been raised through the course of the application and appeal; including Street Hierarchy and Trees, the Play Area and the Western link to the Public Right of Way.



Image 2.1: Artists illustration of the proposals in context within Hamble-Le-Rice



Image 2.2: Planning Layout (plan reference 20.075.02), a larger higher quality plan is included as part of the application

3.0 DESIGN REFUSAL CONSIDERATIONS

- 3.1 This section covers the urban design considerations that have been stated, referenced or discussed throughout the course of the application.
- 3.2 This proof will then seek to address each of these points, outlining the suitability of the design proposals, appropriate or otherwise.
- 3.3 This proof doesn't cover the areas of design already deemed appropriate within the Officer's Report (Ref: F/20/89488), these are:
- (i) The view of the development site from adjacent properties which back onto it does not constitute an unacceptable loss of outlook, light or amenity for any of these occupiers (Para. 7 on Page 32 and Para. 3 on Page 33).
 - (ii) Homes meet the necessary nationally described internal space standards (Para. 7 on Page 32).
 - (iii) Homes meet the appropriate level of Private Amenity Space and Car Parking as per the Quality Places SPD and Residential Parking Standards SPD (Para. 7 on Page 32).
 - (iv) The distances between all of the proposed homes and existing properties, including the distance between Plot 33 and 161 Satchell Lane are an acceptable distance apart as per the Quality Places SPD guidance (Para. 7 on Page 32 and Para. 3 on Page 33).

REASON FOR REFUSAL

3.4 **Reason for Refusal** - There is just one urban design reason for refusal listed on the Decision Notice (13th August 2021).

3.5 *“The proposal, by means of its scale, form, layout, design and appearance would result in a poor quality and car dominated development, which fails to take the opportunity to provide safe and appealing footpath routes, fails to provide well integrated and attractive recreational spaces and landscaping, and fails to provide a defined sense of place which takes account of its surroundings. The proposal is therefore contrary to Saved Policies 59.BE, 73.H & 100.T of the adopted Eastleigh Local Plan (2001-2011), Draft Policies S10, S13, DM1, DM13 & DM35 of the submitted Eastleigh Borough Local Plan 2016-2036; and provisions within the National Planning Policy Framework and the Council’s Quality Places Supplementary Planning Document.”* - (Decision Notice, 13th August 2021, Eastleigh Borough Council).

3.6 This reason for refusal alleges that the scale, form, layout, design and appearance of the scheme would result in a poor quality and car dominated development.

3.7 The reason for refusal also alleges that it fails to provide safe and appealing footpath routes, well-integrated attractive recreational spaces and landscape and lacks a defined sense of place that takes account of its surroundings.

3.8 The reason for refusal also refers to Saved Policies and Draft Policies of the Eastleigh Local Plan, a summary table (Table 3.1) of these is included with the corresponding now adopted policies listed. The reason for refusal also alleges that the proposals are contrary to the provisions within the NPPF and the Council’s Quality Places SPD.

3.9 In response to the reason for refusal this proof will consider the following key design principles:

- Scale
- Form
- Layout
- Design and Appearance
- Parking and Car Dominance
- Safe and Appealing Footpaths
- Recreational Spaces and Landscaping
- Sense of Place in Response to Surroundings

KEY DESIGN POLICIES

3.10 Similarly it will consider the following **key design policies** specifically referenced within the reason for refusal 4 now included within the Adopted Local Plan.

Table 3.1 - Adopted Local Plan Policies 2016-2036

Submission Policy	Adopted Policy
S10 Green Infrastructure	S9 Green Infrastructure
S13 Strategic Footpath, Cycleway and Bridleway Links	S12 Strategic Footpath, Cycleway and Bridleway Links
DM1 General Criteria for New Development	DM1 General Criteria for New Development
DM13 General Development Criteria - Transport	DM13 General Development Criteria - Transport
DM35 Provision of Recreation and Open Space Facilities with New Development	DM33 Provision of Recreation and Open Space Facilities with New Development

3.11 Reason for Refusal 4 also references the following local and national policy, but doesn't specify any particular section(s):

- National Planning Policy Framework
- Quality Spaces SPD (Eastleigh Borough Council, 2011)

3.12 Given that no specific sections of the NPPF are referenced in RfR4, the assumption is that Section 12 'Achieving well-designed places' is of most relevance to urban design matters.

3.13 It is acknowledged that there are other policies which are referenced by the Local Authority outside of Reason for Refusal 4, these include:

3.14 Adopted Local Plan Policies S1 Delivering Sustainable Development, S2 Approach to New Development, S3 Location of New Housing, DM2 Environmentally Sustainable Development, DM3 Adaptation to Climate Change, DM5 Managing Flood Risk, DM14 Parking, DM23 Residential Development in Urban Areas, DM29 (was DM31) Dwellings with Higher Access Standards and DM30 (was DM32) Internal Space Standards for New Residential Development.

3.15 There is also reference to other SPDs, including Affordable Housing, Residential Parking Standards, Environmental Sustainable Development and Biodiversity SPDs.

OTHER CONSIDERATIONS

3.16 This Proof of Evidence focusses on Reason for Refusal 4; these other aspects are covered within other proofs within the appellants submission.

3.17 The final decision notice and reasons for refusal don't reference any other national or local policies or guidance. It follows that therefore the proposals are not considered contrary to any other national or local policies or guidance than those referenced.

3.18 Within the **Officer's Report** there are also aspects of design referred to. For completeness these design aspects will be considered and analysed within this proof, these are:

- Street Hierarchy
- Play Area
- Western PRoW Connection
- Residential Amenity

3.19 This proof will consider all of these points in turn.

4.0 RESPONSES TO REASON FOR REFUSAL 4

INTRODUCTION

4.1 The key design elements listed within the Reason for Refusal 4 are as follows:

- Scale
- Form
- Layout
- Design and Appearance
- Parking and Car Dominance
- Safe and Appealing Footpaths
- Recreational Spaces and Landscaping
- Sense of Place in Response to Surroundings

4.2 This section will consider each of these in turn.

4.3 It is useful to have an understanding of the design development and history of the proposals. This Urban Design Proof of Evidence builds upon the previous work undertaken including the contextual analysis and understanding included within the Planning, Design and Access Statement (December 2020).

4.4 An outline application was submitted in April 2017 (ref: O/17/80319) for the development of up to 70 no. dwellings with associated access, public open space, landscaping and amenity areas. The application was refused on the 26th September 2017 with five reasons for refusal.

4.5 An appeal against the refusal to permit the application was submitted 25th January 2018 (APP/W1715/W/18/3194846) and was allowed at an inquiry on the 20th December 2018. Only two issues were analysed as part of the appeal as the other reasons for refusal had been resolved. These reasons were the effect of the proposal on the character and appearance of the area and sustainable location of the site.

4.6 The effect of the proposal on the character and appearance of the area is also key area of concern within RfR4 in this current appeal.

4.7 It is noted that the previous proposals were found acceptable by the Inspector and the 2018 appeal was allowed.

“Overall, this is medium quality landscape area with a low sensitivity to residential development. The effect of the proposal would be appreciated only from close views. That said, the proposal would be in the countryside and would cause limited harm to the character and appearance of the area and conflict with the policies summarised above (which themselves have limited weight).” (Previous Appeal Decision, 20th December 2018)

4.8 The Inspector found a design proposal of up to 70 dwellings on the same development site acceptable.

4.9 The design proposals concerned with this appeal are for just 61 dwellings, 9 dwellings fewer than the previously allowed proposal of 70 dwellings on the same site, 3.53ha in size.

SCALE - EXISTING

- 4.11 *“Scale is the height, width and length of each building proposed within a development in relation to its surroundings.”*
(National Design Guide, Para. 26, p6).
- 4.12 In terms of height, the majority of existing homes within the vicinity of the site are between 1.5 and 2-storeys in height. There are some instances of single-storey bungalows, including St. Agatha’s Road and Mercury Gardens. To the north east of the site is a Caravan Park home to a number of static caravans.
- 4.13 In terms of width and length, existing homes within the vicinity of the site tend to vary between 8m and 11m wide by 8.5m and 11m deep. Homes along Satchell Lane itself tend to be between 8m and 11m wide, up to approximately 14m (No. 159 Satchell Lane is approximately 14m wide). On Satchell Lane homes tend to be approximately 9m to 11m in depth, with some homes shorter at 8m and longer at 12-14m, up to 19m (No. 141 Satchell Lane is 19m long).
- 4.14 Homes on St. Agatha’s Road, Fry Close and Kingfisher Close to the east of the site tend to be between 8m and 10m in width, with some examples of smaller homes between 4m and 6m in width. Homes on these streets tend to be between 8.5m and 10m in depth. (Note: Dimensions of existing homes are indicative only and measured from OS Mastermapping to give an indication of the scale of buildings in the vicinity of the site).



Image 4.5: An existing home on Satchell Lane
(No. 2 Upper Creek Mews)
(approximately 11m wide by 9.5-12m deep).



Image 4.6: Existing homes on Satchell Lane
(L-R No's. 147, 149 and 151)
(approximately 9-9.5m wide and 11-13m deep)



Image 4.7: Existing homes on St Agatha's Road
(approximately 9m wide by 10m deep).



