Proposed Retirement Living Apartments

Design & Access Statement

Edwina Mountbatten House,

Broadwater Road,

Romsey, SO51 8GH

June 2023

planningissues TOWN PLANNING AND ARCHITECTURE

Churchill Retirement Living

Contents

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

National Planning Policy Framework Paragraph 126

1 INTRODUCTION

1.1 Scope and Purpose

"The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes ..... older people, both able-bodied and disabled."

National Design Guide Paragraph 8

Proposal

The proposal is for the comprehensive redevelopment of the vacant buildings and associated land that comprises Edwina Mountbatten House (The Site) with construction of a retirement housing development of circa. 47 flats with one and two bedroom apartments and associated communal facilities, vehicular access, car parking and landscaping.

Vision

Churchill Retirement Living's vision for the site is to deliver a development that meets our customers' needs and the local need for retirement apartments whilst also contributing to the character of Romsey, and making a positive contribution locally in terms of socio, economic and environmental benefits.

Our aim is to create a high quality development that embraces sustainable design, enhances the setting of the area and maintains the local vernacular.

Scope

This Design and Access Statement has been prepared by Planning Issues Ltd. on behalf of the applicant, Churchill Retirement Living, in support of a detailed planning application. **Matters relating to planning policies and other material considerations will be covered in a separate Planning Statement included with the application.**

This statement concentrates solely on the rationale for the proposed design. The purpose of this document is to explain the context, character and identity of the Site and its surroundings; factors that have influenced the design evolution; and the component parts of the development proposals and how they relate to the prevailing planning policy framework.

1.2 Requirements of an Ageing Population

The fact that we are all living longer should be a cause for celebration, as more people are able to enjoy a long and fulfilling retirement. Current average life expectancy in the UK is 83 for women and 79 for men. In 1901 it was 49 and 45 respectively[1]. The number of UK citizens expected to be 65 or over is projected to rise to 15 million by 2030[2].

We would all wish to live well as we live longer. We want to remain active, useful members of a community and retain as much control over our lives as possible.

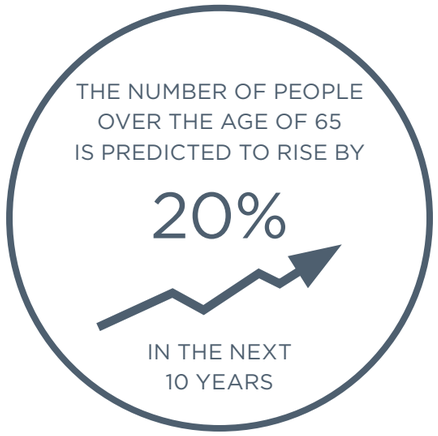
However the vast majority of our housing stock is not built with the needs of older people in mind. There are still far too few suitable new homes being delivered, and many older people are living in homes which are unable to meet their changing needs.

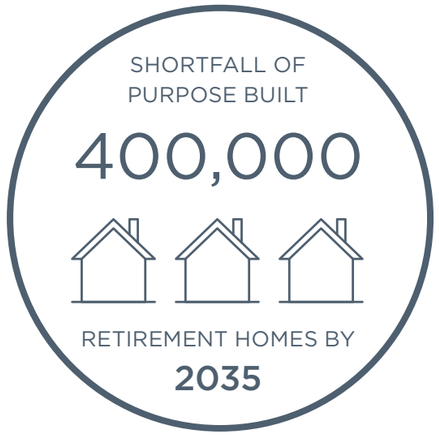
It is estimated that there will be a shortfall of 400,000 purpose-built homes for older people by 2035[3].

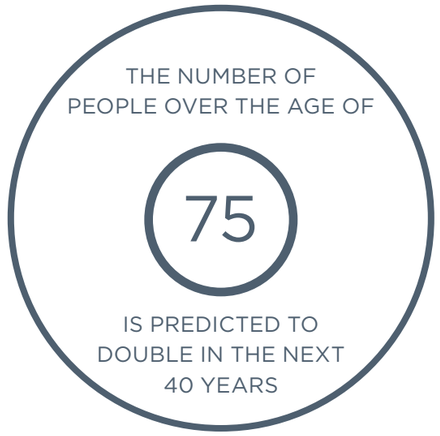
With insufficient supply and choice most people remain in their existing unsuitable homes for too long, often struggling with maintenance, upkeep and loneliness. Building more specialist homes to meet their needs works better for them but also frees housing stock for younger people; building more retirement homes benefits all age groups.

For far too many people the decision to move home in later life is precipitated by a crisis in their existing home. This is the case despite strong evidence that those who are able to think pro-actively about the type of home that will meet their changing needs, and who move before they are too frail to play an active part in their new community, have better outcomes than those who move later.

Housing has a fundamental role to play in helping us live well for longer. Given that for most people mobility, sociability and income decrease in old age, it is not just about the home we occupy, but also about the place in which we live, who we live with and who we live close to. The right kind of housing can help people to stay healthy and support them to live independently for longer.







1 The King's Fund, 'Demography: Future Trends', part of the Time to Think Differently programme, 2018
2 Age UK, Older People as Volunteers Evidence Review, 2011
3 Ian Copeman and Jeremy Porteus, Housing Our Ageing Population: Learning from councils meeting the needs of our Ageing Population Local Government Association, 2017

1.3 Owner Occupied Retirement Living Typology

"Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities." National Design Guide Paragraph 117

'Homes for Retirement Living', means specially designed housing suitable for older people who want to maintain the independence and privacy that comes with having a home of their own but no longer want or need a family sized house.

This proposal is for age-restricted one and two bedroom apartments designed to help people remain independent, safe, secure and sociable for as long as possible. In planning terms these are C3 (Dwellings) developments and not care homes, nursing homes, extra-care or other needs based accommodation. Owner's homes are their own and they can furnish and decorate as they wish.

Key differences to mainstream housing are:

- The provision of extensive communal areas where neighbours can socialise, host visitors and be part of a friendly, like-minded community. This is centred on the 'Owner's Lounge' which is the heart of the community and where owners often organise social events. There is usually a coffee or tea bar associated with the Owner's Lounge.
- The presence of a Lodge Manager to look out for people's welfare, be a point of call if help is needed, make sure the communal areas are well maintained and to be a reassuring, friendly presence. Lodge Managers also create the community; organising events and trips.
- A limited number of entrances, usually one, that is close to the Lodge Manager. This keeps the community secure and allows passive surveillance of the entrance area.
- A lift to all floors with level access throughout.
- Each apartment with its own front door giving privacy whenever desired.
- A guest room which can be booked by residents for visitors.
- A digital 'Careline' support system in all apartments for emergency support 24 hours a day, 365 days a year.
- Communal grounds with well landscaped external space available to all.
- Communal upkeep and maintenance including the exterior of the building landscaping.
- Reduced reliance on cars due to sustainable locations close to amenities.
- Buggy store.
- Communal areas amount to circa. 25% of the internal area.

1 Homes for Retirement Living, *Healthier and Happier*, September 2019

1.4 Benefits of Homes for Retirement Living

"Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities."

National Design Guide Paragraph 117

Older peoples housing produces a large number of significant Social, Economic and Environmental benefits.

Social

Retirement housing gives rise to many social benefits:

- Churchill Lodges offer significant opportunities to enable residents to be as independent as possible in a safe and warm environment.
- Retirement housing helps to reduce anxieties and worries experienced by many older people living in housing which does not best suit their needs by providing safety, security and reducing management and maintenance concerns.
- The Housing for Retirement Living Report (2019) shows that on a selection of well-being criteria such as happiness and life satisfaction, an average person aged 80 feels as good as someone 10 years younger after moving from mainstream housing into housing specifically designed for Retirement Living.

Economic

Retirement housing gives rise to many economic benefits:

- Each person living in a home for Retirement Living enjoys a reduced risk of health challenges, contributing fiscal savings to the NHS and social care services of approximately £3,500 per year (Homes for Retirement Living September 2019).
- With circa. 47 units proposed, at a ratio of 1.3 people per apartment, there will be around 61 occupants. At a saving of £3,500 each per year, this equates to a saving of £213,500 per year in local NHS and social care costs, in comparison to mainstream housing. This is a significant economic benefit.
- A recent report entitled Silver Saviours for the High Street (February 2021) found that retirement properties create more local economic value and more local jobs than any other type of residential development. For an average 45 unit retirement scheme, the residents generate £550,000 of spending a year, £347,000 of which is spent on the high street, directly contributing to keeping local shops open.
- An average retirement scheme will support the following new jobs:
  - 85 construction jobs
  - 87 Supply chain jobs
  - 4 Direct jobs (new commercial/community uses) and
  - 9 supported jobs (by increased expenditure in local area)

Environmental

The proposal provides a number of key environmental benefits by:

- Making more efficient use of land thereby reducing the need to use limited land resources for housing.
- Providing housing in close proximity to services and shops which can be easily accessed on foot thereby reducing the need for travel by means which consume energy and create emissions.
- Providing shared facilities for a large number of residents in a single building which makes more efficient use of material and energy resources.
- The proposal includes renewable technology through the use of solar panels to assist in the reduction of CO2 emissions.
- All areas of the building will be lit using low energy lighting and where applicable utilise daylight and movement sensor controls.

Our schemes free up family housing by older people looking to downsize - a typical 41 unit retirement development generates approx 92 moves in the chain

A development that maximises the use of previously developed land reducing pressure on greenfield sites

Our developments bring health and social care savings - each person living in a Home for Later Life saves the NHS & Social Services approx £3,500 per year

Economic and social benefits of older people using local shops, services and facilities. Our Owners shop locally, supporting businesses and communities

Due to its sustainable location, retirement living housing reduces the need to own a car. Owners often shop locally on foot or by public transport

Our developments allow for independent, secure living and provide companionship which helps to reduce isolation and loneliness

1.5 The Applicant - Who are Churchill Retirement Living Ltd?

Churchill Retirement Living (CRL) is a privately-owned British Company, highly trusted and respected within the housing industry. CRL prides itself on building beautiful purpose-built one and two bedroom retirement apartments in desirable locations across the UK, for those looking for an active independent, safe and secure lifestyle. Our developments can be found in 23 counties throughout the UK.

The company has undertaken over 160 developments and sold over 5,000 units. Through a group company, Churchill Estates Management, CRL retain the operation, management, care and responsibility of every apartment of their completed developments.

Churchill is a company built on integrity and trust. Our focus on design excellence and build quality is supported by an ongoing commitment to the successful management of our developments for the long term, providing an independent lifestyle that meets the needs of our 10,000+ apartment owners.

Our developments not only provide well documented benefits to our customers but also to the wider community. Our customers tend to shop locally providing much needed 'daily shoppers' for local shops and businesses.

"People living in specialist retirement homes typically experience reduced health risks, contributing to fiscal savings to the NHS and social care services of c. £3,500 per person per year." Healthier and Happier – Homes for later Living, September 2019.

Typically, our customers downsize from a 3 or 4 bedroom family home. Therefore, for each retirement apartment occupied, a family home is released for sale into the wider housing market.

CRL is an award winning business having recently won a number of prestigious industry and wider business awards including -

- **The WhatHouse Awards. The only retirement housebuilder ever to have been awarded 'Housebuilder of the Year' and in 2019 was again named 'Best Medium Housebuilder'.**
- **The HBF Customer Satisfaction Survey. Churchill has consistently retained its top '5 star' status having been recommended by more than 90% of customers.**

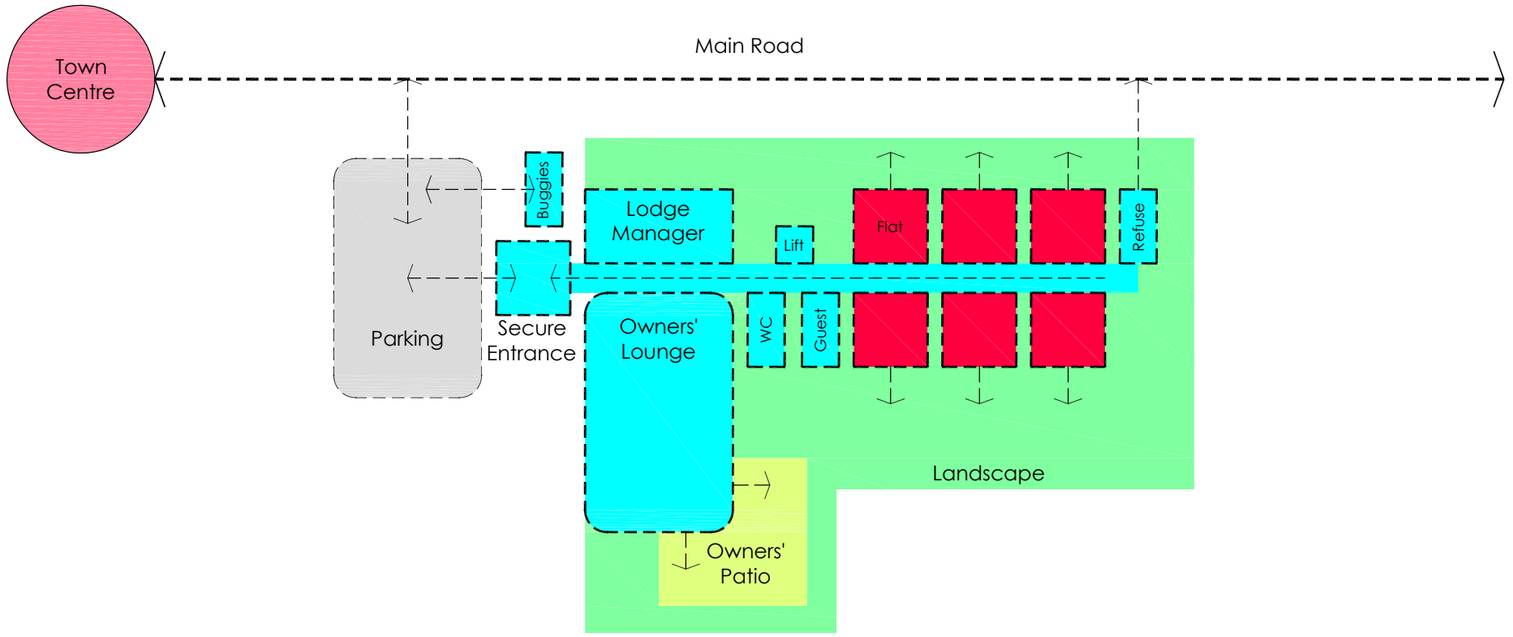
CRL has a full complement of in-house professionally qualified Architects, Town Planners, Surveyors and Engineers employed in the seamless delivery of projects through every stage of the process from site identification to construction completion and home sales. The business benefits from a wholly owned town planning consultancy, Planning Issues, which advises on planning related and public consultation matters.

1.6 Applicant's Brief

Site selection close to amenities and in an area with identified need is key in the first instance. The proposed location in Romsey fulfils this need.

Key client requirements for the architectural design are:

- A **single building**, allowing secure access to all communal facilities.
- **Apartment numbers** - a minimum of 25 apartments so that the shared service charge for future owners remains affordable.
- Internal **level access** throughout.
- Single **secure entrance** from the car park area to maintain passive security from the Lodge Manager over the parking area and ease of entrance for residents. There needs to be 'progressive privacy' from the public realm to one's apartment. A video link from the entrance intercom to owner's apartments allows owners to see who is requesting entry, responding to the particular need for safety and security for this demographic.
- Concierge **reception** (staffed by a Lodge Manager with their own office).
- **Owners Lounge** (communal), coffee bar.
- Accessible toilet.
- **Guest suite** (for use by friends and family).
- A central **lift** serving all floors.
- Apartments, double **aspect** where possible but single aspect typically due to the requirement for double loaded corridors necessitated by the need to optimise the development potential of sites and to ensure efficiencies in design and build costs. Churchill's experience shows that there is a wide variety of preferences from customers in terms of aspect, with some preferring sunny aspects and others shaded positions, some busy streets and others more private locations. Therefore a range of choice of aspect for apartments is desirable.
- Apartments with external doors to living spaces, with balconies where possible and external access at ground floor, typically providing a very **'active frontage'.**
- Landscaped communal **gardens** where visual amenity and biodiversity are more important than usable area. Large flat areas for recreational use are not required.
- **Waste** management store appropriately sized and located based on previous experience of operating these type of developments.
- **Parking** with an appropriate ratio of 1 space per 3 apartments, based on extensive experience of operating these type of developments, research and appeal decisions, as well as how accessible the site specific location is. This is because the sustainable location and average age of purchasers at 79 years old means a lower average car ownership requirement than mainstream housing.
- Provision for **mobility scooters** within a 'Buggy Store' at a ratio of 1 per 7 to 8 apartments.
- Low maintenance, long lasting **materials** and detailing which respond to the local context.

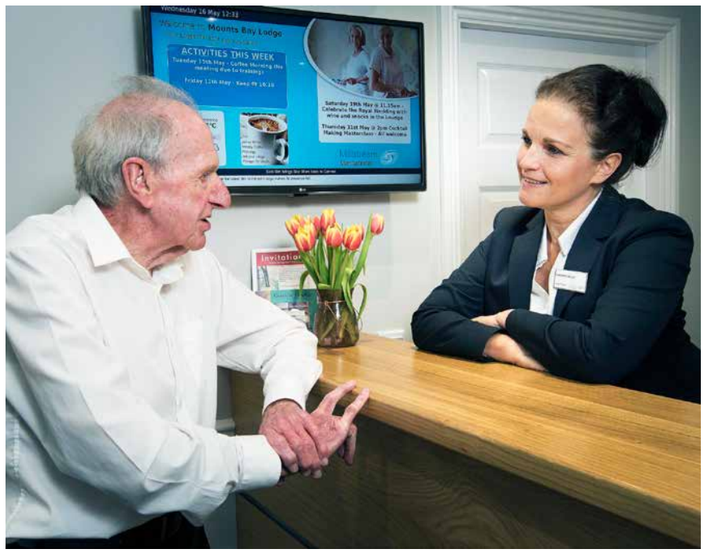


1.7 Brief Requirement Examples

Secure Main Entrance from Parking

Owners' Lounge

Owners' Patio



Concierge Reception Lodge Manager

Typical Guest Suite

Typical Coffee Bar

1.8 Precedent Developments

Abbey Lodge, Romsey

Harrington Lodge, Chichester

St. Athelm Lodge, Wells

Rothesay Lodge, Highcliffe

Mottisfont Lodge, Romsey

Sarum Lodge, Salisbury

"An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities."

National Design Guide Paragraph 39

2 CONTEXTUAL ANALYSIS

2.1 Site Description

The Site, identified by the red boundary is Edwina Mountbatten House, a former Care Home. The site sits to the corner of Broadwater Road and Palmerston Street, and is set back from the A27 Bypass Road.

The site lies to the south of the historic core of Romsey, and it lies outside Romsey Conservation Area, however the site is in the setting of the Conservation Area. Historic photographs suggest the site was once a timber yard.

The site is bounded by Broadwater Road to the north, Palmerston Road to the east, a masonry wall separating the site with the car park to Crosfield Hall to the west, and trees and Tadburn Lake to the south adjacent to the A27.

The site is broadly square in shape and is approximately 0.305 hectares in area, measuring 60.5m north-south and 55m east-west. The site is generally flat with some soft landscaping to the northern and eastern boundaries, and the central courtyard. The site is raised above Palmerston Street.

