

URBAN DESIGN PROOF OF EVIDENCE

DOMINIC SCOTT BA(HONS), DIP LA (DISTINCTION), MLI

EDWINA MOUNTBATTEN HOUSE, BROADWATER ROAD, ROMSEY, HAMPSHIRE, SO51 8GH

JUNE 2024

URBAN DESIGN PROOF OF EVIDENCE

DOMINIC SCOTT BA(HONS), DIP LA (DISTINCTION), MLI

EDWINA MOUNTBATTEN HOUSE, BROADWATER ROAD, ROMSEY, HAMPSHIRE, SO51 8GH

JUNE 2024

TABLE OF CONTENT

- Section 1. Qualifications and Experience
- Section 2. Scope and Structure of the Evidence
- Section 3. Relevant Design Policy Guidance
- Section 4. Part One: Townscape Analysis
- Section 5. Part two: Design Review
- Section 6. Conclusion

SECTION 1. QUALIFICATIONS AND EXPERIENCE

1.1. My name is Dominic Scott, and I am an Urban Design Director at Stantec. I am a Chartered Landscape Architect and a Member of The Landscape Institute (MLI). I gained a Bachelor of Arts Honours degree in Landscape Architecture in 1987 and a Postgraduate Diploma (with Distinction) in Landscape Architecture in 1989, both from Manchester Polytechnic.

1.2. I have worked for over 30 years in the design industry as both a Landscape Architect and in the last 20 years as a Masterplanner and Urban Designer. The work undertaken has included a wide range of types and scales with projects ranging from small scale urban interventions to the planning of New Garden Town communities. Notable projects include the masterplans for The Oxford Science Park for Magdalen College, the Phoenix Initiative (an urban regeneration project in Coventry city centre), the regeneration of the former MG Rover car plant at Longbridge and the design of Easton Park a new 10,000 dwelling Graden City Community adjacent to Stansted Airport.

1.3. During these 30 years my Urban Design work has often included Local Character Studies and analysis work for existing and proposed schemes. These usually but not exclusively feature in the subsequent production of Vision documents, Outline Planning Applications and Design Codes. My expert witness experience started over 10 years ago with the Church Fields, Daventry (co-joined) Public Enquiry and more recently I have appeared at the Paddock Wood Appeal Hearing in October 2020, the Bolton Road, Banbury Appeal Hearing in June 2022, the Wigginton, York Appeal Hearing in May 2023, all for Churchill Retirement Living.

1.4. I joined Stantec (formerly Barton Willmore) in 2001 and currently manage a team of 16 Urban designers who hold a mixture of qualifications in Town Planning, Architecture and Landscape Architecture.

SECTION 2. SCOPE AND STRUCTURE OF THE EVIDENCE

2.1. Stantec Urban Design has been commissioned by Planning Issues on behalf of Churchill Retirement Living Ltd to undertake a two part consultancy commission relating to the submission and subsequent refusal of their Planning Application for the site at Edwina Mountbatten House, Broadwater Road, Romsey. This commission was instructed post submission and determination of the Planning Application.

2.2. Part One of the commission consisted of the production of a **Townscape Analysis** of the central historic core of Romsey with the aim of setting out the factual design characteristics that are unique to the town. These characteristics would be those that any designer working within the Romsey context would be expected to utilise in their work.

2.3. Part Two of the commission consisted of the production of a **Design Review** that would allow a comparison of the submitted design proposals for the EMH site with the Townscape Analysis (Part one above) to determine whether the proposals are consistent with the utilisation of those defined characteristics and if the design has respected the scale and form of its surrounding context.

2.4. Mr. White's Heritage Statement Proof of Evidence sets out the historic context of the site in his sections 3.1-3.5 inclusive and identifies the extents and character of the Romsey Conservation Area in section 4.2. Mr. Jackson's Design Statement Proof of Evidence sets out the Design Proposal and together with the submitted Design and Access Statement document, the rationale for the design and the way that it evolved during the application process. I have utilized both sets of information in preparing my evidence but do not intend to repeat either of them within this evidence.

2.5. A site visit to Romsey was conducted on Tuesday 21st May and the photographs used within this document were taken on that day.