Image 4.8: Existing homes on Mercury Gardens
(L-R No's. 20-21)



Image 4.9: A larger home on Satchell Lane
(159 Satchell Lane)
(approximately 14m wide by 8-11m deep).



Image 4.10: Smaller existing homes further south on Satchell Lane
(L-R, No's. 47-65)
(approximately 4.5m wide by 12m wide)

SCALE - PROPOSED

- 4.15 In terms of height, the design proposals are in-keeping with the local context. The proposed homes are all two-storeys in height. There are four flats as part of the proposals, but these are configured into two two-storey buildings.
- 4.16 In terms of width and depth, the proposed homes tend to vary in a similar manner to the existing surrounding homes. The larger homes tend to be between 9m and 11m in width, up to 14m. The smaller homes tend to be between 4.5m and 6m in width. Depths of homes tend to be around 8.5m to 9.5m.
- 4.17 Overall there is a variation of building widths and depths across the site.



Image 4.11: Proposed Housetype C measuring 8.9m width by 8.4m depth.



Image 4.12: Proposed Housetype D measuring 10.7m width by 8.2m depth.

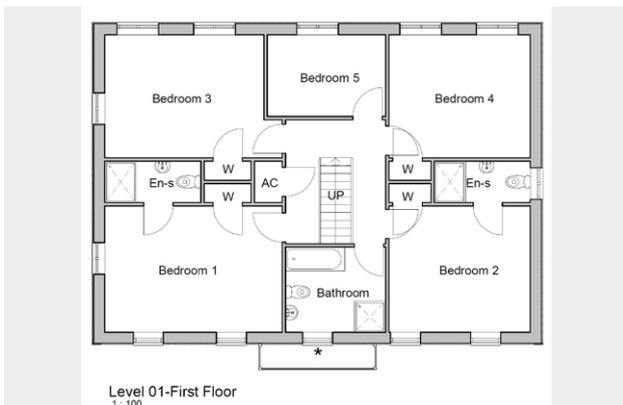


Image 4.13: Proposed Housetype L (largest housetype proposed) measuring 13.0m width by 9.2m depth.

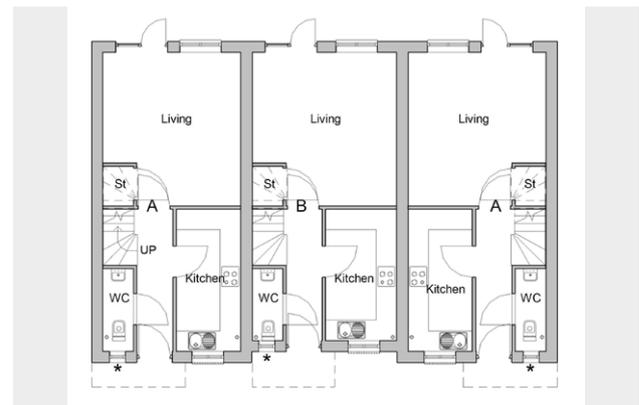


Image 4.14: Proposed Housetype Block A (smallest housetype) measuring 4.5m wide by 9.1m deep.

SCALE - SUMMARY

- 4.18 The Storey Heights Plan shows the scale in terms of height of the design proposals and the heights of the existing buildings in the context of the site.
- 4.19 The existing homes vicinity of the site are predominantly between 1.5 and two storeys, with some occasional bungalows to the east and south-east.
- 4.20 The proposed homes are two-storeys in height.
- 4.21 Similarly the existing homes within the vicinity of the site tend to be between 8m and 11m wide and 8.5m and 11m deep; with some examples of smaller homes.
- 4.22 The proposed homes are broadly between 9m and 11m wide and 8.5m and 9.5m deep; with some examples of smaller homes.
- 4.23 Therefore in terms of scale, both height and width/depth, it is considered that the design proposals are appropriate for the site and responsive to the local context.



Image 4.15: Storey Heights Plan

FORM - INTRODUCTION

4.24 “Form is the three-dimensional shape and modelling of buildings and the spaces they define. Buildings and spaces can take many forms, depending upon their:

- size and shape in plan;
- height;
- bulk - their volume;
- massing - how bulk is shaped into a form;
- building lines - the alignment of building frontages along a street; and
- relationship to the plot boundary - and whether they share party walls or not.” (National Design Guide, Para. 24, p6).

4.25 The size of the buildings in plan, the height and therefore their bulk, have all been covered within the ‘Scale’ section.

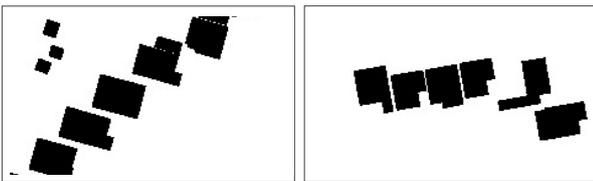
4.26 The shape in plan, the massing, the building lines and the relationship to the plot boundary is considered here.

FORM - SHAPE IN PLAN

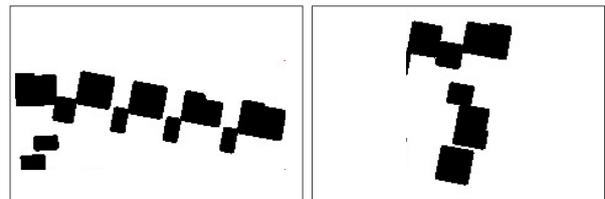
4.27 In terms of the shape in plan of the proposals and the surrounding context, the figure ground plan shows this design element (surrounding forms based upon OS Mastermap).

4.28 The majority of existing homes in the vicinity are rectangular forms, with some examples of L-shaped homes and rectilinear forms with build-outs.

4.29 The majority of the proposed homes are rectangular forms, with some examples of L-shaped homes, this is responsive to the surrounding context. This can be seen in the figures opposite but also in the housetype plans included previously.



Images 4.15 / 4.16: Existing adjacent forms
(L-R - Satchell Lane and St. Agatha’s Road)



Images 4.17 / 4.18: Proposed development forms
(L-R - Northern edge and eastern edge)

FORM - MASSING

4.30 In terms of the Massing, the existing surrounding forms are predominantly detached with some semi-detached and terraced forms. Roofs tend to be a mixture of hipped roofs, gable-fronted and side-gable roofs. There are some instances of flat roofs.

4.31 The proposed homes are predominantly detached with some semi-detached and terraced forms. Roofs tend to be a mixture of hipped roofs, gable-fronted and side-gable roofs; this is responsive to the surrounding context.

Existing massing -
Hipped roof dwellings



Image 4.19

Existing massing -
Gable fronted dwellings



Image 4.21

Existing massing -
Side gable dwellings



Image 4.23

Existing massing -
Flat roof dwellings



Image 4.25



Image 4.20



Image 4.22



Image 4.24



Image 4.26



Image 4.27: Proposed massing - Hipped roof dwelling



Image 4.28: Proposed massing - Gable fronted dwelling



Image 4.29: Proposed massing - Parapet
with Hipped roof dwelling



Image 4.30: Proposed massing - Side gable dwelling

FORM - BUILDING LINES

4.32 The building lines and arrangement of existing buildings along streets within the vicinity of the site has homes either in a rectilinear pattern or a less-common stepped configuration, but in both instances the homes are still arranged in an orthogonal arrangement.

4.33 Homes on the west of Satchell Lane opposite Mercury Gardens are stepped in an orthogonal arrangement, as are some homes on Cedric Mews.

4.34 Many homes in the vicinity including on St. Agatha's Road, Fry Close, Kingfisher Close and on Satchell Lane near Cedric Mews are all in a rectilinear pattern.

4.35 The development proposals are responsive to this latter more-common rectilinear approach to building lines often seen within the vicinity of the site. Therefore, the proposals are responsive to the building lines of the surrounding context.

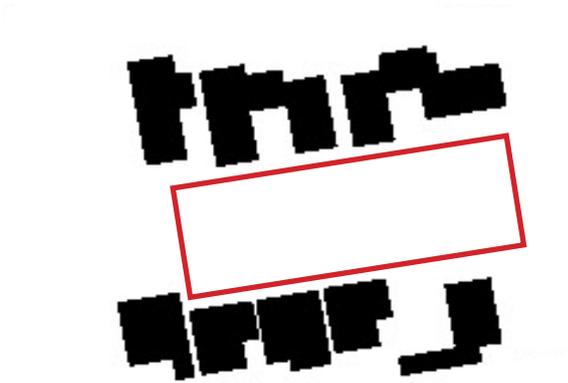


Image 4.31: Existing rectilinear building lines - Aligned
- figure-ground of Agatha's Road and Fry Close

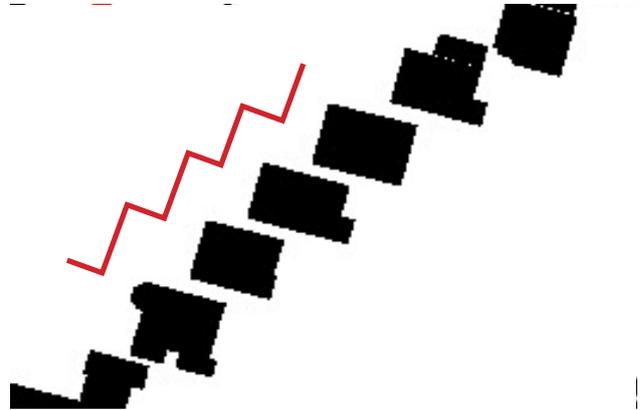


Image 4.32: Existing rectilinear building lines - Stepped
- figure-ground of Satchell Lane



Image 4.33: Proposed rectilinear building lines - Aligned
- figure-ground of the development proposals



Image 4.34: Proposed rectilinear building lines - Stepped
- figure-ground of the development proposals

FORM - PLOT BOUNDARY

4.36 In terms of relationship to the plot boundary and if the homes share any party walls, the existing homes in the vicinity of the site tend to be set-back from the street (back edge of footpath or carriageway) by approximately 6m including St. Agatha's Road, Kingfisher Close and Mercury Gardens. Homes on Satchell Lane are an exception with large setbacks of approximately 10m to 20m. Semi-detached and terraced homes share party walls. Towards the centre of Hamble-Le-Rice, setbacks are much smaller and less than 1m in places.