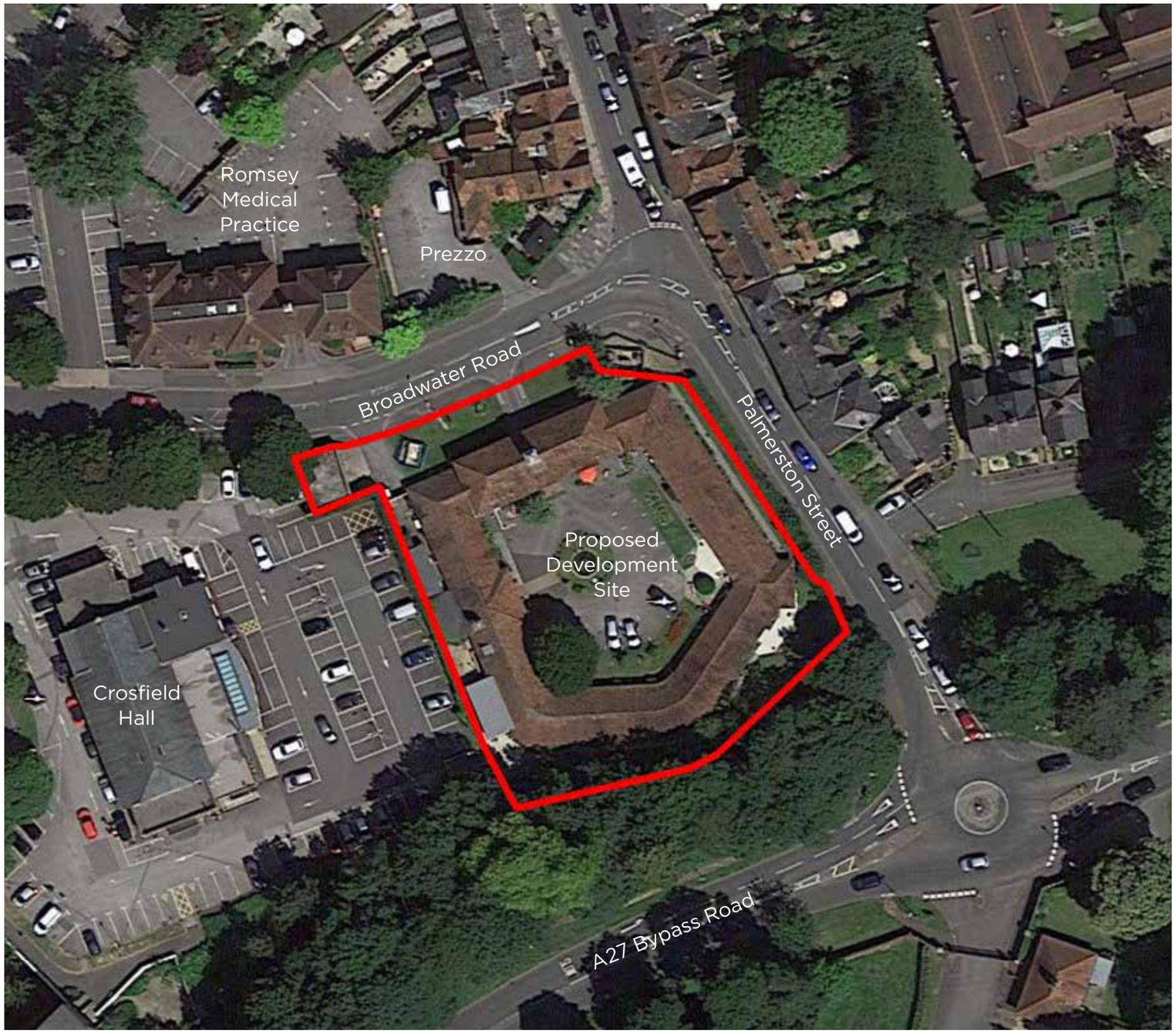
The existing points of vehicular and pedestrian access are from Broadwater Road to the north boundary, as this is the only part of the site that enjoys a degree of level access. The site sits approximately 1.5m above the level of Palmerston Street and the A27.

The former care home is a roughly pentagon shaped building with a central courtyard. It is generally a single-storey brick building with punched openings and white uPVC windows, and a clay-tile pitched roof, with the exception of the northern elevation that is two-storeys tall. The courtyard is accessed from an undercroft in the northern elevation.

An open electricity sub-station lies outside of the site to the north-eastern corner of the site, and an existing single-storey garage lies with the site to the north-western corner of the site.

The character of the immediate area (east and north) is that of terraces, cottages and townhouses sat on the kerbside of historic burgage plots. The roads are narrow and the density of the existing properties is tightly knit. Squat two-storey buildings with simple detailing sitting directly adjacent to three-storey buildings with grander detailing and proportion is common to the area.

The character to the west is more fractured; a combination of open car parks and large footprint buildings.



Aerial image of Site, courtesy of Google Earth (not to scale)

2.2 Existing Care Home Building

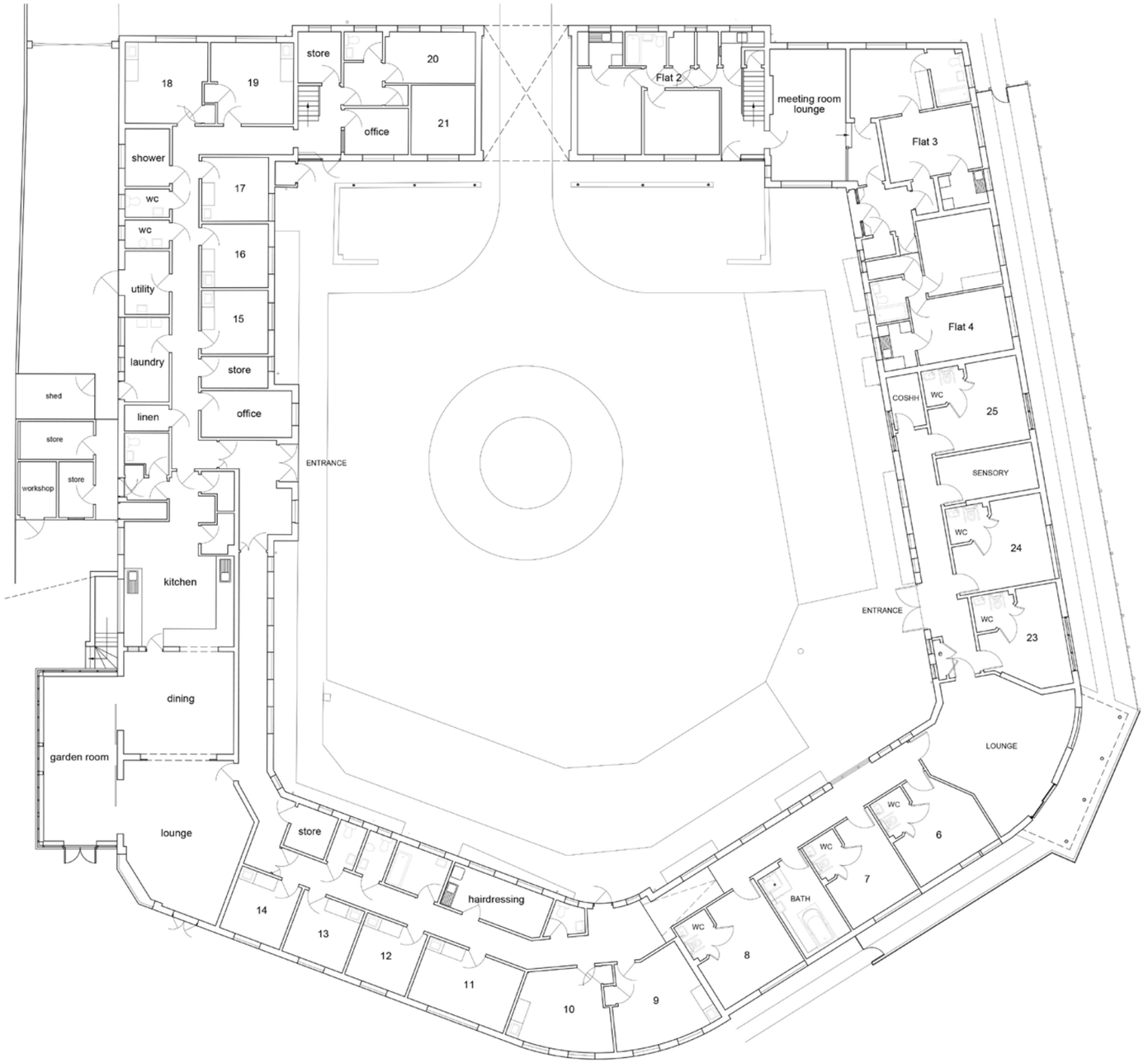
The existing building has the following characteristics -

- Generally a single-storey building with two-storeys facing Broadwater Road, in an elevated position, with a limited amount of first floor accommodation to the northern elevation.
- Arranged around a courtyard with access from Broadwater Road to the north.
- Centrally located car parking; little sheltered amenity space.
- Cellular internal arrangement.
- Facing materials is predominately a reddish-brown brick.
- Clay hanging tiles to first-storey.
- Roof materials are predominantly red clay tile.
- Rainwater goods, eaves and fenestration are predominately white uPVC.

As a general point, the existing building sits squat on the site and addresses Broadwater Road rather than Palmerston Street. There is an architectural nod to the south-east corner that the plot faces the roundabout (through a hipped canopy), however this is a weak architectural device; a near anonymous indication of arrival into historic Romsey.

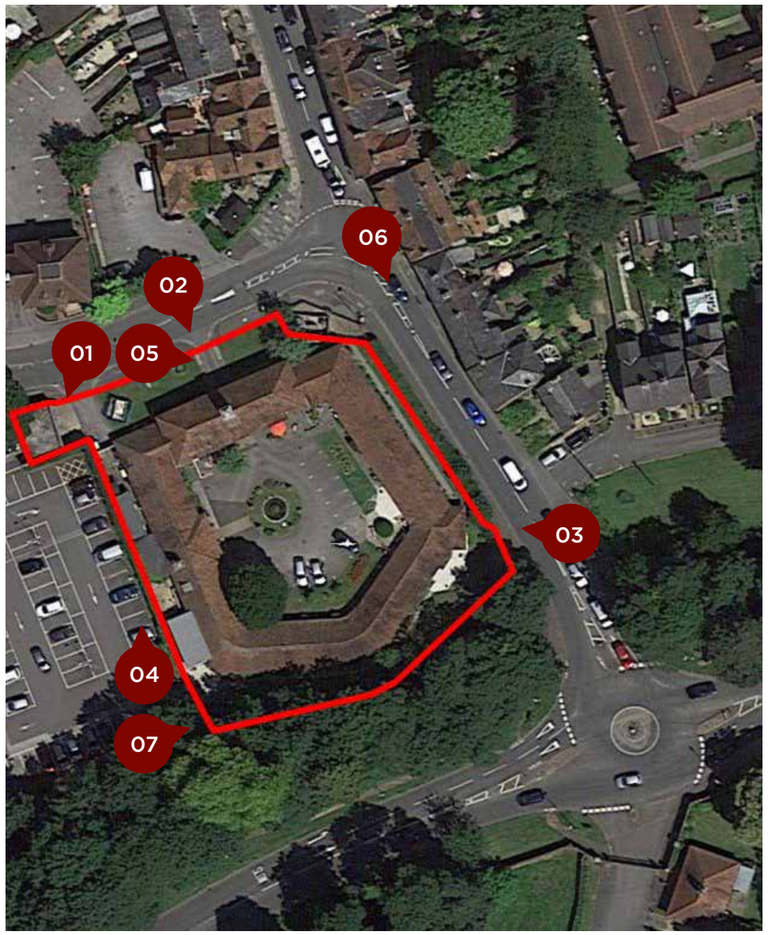
The layout and architectural treatment is incongruous to that of upper Palmerston Road. The proportions of the care home are in the horizontal orientation rather than the more vertical orientation of the immediate area.

Existing Care Home northern elevation facing Broadwater Road (courtesy of Google Streetview)

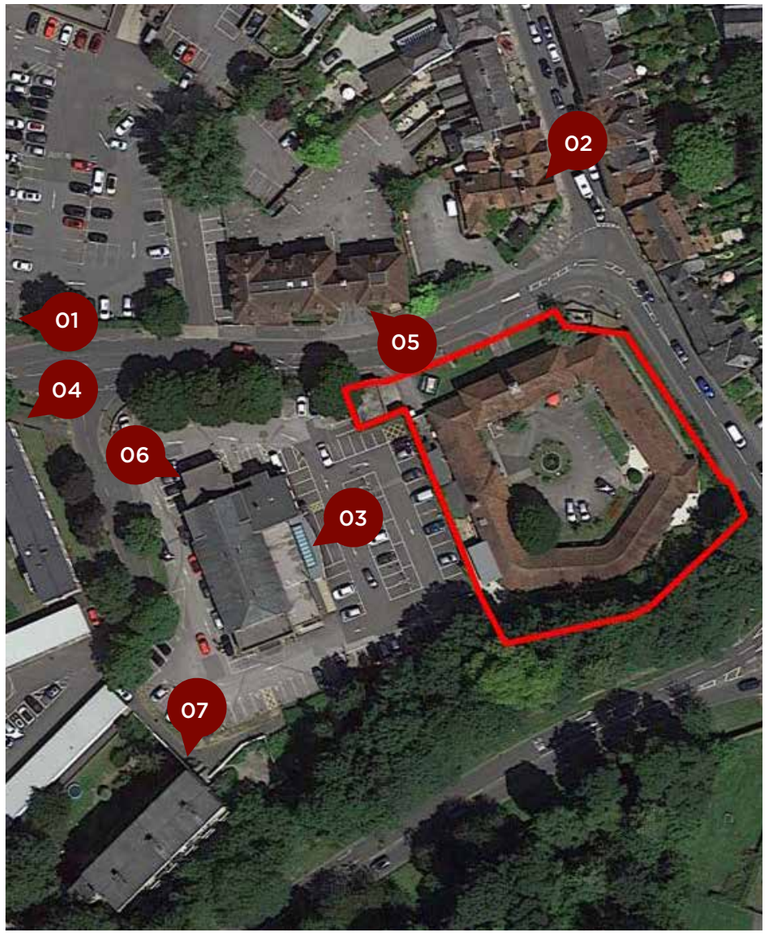


Existing Ground Floor Plan (not to scale)

2.3 Existing Site Photographs



2.4 Wider Site Photographs



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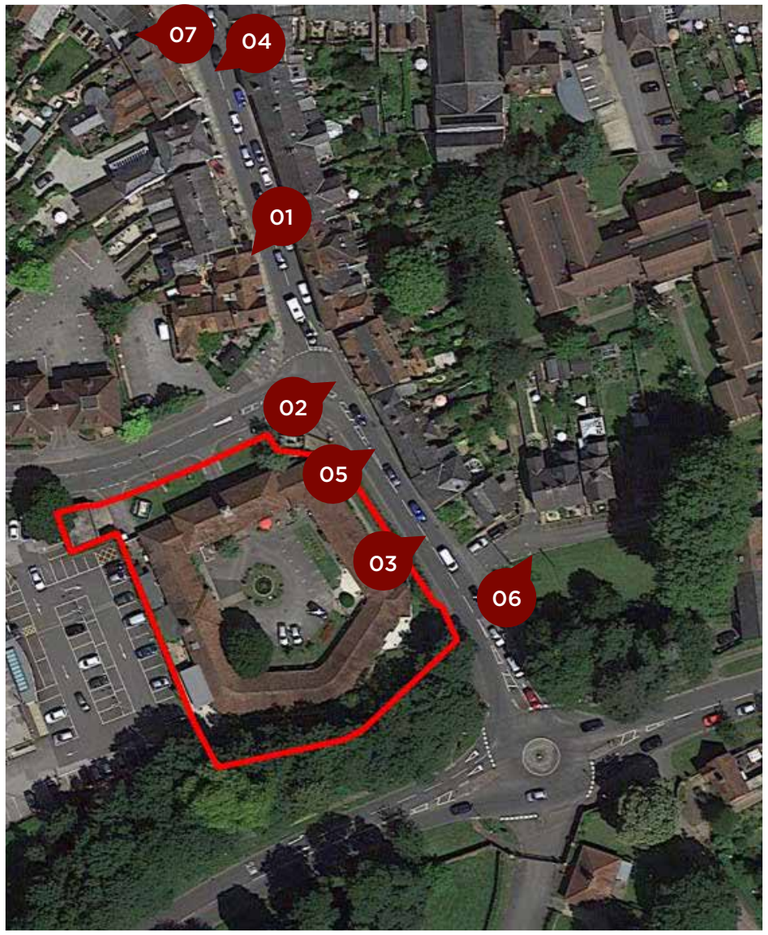


2.6 Site Panoramas

Panoramic of the corner of Palmerston Street and Broadwater Road looking south

Panoramic of the corner of Palmerston Street and Broadwater Road looking north

2.7 Historic Palmerston Street

Aerial view of Palmerston Street and The Hundred c.1920

View looking north-west up Palmerston Street c.1880

Corner of Palmerston Street and The Hundred c.1965

View looking south-west towards corner of Palmerston Road and Broadwater Road, c.1900

2.8 Local Architectural Detailing

2.9 Previous Churchill Retirement Living Developments in Romsey

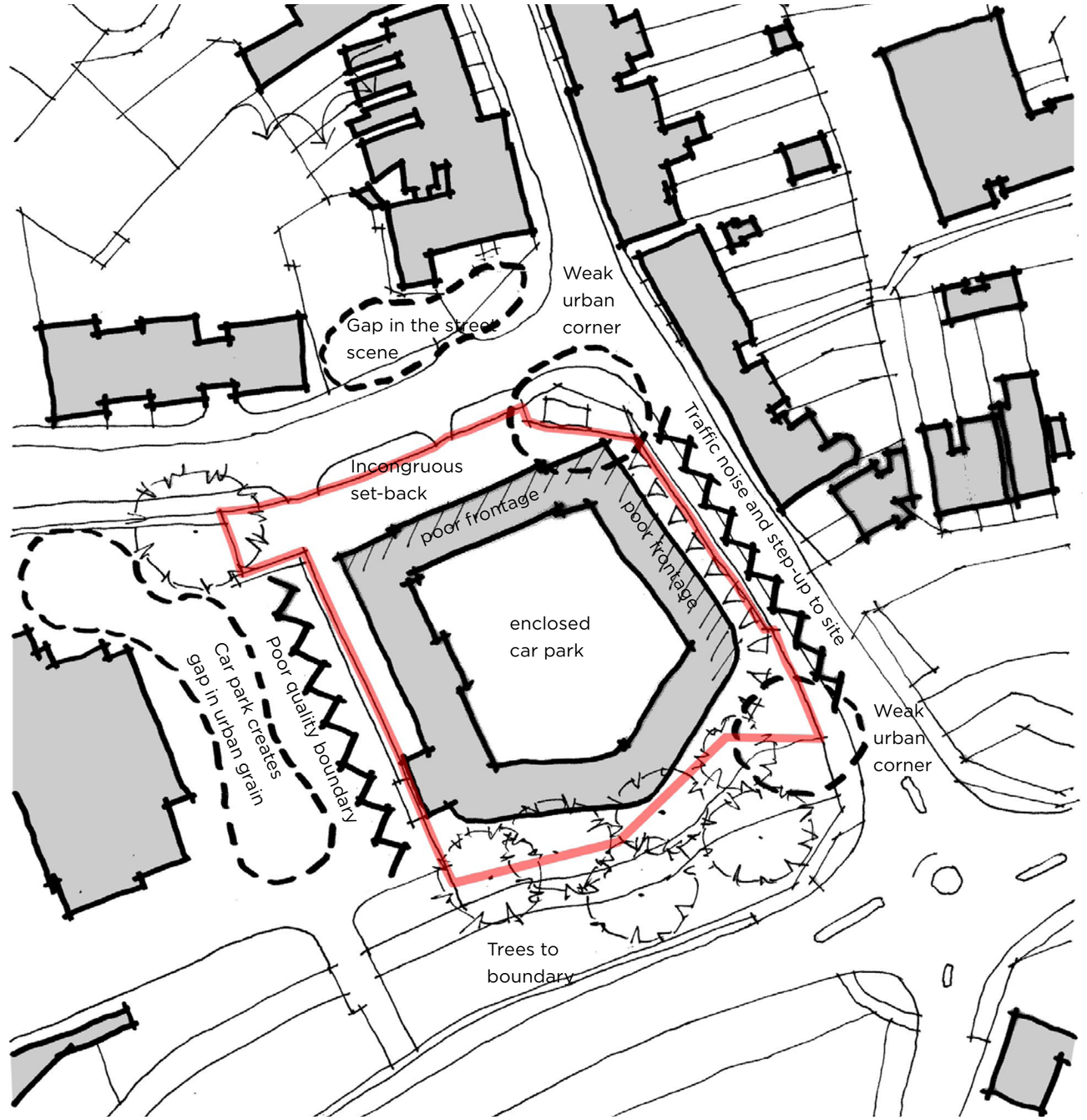
Abbey Lodge, Romsey

Mottisfont Lodge, Romsey

2.10 Site Constraints

The site has numerous constraints that affect the potential for a successful urban development, including but not restricted to the following -

- The site is mostly in Flood Risk Zone 2.
- The existing building is one- and two-storeys, which is lower in height than the rest of the surrounding buildings.
- Existing building is of relatively low density compared to other development in the area.
- The existing building demonstrates in inefficient use of the site.
- Building set back from road frontage to northern boundary, exacerbating the gap in the street scheme on the opposite side of the road.
- Elevational treatment of existing care home unsympathetic and incongruous to Palmerston Street and Broadwater Road frontages.
- As a courtyard development, the existing care home's urban form is incongruous to the urban pattern or grain to the area.
- Weakly-designed building corners fail to address the junctions surrounding the site.
- Disused building with unsympathetic elevations and massing.
- Traffic noise.
- Levelled site restricts pedestrian or vehicular connectivity or permeability to northern boundary only.
- Trees to southern boundary.