SECTION 3. RELEVANT DESIGN POLICY GUIDANCE POLICY GUIDANCE

3.1. This Proof of Evidence references the relevant National and Local Level Policy and best practice guidance as follows:

3.2. National

*** National Planning Policy Framework (NPPF), MHCLG, 2019**

As a material consideration in Planning decisions it sets out overarching design objectives relating to quality, process and product and generally sits above the level of detail being considered within this proof.

3.3. National

*** Manuel for Streets, Departement of Transport and Department for Communities and Local Government, 2007**

This document offers guidance to practitioners engaged in planning, designing, providing, and approving new streets or changes to existing ones. Its goal is to enhance quality of life by promoting well-designed streets that prioritize people. While the specific advice primarily pertains to residential streets, the overarching design principles are applicable to all urban streets.

3.4. National

*** Urban Design Compendium, English Partnerships and The Housing Corporation, 2000**

Originally published in August 2000 to provide guidance on good Urban Design, it became an internationally renowned text. It was 'withdrawn' on 15 March 2021 (although due to be replaced) but still provides a useful resource for built environment professionals and is supported by an extensive

library of case studies. It summarises the principles of Urban Design, demonstrates how the principles can be applied and sets out the process which leads to the creation of successful places.

3.5. National

*** National Model Design Code, MHCLG, 2021**

This is the latest government published design guidance and whilst it focusses on the production and use of Design Codes, it does reference street and building form.

3.6. National

*** By Design, Commission for Architecture and the Built Environment, 2000**

This is the best practice design guidance published by the Department of the Environment, Transport and the Region.

3.7. Local

*** Romsey Town Design Statement SPD titled 'Look at Romsey', Test Valley Borough Council, adopted in 2008**

Produced by The Romsey and District Society at the suggestion of TVBC. As stated on page 3 of the document, "The objective was to analyse the appearance of the town of Romsey and determine what gives Romsey its unique appearance and to identify the visual features that are important in the townscape".

3.8. Local

*** South of Romsey Town Centre Masterplan Report, Romsey Future, 2020**

Approved in 2020 by the Test Valley Borough Council, this vision document contains ambitious proposals to enhance and improve the quality of place within the Town Centre and includes an increased massing and scale of buildings to the west of the application site along Broadwater Road.

SECTION 4. TOWNSCAPE ANALYSIS

4.1. SCOPE OF STUDY

This study focuses on Romsey's central historic urban core defined by the four Conservation Areas designated around the Market Place and the city's historical gateways (The Hundred and Palmerston Street Character Area, Middlebridge Street Character Area, Cherville Street Character Area and the Residential Streets around the Abbey Character Area) (Figure 1).

In addition to the Conservation Area, this document will also focus on modern developments along the southern A3090 Bypass Road and the area between the Conservation Area and the Bypass Road which contain a mixture of more modern town centre retail and residential uses.