4.37 The proposed new homes are setback between 0.5m and 7m from the street (back edge of footpath or carriageway) with most homes setback around 2-3m. Semi-detached and terraced homes share party walls. Therefore the proposals are responsive to the surrounding context.

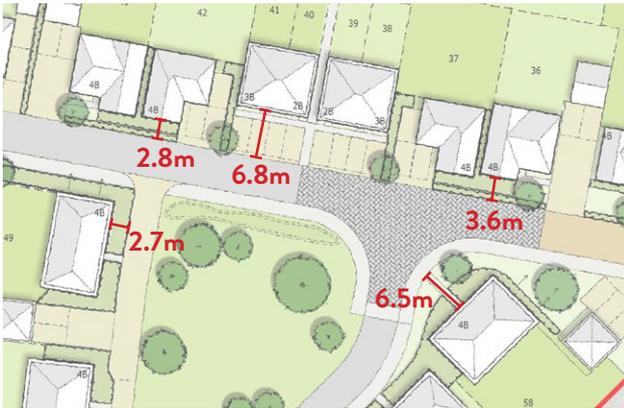


Image 4.35: Example range of setbacks from the street for the proposed development.



Image 4.36: Small setback from homes onto the southern end of Satchell Lane



Image 4.37: Approximate 6m setback on Mercury Gardens

FORM - SUMMARY

4.38 Form covers many aspects of design, some aspects of which have been covered under Scale and already shown to be appropriate in design terms and have not repeated here.

4.39 This section has shown that in terms of the other aspects of form, the shape in plan of the proposals is in-keeping with the context, with rectangular forms complemented with some L-shaped homes proposed.

4.40 The massing of the proposals is a mixture of hipped roofs with some gable fronts and side gables, this is as per the existing homes in the vicinity, demonstrating the proposals are responsive to the context.

4.41 The building lines of the proposals are largely rectilinear, which is similar to much of the immediate context of the site and responsive to the context as a consequence.

4.42 The relationship of the proposed forms to the plot boundaries has been shown to be broadly in-keeping within the existing development ranges in the vicinity, albeit some of the setbacks from the proposed development are smaller overall than those in the local area as a whole.

4.43 Therefore in terms of form, it is considered that the design proposals are appropriate for the site.

LAYOUT

4.44 “A layout shows how routes and blocks of development are arranged and relate to one another to create streets, open spaces and buildings. It defines:

- the structure or settlement pattern;
- the grain - the pattern of development blocks and plots; and
- the broad distribution of different uses, and their densities or building heights”
(National Design Guide, Para. 23, p6).

4.45 The layout has been guided by good practice urban design principles and the local context, including seeking to provide frontage onto streets and public open space, securing privacy for private gardens and responding to contextual development patterns.

4.46 It is informed by and accords with the Quality Places SPD (Eastleigh Borough Council, 2011).

4.47 The structure and grain of the proposals are responsive to and in-keeping with the existing structure and grain within the vicinity.



Image 4.38: Figure-ground showing the development proposals in the context of the surrounding built form, demonstrating that it is not out of character in terms of layout, structure, settlement pattern or urban grain.

4.48 The proposals are at a net density of 20.7 dph (a gross density of 17.3 dph on a site area of 3.53ha). This is comparable to adjacent net densities of between 9.7 and 30.3 dph; with most adjacent densities being around 20 to 23 dph.



Image 4.39: Density Plan showing that the proposals with a net density of 21.7 dph are in-keeping with the surrounding densities of 9.7 to 30.3 dph, with most of the context being of a density around 20 to 23 dph.

- 4.49 The proposals are an appropriate design response to the site, with consideration of good practice urban design principles, which will deliver a robust high quality development.
- 4.50 The proposals are for residential use on a site that has previously been approved for residential use and borders residential area; and is therefore an appropriate land-use for the site.



Image 4.40: Planning Layout (plan reference 20.075.02), a larger higher quality plan is included as part of the application.

LAYOUT SUMMARY

- 4.51 The Structure and Grain of the proposals are appropriate for the location and in-keeping with the surrounding context.
- 4.52 The density of the development (20.7 dph net) is an appropriate design response to the surrounding development with densities of approximately 20 to 23 dph net.
- 4.53 The proposal for Residential Use on the site (a site previously approved for residential use) is appropriate as it borders the edge existing residential areas within Hamble-Le-Rice.
- 4.54 Therefore in terms of layout, the structure, grain, density and use, it is considered that the design proposals are appropriate for the site.

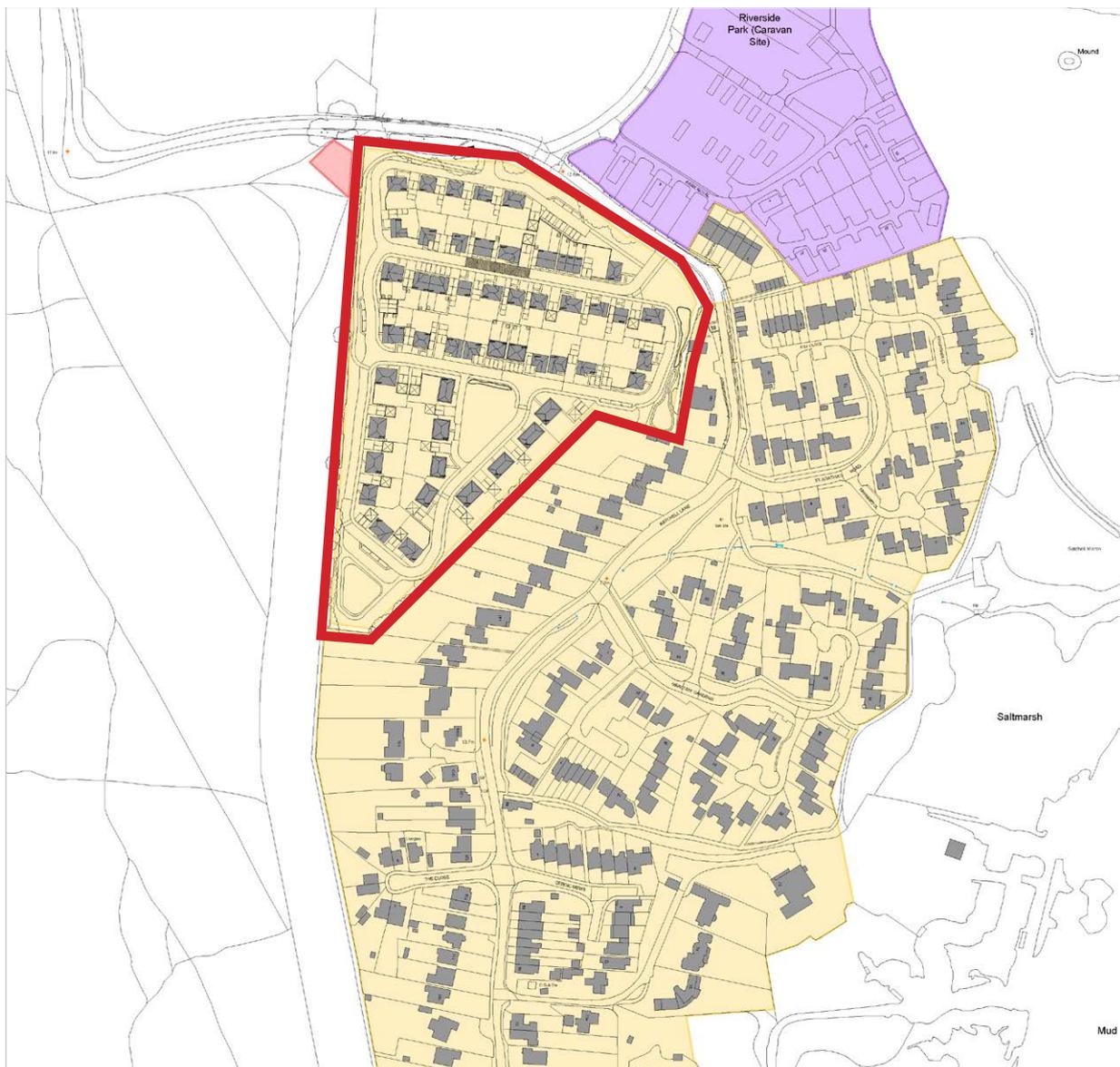


Image 4.41: Land-Use Plan showing that the proposals for residential-use within a predominantly residential area (yellow) are appropriate; with only the residential caravan park (purple) and sub-station (pink) being the only other uses excluding public open space and road infrastructure.