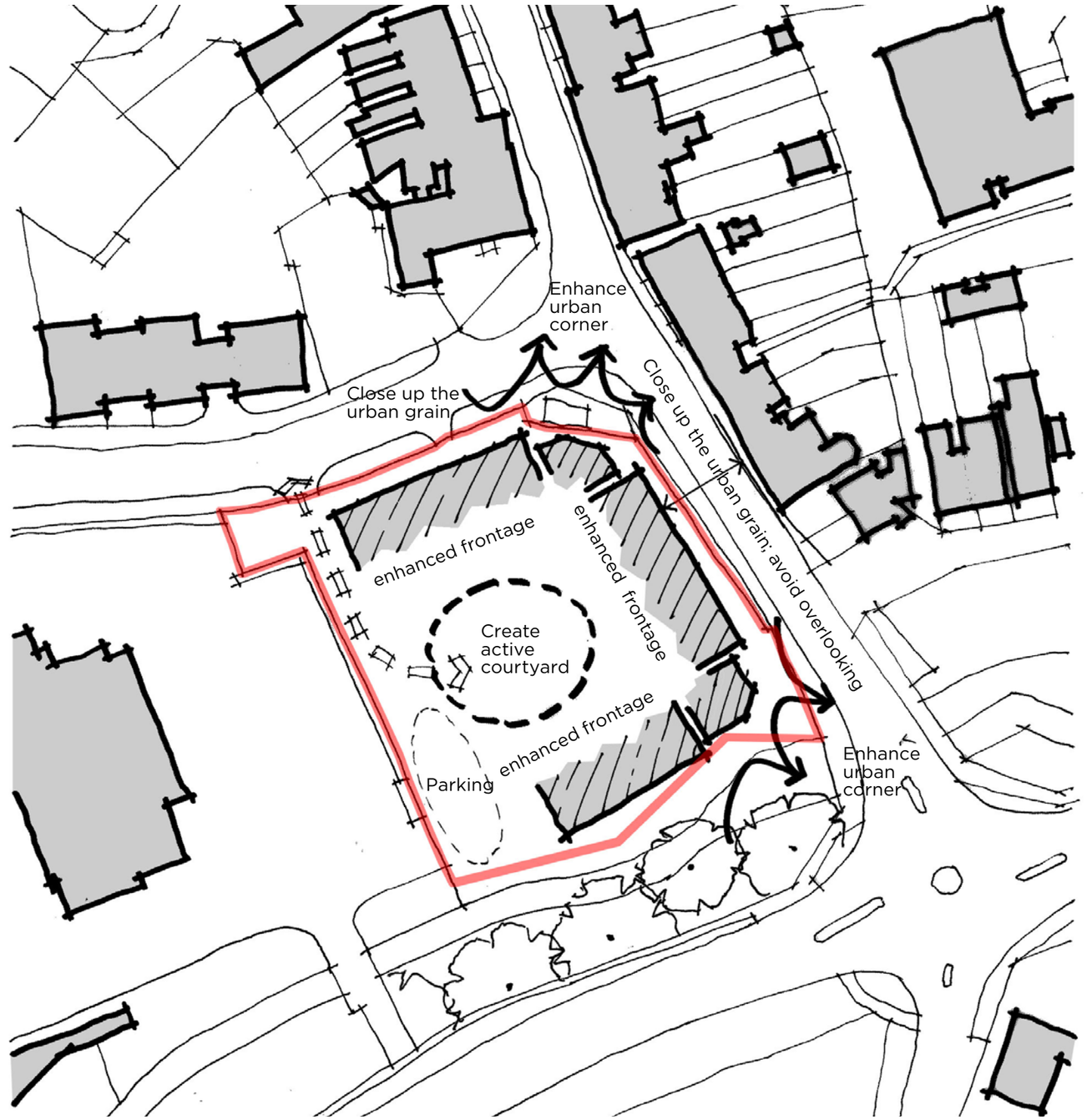


Sketch illustrating the constraints that affect the site

2.11 Site Opportunities

The clearance and removal of the existing structures creates numerous opportunities and potential for a successful urban development, including but not restricted to the following -

- Creation of a new urban gateway building at an important entrance point to Romsey.
- Creation of a new urban gateway building that completes the street scene.
- Creation of a strong, detailed, high-quality and architecturally sympathetic frontages to Palmerston Street and Broadwater Road.
- Front the proposals away from the poor quality western boundary.
- Utilise the principles of 'Gentle Densification' to increase the density and height of this disused brownfield site.
- Set forward the scheme to Broadwater Road to tighten up the existing urban grain.
- Create feature corners within the proposals to address and enhance the existing street corners.
- Creation of new vehicular permeability into the site.
- Creation of better quality south-west facing amenity space.
- Creation of new private amenity spaces within the site.
- Creation of better quality active and passive surveillance to the general area.



Sketch illustrating the opportunities afforded to the site

“.....significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents.....”

National Planning Policy Framework Paragraph 134

3 PLANNING

3.1 Planning Policy

The Romsey Local Plan (2016)

The Test Valley Local Plan was formally adopted by the Council in January 2016, providing a framework for Test Valley up to 2029. The relevant policies within the Local Plan in relation to the redevelopment to older persons housing on this proposal site are listed below -

- Policy SD1 (Presumption in Favour of Sustainable Development)
- Policy COM1 (Housing Provision 2011-2029)
- Policy COM2 (Settlement Hierarchy)
- Policy COM7 (Affordable Housing)
- Policy E1 (High Quality Development in the Borough)
- Policy E7 (Water Management)

The Local Plan also identifies there is an ageing population. It is noted to help support older people there will be an increased demand in sheltered, extra care housing and housing specifically designed to meet the needs of older people. The Council will consider proposals positively if they help meet the Council's Housing Strategy aims.

Housing Strategy 2020-2025

The Housing Strategy 2020-2025 sets the Councils strategy and priorities for the next 5 years and beyond.

Theme 3 - Meeting the Challenge of an Ageing Population acknowledges the ageing population within the Test Valley Borough. The Council have identified the priority of developing a range of alternative housing options for older persons, actively encouraging downsizing to free up family homes.

In accordance with the above, the 2021 Census data also identifies that on Census Day there was a 29.5% increase in people aged 65 years and over in Test Valley. This is significantly higher than the UK average of 20.1%. Most notably, people falling within the age bracket of 70-74 years more than doubled between 2011-2021 (showing a 52% increase). Therefore, there is an acknowledged ageing population within Test Valley.

South of Romsey Town Centre Masterplan Report (2020)

The site also falls within the South of Romsey Town Centre: Masterplan Report (2020). The aim of the masterplan is to strategically regenerate Romsey Town Centre. Romsey Future also seeks to safeguard the town's future as a vibrant and thriving market town, interacting with its surrounding communities. Given these aims, it is considered the proposal of retirement living will positively contribute to this strategic Masterplan by way of enhancing the vitality and viability of the town centre.

The Redevelopment Principle

The development is in accordance with the adopted Test Valley Local Plan (2016), therefore the principle of residential development is this site is acceptable. The proposal will make efficient use of land in a sustainable location and will provide much needed 1 and 2 bed apartments, which in turn will help free up family housing elsewhere.

3.2 Romsey Conservation Area Appraisal

The Romsey Conservation Area Appraisal (December 2020) identifies ten areas of special architectural interest.

The Site (identified in red) lies adjacent to Area 3: Market Place and Historic Core, but more so Area 4: The Hundred and Palmerston Street.

The conservation area boundary (red line) does not include the Site (identified opposite in red).

The Site is in the setting of the conservation area and the setting of the Grade II* Listed Broadlands Park, and setting of listed buildings on Palmerston Street.

Area 3 (Market Place)

Area 3 (shown in yellow) notes that plots follow their medieval burgage plot patterns, and the street pattern is very narrow; some plot amalgamation has taken place allowing a variety of frontage widths.

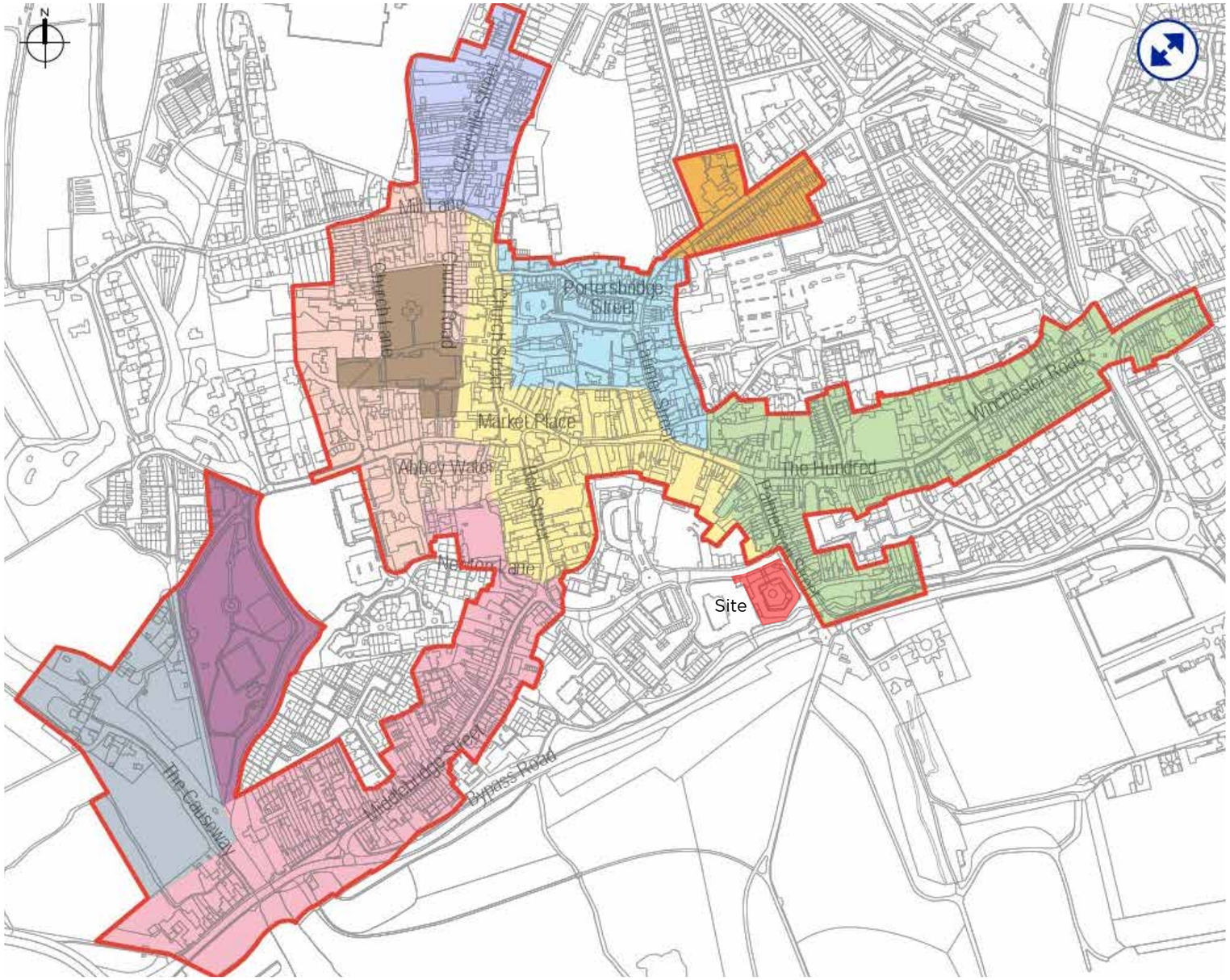
The general scale is two- to three storeys; the urban grain is very fine with few gaps between buildings. Buildings are generally red brick or are rendered or painted white. Decorative features, where present, are modest.

Area 4 (The Hundred and Palmerston Street)

Area 4 (shown in green) notes that street development occurred in a piecemeal fashion, and that consequently plot size varies. Until the Victorian period, significant gaps remained in the street frontage which were subsequently filled with terraced rows.

The general scale is two- to three storeys; there is a significant variation to plot width, roof form and height. Buildings are generally red brick or are rendered or painted white in pale tones. Decorative features, where present, are modest or have no applied decoration at all.

Boundary treatments are mixed; historic boundaries are brick or railings.



Plan 2 extracted from p.15 of Romsey Conservation Area Appraisal and Management Plan (December 2020)
Edwina Mountbatten House location identified just outside the Conservation Area in red

3.3 Romsey Town Design Statement

The Romsey Town Design Statement (January 2008) shows The Site as being located in 'Area 8 Romsey Old Town' (map p.31 and p.14).

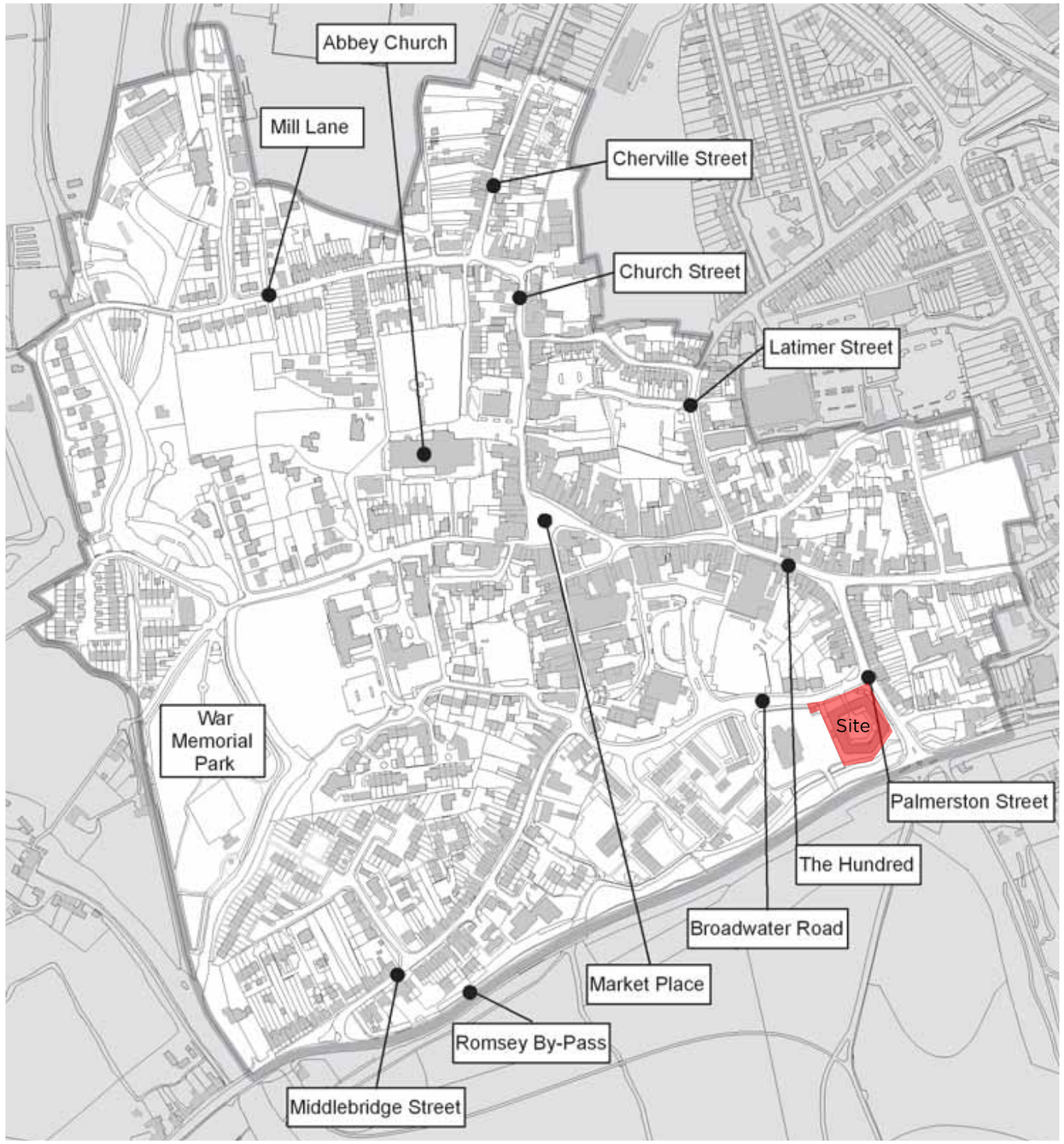
The Design Statement echoes the Conservation Area Appraisal in identifying the primary characteristics of this area as follows -

- Scale is typically two- to three- storeys.
- Balconies are not usual and there are examples.
- New buildings should be well-designed with interesting features and avoiding a 'plain block' appearance.
- Fenestration should have rhythm.
- The diversity of building styles, including details, should be retained.
- The unity of the groups of terraces should be retained.
- The predominant building material in Romsey is red brick.
- Many houses have small examples of brick decoration at the intersection of ground floor and first floor, or at the eaves.
- Tile hanging is common at first floor instead of brick.
- Most roofs are pitched with clay tile or slate.
- The provision of ornamental railings around new developments "...should be encouraged."

Response to Town Design Statement

In general terms, the design has sought to incorporate the following characteristics in the proposals -

- The building is 2-3 storeys, with a red tile and slate-effect roof.
- The building is broken up into a diverse series of interesting terraced and individual houses, avoiding a 'plain block' appearance.
- The proposals have a diversity of building styles and detailing.
- The unity of the terraces to Palmerston Street is retained.
- Windows have simple brick and stone decoration, and the fenestration has rhythm.
- Ornamental railings will feature to Broadwater Road.



Plan of Area 8 extracted from p.31 of Romsey Town Design Statement (September 2020)
Edwina Mountbatten House location identified in red

3.4 South of Romsey Town Centre Masterplan Overview

The South of Romsey Town Centre Masterplan Report (September 2020) identifies a strategic vision to transform the land to the south of Romsey town centre.

The study area encompasses the adjoining, Crosfield Hall, Aldi, Romsey Bus Station, Dukes Mill and flatted development owned by Aster Communities.

The Site is not included in the masterplan but is made reference to in terms of the setting adjacent to the plan area.

The proposals concentrate development to the north and east of The Site, however Edwina Mountbatten House is within it's 'sphere of influence'.

The photolog on pages 20-21 of the report (image 7) identifies The Site / corner of Palmerston Street and Broadwater Road as an example of an area where the townscape could be enhanced for residents and visitors.

Figure 4.1 on page 32 identifies the corner of Palmerston Street and Broadwater Road as a 'Gateway' into this new transformed area.

Artist's Impression of the proposed Masterplan (page 7) (not to scale)

3.5 South of Romsey Town Centre Masterplan Site Review

As part of the strategic vision, Crosfield Hall is identified in the South of Romsey Town Centre Masterplan Report as being a site for redevelopment in the medium and long-term future.