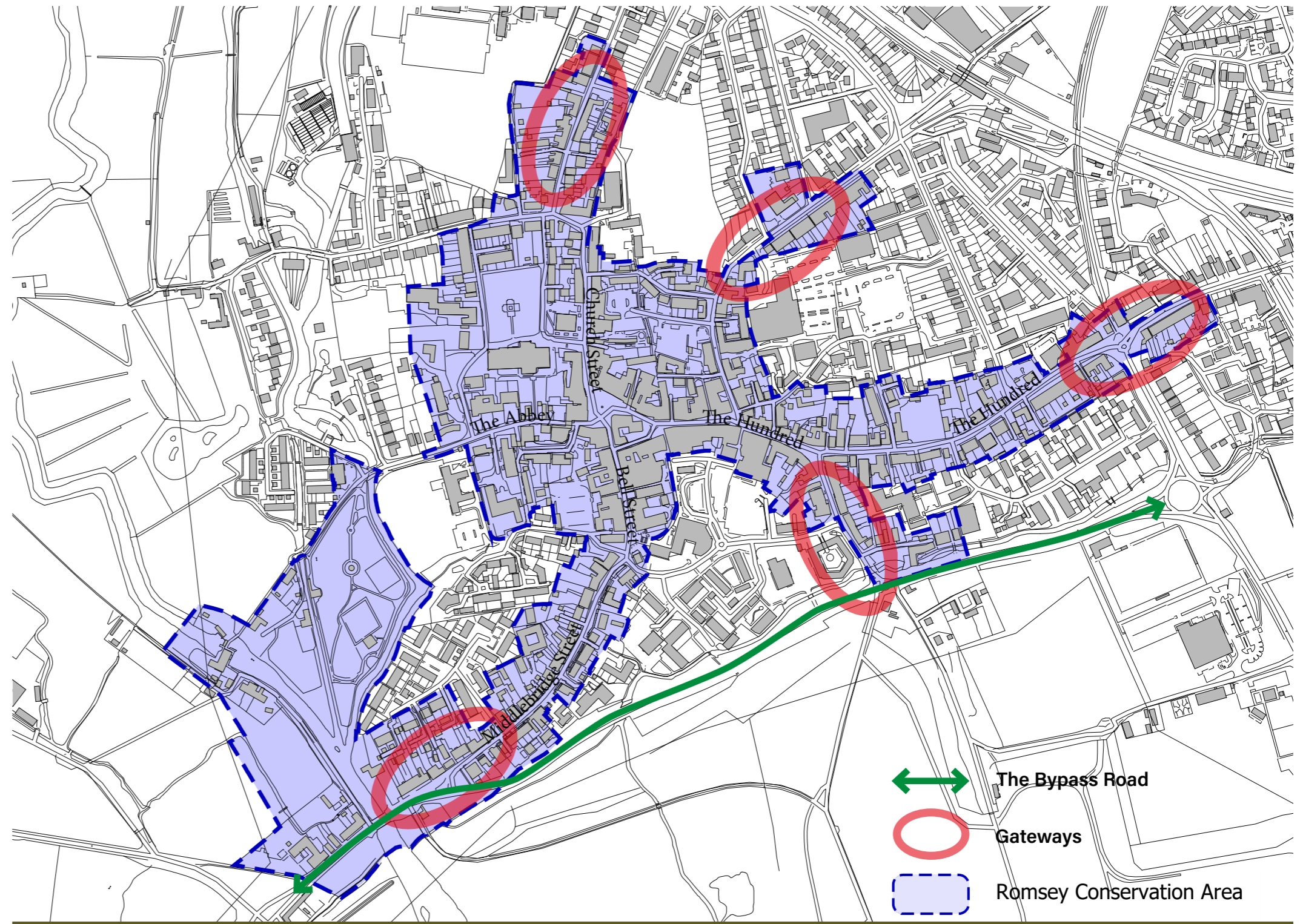


FIGURE 1: CONSERVATION AREA PLAN PLUS ADDED GRAPHICS BY STANTEC

4.2. BUILT FORM

4.2.1. URBAN FORM & LAYOUT CHARACTER

DENSITY

The urban fabric of Romsey is predominantly made up of housing that has an average density of 70 dwellings per hectare (DPH). This density can locally increase due to modern redevelopments like the Dukes Mill Flats. Figure 2 Density sample is a typical example.

URBAN GRAIN

Much of the historic Town Centre consists of a fine-grain of urban form because buildings of different sizes sit on narrow plots. However, modern additions increase that granularity since such developments tend to occur on larger plots (Figure 3).



FIGURE 2: DENSITY SAMPLE



FIGURE 3: URBAN GRAIN

4.2.2. HEIGHT, SCALE AND MASSING

The Town Centre consists principally of 2, 2.5 (roof plus dormers) and 3-storey buildings of varying façade height. 3 storey buildings are more likely to be found in the immediate surroundings of a more prominent space such as the Market Place (Figure 4). The Romsey Town Design Statement – Area 8, Romsey Old Town (Area 8RTDS) refer to these streets as ‘commercial streets’ on which buildings have been designed for industrial purposes before being converted into residential. This Design Statement considers 2-storey buildings to be the ‘normal arrangement’ except for those designed for multi-occupancy. That results in a great deal of variation in height, building to building and across a street cross-section. There are many occurrences when a 2-storey building shares a party wall with a 3-storey one. In addition, buildings display no consistent eave lines by area or street (Figure 7).