DESIGN AND APPEARANCE

- 4.55 *“Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture”* (National Design Guide, Para. 28, p.6).
- 4.56 There is a wide and varied architectural vernacular within Hamble-Le-Rice. The appearance of the homes is broadly consistent within the residential areas to the east of the site. Within St. Agatha’s Road, Fry Close and Mercury Gardens homes tend to be red brick with a grey, red or brown roof tile.
- 4.57 Homes along Satchell Lane are more varied in their appearance, with examples of red brick, white render, cream render, tile hanging, weather boarding and pebbledash including both grey, red and brown roof tiles.
- 4.58 Further along Satchell Lane on Hamble’s High Street are examples of Georgian style flemish bond red brick homes with hipped parapet roofs.
- 4.59 The homes within the proposed development have drawn design cues from these existing homes in the vicinity whilst ensuring they also deliver a sense of place and distinct character in their own right.
- 4.60 Therefore in terms of the architectural vernacular, materials and details which contribute towards the design appearance, it is considered that the design proposals are appropriate for the site.



Image 4.42: Existing home on Mercury Gardens - red brick, two storey gable fronted home with integral garage and porch over doorway and red brick soldier course headers.



Image 4.43: Proposed home (housetype A) - red brick, two storey gable fronted home with integral garage and lean-to porch over doorway and red brick soldier course headers.



Image 4.44: Existing home on High Street, opposite School Lane - Flemish bond, red brick, two storey home with flat porch, hipped roof with parapet and brickwork banding.



Image 4.45: Proposed home (housetype L) - Flemish bond, red brick, two storey home with flat porch, hipped roof with parapet with brickwork banding.



Image 4.46: Existing home on Satchell Lane (No. 139), Red brick and render home with use of weatherboarding on primary elevation.



Image 4.47: Proposed home (housetype F) - Red brick home with use of weatherboarding on primary elevation

PARKING AND CAR DOMINANCE

- 4.61 Throughout the design of the proposals, careful consideration has been given to how car parking is accommodated without it dominating the streetscene.
- 4.62 A variety of parking typologies are proposed throughout the development, including site parking, integral garages, rear parking, frontage parking and on-street parallel parking. All of these parking typologies are considered appropriate for use in a suburban context with detached and linked houses (Car Parking : What Works Where, English Partnerships).
- 4.63 The most common parking typology utilised in the design proposals is on-plot side-parking. This parking typology allows for cars to be parked to the sides of homes on driveways reducing their impact on the streetscene by allowing them to be parked behind the building line. This approach is in accordance with the Quality Places SPD, p40.
- 4.64 In addition, the visual impact of parked cars on the streetscene is further reduced by the proposed street trees which will filter views of the cars, further reducing their impact on the streetscene.
- 4.65 Therefore in terms of car parking, it is considered that the design proposals are appropriate for the site.

“Where in-curtilage parking for individual houses is appropriate, designers will be encouraged to provide parking or garaging to the side of the house behind the building line (...)

The provision of in-curtilage parking in garages provides the most secure form of private car accommodation. (...)

Integral garages are best accommodated in wide fronted buildings (incorporating ground floor front windows) at least 6m in width and at least 2 storeys in height to limit car dominance and encourage informal surveillance of the street”. (Quality Places SPD, p40, EBC).



	Central Mostly flats	Urban Terraced houses & flats	Suburban Detached & linked houses
OFF PLOT			
Multi-storey	●	●	●
Underground	●	●	●
Undercroft	●	●	●
Podium	●	●	●
Mechanical	●	●	●
Front court	●	●	●
Rear court	●	●	●
Mews street	●	●	●
ON STREET			
Central reservation	●	●	●
Right angled	●	●	●
Angled to pavement	●	●	●
In line with pavement	●	●	●
Housing square	●	●	●

	Central Mostly flats	Urban Terraced houses & flats	Suburban Detached & linked houses
ON PLOT			
Mews court	●	●	●
Chauffeur unit	●	●	●
Integral garage	●	●	●
Attached garage	●	●	●
Cut out or drive through	●	●	●
Rear court	●	●	●
Car port	●	●	●
Hardstanding	●	●	●
Detached garage	●	●	●
Detached garage to front	●	●	●

Table 4.48: Parking Matrix (Car Parking : What Works Where, p20, English Partnerships, 2006).



Image 4:49: Parking Typologies Plan

-  Side parking
-  Frontage parking
-  Rear parking
-  On-street parking
-  Integral garage

SAFE AND APPEALING FOOTPATHS

4.66 Reason for Refusal 4 states that the proposals fail to take the opportunity to provide safe and appealing footpath routes.

4.67 It is not clear if this is with regards to connecting into the wider movement network and access to local facilities or if it is regarding internal footpath routes.

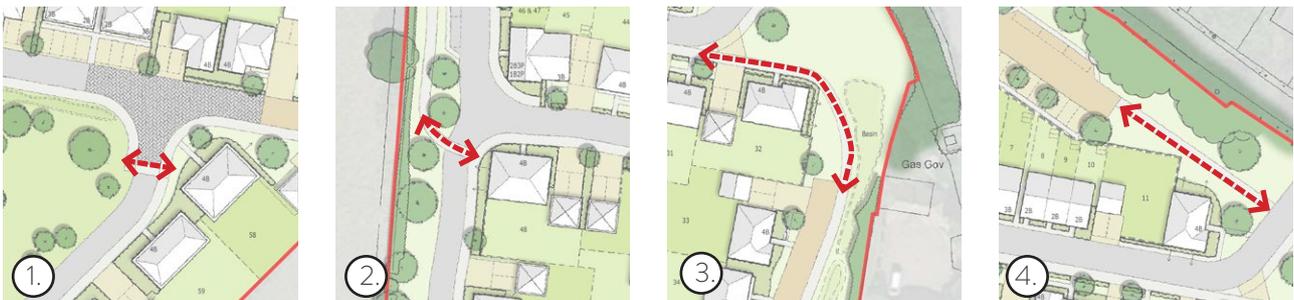
4.68 The appropriate connection into the wider movement network and links to local facilities is addressed within the appellant's "Highways Statement" (Charles and Associates, 17-004-001 Rev B, February 2002) and is not repeated here.

4.69 The internal movement network within the site is considered further here. The Council's Quality Places SPD provides guidance on Site Accessibility and Integrating with Movement Networks (p6), Access Around the Site (p36) which contribute to safe and appealing footpath routes.

4.70 *"Key Design Principle 2 (Integrating with Movement Networks): New development must integrate well with cycle, pedestrian and vehicular movement networks"* (Quality Places SPD, 2011, p6)

4.71 *"Key Design Principle 12 (Access around the Site): Access within the site should be overlooked, safe and convenient to use, but must not be highway dominated"* (Quality Places SPD, 2011, p37)

4.72 *"Pavements: If separate pavements with full height kerbs are provided as part of a residential development they should ideally be 2.0m but must be a useable minimum width of not less than 1.5m. Shared cycle/footways should be 3.0m in width. Where space is limited, carefully designed shared space provides a better solution. Substandard pavement widths will not be acceptable"* (Quality Places SPD, 2011, p36)



Images 4.50/4.51/4.52/4.53: Pedestrian Connections are prioritised over Vehicular Movement

4.73 Internal footpath routes are safe and appealing. They provide well integrated pedestrian movement networks within the proposed development, providing access to all parts of the site; are per Key Design Principle 2 within the Quality Places SPD.

4.74 All public footpaths are a minimum of 1.8m, with footpaths adjacent to the main road and through some of the public open space being 2.0m in width; this is in accordance with the Quality Places SPD and in excess of the recommended minimum width.

4.75 Internal pedestrian routes are overlooked, safe and convenient to use. They are not highway dominated and within the design proposals they often take priority over vehicular movement and/or provide a shorter more convenient route.

4.76 Pedestrian movement is often more direct and prioritised over vehicular movement, as per the Quality Places SPD guidance:

“Pedestrian and cycle permeability is even more important and routes may need to be more direct than the vehicular routes” (Quality Places SPD, 2011, p18)

4.77 Further information is included within the Transport Assessment including the Road Safety Audit Report (December 2020). This is included as Appendix H within the Transport Assessment (i-Transport, 9 December 2020, ref. TW/ZB/ITB16143-003b).

4.78 Therefore in terms of providing safe and convenient internal footpath routes, it is considered that the design proposals are appropriate for the site.



Image 4.54: Internal Pedestrian Routes Plan
(Numbers show location of inset plans)

RECREATIONAL SPACES AND LANDSCAPING

4.79 The design proposals will provide well integrated and attractive recreational spaces and landscaping. An accessible centrally located and well-overlooked village green is complemented by a smaller area of public open space by the entranceway into the site and another at the southern end of the site. These are well-integrated and well-overlooked. They accord with the design guidance as set out within the Quality Places SPD. This point is covered in greater detail within the landscape proof of evidence.

4.80 Therefore in terms of well integrated and attractive recreational spaces and landscaping, it is considered that the design proposals are appropriate for the site.