Following a review into the most appropriate means to relocate the community facilities from Crosfield Hall to other areas, the medium term plan is to clear the site and establish a temporary two-storey, three-deck multi-storey car park, and an Aldi Supermarket to replace this in the longer term (right).

An alternative plan (p.60) could see the Aldi retained in it's current location and Crosfield Hall instead redeveloped for residential blocks (below).

Proposed alternative layout (p.60) (not to scale)

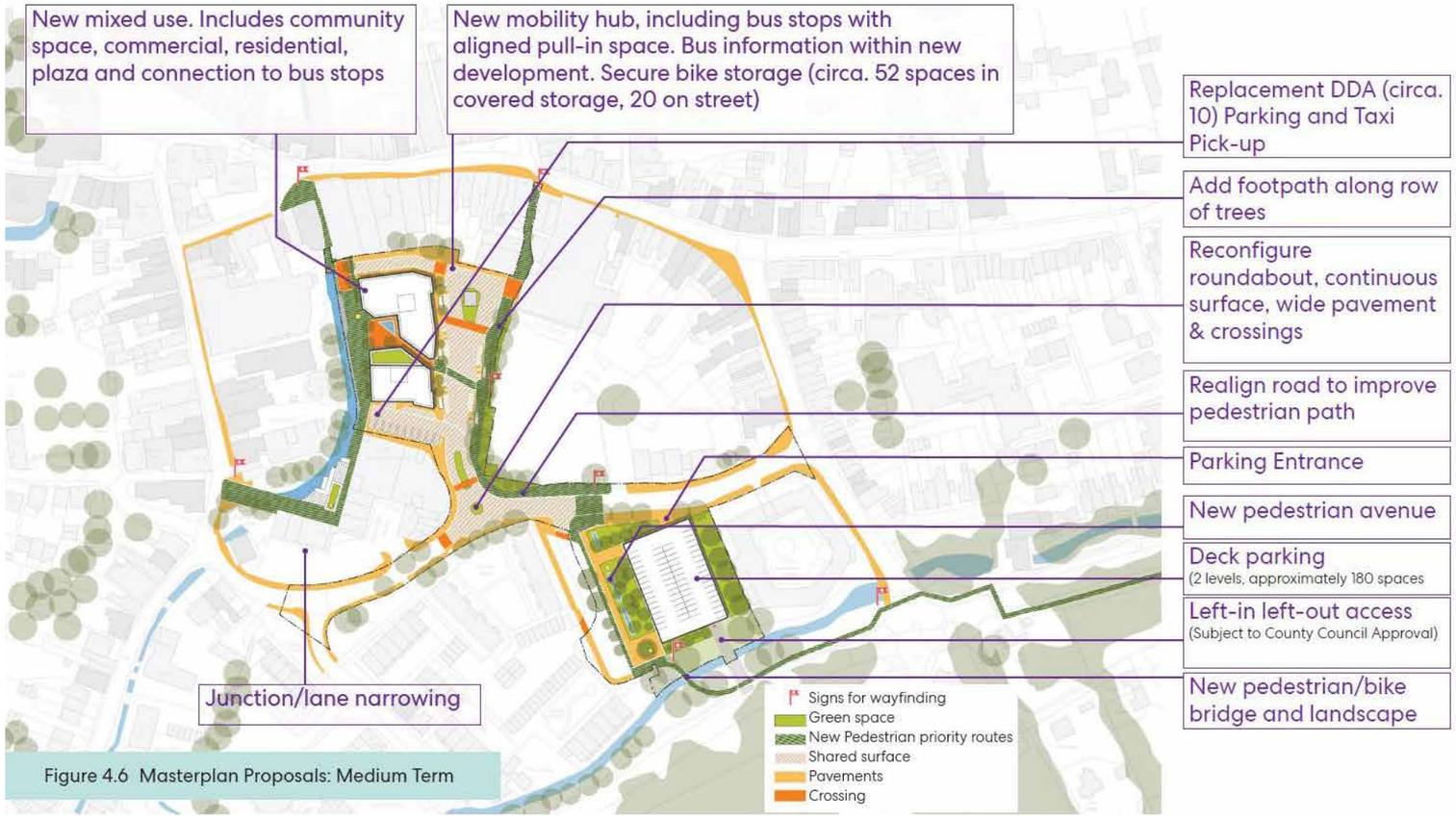
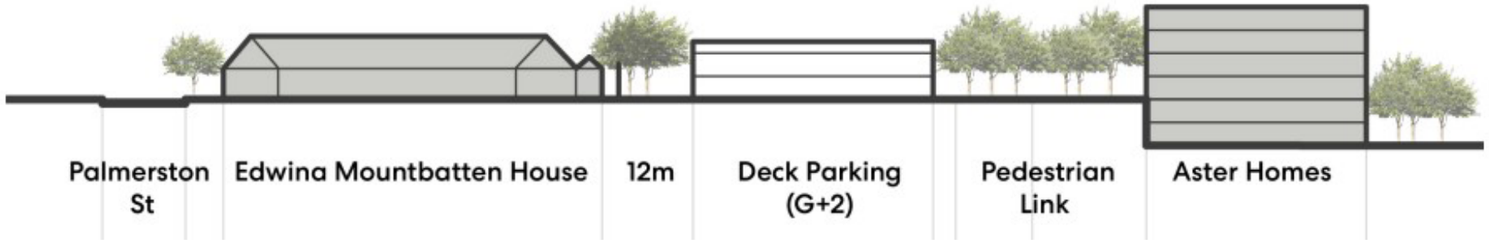


Figure 4.6 Masterplan Proposals: Medium Term

Proposed medium term vision (p.50) (not to scale)



Indicative Section through site looking south, showing the temporary car park to Crosfield Hall (p.49) (not to scale)

3.6 South of Romsey Town Centre Masterplan Site Review

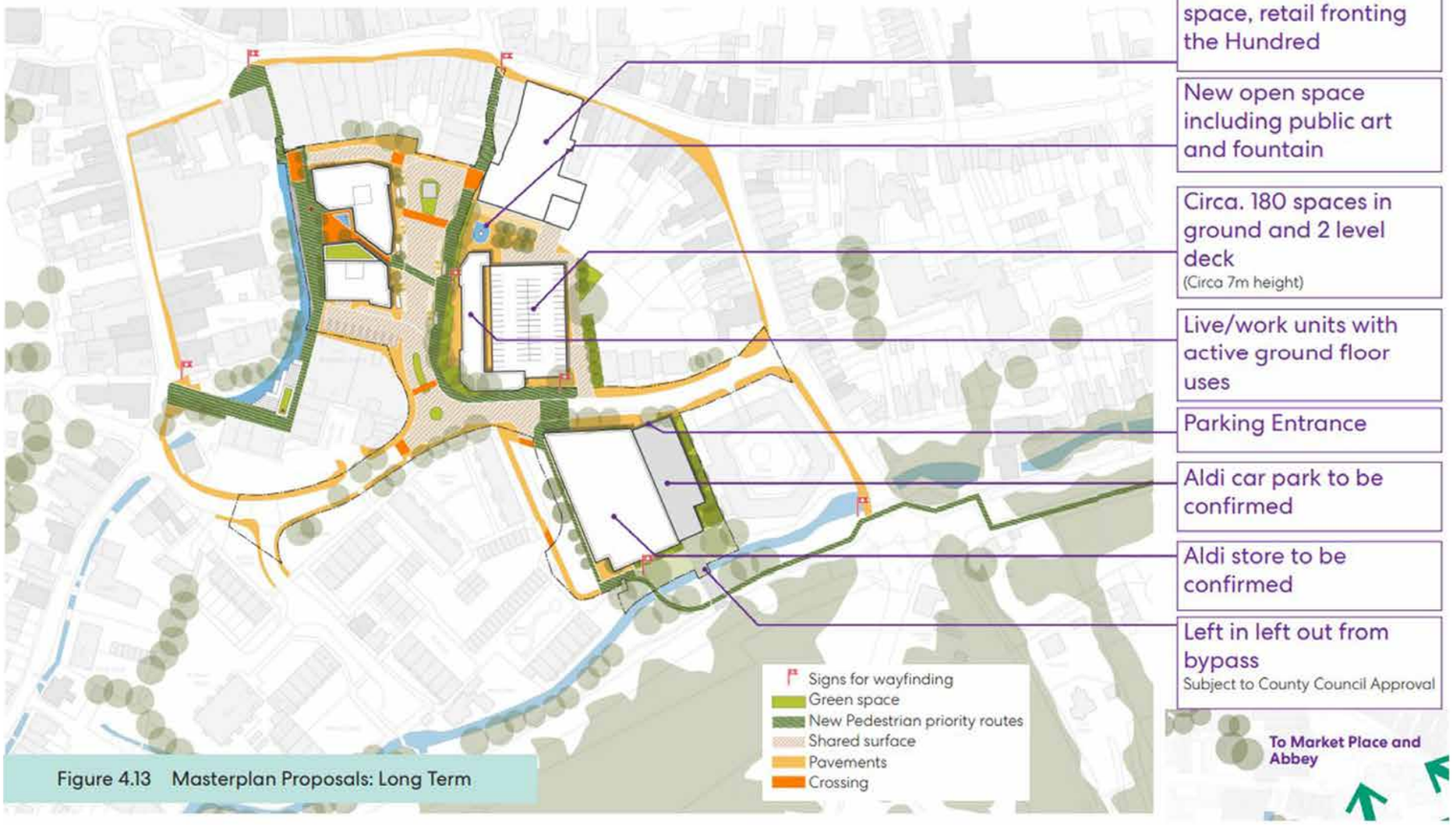
As part of the strategic vision, The Aldi car park is identified in the South of Romsey Town Centre Masterplan Report as being a site for redevelopment in the medium and long-term future.

The proposal is for a two-storey three-deck multi-storey car park, with a 4-storey band of apartments (flexible working units on ground floor) wrapped around the west and south sides to create active street frontage.

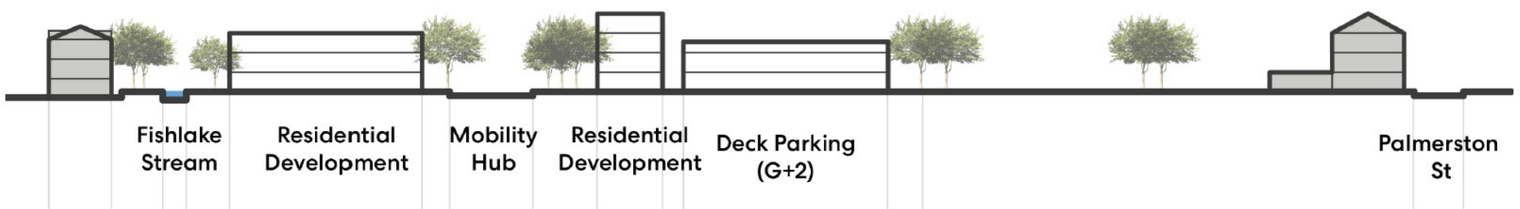
The concept and layout demonstrates the desire for additional 3-4 storey development within the curtilage of the town centre.

The plan (p.60) shows how this arrangement may sit within the Masterplan (below).

Proposed layout (p.54) (not to scale)



Proposed long term vision (p.50) (not to scale)



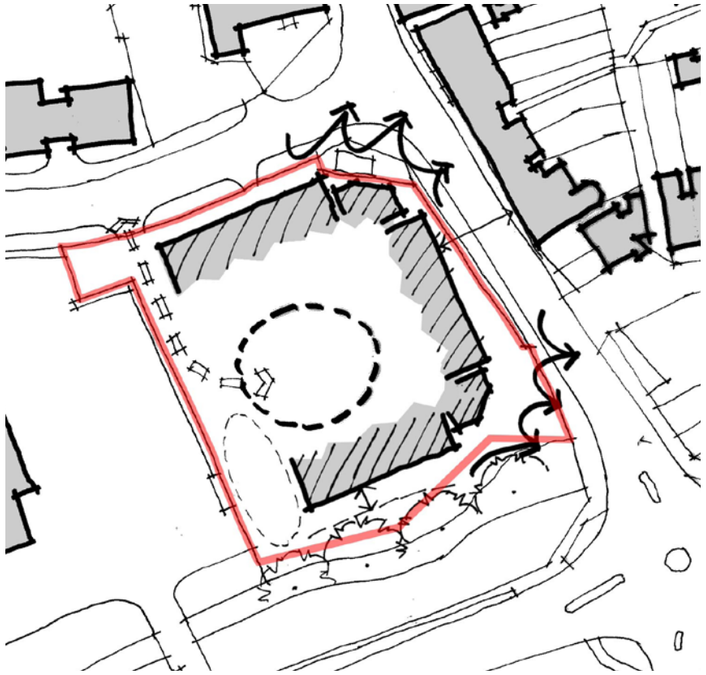
Indicative Section through site looking south, showing the temporary car park and apartments (p.55) (not to scale)

3.6 Pre-Application Scheme

A pre-application document was issued to Test Valley Borough Council in January 2023 by Planning Issues. The document contained a location plan of the site, photographic site analysis of the constraints and opportunities of the site, and indicative elevations to Palmerston Street, Broadwater Road and Bypass Road A27 illustrating proposed scale, massing and heights.

The proposed layout consists of but not limited to the following features -

- Vehicular and pedestrian access from existing servicing position at north-west corner of the site.
- Removal of the primary existing access to make better use of the site
- Building frontage to Broadwater Road set closer to allow better use of site and be more characteristic of streets in Romsey.
- Parking located to the south-west corner of the site, as frontage parking is uncharacteristic of the area.
- Centrally located amenity garden for the residents, accessed directly off the car park.
- A palette of red brick, painted brick and render, natural slate roof tiles and flush casement uPVC windows.
- Secure, monitored main entrance adjacent car park.
- Good separation distances to all boundaries.
- Proposals set back from mature trees to southern boundary to allow good daylighting and amenity.
- Layout respects existing roads.
- Scale of the proposals respects existing adjacent and listed properties.
- Ground Floor level set at +16.700 AOD for the avoidance of flooding from Tadburn Lake.



Concept Diagram

Pre-Application Site Plan

Indicative elevation to Palmerston Street

3.7 Pre-Application 3D Model Views

View of proposed massing model from corner of Palmerston Street and Broadwater Road

View of proposed massing model from Bypass Road A27 roundabout

View of proposed massing model from opposite side of Palmerston Street

3.8 Design Review Panel Comments

Planning Issues presented the proposals on behalf of Churchill Retirement Living on 7th March 2023 to a Design Review Panel arranged by Test Valley Borough Council.

The general feedback from this meeting was as follows; our design responses are in **bold** -

Design

- Had 'sympathy' for the design approach.
- The design could be either traditional or contemporary.

  The design is context-led, and references many design features and materials from the houses and cottages to Palmerston Street.
- 2.5- and 3-storeys in general was considered acceptable.

  The proposals are 2, 2.5 and 3-storeys in height.
- The creation of a 'street scene' to Palmerston Street was a 'laudable aim', though partially successful at this present time in the design life of the project.

  The street scene has continued to be developed and has been reduced in height. All elements within the elevations are of a 'domestic scale' nature.

Scale

- As the site is elevated, consideration should be made to reducing the Palmerston Street elevation to 2-storeys to avoid overbearing the properties on the opposite side of the road.

  The street scene facing Palmerston Street is now predominately 2-storeys.
- The scale of the Broadwater Road elevation facing the Veterinary Practice had a better relationship.

  We have continued this relationship through the design development.

  All elements within the elevations are of a 'domestic scale' nature.

Materials

- Would like the scheme to incorporate red brick, render and painted brick.

  The majority of the scheme is proposed as red brick and white painted brickwork.
- Insisted on high quality materials and 'quirky' detailing within the scheme.

  This will be agreed through condition as the design develops.
- Insisted on the removal of the portico door to the north-eastern corner of the site.

  The portico door to the north-eastern corner of the site has been omitted.

  The 'cupola' feature has now been omitted.
- Dormer windows, brick detailing, balconies should be considered in detail to ensure a high quality of finish.

  This will be agreed through condition as the design develops.
- Preference for timber windows over uPVC.

  uPVC windows are a more sustainable product than timber due to its ability to be recycled, and their energy efficiency.

  Slimmer profile products with a timber appearance are available.

Orientation

- The layout should be parallel to Palmerston Street, and the Design Review Panel suggested that several trees outside the Site and in Council ownership should be removed to allow this.

  The elevation to Palmerston Street is now parallel with Palmerston Street rather than at an angle.
- Approximately 20no. apartments were north-facing, potentially receiving no sunlight.

  Without north-facing apartments facing Broadwater Road, the development could not address Broadwater Road.

  Churchill Retirement Living have found their customers prefer a wide choice of flat types and orientations, and therefore we design in this choice.

  Please refer to our previous developments in Romsey - Mottisfont Lodge and Abbey Lodge.

  Abbey Lodge also has a north-facing elevation. This is to allow it to present itself to the street scene, as does this proposal to Broadwater Road.
- Dual aspect apartments were favoured; the central corridor was not.

  A flatted development that doesn't incorporate a central corridor will result in a scheme that fails to optimise the full potential of the site.

  Two recently completed schemes, Glebe Court (by McCarthy Stone) and Nightingale Lodge (by People Living+ and TVBC) both follow this plan type.

Entrance

- The main entrance should not be tucked to the side of the building, but be better expressed in the elevation.

  The main entrance to now centrally placed within the south-facing elevation within the courtyard, within full view of the residents car park.

Landscaping

- A detailed landscape solution should accompany the application.

  A feature landscape area is proposed to the centre of the internal courtyard. A landscape strategy accompanies this application.
- The case officer should open a dialogue with the County Council regarding the adjacent trees and their thinning out / removal.

  This is a matter for the case officer.

3.9 Test Valley Borough Council Comments

Planning Issues issued the proposals to Test Valley Borough Council on behalf of Churchill Retirement Living in March 2023. Comments were received in April 2023 from TVBC's Senior Planning Officer.

The general feedback from this meeting was as follows; our design responses are in **bold** -

Setting

- The site and Care Home is deemed very visible and public on all sides.

  We agree which is why believe in a contextually appropriate design response.

- The application site is within a historically sensitive location.
- The site falls within the setting of the Conservation Area, not in.
- The existing Care Home is of no architectural merit.

  We concur that the site is in a historically sensitive location, is within the setting of the CA, and that Edwina Mountbatten House has no architectural merit.

Masterplan

- The proposals should 'positively align' with the Romsey SOTC Masterplan, compliment its contemporary design approach as well as the sensitive setting of the conservation area.

  We believe that the proposals 'positively align' with the Masterplan by proposing a development that responds positively to a gateway to Romsey, enhances the adjacent Conservation Area and completes the street scene to Palmerston Street.

  We believe the proposals are a positive enhancement to the area.

Design

- The design fails to reference the scale, features or appearance of closer / adjacent buildings.

  The design is context-led, and references many design features and materials from the houses and cottages to Palmerston Street.

  The NPPF and the Planning Inspector's ruling from Appeal APP/B1740/W/20/3265937 states that a design deemed context-led design automatically qualifies as one of 'high-quality'.

  We understand that either a contemporary or context-led design could be successful. We have developed a context-led scheme which we believe is the most appropriate.

- The proposed building is clearly trying to look like a row of individual townhouses but is not successful; it is obviously all one building.

  We believe the design solution is successful in conveying the appearance of terraces and townhouses to the primary elevations.

- General style of the building is very repetitive, and it will be obvious it was built at the same time.

  We believe this point to be irrelevant as there are many single- phase large footprint buildings within the setting of the CA, including Edwina Mountbatten House.

- The general repetitive style of the building does not reflect the locality.

  We do not believe this to be correct; each elevation has it's own individuality depending on the buildings it is facing and referencing. The elevation to Broadwater Road is very different to Palmerston Street, and so on.

Scale

- No clear consideration of scale of existing buildings beyond that which is cited in the conservation area report.

  We did not feel it appropriate or necessary to undertake a town-wide assessment.