Due to the combination of high-density footprint and narrow streets in the centre, the enclosure ratio for streets in this area is from 1:1.88 (2-storey buildings) to 1:1.25 (3-storey buildings).



FIGURE 4: BUILDING HEIGHT MAP

BUILDING FORM

Town centre buildings are largely arranged to form a continuous frontage although, from time to time this continuity is broken by a narrow rear access or by the inclusion of a more modern building. This analysis is corroborated by the Area 8-RTDS. Subsequently, this document adds that ‘in the oldest street, front gardens are rare, and houses abut the pavement’.

There are ‘backland’ areas where a more ‘open grain’ exists and is typified by either 1960’s standalone apartment blocks (Monttisfont Lodge) or modern retail forms such as Romsey Industrial Estate.

FRONTAGE AND SETBACKS

Buildings tend to face the adjacent public streets and take their main pedestrian access directly from them (Figure 5 and 6). Historic buildings are generally aligned to the street with no or very little setbacks. However, variations can be found when buildings are slightly angled, or to accommodate the curve of the street.



FIGURE 5: FRONTAGE AND SETBACKS

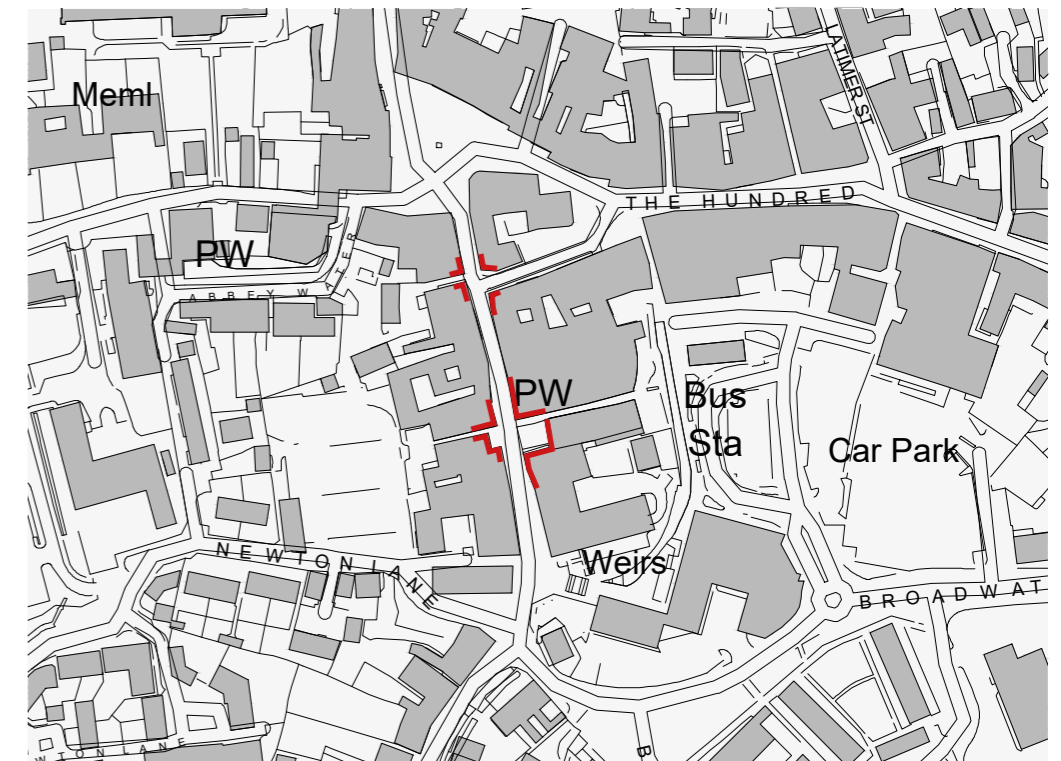


FIGURE 6: BUILDING GAPS

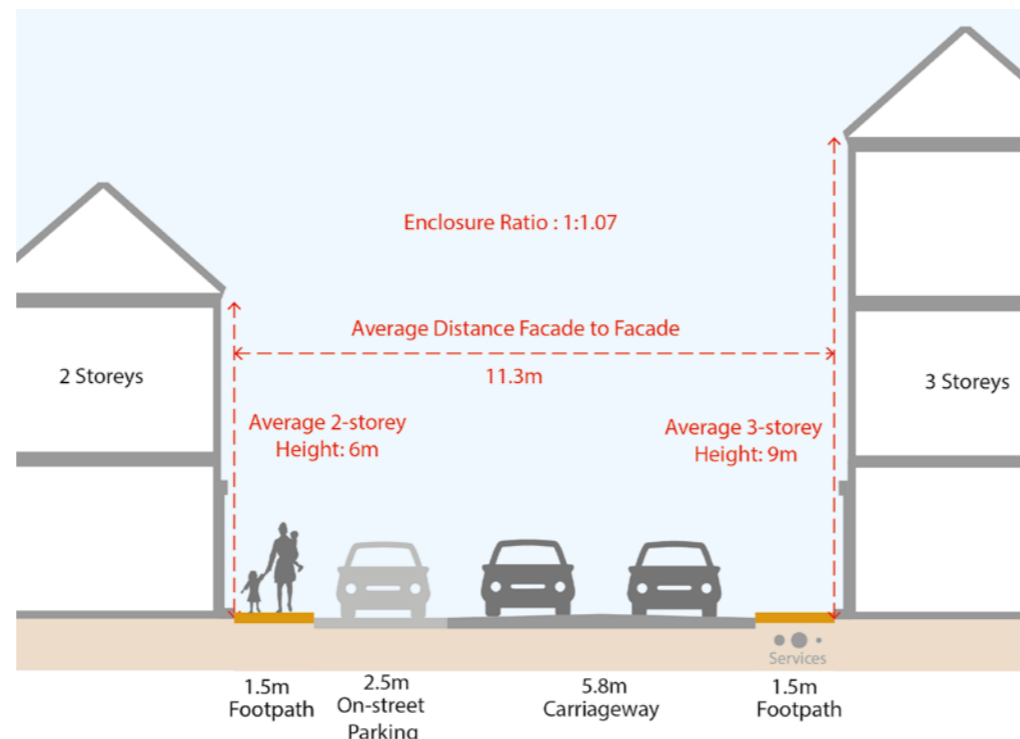
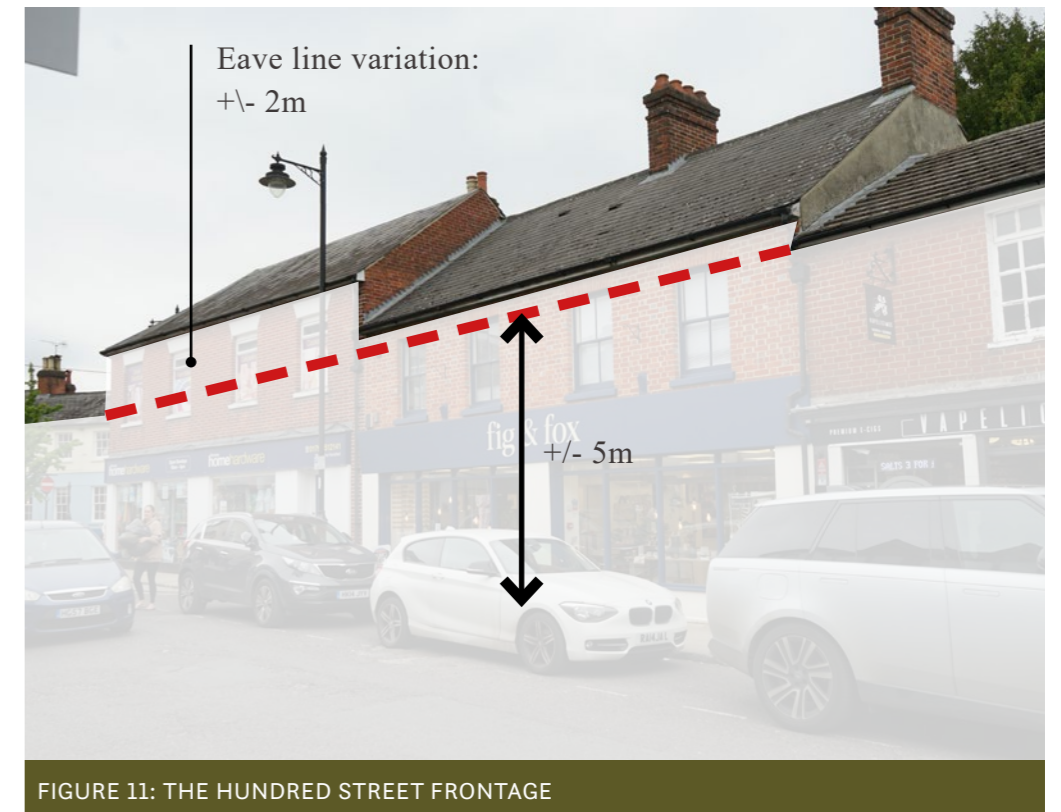