Fig.37: Some important design requirements for good public open space

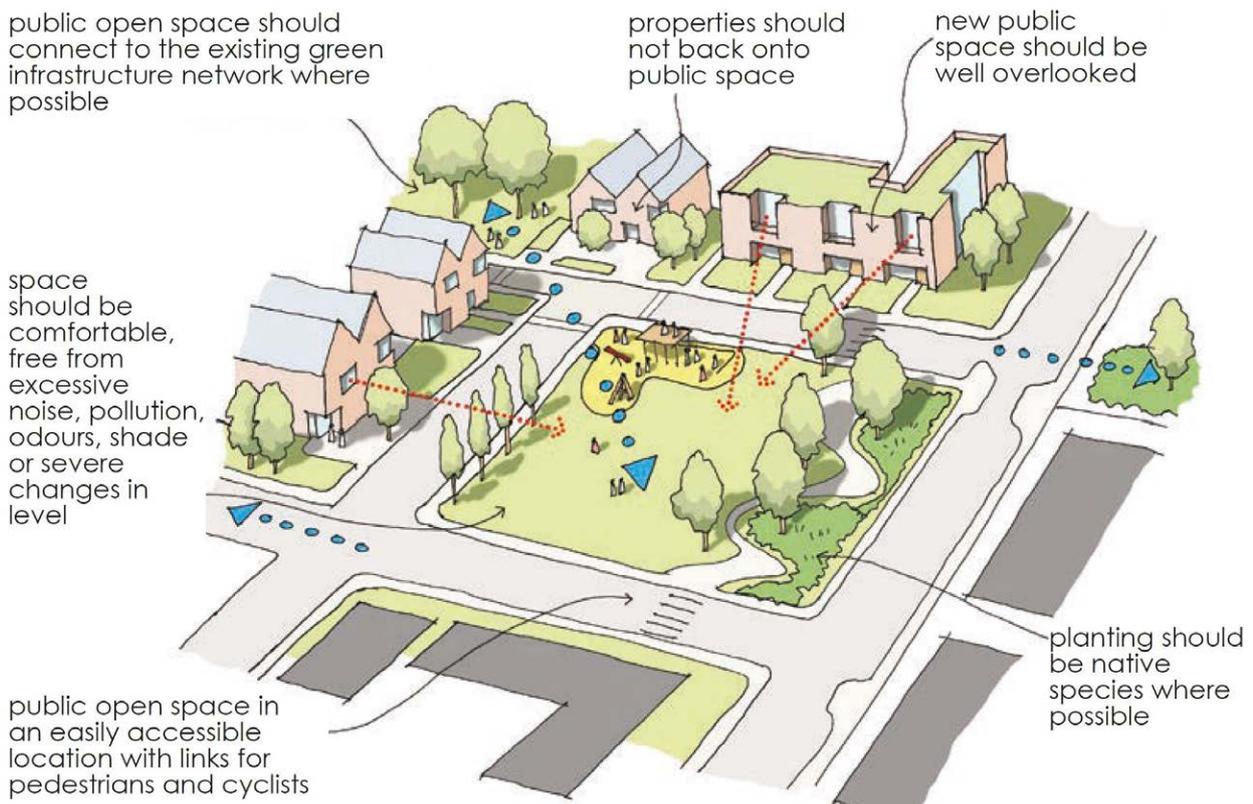


Image 4.55:

From Quality Places SPD - Figure 37, p26

“Key Design Principle 9 (Public Open Space): All public open space should be safe; accessible; designed for a range of functions and users; and should balance good natural surveillance with residential amenity”. (Quality Places SPD, p26).





Image 4.56: Well integrated and attractive green infrastructure with good surveillance (orange lines) and frontage over public open space; with all homes fronting onto the public realm.

SENSE OF PLACE IN RESPONSE TO SURROUNDINGS

- 4.81 Reason for Refusal 4 states that the proposals fail to provide a defined sense of place which takes account of its surroundings.
- 4.82 The National Design Guide gives guidance on what contributes towards a sense of place.
- 4.83 *“Design decisions at all levels and scales shape the character of a new place or building and help to create a memorable sense of place. Character starts to be determined by the siting of development in the wider landscape, then by the layout and grain – the pattern of streets, landscape and spaces, the movement network and the arrangement of development blocks. It continues to be created by the form, scale, proportions, design, materials, details, patterns and colours of buildings and landscape. In this way, it creates a coherent identity for residents and communities to identify with.”* (Para. 58, p16, National Design Guide).
- 4.84 The Council’s Quality Places SPD provides guidance on how development can positively create a sense of place and character.
- 4.85 *“An essential ingredient in making an attractive and successful place is the retention and enhancement or the creation of character. In areas where there is already a well-established and recognised settlement pattern, styles of architecture, scale and landscape, such as typically exist in a conservation area or in a ‘special policy area’, new development should pay special attention to them (without slavishly trying to copy existing buildings).”* (...)
“In other areas, such as in retail parks or residential areas where there is very little existing character, the emphasis will be on development producing new high quality and distinctive places. The overuse of standard house types will not be acceptable.” (p10, Quality Places SPD)
- 4.86 The design proposals have been developed with an understanding of the existing context, including the local character. The proposals will establish a distinct sense of place with its own character which is guided by, responsive and complementary to the existing context.
- 4.87 This Proof of Evidence has already demonstrated how the proposals are responsive to its context in terms of layout, grain, development blocks, form, scale, proportions, design and details.
- 4.88 The Supporting Design Statement (HGP Architects, September 2020, Pages 13 - 16) which formed part of the application, demonstrates a carefully considered approach to Appearance and Character. It identifies three character areas for the proposed development which have been guided and draw design cues and inspiration from the existing character and vernacular within Hamble-Le-Rice.

4.89 One of three proposed character areas, the 'Arrival' Character area is the north-eastern part of the proposed development.

4.90 This inset is taken from the Supporting Design Document which was submitted as part of the original application, it can be seen in greater detail on Page 14 of that document.

4.91 Combined with this Proof of Evidence, it demonstrates how the proposals will create a high quality development with a strong sense of place which is responsive to its context and surroundings.



Image 4.57: Arrival Character Area (from Supporting Design Document, HGP Architects, September 2020, p14)

4.92 One of three proposed character areas, the 'Rural Edge' Character area is the western part of the proposed development.

4.93 This inset is taken from the Supporting Design Document which was submitted as part of the original application, it can be seen in greater detail on Page 15 of that document.

4.94 Combined with this Proof of Evidence, it demonstrates how the proposals will create a high quality development with a strong sense of place which is responsive to its context and surroundings.



Image 4.58: Rural Edge Character Area (from Supporting Design Document, HGP Architects, September 2020, p15)

4.95 One of three proposed character areas, the 'Village Green' Character area is the central part of the proposed development.

4.96 This inset is taken from the Supporting Design Document which was submitted as part of the original application, it can be seen in greater detail on Page 16 of that document.

4.97 Combined with this Proof of Evidence, it demonstrates how the proposals will create a high quality development with a strong sense of place which is responsive to its context and surroundings.

4.98 Therefore in terms of creating a defined sense of place that takes account of its surroundings, it is considered that the design proposals are appropriate for the site.



Image 4.59: Village Green Character Area (from Supporting Design Document, HGP Architects, September 2020, p16)

5.0 RESPONSES TO THE KEY DESIGN POLICIES

INTRODUCTION

5.1 This section will consider each of the design policies as referenced within the reason for Refusal 4 in turn. They are as follows (with adopted policy numbering).

Adopted Local Plan Policies 2016-2036:

- S9 Green Infrastructure
- S12 Strategic Footpath, Cycleway and Bridleway Links
- DM1 General Criteria for New Development
- DM13 General Development Criteria - Transport
- DM33 Provision of Recreation and Open Space Facilities with New Development

5.2 This is in addition to the National Planning Policy Framework and the Council's Quality Spaces SPD, although it is unclear what part(s) of these policies that the proposals are thought to be contrary to.



Image 5.1: Interconnected Green Infrastructure

ADOPTED LOCAL PLAN

S9 GREEN INFRASTRUCTURE

- 5.3 Policy S9 seeks the provision, retention and/or enhancement of a variety of green infrastructure. Each of these types of green infrastructure from the Policy and the response from the proposals is considered below.
- 5.4 Landscape scale strategic links (Policy S9 - a.) cannot be provided by the 3.53ha site alone. The proposals do however link to PRoW Footpath 1, which links into the wider movement network.
- 5.5 There is not scope to include formal sports facilities and cemeteries within the 3.53ha site. The proposals do however deliver a series of interlinked publicly accessible open space including informal amenity areas (Policy S9 - b.).
- 5.6 Green infrastructure is incorporated into the new development with multi-functional green spaces connected with green links (Policy S9 - c.).
- 5.7 The proposals link into the wider urban green infrastructure network, contributing towards linking public open spaces with community facilities (Policy S9 - d.).
- 5.8 Green stepping stones are provided in the form of street trees in addition to green corridors around the perimeter of the site (Policy S9 - e.).
- 5.9 The green infrastructure strategy with green links will assist in connecting ecological habitats, this area is covered in greater detail within the Landscape Proof of Evidence (Policy S9 - f.).
- 5.10 There are no historic buildings or landscapes on the site to incorporate (Policy S9 - g.).
- 5.11 Opportunities for local food growing, allotments, community orchards and farms are not feasible on the 3.53ha site (Policy S9 - h.).