- The design has tried to 'break up the building by including different roof heights which is, in theory a positive thing to do.'

  Noted.

- The eaves line and windows are too regimented; the windows are all the same size.

  The windows are required to meet a minimum level of internal daylighting, but also not create an overheating issue within the apartment, therefore some level of regimentation is required to meet these technical requirements.

- Three storeys would be too tall for this location; it is likely to be out scale with Palmerston Street.

  The majority of the proposed elevation to Palmerston Road has been reduced to 2-storeys. Where the elevations are proposed as 3-storeys, these would be at a similar height to the Medical Practice opposite. 3-storeys development already exists to Palmerston Street.

Materials

- The design retains the cupola - this is not a positive addition.

  The design does not now retain the cupola.

Landscaping

- Trees to south of the development may have a notable shading effect to the flats to the south elevation; residents may seek to cut them back.

  The building line is similar to EMH. Residents will not be permitted to undertake works to the trees.

- The proposals for the sub-station may adversely affect the Hornbeam tree beyond to the north-eastern corner of the site.

  A tree survey accompanies the application, demonstrating that there will be no negative effect to the root zone of the Hornbeam.

- A tree survey will be required to accompany the application.

  As above point.

3.10 Public Consultation

"Design quality should be considered throughout the evolution and assessment of individual proposals. ..... Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot." National Planning Policy Framework Paragraph 128

A on-line public consultation was held between the 8th - 14th May 2023.

In total, 14 responses were received by the end of the consultation period. The project website received 715 views from 155 people from during the event.

Given the level of interaction with the project website, it is considered that the majority of local residents either liked the proposals, had no concerns over the proposals or were apathetic to the proposals having viewed the website.

Overall, the feedback showed that more than half of respondents were supportive of the principle of the development and half of all respondents felt that the significant benefits arising from purpose-built homes for older people to local health services and the NHS were either important or very important.

Additionally, residents raised comments regarding lack of parking and impact on the character of the local area of the proposed development.

These comments have been responded to as part of the submitted application with the final design evolving from the public engagement to the submission of the planning application as detailed above.

Screen shot from the virtual Public Consultation

3.11 Town Council Comments

The initial proposals were presented to Romsey Town Council on 7th March 2023 which set out our initial pre-application scheme and discussions with the Design Review Panel.

A productive discussion was held around the principles and approach to development.

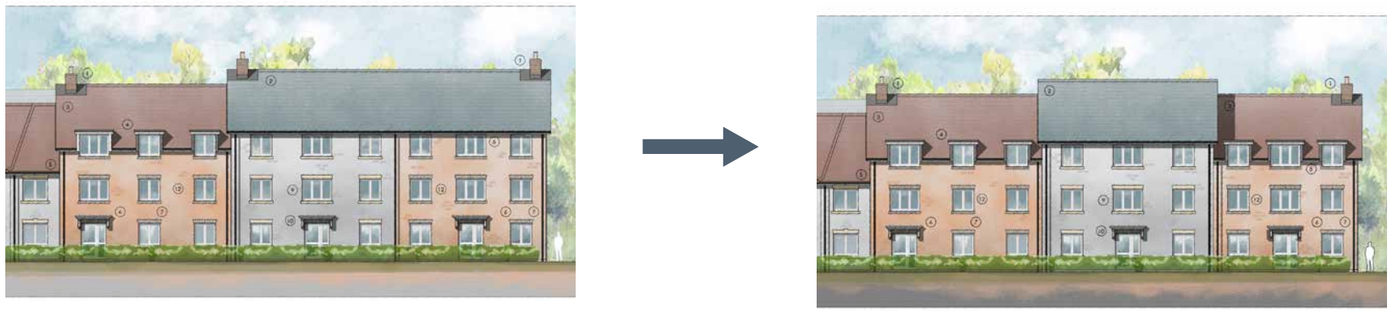
The amended proposals were fedback to a limited number of members of Romsey Town Council for their comments on 12th June 2023, following the public consultation.

The scheme was generally well received however the Town Council requested a few changes which have subsequently been incorporated into the design. These were -

1. Move the area of white painted brick work in the elevation facing Palmerston Street to the south.
2. Reduce the north-western most corner of the building to 2.5 storeys and make the elevation facing Broadwater Road more symmetrical.
3. Increase the parking to 16no. spaces, to a ratio comparable to our other recent retirement living developments in Romsey. This is now the same as Mottisfont Lodge on Alma Road.

These changes have all been integrated within the application scheme,

Changes to Palmerston Road



Changes to Broadwater Road

Changes to Parking numbers

"A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including the layout (or masterplan); the form and scale of buildings; their appearance; landscape; materials; and their detailing."

National Design Guide Paragraph 21

4 DESIGN DEVELOPMENT

4.1 Concept

"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context." National Design Guide Paragraph 16.

The existing Georgian and Victorian properties to Palmerston Street and The Hundred sit within burgage plots, originally formed when the street was still attached to the medieval core of Romsey.

Palmerston Street is a long run of terraced properties, cottages and townhouses, that is broken up by some small variation in roof ridge height and changes in material between red brick and white render

The proposals recognise this predominant character and seek to design the elevations facing Palmerston Street, Broadwater Road and Bypass Road along similar lines by breaking the massing up into smaller elements reflective of the area.

The proposals also seek to tighten up and extend the street scene, create more positive corners to the south-east and north-east of the site.

Parking is located discreetly to the rear of the site, adjacent to the existing and expansive Crosfield Hall car park.

The proposals are surrounded by visually striking landscaping to enhance the quality of the proposals.

Proposed Site Plan

4.2 Layout

"Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context."

National Design Guide Paragraph 65

As part of the exploration for the most suitable urban solution for the site, several studies were undertaken to choose the most appropriate footprint for the site, and the most appropriate location for car parking.

The studies seek to balance optimising the capacity of the site without over-development, the provision of parking in a discreet and sensible location, and create an urban form with appropriate landscaping in line with the Conservation Area.

Both a linear block and an 'L' shaped block demonstrated under-development, whilst a T-shaped block did not continue the urban form of the burgage plots to Broadwater Road. Naturally, a C-shaped block was the most appropriate footprint.

Parking off Broadwater Road creates a poor urban solution and parking off Palmerston Street is logistically impossible, so naturally locating parking to the western side of the site was both discreet and convenient, making it the optimum solution.

BUILDING DISPOSITION

Existing development

Linear block

results in inefficient land use

'L' Shape block

results in inefficient land use

'T' Shape block

scheme fails to address Broadwater Rd.

'C' Shape block

addresses townscape; creates identity

PARKING LOCATION

Existing parking

Off Broadwater Road

frontage parking not characteristic

Off Palmerston Street

levels do not allow access at this point

Internally located parking

hides parking from road, but reduces amenity area

Parking re-arranged to create more internal amenity. Parking located next to an existing body of parking.

4.3 Scale & Massing

As part of the exploration of the most suitable way to articulate the building and create a suitable, interesting and recognisable architectural language for the proposals, based on existing precedents and urban forms.

As noted in section 4.1, Palmerston Street, Broadwater Road , The Hundred and Bypass Road are broken up into a series of tightly-knit 2- and 3-storey terraces, cottages and townhouses, varying in modesty and grandness.

The proposals seek to continue this tightly-knit arrangement of 2-and 3-storey terraces and townhouses, varying in height and stature in the street scape.

The scale is domestic, defined by person-height doors and windows, single-window openings to all rooms, eaves, chimneys, a pitched roof, and general features that are to be found on residential properties in the surrounding area.

ARTICULATION

Large detached properties with gaps/breaks of various widths

Highlight feature components

Primary breaks / recesses introduced into mass to spilt into several smaller components.

Secondary articulation added through the projections/gable features etc. to further break components into comparable & domestic scale appropriate to the area.

Secondary articulation added through the projections/gable features etc. to further break components into comparable & domestic scale appropriate to the area.

Gentle Density Diagram - excerpt from page 99 of Living with Beauty

4.4 Design Development to Palmerston Street

The concept for Palmerston Street is that of a series of cottages and townhouses, similar to that of the opposite side of Palmerston Road, and The Hundred.

The initial idea was that the elevation appears as a short row of lower 'cottages' bookend by two sets of larger 'townhouses'. The gable ends would be open and expressed facing the north-east and south eastern corners of the site.

Materials would be expressive of the area; primarily red brick with sections of painted brick and render, with a roof finish of natural slate and clay tiles.

An evaluation of the proposals concluded that the corners were too weak in the street scene. A cranked corner to the north-east was introduced to be expressive of the urban corners where Palmerston Street meets The Hundred, and a gabled corner introduced to the south-east corner to address the roundabout.

Both gables were subsequently widened to greater address the site corners.

The frontage was subsequently splayed so that it was parallel to Palmerston Street, and the height and mass dropped so that the majority of it reads as two-storeys facing the terraced cottages opposite.

Evolution of the elevation to Palmerston Street through the Pre-Application design

4.5 Design Development to Broadwater Road

The concept for Broadwater Road is that of a street scene of townhouses that rise along the elevation.

The initial idea was that of an elevation starting with a ‘cottage’, rising in height towards facing east. The gable end facing the street corner would be open and expressed in slate.

Materials would be expressive of the area; primarily red brick with sections of painted brick and render, with a roof finish of natural stale and clay tiles.

An evaluation of the proposals concluded that although the idea was sound in principle, a raised 3-storey gable to the corner of Palmerston Street and Broadwater Road would be too dominant in the street scene, and over its neighbours.

The hierarchy was subsequently reversed so that the larger run of townhouses would be better addressing the Medical Practice, as it would be of a similar size and scale.

Evolution of the elevation to Palmerston Street through the Pre-Application design

4.6 Design Development to Bypass Road

The concept for Bypass Road is that of a run of tall cottages reminiscent of the section of Palmerston Road that branches around to the east.

The initial idea was that of a centralized quoined gable flanked by two similar-sized subservient wings.

Materials would be expressive of the area; primarily red brick with sections of painted brick and render, with a roof finish of natural stale and clay tiles.

An evaluation of the proposals concluded that although the idea was sound in principle, the existing trees would obscure the gable from the road, lessening it's impact.

The gable was subsequently relocated to the corner to address the roundabout and heighten it's role in the composition. The rest of the elevation was simplified as a result.

Evolution of the elevation to Palmerston Street through the Pre-Application design

4.7 Appearance and Materials

The proposals seek to integrate themselves into the pattern of urban form with similar materials and features. On this basis the buildings surrounding the proposals have informed many of the choices of materials.

The majority of the proposals are red and red/orange brick, with off-white render to break up the façades. Heads and cills will match the brick. The feature corner to the corner of Palmerston Road and Broadwater Road will feature cast stone heads and cills, as will the 3-storey element facing Bypass Road.

The roof is generally pitched at 40-degrees to Palmerston Street and Broadwater Road, and 35-degrees to the rest of the development, with clay-effect and slate-effect roof tiles.

Windows will be flush white uPVC casement.

Rainwater goods will consist of white uPVC eaves and black gutters and downpipes.

Balconies generally will be grey painted metal, with grey painted metal guardings to the Juliet and walkout balconies.

Material choices are in line with previous CRL developments in Romsey, and follow the rationale set out for Areas 3 and 4 in the Romsey Conservation Area Appraisal.

1 Dormer Windows - Stormking lead-effect GRP dormers with white uPVC windows inset.
2 Brick - Red Multi brick
3 Entrance Canopy - Bespoke cast stone portico
4. Rainwater Goods - Black uPVC
5. Fascias and Soffits - White uPVC
6. Windows - uPVC Windows, colour White / cast stone window heads, colour Portland


1.


2.


3.


4.


5.


6.

4.8 Landscape and External Amenity

Typically the landscaped and amenity areas are for passive exercise and the visual enjoyment of the residents, rather than active recreational uses.

The boundary fronting any road or highway is typically bordered by black railings with planting behind (image 1).

Typically, the main amenity space contains a centrally located patio area, with outdoor seating for residents (images 2 & 4).

Areas of lawn are interspersed between the planting, patios, car park, main entrance and paths, providing usable amenity spaces (images 3 & 6).

Central courtyard concept

1. Railings - 10mm dia. black polyester powder coated hoop-topped metal railings
2 Patio
3 Border
4. Pergola
5. Planting edge border
6. Apartment patios and paths

1.

2.

3.

4.

5.

6.

“Well-designed places and buildings are visually attractive and aim to delight their occupants and passers-by. They cater for a diverse range of residents and other users. All design approaches and architectural styles are visually attractive when designed well.”

National Design Guide Paragraph 54

5.1 Proposed Site Plan

One bed apartment

Two bed apartment

Owners Lounge

Internal circulation

Communal lift

Fire fighting stair within 18m of highway/furtherest point of building within 45m of dry riser outlet

External refuse store

Undercroft buggy store

External amenity space

0 5 10 15 20
scale bar - metres

5.2 Proposed Contextual Elevations

Proposed Palmerston Street Contextual Elevation

Proposed Broadwater Road Contextual Elevation

5.3 Proposed Contextual Elevations

Proposed A27 Bypass Road Contextual Elevation

Proposed Crosfield Hall facing Contextual Elevation

5.4 Access and Movement

"In well-designed places, people should not need to rely on the car for everyday journeys including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment." National Design Guide Paragraph 83

Site Access

Principal pedestrian access is gained from Broadwater Road.

The main entrance to the building is clearly marked by a distinctive traditional portico.

The vehicular access and car parking layout proposed will accommodate the day to day vehicular needs of the occupants. The sustainable location will encourage a reduction in vehicle ownership.

A mobility scooter store with charging points is proposed.

The visibility splays and access position have been reviewed and a refuse vehicle can safely execute a three-point turn within the car park.

Building Access

The proposal is accessible and easy to move around.

The building has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors and will fully meet the requirements of Part M of the current Building Regulations. Communal access includes:

- Step-free access to the apartments, communal spaces and parking areas.
- Step-free access to communal WC on ground floor.
- Step-free access to external outdoor space from the entrance storey.
- Lift access to all floors - 8 person with a minimum 800mm wide door opening and a lift car that is 1100mm wide by 1400mm long, thus providing suitable space for most access needs.
- All communal corridors are a minimum of 1.48m wide to make them easily traversable by a wheelchair user.

Proposed Site Plan

5.5 Proposed Landscaping Plan

"Well-designed developments include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level." National Design Guide Paragraph 98

Planting Philosophy

On the road frontage of the north and western boundaries large formal compact canopy trees such as Acer campestre 'Streetwise' and Pyrus communis 'Chanticleer', are under planted with an evergreen hedge, creating a defensible boundary for the site. This also softens the visual impact of the vehicles when parked on site.

On the frontage to all elevations of the building a succession of planting beds break up the open space including formal topiary specimens and semi evergreen specimen shrubs to give an established and strong year round evergreen presence. Use of ornamental clipped hedging and topiary specimens will offer instant impact and cohesive structure to the planting beds. Large specimen shrubs chosen for their tone and texture will give an established appearance upon implementation. Flowering shrubs including fragrant perpetual flowering roses, grasses and topiary planting provides a visual aid toward the access points to the building. Geometrical and organic shaped planting beds filled with topiary, semi evergreen and herbaceous plants with seasonal interest to provide an attractive garden experience.

Smaller ornamental trees provide focal points at a small domestic scale whilst boundary tree planting provides screening and enclosure for the residents to screen views of buildings in the built up urban surroundings. This will include a variety of tree species to create a mix of seasonal interest and lessen the impact of the existing boundary walls. Pleached and espalier trees will be proposed to reduce the size of the canopy over shading the owners lounge patio area while providing visual impact and screening to the boundary wall behind.

To enhance areas under the existing trees, native bulbs and herbaceous planting will provide seasonal interest to the site and will include bee friendly flowering species. Climbers including clematis and honeysuckle will be proposed on boundary treatments.

Proposed Landscaping Plan

5.6 Proposed Architectural Detailing

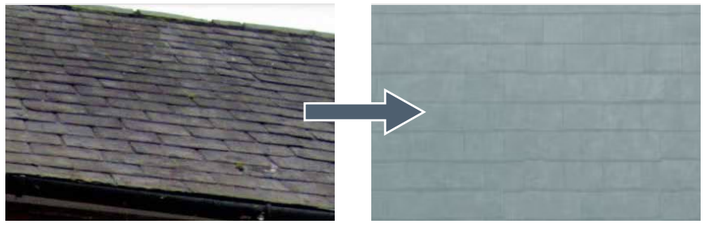
Proposed Detailing

The proposed details and detailing have been taken their inspiration from details and features found in the adjacent Conservation Area, On this basis the detailing is consistent with the setting of the Romsey Conservation Area, notably Area 4 (The Hundred and Palmerston Street) in the Romsey Conservation Area appraisal (refer to 3,2)

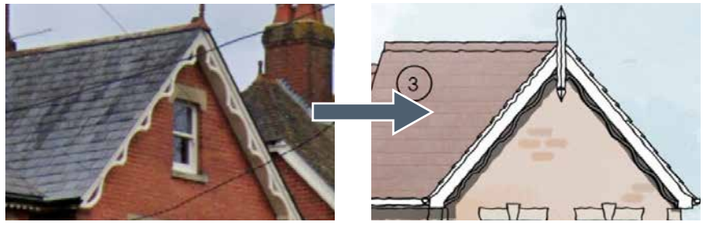
From a recent appeal case [APP/B1740/W/20/3265937] for a proposed Retirement Living development in Fleet, it was noted in the appeal decision that if a proposal can demonstrate that it is "context led" then it automatically qualifies that it is a "high quality design".

The detailing shown opposite demonstrate this, and that the scheme is a whole is the most suitable solution for the site.

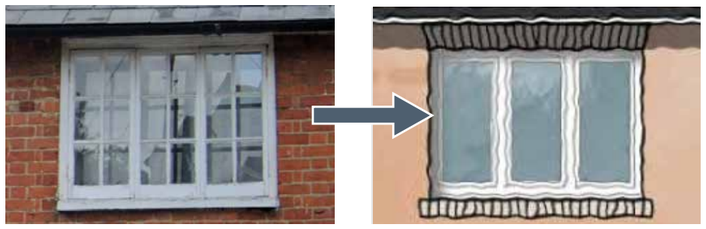
White uPVC flush casement windows



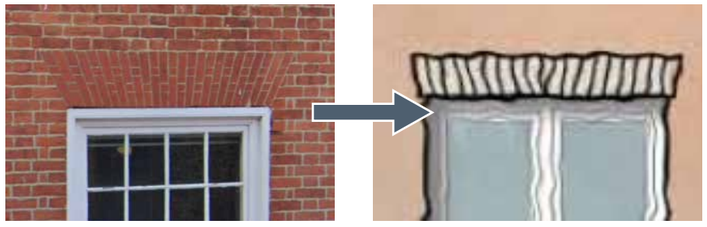
Roof materials



Gable detailing

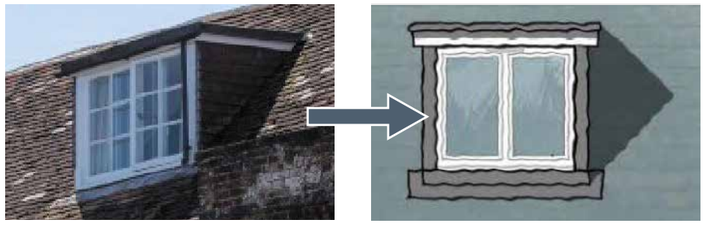


Wide 3-panel windows

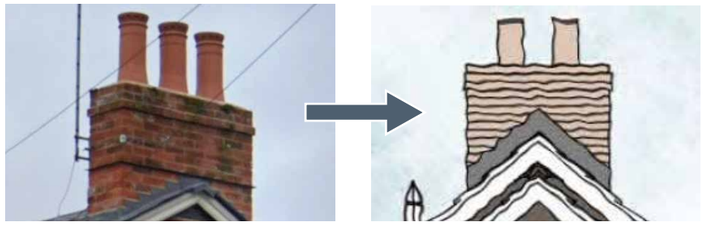


Splayed brick heads

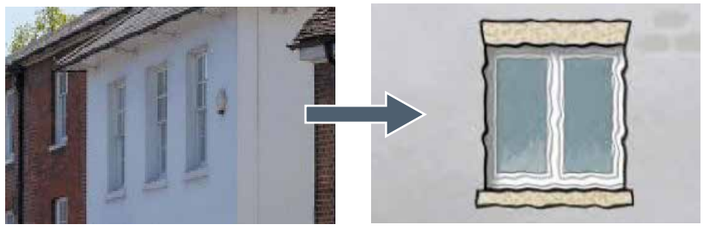
Over door canopies



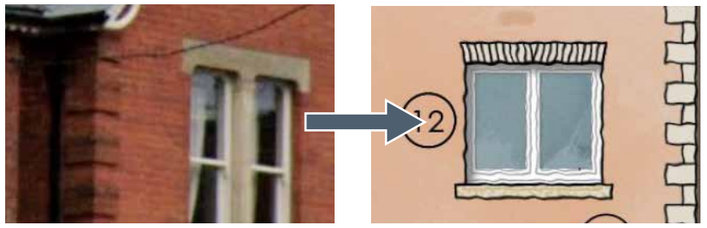
Dormer windows



Chimneys



Brick treatment and stone cills

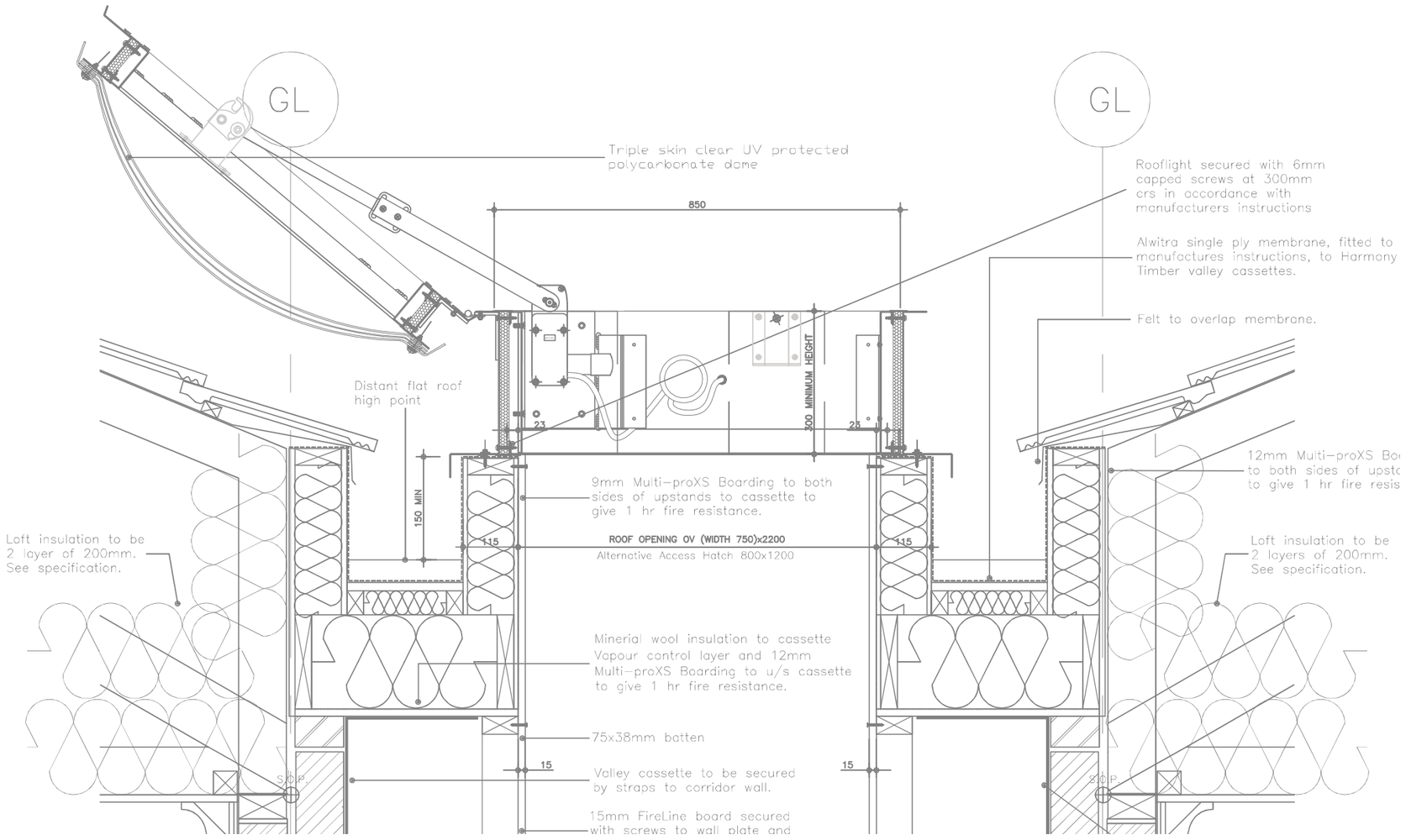


Brick quoins

Metal perimeter railings

“Design is not just what it looks and feels like. Design is how it works”

Steve Jobs



6.1 Typical Apartments

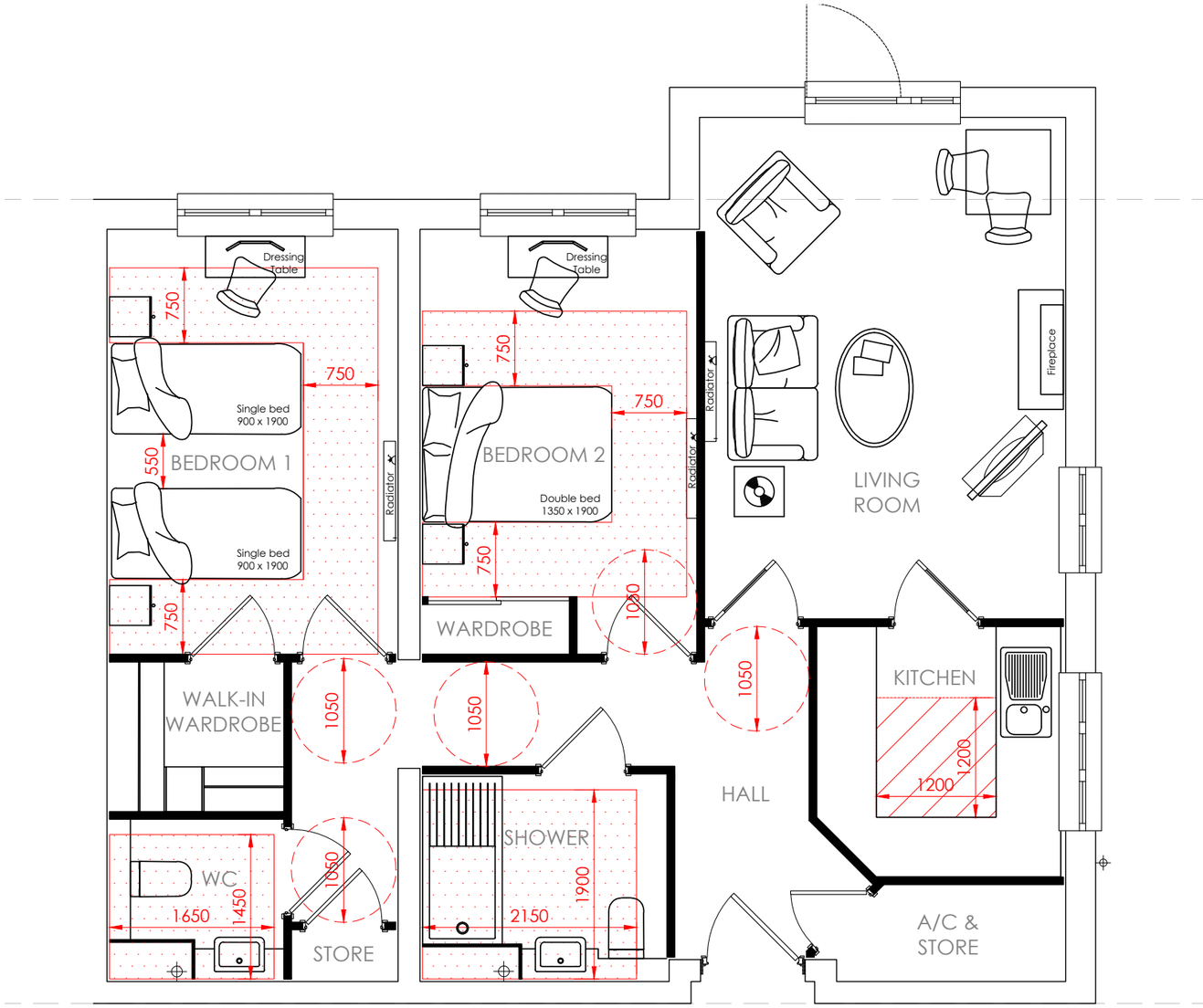
"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them." National Design Guide Paragraph 120

The retirement living accommodation the subject of this planning application meets the requirements of 'Accessible and adaptable dwellings'[1]. This provides features that accommodate a wide range of people, including older and disabled people. The internal apartment layouts have been designed to meet residents' specific needs. CRL's internal design team continually receives feedback from residents and managers at other CRL developments; thus allowing for periodic review as required. The use of tried and tested standardised apartment designs ensures the needs of owners are met.

The apartment designs include:

- Entrance door is at least 850mm clear width
- Entrance Hallway with sufficient turning space
- All hallways are a minimum of 900mm wide and any localised obstruction, such as a radiator, is located where possible to not occur opposite a doorway or at a change of direction
- All internal doors to habitable rooms have a minimum clear opening of 775mm
- The master bedroom allows 750mm around the bed
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated
- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors
- Storage space that is easily accessible
- All habitable spaces have been designed to have good size windows ensuring a good amount of natural light
- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access
- Waist height oven within the kitchen
- Slip resistant flooring in kitchen and bathroom
- Energy efficient, low carbon, economical heating

1 Building Regulations Part M(4)



75.0 m2

Typical apartment

6.2 Servicing and Refuse

"Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future." National Design Guide Paragraph 134

Access for refuse trucks will be from Broadwater Road. Trucks will collect the bins from the kerbside.

The Local Plan sets out a requirement for the provision of waste and recycling capacity per dwelling. The same ratio applies for all residential types and sizes, from large, multiple bedroom house for families to a small studio flat for an elderly person.

It is worth noting that in Churchill Retirement schemes and in retirement housing schemes in general the occupancy rates are typically 50% lower than open market housing (i.e. a one bed will generally be occupied by 1 person compared with up to 2 in open market and a two bed will only ever be occupied by a maximum of 2 people compared to 4 in open market housing).

Churchill Retirement have developed a detailed understanding of the typical waste requirements attributed to their schemes based on research carried out from operational Churchill lodges across country. The below table below shows waste output and collection details for a number of our lodges of a similar size:

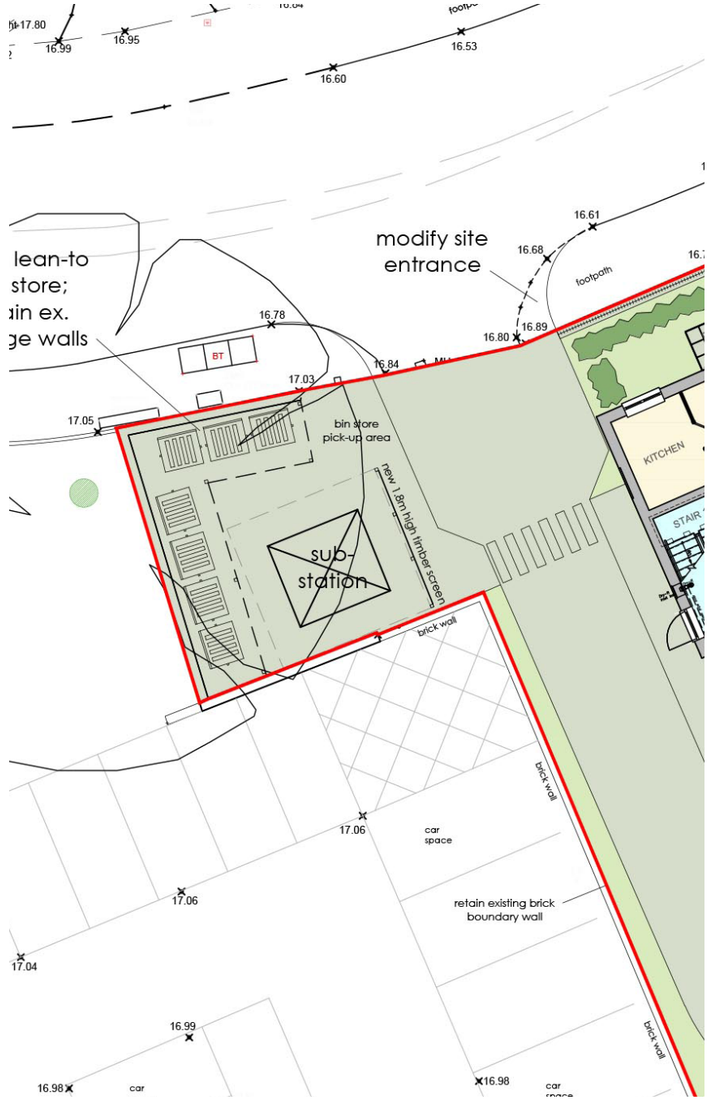
	Middlemarch	Andover	Bournemouth	Beaufort
No. of apartments	42	70	54	46
No. of bins (waste & recycling)	3 + 0 3300L total	6 + 6 7920L total	6 + 6 7920L total	2 + 2 4400L total
Collection frequency	Weekly	Alternative weeks	Weekly, but max 5 + 5 collected	Alternative weeks

Due to the nature of Churchill schemes and its target demographic, the guidance given is far in excess of our typical requirements and this capacity would not be used. The majority of flats are single occupancy and the owners are daily basket shoppers with a low carbon footprint who generate small amounts of waste. Past negotiations with other Local Authorities have found a reduction on guidance figures to be acceptable upon investigation of other C3 retirement schemes in their districts. Based on our experience and BS5906 we apply a ratio of:

- Total waste generation rate of 100 litres per week for one bed apartments – 31 x 100L = 3,100L
- Total waste generation rate of 170 litres per week for two bed apartments – 16 x 170L = 2,720L
- The total capacity required would be 5,820L and therefore provision of 6 x 1100L bins would be sufficient (6,600L capacity).

The proposed building, in common with all Churchill Retirement Living developments, will have a communal refuse store. This is located externally, close to the access driveway. Within the refuse store small bags of household waste and recycling material from each individual flat can be decanted into larger shared wheeled bins, clearly designated for specific storage.

The Lodge Manager is responsible for the security of the store. The Lodge Manager will be responsible for monitoring the refuse and for arranging moving the bins to the back edge of the pavement on relevant collection days and for arranging moving them back inside shortly after emptying, minimizing the length of time that bins will be left outside.



6.3 Safety and Security

"Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability."

National Design Guide Paragraph 124

Safety and Security is paramount for the occupant demographic. People are usually living alone and are often vulnerable. The presence of a Lodge Manager provides reassurance and support as well as monitoring visitors and residents.

Development Security

Developments are secured at the boundary with the use of fencing and railings as well as defensible landscaping making clear the public realm beyond and private space that is part of the apartments.

Adequate external security lighting will be provided to illuminate the external doors, car park, driveway and paths and will be controlled by time switches or photo electric cells as appropriate.

Windows from apartments are located on all sides of the proposed development and these will provide passive surveillance from the occupants, many of whom are home for the majority of the day.

The access into the lodge is kept to a single point where possible and this is usually from the car park. The access door is adjacent to the Lodge Manager's office and the reception allowing passive monitoring of the entrance.

Apartment Security

All apartments will have a Careline support system. This is connected to 24-hour support so, in the event of an emergency, residents have direct contact with either the Lodge Manager or a member of a call-centre team 24 hours a day, 365 days a year.

The system provides video door entry with a standard TV, allowing owners to view any visitors on the apartment TV before choosing to let them into the main entrance. An intruder alarm is fitted protecting the front door of the apartments, while ground floor apartments have additional sensors fitted, giving that extra level of security and peace of mind.

Doors and Windows

All windows and doors will comply with Part Q and the Disability Discrimination Act requirements.

The main doors are power assisted sliding opening. Access will normally be from a keypad, or opened from within the building.

All ground floor apartments, and any others that might be easily accessible by external means will be fitted with PIR sensors connected to a master intruder alarm panel. Patio and French doors are provided with an external handle, but, to prevent residents from using these as main doors to the apartments, no external means of locking is provided.

Flat entrance doors will be of a solid construction to an enhanced security standard and comply with a 30-minute fire rating. Doors will have intruder alarm contacts, and can be fitted with a security device for visual checking prior to opening.

Windows are uPVC casement as they are lighter in weight than a timber product and therefore more user-friendly for the residents

Safety

In addition to the 24 hour careline system, and the Lodge Manager's presence, fire and smoke detectors are fitted in communal areas and within all apartments for residents safety.

6.4 Sustainability

"A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution." National Design Guide Paragraph 136

In terms of planning, addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. It recognises that planning plays a key role in minimising vulnerability, providing resilience and managing the risks associated with climate change.

An effective approach to reducing greenhouse gas emissions from new development is the use of efficient designs and insulation products to achieve high levels of thermal efficiency – the 'fabric first' approach. New homes and buildings that benefit from the latest heating systems, very high levels of thermal insulation of walls, floors, ceilings, windows and doors can achieve a substantial reduction of CO2 emissions.

The focus of the design will limit the energy consumption and CO2 emissions through optimising the building performance together with energy efficiency measures following the steps of the energy hierarchy, as set out below. It will meet the requirements of Part L1A and 2A of UK Building Regulations by:

- Using less energy / demand reduction;
- Supplying energy efficiently; and,
- Using renewable energy.

The scheme has been designed to exceed Building Regulation Part L 2022 requirements with respect to the thermal properties of building fabric. The efficiency of the building fabric is the second consideration in the Energy Hierarchy. Materials will be specified to target an A or A+ rating under the Green Guide to Specification, where possible.

The building itself has appropriately sized windows to provide good daylight and natural ventilation whilst minimising overheating from excessive glazing.

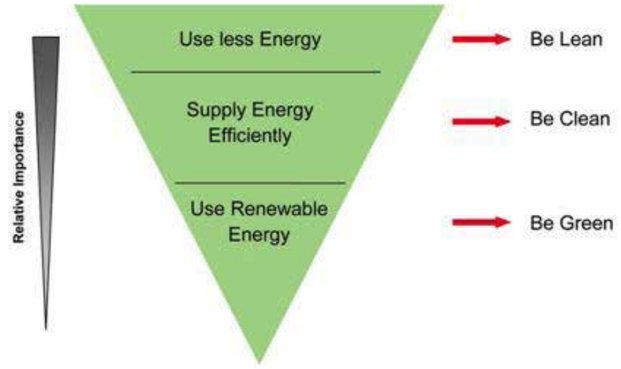
Finally appropriate building services design, efficiencies and controls and the incorporation of renewable and low carbon technologies are proposed. These include:

- Solar photovoltaic systems (PV's) will be installed on the roof. Electricity produced by solar cells is clean and silent and solar energy is the most appropriate locally available renewable resource
- Energy efficient appliances, fixtures and fittings will be installed to reduce the life cycle energy impact of the building
- Thermostatic heating controls
- All areas of the building internally and externally will be lit using low energy lighting and where appropriate will utilise appropriate daylight and movement sensor controls, reducing energy consumption and light pollution.
- Efficient electric heaters

Other sustainable characteristics proposed are:

- All apartments are fitted with water flow restrictors, aerated taps and dual flush WCs to reduce potable water usage. Typically water efficiency standards are in excess of 22% less water than average UK households
- On-site communal recycling facilities are provided
- Sustainable means of travel are promoted, including a mobility scooter store with electric charging points, cycle store & reduced level of car parking provision compared with open market housing
- 'Home Shopping' scheme, which allows residents to order their food shopping collectively and have it delivered, reduces the carbon footprint of the residents by combining deliveries and cutting down on individual shopping trips
- The majority of construction waste is recycled.