S12 STRATEGIC FOOTPATH, CYCLEWAY AND BRIDLEWAY LINKS

- 5.12 Policy S12 considers links at a strategic Borough-wide level. This is considered in greater detail within the Transport Proof of Evidence.

DM1 GENERAL CRITERIA FOR NEW DEVELOPMENT

- 5.13 Policy DM1 lists out a large variety of criteria for inclusion within new development, these are considered in turn with regard to the proposals.
- 5.14 It is agreed by the Council that the proposals do not have an unacceptable impact on residential amenity (DM1 - a,i) for new or existing residents (Para. 4 on Page 33, Officer's Report), this is covered in greater detail within the Residential Amenity part of Chapter 6 within this Proof of Evidence.
- 5.15 The proposals make efficient use of the land (DM1 - b.). The density on the site has been informed by an understanding of the density of the local area and what is appropriate for the site (this is covered in greater detail within the Layout part of Chapter 4 within this Proof of Evidence). The development has been designed to not preclude a potential access point to the west in the future should this be a requirement.
- 5.16 The appropriateness of the Site in terms of its character, appearance and land-use within its context (DM1 - c.) is considered in detail throughout Chapter 4 of this proof, which demonstrates the proposals are appropriate for the site.
- 5.17 There are no Public Rights of Way (PRoWs) within the site (DM1 - f.). However, a PRoW runs just outside of the western boundary of the site which is proposed to be connected onto. Connecting into the wider network is compliant with Policy DM1 - f.
- 5.18 The proposals are informed by good practice urban design principles will maximise the accessibility of the proposals to users in addition to being guided by the Council's guidance documents and policy (DM1 - h.).
- 5.19 Good practice urban design principles also inhibit criminal and anti-social behaviour. Streets and public open spaces are fronted onto, providing natural surveillance over these areas (DM1 - i.).
- 5.20 It is not considered that the 61 dwelling 3.53ha site is a large scale development and as a consequence the requirement for public art does not apply (DM1 - j.).
- 5.21 Matters relating to Biodiversity (DM1 - a, ii), Heritage (DM1 - a, iii), Retained and Proposed Landscape (DM1 - d and e), Future Management (DM1 - g) and Waste Management (DM1 - J) is covered within the respective Proofs of Evidence and is not addressed here.

GM13 GENERAL DEVELOPMENT CRITERIA - TRANSPORT

5.22 Policy GM13 considers transport at a strategic level. This is considered in greater detail within the Transport Proof of Evidence.

DM33 PROVISION OF RECREATION AND OPEN SPACE

5.23 Policy GM33 considers the provision of recreation and open space facilities within new development. This is considered in greater detail within the Planning/Landscape Proof of Evidence.

ADOPTED LOCAL PLAN SUMMARY

5.24 This Proof of Evidence has demonstrated that the proposals are in accordance with specified Policies S9 (Green Infrastructure) and DM1 (General Criteria for New Development).

5.25 The other Proofs of Evidence submitted as part of this appeal provide greater information on the other Policies raised by the Council.

NPPF

- 5.26 It is not clear from the Reasons for Refusal which aspects of the NPPF the proposals are considered to not accord with.
- 5.27 In terms of design, Section 12 and more specifically Paragraph 130 provides guidance to shape future developments.
- 5.28 The design proposals accord with Paragraph 130 including that the proposals will function well over their lifetime (Para. 130 - a.), are visually attractive (b.) and are sympathetic to local character (c.). They also establish a strong sense of place (d.), optimise the potential to accommodate an appropriate amount and mix of development (e.) and create a place that is safe, inclusive and accessible (f.).
- 5.29 The NPPF also references achieving appropriate densities and making efficient use of land. Paragraph 124 provides guidance to achieve this.
- 5.30 The proposals take account of the identified need for different types of housing (Para. 124 - a.), local market conditions and viability (b.), availability and capacity of infrastructure and services (c.), maintain an area's prevailing character (d.) and deliver a secure well-designed, attractive and healthy place (e.).
- 5.31 Whilst not specifically referenced, the National Design Guide also provides further useful guidance on what constitutes a well-designed place.
- 5.32 It lists ten characteristics of a well-designed place. The proposals deliver on all ten of those characteristics.
1. Context - the proposals are responsive to the surroundings, they are based on a sound understanding of the features of the site and the surrounding context.
 2. Identity - the proposals will create a character and identity for the site.
 3. Built Form - the proposals will recognisable and legible streets clearly defined by buildings.
 4. Movement - the proposals will provide a well-designed movement network that is accessible and easy to move around.
 5. Nature - the proposals integrate high quality public open spaces to promote health and well-being.
 6. Public Spaces - the public open spaces area well located to support a range of activities and promote health and well-being and support social interaction.
 7. Uses - the proposals are for residential use within a residential area complemented with accessible public open space within accessible local services and facilities.
 8. Homes and Buildings - the proposals will provide high quality homes that relate well to private, shared and public spaces around them.
 9. Resources - the design proposals are walkable with local facilities accessible from the site, reducing the demand for energy and supporting health and well-being.
 10. Lifespan - the proposals allow for sustained beauty over the long term.

NPPF SUMMARY

5.33 The proposals are guided by best-practice urban design principles and are aligned with the Ten Characteristics of Well-Designed Places (National Design Guide), in addition to the NPPF.

5.34 It is unclear what parts of the NPPF the Council consider the proposals to be contrary to. It is unfeasible to respond to each and every part of the NPPF. In my experience Paragraphs 124 and Paragraphs 130 are often identified as key paragraphs in design terms, the proposals accord with both of these.

5.35 For these reasons, it is considered that the development proposals are not contrary to the NPPF.

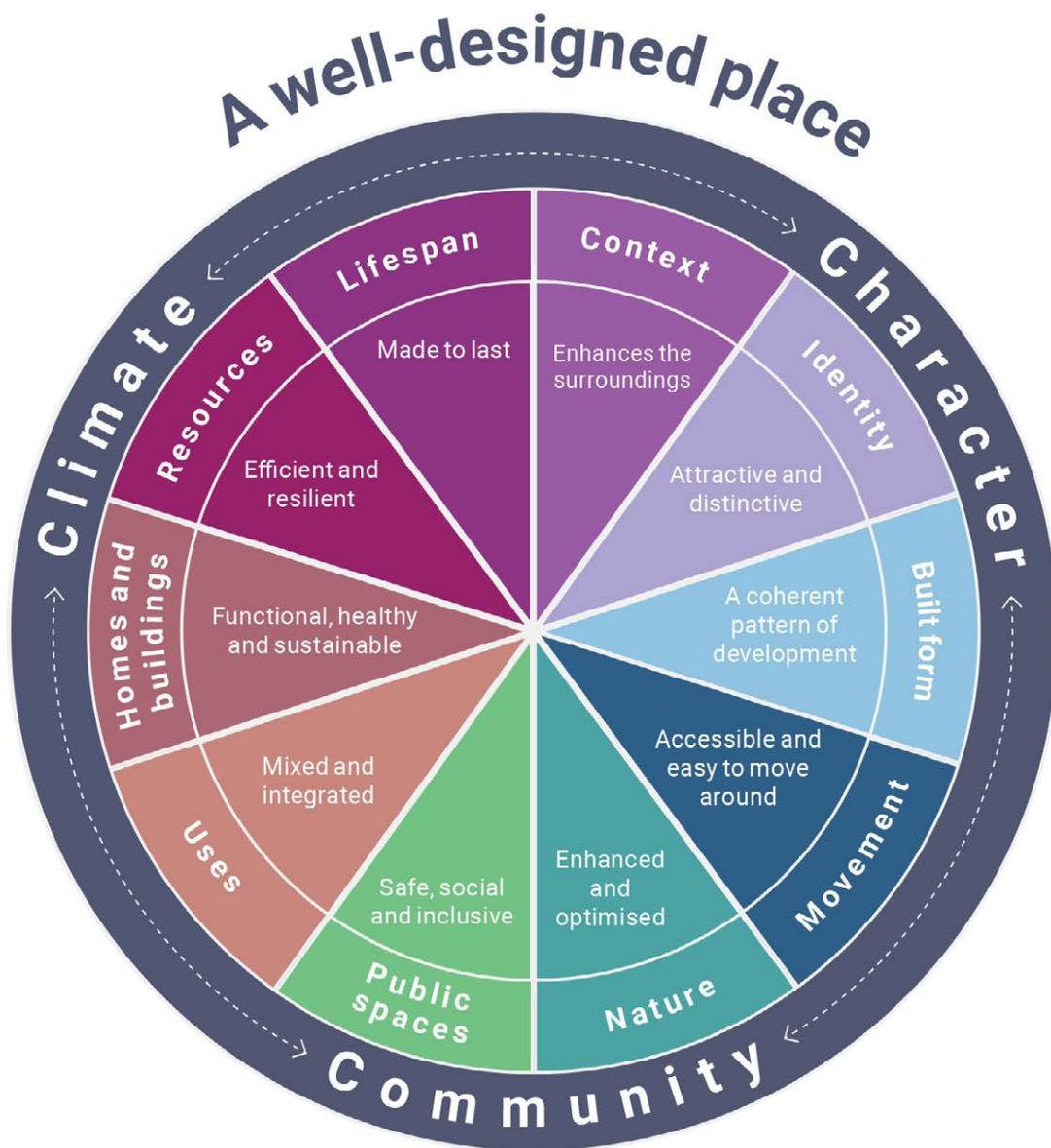


Image 5.2: The ten characteristics of well-designed places
(National Design Guide, p8)