Churchill Retirement Living uses Sustainable Drainage Systems if viable following necessary ground investigations at site clearance and demolition. Paths and other hard standings will be constructed in permeable materials and specification as shown on the landscape strategy. Water butts are routinely installed to collect rainwater for gardening use.



1.

2.

3.

1 Energy hierarchy
2 Electric mobility scooter store
3 Photovoltaic panel array

6.5 Biodiversity

The existing site contributes very little to the biodiversity of the area, due to the site being dominated by buildings and hard standing parking.

Existing trees will be retained as shown on the arboricultural and landscape plans.

The proposed scheme incorporates a number of green / planted areas, which will enhance the biodiversity in the locality and promote habitats:

- Landscaped approach to the main entrance
- Soft landscaping to the curtilage of the site at ground floor
- The central communal courtyard will provide a range of plant life in the proposed soft landscaping
- Bat roosts/bird boxes/Swift boxes are routinely provided
- Planting to encourage pollinators
- Berry rich planting for birds
- Native plant species where possible
- Residents often set up gardening and wildlife clubs.

The proposed scheme will enrich biodiversity by implementing a new green space in the local town centre and result in a net biodiversity gain.

More details are provided within the supporting Ecological Appraisal included with the application.

1.

2.

3.

4.

1 Swift bricks routinely used
2 Bat boxes
3 Biodiverse landscaping
4. Pollinators

6.6 Materials, Resources and Lifespan

"Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050." National Design Guide Paragraph 135

Well Managed and Maintained

Unlike the case with mainstream house builders, Churchill Retirement Living maintains an interest in the long term success of projects through its sister company, Churchill Estates Management (CEM). Ensuring developments are fit for purpose and built for longevity is therefore in the applicant's interest. Both buildings and landscape are designed from the outset to minimise future maintenance requirements and continue to look good and work well in the long term. As and when maintenance is required this is promptly carried out by the management company.

Materials

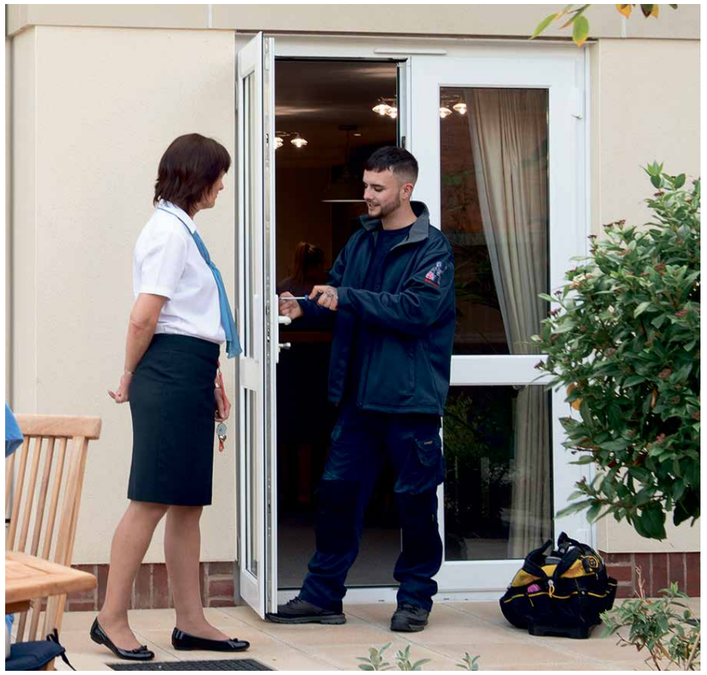
Materials are selected for their value and appropriateness. By value we mean a balance between their longevity, periods of maintenance, initial cost and aesthetic qualities. Typically construction is traditional load bearing cavity wall with concrete slabs which have proven to be tried and tested robust forms of construction. Bricks are usually selected to be appropriate for the local area. Painted brick is sometimes proposed where appropriate. Windows are typically uPVC because of their low maintenance and high Green Guide rating, and better recyclability over timber products

At the end of their life most developments materials will be able to be reused or recycled.

A Sense of Ownership

Developments are owner-occupied. Owners contribute towards an annual service charge which ensures communal areas, the building fabric and the landscape are all well maintained. By contributing to the communal upkeep both apartment owners and the freeholder have an interest in maintaining the development to as a high a standard as possible.

1



2

3

4

1 Robust materials
2 Well managed and maintained
3 Owners' Lounge
4 Communal Amenity Space

6.7 Landscape and External Amenity

"Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy." National Design Guide Paragraph 129

Homes for Retirement Living developments are located within or very close to town and local centres, where due to the size of the site it is not always possible to provide extensive external amenity space. Constraint amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Homes for Retirement Living housing. The extent of amenity space provision on site derives from the need to provide adequate and attractive external space for residents but also to provide a building with an appropriate townscape response.

There is no specific government guidance as to the appropriate level of amenity space to be provided within a Homes for Retirement Living development. Notwithstanding this, Local Planning Authority design policies should be aimed at promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes, rather than applying strict space area standards.

Access to amenity space is a matter to consider when assessing the overall design quality of a proposed development. Churchill Retirement Living is well experienced in providing for the recreational needs of the elderly owners within its developments. The company employs a qualified Landscape Architect to design every development and prides itself on the quality of its landscaped treatment.

The most important amenity space for the older owners is not in fact found to be outside the building but is the Owners' Lounge. In developments where there are large garden areas, the residents tend to use the area immediately outside their patio door if they live on the ground floor or outside the Owners' Lounge. Even on hot summer days, when people might be expected to sit out enjoying the sun, one finds the occupants rarely taking advantage of an extended communal garden. Active use of external amenity space tends to be relatively limited and mainly involves sitting out for those few owners who occasionally choose to do so.

The proposed design includes sufficient space around the building for residents to sit outside at ground floor level. Should owners seek other space for sitting out, they are likely to make use of the patio areas adjacent to the Owners' Lounge, and this is the location which the residents of upper floors are most likely to utilise. There is, of course, nothing to prevent owners of upper floors making use of any area of amenity space, all areas of garden being in communal control.

As owners of Homes for Retirement Living tend to spend relatively more time in their homes than traditional houses, it is appropriate that wherever possible, lively and interesting views should be available from the principal habitable rooms. Owners prefer an apartment to enjoy an interesting view rather than to set aside large open areas for active recreation and it is those apartments with views that often sell first. The most favoured apartments are often those on the busiest road frontages or those facing the main entrance and car parking area serving the development. It is the experience of CRL that, to a great extent, this is the way that amenity space in Homes for Retirement Living developments is utilised – that is, in a passive manner, with the landscaped area providing some degree of privacy but at the same time allowing substantial opportunity to view daily life in the surrounding area. It is therefore of primary importance when designing schemes that amenity space provides residents with attractive views. The quality of amenity space provided is an important factor for residents when considering whether to purchase an apartment.

Neither the quantity nor quality of amenity space provided is a matter which residents who have purchased a CRL apartment have concerns about. There is no evidence that prospective purchasers are dissuaded from buying an apartment for this reason, and when residents are asked if there is a need for more amenity space, the most common response is no.

6.8 Sunlight and Daylight

The BRE guide *'Site Layout Planning for Daylight and Sunlight: a good practice guide'* by P J Littlefair 2011 recommends that where possible each dwelling should have at least one main living room window that faces within 90 degrees of due south. However the guide acknowledges that this is not always possible when it comes to flats. Whilst the aim is usually to maximise the number of south facing living rooms within domestic dwellings, the BRE guide does not give mandatory sunlight requirements for flats. The guide states that for larger developments, especially those with site constraints, it may not be possible to have every living room facing within 90 degrees of due south.

The BRE guidance BR209 states at paragraph 3.1.7 *"The aim should be to minimise the number of dwellings whose living rooms face solely north.... unless there is some compensating factor such as an appealing view."*

The commercial viability and appropriate density of a site depends on a typical design using double loaded corridors. This leads inevitably to the inclusion within developments of some single aspect apartments, although apartments are always designed to be dual aspect where possible, for example at corners. Ideally single aspect apartments are orientated east or west, but inevitably some north facing flats may be required, although these are minimised.

North facing single aspect apartments are found in almost all retirement living flatted developments and these flats consistently sell well. In fact, the choice of aspect is something potential purchaser's value. It would not be viable for developers to build these apartments if they did not consistently sell well.

North facing rooms are the optimum for design and art studios as they provide a consistent and even light with a constant cool value favoured by artists. Tone and warmth is more consistent than with direct sunlight and this is favoured by some residents.

All flats with north facing single aspect have access to the shared communal lounge and garden. They therefore have the choice to sit in sunlight only a very short distance from their apartment. This is a significant difference to standard open market flats or apartments where no communal space is provided.

In summary the number of single aspect flats facing with their main living space window greater than 90 degrees from south has been minimised, but even where these are required they prove popular to prospective residents.

"Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion."

National Design Guide Paragraph 1

7 SUMMARY

7.1 National Design Guide and BfaHL Summary

The proposal has been assessed against both local and national planning policy, the National Design Guide (Appendix A) and Building for a Healthy Life (Appendix B).

In summary, using the characteristics identified in the National Design Guide, the project meets the characteristics in the following ways -

Context

The location is at the corner of Broadwater Road and Palmerston Street, the latter being a major thoroughfare into Romsey.

The immediate urban area is dense and comprised of mostly burgage plots. The neighbouring buildings are predominantly brick and render and are 2- to 3- storeys tall.

Identity and Built form

The proposed building is of traditional design and is a key corner of the proposed SoRTC masterplan. Its design will use elements of neighbouring proposed buildings characteristics including similar materials and adopt a sympathetic grain and height.

The proposed built form is consistent with the footprint of historic development within this part of Romsey, and consistent with those proposed on the SORTC masterplan.

The design proposal presents an appropriate response to context and provides a building of suitable scale to respect the character of the area.

In terms of footprint, height, distances from boundaries and nearby buildings as well as the positioning of primary windows, this proposal will not have an unacceptable impact on the neighbouring properties or the amenity of their occupants, and will not compromise future development.

The proposal makes more efficient use of the land than the existing Edwina Mountbatten House.

A recent appeal case [APP/B1740/W/20/3265937, paragraph 33] identifies that planning decisions "should promote an effective use of land in meeting the need for homes; and that where there is an existing shortage of land for meeting identified housing needs, it is especially important that planning decisions ensure that developments make optimal use of the potential of each site." [also NPPF para. 123].

It is the applicant's contention that in order to make efficient use of the site and realise its potential, that the design as submitted is the most appropriate one, more appropriate than EMH) and any reduction in footprint, scale or mass would mean the site were not realising full potential.

Movement

The proposal is accessible and easy to move around.

Principal pedestrian access is gained from a level access way from Broadwater Road.

The main entrance is clearly identifiable from the car park and is marked by a distinctive traditional cast stone portico.

The vehicular access and car parking layout proposed will accommodate the day to day personal needs of the occupants.

The building itself has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors, and will fully meet the requirements of Part M4(2) of the current Building Regulations.

Nature

The biodiversity of the site will be enhanced and optimised by the proposals. The site is approximately 0.30 hectares. The ground floor footprint of the building is 1,457m2, therefore the building occupies approximately 48% of the site, allowing 52% to be used for patios, amenity areas, open space, parking and soft landscaping. The upgrade in quality of the landscaping will improve upon the existing landscaping.

Public spaces

The proposal is well connected to Romsey town centre, and local amenities. The communal spaces within the development are safe, social and inclusive encouraging interaction between the owners.

Uses

The proposal is for a 'Later Life' apartment housing development of 47no. apartments in a single building, and associated communal facilities, landscaping, vehicular access and car parking. There are no other uses proposed.

A recent appeal case [APP/B1740/W/20/3265937] identified the need for this type of accommodation nationally. There is also a shortage of housing supply locally (only a 4.7 year housing land supply). The proposal will release other houses for occupation.

Homes and buildings

The proposed building is functional, healthy and sustainable. It provides an 'age friendly' environment that helps to address the on-set or increase of mobility problems. The companionship and community spirit developed in retirement housing can help to reduce feelings of isolation, loneliness and depression.

The design does not include Part M4(3)2a compliant apartments and thus is at variance with Policy IMPL2 but apartments are Part M4(2) compliant designs and follow the applicant's offer on all their retirement schemes. A recent appeal case [APP/B1740/W/20/3265937] identified this would be acceptable subject to a suitable planning balance exercise.

Resources

The proposed development will reuse a previously developed site. This sustainable site is located within walking distance of Romsey town centre, close to shops and other commercial and social facilities and well served by local transport links reducing reliance on the use of private motor cars.

An efficient and well-organized building layout, use of energy and water efficient fittings, together with efficient building fabric create sustainable development resilient to future demands.

The 'Gentle Densification' of the site is necessary to achieve efficient use of brownfield land.

Lifespan

Proposed materials have been chosen for their longevity, to minimise maintenance requirements, to ensure that the building is made to last, and to blend in with the character of Romsey.

Summary

The proposed design is of a high quality and is contextually led, which will result in a development that is successful for the future residents, applicant and townscape.

The proposed development will be an attractive, responsive and characterful addition to the town of Romsey.

NATIONAL DESIGN GUIDE

NATIONAL DESIGN GUIDE

	CHARACTERISTIC			SUMMARY	COMMENT	DAS SECTION
CONTEXT	C1	Understand and relate well to the site, its local and wider context	41	Respond positively to features of the site and context	See section 4 on design response	**Section 2.1 & Section 4**
			42	Understanding of context, opportunities and constraints	See section 2 understanding of context	Section 2.11
			43	Character of landscape, built form and architecture	See section 2 understanding of context	Section 2
			44	Innovative and sustainable features	See sections 1.5 and 6.4 on sustainable features	Section 1.5 and 6.4
			45	How the proposd design relates to context and local character	See section 2 understanding of context and section 4 and 5 for the design response	Section 2.7 and Section 4 and 5
	C2	Value heritage, local history and culture	46	History of place and evolution of site	See section 2.2 on contextual history	Section 2.2
			47	Reuse or adaptation of existing	Not applicable to this site	N/A
			48	Influenced local heritage assets	See section 2 understanding of context	Section 2.8
			49	Todays developments will be the quality development of the future.	High quality design is at the heart of the proposal - see Section 7 Summary.	Section 7.1
IDENTITY	I1	Respond to existing local character and identity	52	Special features, housing pattern	Use activity and social and cultural importance reviewed in section 2	Section 2
			53	Site context analysis revealing identity	See section 2	Section 2
	I2	Well-designed, high quality and attractive places and buildings	54	Visually attractive and range of residents	User type in section 1.3 and final visually attractive design shown in section 5. See also CGIs where available.	Sections 5 and 1.3
			55	Appeals to all senses - look, smell, feel, sound.		
			56	Contirbute to local distinctiveness	See section 4	Section 4
			57	Materials, details and planting selected with care	See section 4.6 Materials, section 6.7 Landscape and details in section 4.5	Section 4.5, 4.6 and 6.7
BUILT FORM	B1	Compact form of development	64	Compact form of development to support local public transport	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8	Sections 1.3, 1.8
			65	Efficient use of land and appropriate density	Specific typology is efficient use of land. See section 1.3 Typology, 1.5 environmnetal benefits, 1.8 applicant brief, 6.7 landscape and 6.4 sustainability	Sections 1.3, 1.5, 1.8, 6.4 and 6.7
			66	Approporiate built form		
			67	Right mix of building types, form and scale, parking and amenity	Building type section 1.3 and 1.8, Form and scale section 4.3, parking and amenity sction 6.7	Sections 1.3, 1.8, 4.3 and 6.7
			68	Built form relationship to context, identity, occupants and resources	For site and context and identity and character see section 2, for occupants lifestyle see section 1.3 and 1.8 and resources see 1.5, 4.6, 6.4 and 6.5	Sections 2, 1.3, 1.8, 1.5, 4.6, 6.4, 6.5
	B2	Appropriate building types and forms	69	Pattern of streets	See section 2.7	Section 2.7
			70	Tall buildings	Not applicable to this site	N/A
			71	Tall or large buildings design implications	Not applicable to this site	N/A
	B3	Destinations	72	Destinations	See movement section 4.8	Section 4.8
			73	Destinations as local character, distinctiveness and community	See section 2.7 on identity,	Section 2.7
			74	Local destinations as identity	See section 2 on identity and section 4.8 on movement	Section 2
MOVEMENT	M1	A connected network of routes for all modes of transport	78	Public transport, walking, cycling and car	See movement section 4.8	Section 4.8
			79	Public realm design	Not applicable to this site	N/A
			80	Hierarchy of streets	Not applicable to this site	N/A
			81	Higher densities due to transport connections	See movement section 4.8	Section 4.8
	M2	Active travel	82	Priority to pedestrian and cycle movements	The routes for pedestrians, cyclists and those using mobility scooters are prioritised over the use of the private motor car	Section 4.8
			83	Design to reduce reliance on the car	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8. Section 1.5 talks about car ownership	Sections 1.3, 1.8, 1.5
	M3	Well considered parking, servicing and utilities infrastructure for all users	84	Parking standards and arrangement	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8. Section 1.5 talks about car ownership. Parking policy in Sec	Sections 1.3, 1.8, 1.5 and Section 3
			85	Car and cycle provision	Well designed and placed to meet the needs of future residents including mobility scooter store	Section 4.8
			86	Well designed parking	The proposal arrangement and positioning relative to the building limits its impact, whilst ensuring it is secure and overlooked. See the site plan and applica	Section 1.8
			87	Electric vehicle spaces	Spaces can be provided in line with LPA requirements	
			88	Access for servicing and bin store provision considered	See section 6.2	Section 6.2
			89	Utilities and infrastucture	These have been carefully considered as part of the overall design. An accompanying drainage strategy is submitted with the application	