QUALITY PLACES SPD

- 5.36 This proof has demonstrated how the design proposals accord with the Council's Quality Places SPD (2011).
- 5.37 The Quality Places SPD includes 17 Key Design Principles (KDP), a brief overview of how the proposals meet these is included here or the appropriate Proof of Evidence is referenced.
- 5.38 KDP1 : Access to Local Facilities and Public Transport - This is covered within the Transport Proof of Evidence.
- 5.39 KDP2 : Integrating with Movement Networks - This is covered within the Transport Proof of Evidence. The development proposals link into the PRoW (Footpath 1) on the western edge of the site.
- 5.40 KDP3 : Analysis of Context - this proof, the Design and Access Statement and the Supporting Design Document have demonstrated that there is an understanding of the local context and that the design proposals are informed by and responsive to this.
- 5.41 KDP4 : Residential Density - the net density of the site is 20.7 dph in an area where net residential density is approximately 20 to 23 dph. This is considered in greater detail within the Layout part of Chapter 4.
- 5.42 KDP5 : Legibility - the site has it's own identity and uses good practice urban design principles, including a carefully co-ordinated townscape, which will aid legibility and way-finding.
- 5.43 KDP6 : External Space - Consideration of the future management of the proposals is covered within the Planning Proof of Evidence.
- 5.44 KDP7 : Boundary - the boundary treatments proposed for the site are covered on the Illustrative Landscape Plan drawing provided as part of this application (Drawing reference FHL001). This proposes sufficiently robust boundary treatments at appropriate points throughout the proposals.
- 5.45 KDP8 : Underground Services - Consideration of existing site constraints and the evolution and response of the design proposals to these are covered within the Design and Access Statement and the Supporting Design Document.
- 5.46 KDP9 : Public Open Space - the Public Open Space on the site is safe, accessible, designed for a range of functions and users and is well over looked by adjacent properties giving good natural surveillance. This is covered throughout this proof and in greater detail within the Landscape Proof of Evidence.
- 5.47 KDP10 : Public Art - the site is just 61 homes and 3.53ha in size, it does not constitute a major development and as a consequence isn't included as part of these proposals.
- 5.48 KDP11 : Residential Amenity - this is covered within DM1 - a, i. and 59.BE - vii. It is agreed by the Council that the proposals do not have an unacceptable impact on residential amenity for new or existing residents (Para. 4 on Page 33, Officer's Report).
- 5.49 KDP12 : Access Within The Site - this proof demonstrates that there is a clear hierarchy of safe and attractive routes across the site. Car vehicles do not dominate the streets and all public space is overlooked.

5.50 KDP13 : Parking - safe and secure cycle parking is achieved within garages or sheds within rear gardens. Car parking is also safe and secure and overlooked by neighbouring buildings.

5.51 KDP14 : Waste, Recycling and Cycle Storage - Cycles will be securely stored within garages and sheds in rear gardens. Consideration of refuse storage and collection is covered within the Transport Assessment.

“4.6.1 - Analysis of the proposed layout for a super large refuse vehicle (11.347m length) has been undertaken and is shown on Drawings ITB16143-GA-002 and GA-003. The analysis demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties.

7.1.5 - The layout of the site has been developed in line with contemporary guidance and provides for a safe, functional and efficient layout which will deliver safe movement by all users. Swept path analysis has demonstrated that the layout will be effective and safe to serve the likely users of the scheme (including refuse vehicles and emergency services), and car and cycle parking is proposed in line with EBC adopted standards. An Independent Road Safety Audit was carried out and all issues raised are addressed in the scheme.” (Transport Assessment, i-Transport, 9 December 2020, ref. TW/ZB/ITB16143-003b)

5.52 KDP15 : Design of Buildings and Materials - the scale, form, design and materials of the elevations all respond positively to defining the character of the development in response to the surrounding context.

5.53 KDP16 : Continuity and Enclosure of Space - buildings have been designed to provide active frontage and enclosure to streets and the public realm. The layout pays particular attention to the entrance to the site and corners of development blocks.

5.54 KDP17 : Flexible Internal Space - the internal configuration of house-types are included within the house-type packs. The standards to which the homes have been designed is covered within the Planning Proof of Evidence.

QUALITY PLACES SPD SUMMARY

5.55 The Quality Places SPD, as you would expect, has a large amount of overlap with the Adopted Local Plan Policies.

5.56 The majority of the requirements of the SPD would be met with any proposal that followed generally accepted good practice urban design principles, including those of the National Design Guide.

5.57 *This proof (in addition to the accompanying Proofs of Evidence where stated) has demonstrated that the development proposals are in accordance with the Quality Places SPD.*

6.0 RESPONSES TO OTHER CONSIDERATIONS

INTRODUCTION

6.1 Within the **Officer's Report** there were aspects of design referred to not explicitly referred to within the Reason for Refusal 4. For completeness these design aspects will be considered and analysed here, they are:

- Street Hierarchy
- Play Area
- Western PRow Connection
- Residential Amenity

6.2 This section will consider these points in turn.

STREET HIERARCHY

6.3 Whilst not explicitly stated within the Reason for Refusal 4, the Urban Design Officer within the Officer's Report made reference to a lack of street hierarchy.

“Streetscapes have been poorly composed, lacking interest or any form of hierarchy” (Urban Design Officer Comments within Officer's Report, p6).

6.4 This is refuted, the design proposals incorporate a clear street and movement hierarchy.

6.5 The hierarchy can be summarised as the development being accessed from the Primary Street (in this case, Satchell Lane) and then has a Secondary Street serving much of the development. This Secondary Street has two variant designs within this particular site, termed 'major' and 'minor' here to provide distinction. Minor routes then link onto this Secondary Street to serve further development, with supplementary footpaths.

6.6 Access is achieved from the Primary Street/Satchell Lane (as defined by the Quality Places SPD, p19). The Secondary Street (Major) acts as the main route from the access point on Satchell Lane into the site. This route has a 5.5m carriageway with a 2m footpath.

6.7 Quality Places SPD states that Primary Routes serve over 500 dwellings and that many residential streets fall into the Secondary Routes category, therefore it stands that the internal streets within the proposals are Secondary Streets and lower.

6.8 Accessed off the Secondary Street (Major), the Secondary Street (Minor) then provide access to the development on the edges of the site. This route has a 4.8m carriageway with a change of surface and 2m footpaths alongside it.

6.9 Private Drives or Minor Routes (as defined by the Quality Places SPD, p19) are the lowest order road within the site, they are utilised on the western edge of the Village Green. Here 4m wide private drives minimise vehicular impact on the adjacent public open space and are linked by a footpath.

6.10 Further to these streets, additional Footpaths are also provided throughout the site to provide enhanced pedestrian permeability and to provide a choice of routes and connections.

6.11 *“Route Hierarchy: In order to create a legible development, it is necessary to make it clear what routes are major ones and which are more secondary down to the most informal pedestrian routes. This needs to be clear from the dimensions of the street and the corresponding scale of buildings (and trees) which front it.*

Primary Routes: On the largest of sites, (over 500 dwellings), some form of ‘main street’ may typically form the spine of the development. This would not be designed as a low speed environment and vehicular flow will be important but should still accord with The Manual for Streets principles, www.communities.gov.uk/publications/planningandbuilding/manualforstreets

Primary routes typically will have wider streets, taller buildings, space for larger trees, landmark buildings, segregated cycle routes and footways and limited on-street car parking.

Secondary Routes: Many residential streets would fall into this category. They should all be designed to ‘Manual for Streets’ principles and typically will have modest street widths, smaller buildings, mostly smaller street trees and designed space for larger street trees, local landmark buildings, cycle routes and footways sometimes not segregated, and on street car parking.

Minor Routes: The lowest in the hierarchy of streets, which serve only a very small number of vehicle movements typically.

Wholly pedestrian or cycle routes should distinguish themselves from vehicular routes by their reduced width (maximum 3m for a shared pedestrian/ cycle route) and contrasting surface materials.

Smaller developments are likely to have streets that do not offer the opportunity to create a suitable hierarchy. These developments should provide the most appropriate level of routing at the highest possible standard”. (Quality Places SPD, p19).

- 6.12 It is also noted that the Quality Places SPD states that smaller developments may not have the opportunity to provide a hierarchy of streets and should provide the most appropriate level of routing at the highest possible standard. What constitutes a smaller development however is not clear.
- 6.13 Notwithstanding, there is a clear hierarchy on the site with the most appropriate levels of routing being proposed at various points within the development.
- 6.14 For instance, the existing planting and set-backs on Satchell Lane (Primary Street) will be larger and of a higher order than those on the Secondary Streets within the site. This gives a clear hierarchy and aids legibility and way-finding through the site and the surrounding area.
- 6.15 Therefore in terms of interesting streetscapes with a clear hierarchy, it is considered that the design proposals are appropriate for the site.



Image 6.1: Street Hierarchy Plan

- Primary Street (Satchell Lane)
- Secondary Street (Major)
- Secondary Street (Minor)
- Private Drive
- Footpath

PLAY AREA

- 6.16 Reference within the Officer's Report was also made to the Play Area being located on the edge of the development and it not being overlooked.
- 6.17 *"the children's play area has also been pushed to the far southern end of the site where it is less accessible for some residents and lacks natural surveillance"* (Officer's Report, Ref. F/20/89488, Para. 3 on Page 32).
- 6.18 The two points of concern raised are accessibility and natural surveillance.
- 6.19 In terms of accessibility, the play area is very accessible. It is within 230m of all of the homes within the site and easily accessed by pedestrian footpaths and lower order roads.
- 6.20 In terms of natural surveillance, the play area is overlooked by the primary frontages of plots 53 and 54, providing good natural surveillance.
- 6.21 Therefore in terms of accessibility and natural surveillance over the play area, it is considered that the design proposals are appropriate for the site.



Image 6.2: Play Area Overlooking Plan



Image 6.3: Distance to Play Area Plan

WESTERN PROW CONNECTION

- 6.22 Reference within the Officer's Report and the Council's Statement of Case was also made regarding an alleged lack of connection from the proposals to the Public Right of Way (PRoW) which runs parallel to the western edge of the site.
- 6.23 It is acknowledged that the proposed footpath link from the development to the existing PRoW (Footpath 1) on the application Planning Layout (plan reference 20.075.02) is not explicitly clear. A drafting error has shown a tree within this footpath. This is not the intention, the proposals are for a footpath connection onto the PRoW with a clear width of 1.8m.
- 6.24 Should it be considered appropriate, an additional link to the PRoW could be provided (through condition) on the southern part of the site.
- 6.25 Notwithstanding the Site Plan (20.075.02 rev H) we have a condition which requires submission of details of landscaping to be submitted and approved and SLR have produced an illustrative version of how that might look upon discharge of condition. This Illustrative Landscape Masterplan (Ref: SL1) demonstrates how additional connections could be delivered.
- 6.26 Therefore in terms of creating a footpath connection to the PRoW (Footpath 1), it is considered that the design proposals are appropriate for the site.



Image 6.4: PRoW (Footpath 1) and Proposed Connection



Image 6.5: Inset: Proposed PRoW Connection Location

RESIDENTIAL AMENITY

6.27 In terms of residential amenity, the Officer's Report (Ref: F/20/89488) has stated that the proposals are policy compliant and accord with the Quality Places SPD (Para. 4 on Page 33, Officer's Report).

6.28 *"In terms of future occupiers, the layout and orientation of the development generally meets technical standards. There are suitable separation distances between new dwellings and reasonable levels of light and outlook are achieved"* (Para. 7 on Page 32, Officer's Report).

6.29 *"In this case, the closest dwelling shown to a neighbouring residential boundary (plot 33 to 161 Satchell Lane) is at a distance of 19m, with the two dwellings themselves being approximately 25m apart at their closest point. While it is disappointing that the proposed housing development has been moved closer to no.161 and that additional planting has been removed from the outline permission, the proposal nevertheless accords with the guidance outlined in the Council's Quality Places SPD. The separation distances, two-storey nature of the development and the relative orientation of the site to the neighbouring residential properties, would also mitigate against an undue loss of light.*



Image 6.6: Separation Distance between Plot 33 and 161 Satchell Lane

Whilst it is acknowledged that what is currently a particularly pleasant view of the field forming the application site from the adjoining dwellings on Satchell Lane would be lost, this would not in planning terms be deemed to constitute an unacceptable loss of outlook or amenity for the occupiers of these properties.

For the reasons given, therefore, the proposals are not deemed to be in conflict with the requirements of Saved Policy 59.BE (vii.) of the adopted Local Plan, or Draft Policy DM1 of the Submitted Local Plan, in respect of the matter of the residential amenity for either existing or future occupiers. (Para. 2-4 on Page 33, Officer's Report).

6.30 Therefore in terms of providing appropriate residential amenity, it is considered that the design proposals are appropriate for the site.

OTHER CONSIDERATIONS SUMMARY

6.31 In summary, in terms of the other considerations included within the Officer's Report, which included Street Hierarchy, Play Area, Western PRoW Connection and Residential Amenity; this Proof of Evidence has demonstrated that the proposals are appropriate for the site.

6.32 There is a clear Street and Movement Hierarchy proposed for the development which is in accordance with the Council's Quality Places SPD.

6.33 The Play Area is accessible and within 230m of all of the proposed homes. It is well overlooked by adjacent properties, providing appropriate surveillance over the play area.

6.34 There is a pedestrian footpath connection from the site onto the PRoW (Footpath 1). It is acknowledged this was unclear in the application proposals with a drafting error, however the design intention is to connect to this PRoW.

6.35 In terms of Residential Amenity, the Officer's Report confirms that the proposals accord with planning policy.

6.36 Therefore in terms of these other design considerations, it is considered that the design proposals are appropriate for the site.

7.0 CONCLUSIONS

- 7.1 This Proof of Evidence has provided careful consideration and analysis of the design proposals which form part of this application and their appropriateness from an Urban Design perspective for the site and the context.
- 7.2 In terms of the specific reasons within **Reason for Refusal 4**, this proof has been demonstrated that the proposals are appropriate for the site and context.
- 7.3 The **Scale** of the proposals is appropriate in terms of both the storey heights (2 storeys proposed in an area with 1.5-2 storey homes) and dwelling sizes (9-11m wide by 8.5-9.5m deep proposed in an area with approximately 8-11m wide by 8.5m-11m deep homes).
- 7.4 The **Form** of the proposals, including the Shape In Plan (rectangular forms with some L-shaped), the Massing (hipped roofs with some gable fronts and side gables), the Building Lines (rectilinear as per context) and Relationship to Plot Boundaries (setbacks in-keeping with context, albeit smaller overall in places) has all been shown to be appropriate.
- 7.5 The **Layout** in terms of structure and grain is responsive to the local context. The density of the development (20.7 dph net) is appropriate for the surrounding context (approximately 20 to 23 dph net). In terms of the land use, residential use (on a site previously approved for residential use) on a site bordered by residential use is entirely appropriate.
- 7.6 The **Design Appearance** of the proposals has been informed by consideration of the local vernacular and design cues drawn from it to guide the design proposals. The vernacular and character of the context is varied along Satchell Lane with a more consistent character within the development to the east. This proof has demonstrated how the appearance proposed development is appropriate for the site in both terms of materials, vernacular and architectural details.
- 7.7 The **Car Parking** proposed utilises a variety of parking typologies, in-line with guidance, many of which remove parked cars behind the building line to reduce the visual impact of cars on the street. The proposals do not constitute a car dominated development and have been shown to be appropriate.
- 7.8 Proposed **Footpaths** within the development are safe and appealing, they are overlooked and meet the policy guidance (minimum 1.8m width proposed meets the 1.5m width minimum). Pedestrian movement is prioritised above vehicular movement. Therefore in terms of internal footpaths, they have shown to be appropriate for the site.
- 7.9 The **Recreational Spaces and Landscaping** on the site are well integrated and attractive. The public open spaces are in accordance with Key Design Principle 9 (Quality Places SPD) and are appropriate for the site.
- 7.10 The proposals will deliver a **Defined Sense of Place** that has been informed by it's surroundings. A clear Character Area Strategy will inform design aspects of the development to ensure it is appropriate for the site and context.

- 7.11 The **Key Design Policies** referenced within the refusal have been addressed within this proof and the proposals shown to be in accordance.
- 7.12 In terms of the **Adopted Local Plan Policies**, the proposals have been shown to be in accordance with all the policies noted.
- 7.13 It is unclear what elements of the **NPPF** the proposals are considered to be contrary to. This proof has however demonstrated how the proposals accord with the key design sections of the NPPF including Paragraphs 124 and 130.
- 7.14 Similarly, the specific aspects of the **Quality Places SPD** that the proposals are contrary to is unclear. This proof however has demonstrated that the proposals adhere to all 17 of the Key Design Principles included within the Quality Places SPD.
- 7.15 In terms of the **Other Considerations** which were raised within the Officer's Report, this proof has demonstrated that the proposals are appropriate for the site and context.
- 7.16 There is a clear **Street Hierarchy** proposed which is in accordance with the Council's Quality Places SPD.
- 7.17 The **Play Area** is located within just 230m of all dwellings and is well overlooked by adjacent homes (Plots 53 and 54) providing good surveillance over the space.
- 7.18 It is acknowledged that the proposed footpath link on the western boundary of the site to the **PRoW** (Footpath 1) was unclear in the application. This is a proposed connection and the Illustrative Landscape Masterplan (SL1) provided as part of Condition 11 can address this matter. As such, it is considered that the proposals are appropriate for the site.
- 7.19 Within the Officer's Report, it is agreed that the development meets the necessary **Residential Amenity** and separation distances required and complies with the Council's Quality Places SPD.
- 7.20 Therefore it is considered on balance that all of the reasons for refusal discussed within this proof have been addressed with a clear design rationale for the proposals and why they're an appropriate design response for the site and context and in accordance with policy.
- 7.21 Therefore the high quality responsive design proposals for Land at Satchell Lane should not be refused on urban design grounds.