NATIONAL DESIGN GUIDE

	CHARACTERISTIC			SUMMARY	COMMENT	DAS SECTION
NATURE	N1	Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play	92	Usable green spaces	See amenity section 6.7	Section 6.7
			93	Open spaces high quality, robust, adaptable and maintained	See amenity section 6.7	Section 6.7
			94	Types of open spaces	See amenity section 6.7	Section 6.7
			95	Open to all	See amenity section 6.7 and security section 6.3	Section 6.7 and 6.3
	N2	Improve and enhance water management	96	Integrated system of landscape, biodiversity and drainage.	Water management features identified as part of the drainage strategy. See also the landscape design	Section 6.7
			97	Flood design	See section 4 design development detailing design requirements for flooding	Section 4
	N3	Support rich and varied biodiversity	98	Biodiversity net gains	The site will result in biodiversity net gains- see landscape design, ecological design and also section 6.7	Section 6.7
PUBLIC SPACES	P1	Create well-located, high quality and attractive public spaces	101	Street design	Not applicable to a proposal of this scale	N/A
			102	Accessible streets	Not applicable to a proposal of this scale	N/A
			103	Natural elements in streets	Not applicable to a proposal of this scale	N/A
	P2	Provide well-designed spaces that are safe	104	Public and shared amenity spaces	Landscape design section 6.7	Section 6.7
			105	Feeling of safety	The proposal contributes to passive surveillance of the surrounding public spaces	Section 6.7
	P3	Make sure public spaces support social interaction	106	Public social meeting spaces	The proposal creates a sense of community for residents reducing loneliness- see social benefits section 1.4	Section 1.4
			107	Open space connected into the movement network	Not applicable to a proposal of this scale	N/A
USES	U1	A mix of uses	112	Range and variety of services	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Section 1.3 and 1.8
			113	Mixed use development	The proposal is near a local centre and will help increase the activity and vibrancy of the place. A mixed use on a site of this scale is not appropriate.	
			114	Ground floor and upper floor arrangements	The access to and use of ground and upper floors has been carefully considered. See the applicant brief at section 1.8	Section 1.8
	U2	A mix of home tenures, types and sizes	115	Choice of homes	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Section 1.3 and 1.8
			116	Different tenures	Not applicable to this proposal	N/A
			117	Older people's housing choice	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Section 1.3 and 1.8
			118	Larger scale developments with a range of tenures	Not applicable to this proposal	N/A
	U3	Socially inclusive	119	Socially inclusive	The proposal is open to purchase for all who meet the age restrictions. This characteristic really applies to larger developments with a mix of uses and tenures.	
HOMES & BUILDING	H1	Healthy, comfortable and safe internal and external environment	124	Safety, security, amenity, privacy, accessibility and adaptability	See detailed design reviewed in section 6	Section 6
			125	Efficient, cost effective and sustainable	See section 1.5 and 6.4 on sustainable features and 1.3, 1.8 and 6.1 on efficient design of development and apartments	Section 1.5 and 6.4 and 1.8 and 6.1
			126	Space standards	Proposals are designed in line with the LPA requirements for space standards and include good floor to ceiling heights and storage. Apartment design sect	See section 6.1
			127	Local Plan space standards	Not applicable to a proposal of this scale	N/A
			128	Emergency services access and escape provision	The design has been developed in relation to Part B of the building regulations dealing with fire safety. See also section 6.3 on safety	Section 6.3
	H2	Well-related to external amenity and public spaces	129	External and amenity spaces	Space has been designed with the needs of residents in mind. See section 6.7	Section 6.7
			130	Landscape design	See section 6.7	Section 6.7
			131	Safe, secure and social amenity spaces	See section 6.7 and also 1.4 for the social benefits of retirement living and 1.8 on the typical arrangement of a development with secure amenity space.	Section 6.3, 6.7, 1.4 and 1.8
			132	Private amenity spaces enhance visual amenity	See section 6.7	Section 6.7
			133	Relationship to public spaces around	See section 2 on context, 4.8 on access and movement and sections 4 and 5 on the proposed design identity	Section 2, 4.8, 4 and 5
	H3	Attention to detail: storage, waste, servicing and utilities	134	Waste storage, management and collection	Refiuse and recycling store shown on plans	Section 6.2
				External utilities; lighting, water and electric		
				External details; drainpipes, meters and gutters		
				Cycle storage		

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC			SUMMARY	COMMENT	DAS SECTION
RESOURCES	R1	Follow the energy hierarchy	138	Reduce need, reduce use, generate	The proposal reduces need by being an efficient form of accommodation (see section 1.5 and 6.4)	Section 1.5 and 6.4
			139	Sun, ground, wind and vegetation	Photovoltaics, ground source heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits.	Section 1.5 and 6.4
			140	Renewable energy infrastructure	Photovoltaics, ground source heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits.	Section 1.5 and 6.4
			141	Whole life carbon assessment		Section 1.5 and 6.4
			142	Affordable running costs	Efficient design means low running costs of individual apartments and shared maintenance costs of communal areas keeping cost down and maintenance good.	
	R2	Careful selection of materials and construction techniques	143	Material selection; energy and carbon		Section 4.6
			144	Efficient or locally sourced or high performing materials		Section 4.6
			145	Re-use and adaptation of buildings	Not applicable to this proposal	N/A
			146	Off-site manufacturing		
	R3	Maximise resilience	147	Future climate proof	The proposal is designed to withstand future flood, storm and high and low temperature events.	
			148	Landscape design to mitigate local climate	See section 5.2 on the proposed landscape	
			149	Sustainable drainage	See accompanying drainage strategy design document	
			150	Passive design to minimise overheating	The layout and aspect of internal spaces has been considered to minimise overheating and achieve internal comfort	
LIFESPAN	L1	Well-managed and maintained	153	Good management	The applicant retains an interest in running and maintaining the develoopment and it is in their own interest to ensure good management. See section 6.6	Section 6.6
			154	Futire service charges	The design has been developed to be efficient with robust materials ensuring future service charges are kept to an affordable level.	Section 6.6
			155	Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3
			156	Tall building maintenance (eg cladding)	Not applicable to a proposal of this scale	N/A
	L2	Adaptable to changing needs and evolving technologies	157	Adaptable to changing health and mobility needs	The design ispecifically caters for older people and is designed to cater for their specialist needs	
			158	Data connectivity	Due to the town centre location high speed data connectivity is not anticipated to be an issue	
	L3	A sense of ownership	159	Community participation in design processess	See community consultation section 3 and design development section 4	Section 3 and 4
			160	Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3
			161	Boundaries to private, shared and public spaces	As shown on the site plan	
			162	Features that encourage users to care for spaces		

BUILDING FOR A HEALTHY LIFE

BUILDING FOR A HEALTHY LIFE ASSESSMENT

HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Integrated Neighbourhoods	Natural Connections	Green	Edge to Edge Connectivity	N/A		The proposed site is bounded by two rivers and therefore natural connections are necessarily limited. However the opportunities to connect the proposed scheme to both the existing town and the future masterplan development have been taken. The proposal responds to pedestrian and potential cyclist desire lines connecting into the existing streets and also the Traka Trail. The proposal also looks to continue the green margin along the river Yeo and connect into the existing habitat corridor. Overall the proposal preserves or enhances natural connections and is 'Green'.	1
			Respond to pedestrian and cyclist desire lines	PASS	Pedestrian and cycle desire line from east façade entrance directly to route to town		
			Connected street patterns	N/A			
			Filtered Permeability	N/A			
			Continuous streets	N/A			
			Connecting existing and new habitats	PASS	The proposed amenity landscaping is connected to the riverside walk.		
			Hedgerows	N/A			
			Streets and routes that can be extended	PASS	The proposed masterplan shows future connection to the whole of the masterplan area		
			Adoption to site boundaries	N/A	The site boundary access is via shared access across third party land and therefore adoption to the site boundary is not p		
		Red	Single or limited points of access for pedestrians and cyclists	PASS	Multiple access points		
			Extensive use of private drives	N/A			
			Pedestrian or cycle routes that are not well overlooked and lit	PASS	All overlooked and lit		
			Failing to respond to existing or future desire lines	PASS	Desire lines reviewed and allowed for		
			No opportunities to connect or extend streets and paths in future	PASS	Masterplan developed to show future connections		
			Internal streets and paths that are not well connected / indirect	PASS	Direct connections		
			Hedgerows	N/A			
			Ransom strips	PASS	None		
	Walking, cycling and public transport	Green	Share street space fairly between pedestrians, cyclists and motor vehicles	PASS	Within the car parking area	The proposal does not include any new streets and the design is limited to the parking area. This has been designed to be shared between pedestrians, cars, cyclists and mobility scooters. The accessible location encorages people to reduce car ownership and this is the strong experience of CRL on similar developments, hence the reduced parking provision compared to open market housing. The scheme does not contribute to a Local Cycling and Walking Strategy Infrastructure Plan, but the adjacent Tarka Trail is a well established piece of cycling and walking infrastructure that is easily accessible from the proposed site. There are short and direct connections to local amenities making public transport an easy option. The use of shared cars is under review by the applicant and may form part of the offer in the future. Overall the proposal preserves or enhances walking, cycling and public transport and is 'Green'.	2
			Cycle friendly streets with pedestrian and cycle priority and protection	N/A			
			Nudge people away from the car	PASS	Accessible location and low car ownership demographic		
			Provide scooter and cycle parking at schools	N/A			
			Design out school runs dependent on cars	N/A			
			Local Cycle and Walking Strategy Infrastructure Plan	PASS	Already exists		
			Zebra, parallel and signalised crossing	N/A			
			Tight corner radii (<3m) at street junctions and side streets	N/A			
			Concentrate new development around transport hubs	N/A			
			Demand Responsive transport car clubs and car shares	AMBER	Potential future offer by applicant		
			Short and direct walking and cycling connections that make public transport an easy choice to make	PASS			
			New or improved Park and Ride schemes	N/A			
			20mph design speeds, designations and traffic calming	PASS	Low speed access to site.		
			Protected cycle ways along busy streets	N/A			
		Red	Travel packs that fail to influence people's travel choices	N/A			
			White line or undivided shared pavement/cycle ways	N/A			
			Pedestrians and cyclists losing priority at side junctions	N/A			
			Oversized radii corners on streets that are principally residential that allow motor vehicles to travel at hig	N/A			
			Streets that twist and turn unnaturally	N/A			
			Streets designed around waste collection vehicles	N/A			
			Overwide carriageways	N/A			
			Serviced parcel developments where ped. & cycle connections between phases of development are frust	N/A			
	Facilities and services	Green	Intensifying development in locations that benefit from good public transport accessibility (train and bus	PASS		The proposal provides a form of accommodation (retirement) where there are high occupancy rates for much of the time and apartments on all elevations. There is therefore good activity and passive surveillance on all sides. The principle community facility is the communal lounge and associated terrace which front onto the main elevation where the building can be appreciated from the public realm giving an active frontage. Within the site, external furniture will be frequently provided for sitting allowig pauses during walks. Overall the proposal preserves or enhances required facilities and services and is 'Green'.	3
			Reserving land in the right locations for non-residential uses	N/A			
			Active frontages	PASS			
			Clear windows along the ground floor of non-residential buildings (avoid obscure windows)	PASS			
			Mixing compatible uses vertically, such as placing supported accommodation above active ground floor u	N/A			
			Giving places where routes meet a human scale and create public squares	N/A			
			Frequent benches can help those with mobility difficulties to walk more easily between places	PASS			
		Red	Local centres that are not easily accessible and attractive to pedestrians and cyclists	PASS			
			Non-residential developments that are delivered as a series of individual parcels with their own surface level car parks set back from the street.	N/A			
			Where routes converge, avoid creating places that are of an inhuman scale and that frustrate pedestrian and cycle movement.	N/A			
			Inactive street edges, dead elevations, service yards next to the street and obscure ground floor	PASS			
			Play and other recreational facilities hidden away within developments rather than in located in more prominent locations that can help encourage new and existing residents to share a space	N/A			
			Not anticipating and responding to desire lines, such as between public transport stops and the entrances to buildings and other facilities.	PASS			
	Homes for everyone	Green	Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences	PASS	All apartments identified the same	The proposed use is a single type providing much needed specialist accommodation to addd to the choice available within the town. It therefore accords with the spirit of this section, even though mixed tenure/typology is not proposed specifically on this site. Overall the proposal preserves or enhances Homes for everyone and is 'Green'.	4
			Apartment buildings might separate tenure by core but each core must look exactly the same.	PASS			
			A range of housing typologies supported by local housing needs and policies to help create a broad-based community	PASS			
			Homes with the flexibility to meet changing needs	PASS	Homes are a specific accommodation type to meet a specific need. Changing needs are likely to mean a move is required		
			Affordable homes that are distributed across a development.	N/A			
			Access to some outdoor space suitable for drying clothes for apartments and maisonettes	PASS			
			Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor	AMBER	Due to flooding and the raised floor slab requirement this is not possible		
		Red	Grouping affordable homes in one place	PASS	Affordable proposed offsite		
			Dividing places and facilities such as play spaces by tenure	N/A	No tenure differentiation		
			Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features	PASS	No tenure differentiation		
			Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments	AMBER	Due to flooding and the raised floor slab requirement this is not possible		

BUILDING FOR A HEALTHY LIFE ASSESSMENT

HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Distinctive Places	Making the most of what's there	Green	Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as feature	PASS	See masterplan appraisal and DAS	A comprhensive assessment of the existing identity and character has been carried out. The proposal is part of a masterplan that uses existing assets such as the large tree to the north of the police station as anchor elements. The proposed materials and forms are to be found locally. The masterplan ensures sensitive transitions in scale will occur. A sustainable drainage plan has been proposed and there will be net biodiversity gain on the site. Open views from the proposed buillding are maximised to the adjacent rivers, town and countryside. Overall the proposalmakes the most of the site and is 'Green'.	5
			Using existing assets as anchor features, such as mature trees and other existing features	PASS	Existing trees along flood defense wall retained		
			Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character	PASS	See DAS for local context analysis		
			Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other	PASS	See masterplan for review of scale, heights and typologies		
			Remember the 'four pillars' of sustainable drainage systems	PASS	See drainage design		
			Protecting and enhancing existing habitats; creating new habitats	PASS	See landscape design		
			Interlocking back gardens between existing and new development	N/A	No back gardens adjoining site boundary		
		Red	Designing without walking the site first				
			Funnelling rainwater away in underground pipes as the default water management strategy	PASS			
			Unmanaged gaps between development used as privacy buffers to existing residents	PASS			
			Placing retained hedges between rear garden boundaries or into private ownership	PASS			
			Building orientations and designs that fail to capitalise on features such as open views	PASS			
			Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights	PASS			
	A memorable character	Green	A strong, hand drawn design concept.	PASS	See masterplan and DAS	Overall the building has a strong presence and will sit assuredly at the confluence of the two rivers.	6
			Drawing inspiration from local architectural and/or landscape character	PASS			
			Reflecting character in either a traditional or contemporary style	PASS			
			Structural landscaping as a way to create places with a memorable character	PASS			
			Memorable spaces and building groupings	PASS			
			Place names	N/A	Applies to large developments		
		Red	Using a predetermined sequence of house types to dictate a layout	PASS	Bespoke flat types used extensively within a bespoke design		
			Attempting to create character through poor replication of architectural features or details.	PASS			
			Arranging buildings next to each other in a way that does not create a cohesive street scene.	PASS			
			Referencing generic or forgettable development nearby to justify more of the same	PASS			
	Well defined streets and spaces	Green	Streets with active frontages	PASS	Communal spaces face	The proposal has an active frontage with apartments facing all directions and well defined public and private spaces with legible front door access. Overall it is 'Green'	7
			spaces	PASS			
			Cohesive building compositions and building lines	PASS			
			Front doors that face streets and public spaces	PASS	The main access points are facing streets and public squares		
			Apartments that offer frequent front doors to the street	AMBER	Apartments front doors are to the communal space internally		
			Dual aspect homes on street corners with windows serving habitable rooms	PASS			
			Perimeter blocks	PASS			
			Well resolved internal vistas.	N/A			
			Building typologies that are designed to straddle narrow depth blocks.	AMBER	Not sure what this means		
		Red	Distributor roads and restricted frontage access	PASS			
			Broken or fragmented perimeter block structure	PASS			
			Presenting blank or largely blank elevations to streets and public spaces	PASS			
			Lack of front boundaries, street planting and trees	PASS			
			Apartment buildings with single or limited points of access	PASS			
			Apartment buildings accessed away from the street	AMBER	Site is set back from the adoptable road		
			Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other	PASS			
			Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall	PASS			
			Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not	PASS			
			Single aspect homes on street corners	PASS			
			Bits of left over land between the blank flank walls of buildings	PASS			
	Easy to find your way around	Green	Designing for legibility when creating a concept plan for a place	PASS	Legible route to proposal	New streets are not proposed, but the proposal will be legible for access and finding your way around and is therefore 'Green'	8
			Using streets as the main way to help people find their way around a place	N/A	No new streets created		
			Navigable features for those with visual, mobility or other limitations	PASS	Level access or ramped access in compliance with Part M.		
			Frame views of features on or beyond a site	PASS	Yes		
			Create new legible elements or features on larger developments	N/A	Not a larger development		
			Simple street patterns based on formal or more relaxed grid patterns	N/A	No new streets created		
		Red	No meaningful variation between street types.	N/A			
			Disorientating curvilinear street patterns.	N/A			
			Disconnected streets, paths and routes.	N/A			
			Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another.	N/A			
			Cul de sac based street patterns.	N/A			

BUILDING FOR A HEALTHY LIFE ASSESSMENT

HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Streets For All	Healthy streets	Green	Streets for people	N/A		No streets proposed therefore this consideration is amber	9
			20mph (or lower) design speeds; 20mph designations	N/A			
			Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.	N/A			
			Tight corner radii (3m or less)	N/A			
			Places to sit, space to chat or play within the street	N/A			
			Pavements and cycleways that continue across side streets	N/A			
			Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between)	N/A			
			Landscape layers that add sensory richness to a place – visual, scent and sound	N/A			
		Red	Roads for cars	N/A			
			Failure to adhere to the user hierarchy set out in Manual for Streets	N/A			
			Wide and sweeping corner radii (6m or more).	N/A			
			6m+ wide carriageways	N/A			
			Highways engineering details that make pedestrian and cycle movements more complex and difficult	N/A			
			Street trees conveyed to individual occupiers	N/A			
			Distributor roads with limited frontage access, served by private drives	N/A			
			Painted white line cycle routes on pavements or on carriageways	N/A			
			Speed control measures that rely on significant shifts in street alignment	N/A			
	Cycle and car parking	Green	At least storage for one cycle where it is as easy to access as the car	AMBER	Space within the buggy store to securely store cycles	Car and cycle parking carefully considered for the needs of the future residents and well integrated into the scheme - therefore is 'Green'	10
			Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities	PASS	Space within the buggy store to securely store cycles- his is closer to the amenities than the car park		
			Shared and unallocated on street car parking	AMBER	Shared and unallocated parking but not on street		
			Landscaping to help settle parked cars into the street.	N/A	No street parking		
			Frontage parking where the space equivalent to a parking space is given over to green relief every four	N/A	No frontage parking		
			Anticipating and designing out (or controlling) anti-social car parking	N/A	Residents only parking		
			A range of parking solutions	N/A	Only one solution required, although car share is being considered		
			Small and overlooked parking courtyards, with properties within courtyard spaces w/ GF habitable room	PASS			
			Staying up to date with rapidly advancing electric car technology	AMBER	Electric spaces not currently proposed but could be incorporated if required		
			More creative cycle and car parking solutions	PASS			
		Red	Providing all cycle storage in garages and sheds	PASS	No garages or sheds proposed		
			Over reliance on integral garages with frontage driveways.	PASS	None proposed		
			Frontage car parking with little or no softening landscaping	PASS	Landscape planting to boundaries		
			Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed	PASS			
			Over-reliance on tandem parking arrangements	PASS	None proposed		
			Failing to anticipate and respond to displaced and other anti-social parking	PASS			
			Views along streets that are dominated by parked cars, driveways or garages	N/A			
			Car parking spaces that are too narrow making it difficult for people to use them	PASS			
			Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and car drop off bays	PASS			
			Relying on garages being used for everyday car parking	PASS			
	Green and blue infrastructure	Green	Biodiversity net gain	PASS		Excellent landscape and blue infrastructure design for the site.	11
			Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate	PASS			
			Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces	N/A			
			Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction	N/A			
			Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.	PASS			
			Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown	PASS			
			Provide natural surveillance opportunities	PASS			
			A connected and accessible network of public open spaces with paths and other routes into and through	PASS			
			Species rich grasslands	PASS			
			Well considered management arrangements whether public or privately managed	PASS			
		Red	Surface water management by way of a large, steep sided and fenced holes in the ground	PASS			
			Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten	PASS			
			Large expanses of impervious surfaces	PASS			
			Not designing paths and routes through open spaces where it is difficult for people to create distance between themselves and other people when social distancing restrictions are in place	PASS			
			Buildings that turn away from open spaces	PASS			
			Poor quality finishing, detailing and maintenance.	PASS			
	Back of pavement, front of home	Green	Defensible space and strong boundary treatments	PASS		Whilst not onto a street, the principles are adhered to with the proposal	12
			Boundary treatments that add ecological value and/or reinforce distinctive local characteristics	PASS			
			Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street	PASS			
			Front garden spaces that create opportunities for social interaction	N/A			
			Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas	AMBER	Not possible due to raised slab for flooding		
			Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air	PASS			
			No left over spaces with no clear public or private function	PASS			
			Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed	AMBER	Considered		
		Red	Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment	PASS			
			Narrow and small grass frontage strips for space between the back of the street and the façades of buildings that are impractical to maintain	PASS			
			Waste storage solutions for terraced homes that rely on residents storing bins and crates in rear garden spaces and instead often sees bins and crates placed next to front doors	PASS			
			Slab on edge	PASS			
			Concrete screed with pebbles	PASS			
			Prominent external pipes, flues and utility boxes	PASS			
			Pieces of left over land between or to the side of buildings with no clear public or private function	PASS			
			Poorly resolved changes in level	PASS			