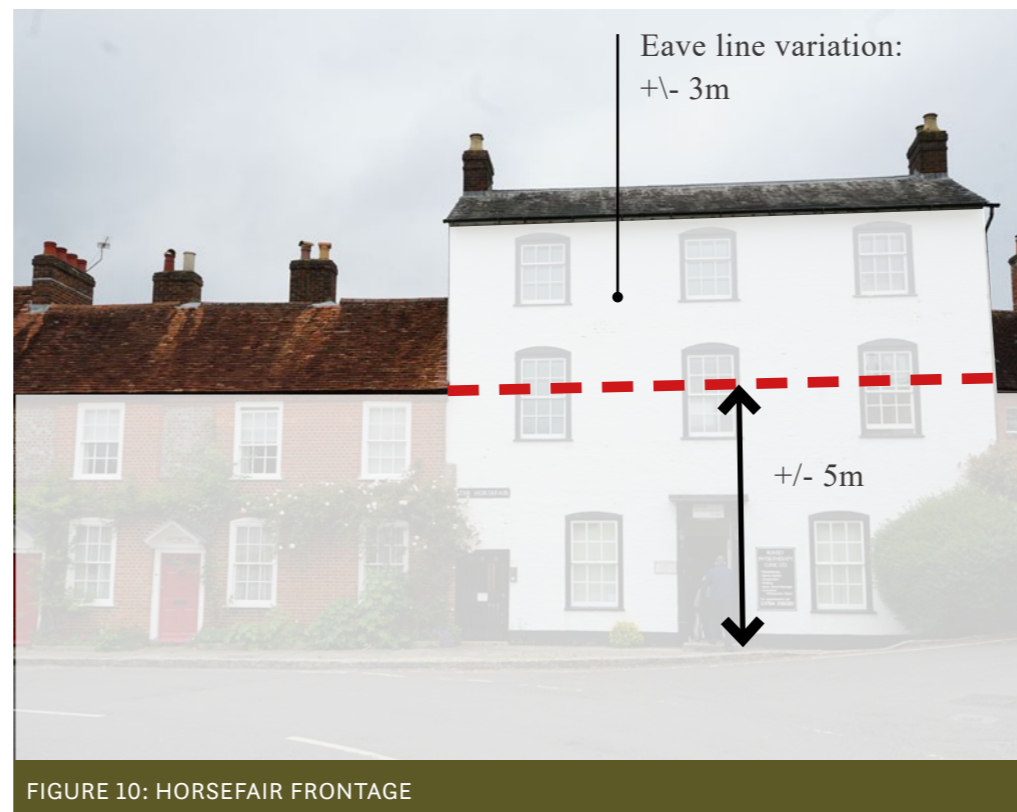


FIGURE 7: THE HUNDRED STREET SECTION

4.2.3. ROOFSCAPE FORM AND DETAILS

Roof eaves and ridge lines are normally parallel to the streetscape (Figure 8, 9, 10, 11). Roof pitches can vary from building to building within the same frontage. Some buildings display hipped roofs or flat roofs in modern buildings. According to the Area 8-RTDS, such flat roofs are commonly associated with 1960s and 1970s buildings (Figure 9). Sometimes when there is a gap between buildings, one side of the roof is hipped (Figure 9). Occasionally, 2-storey buildings display dormers of various sizes, typically with a hipped gable, flat, or gable roof.



4.2.4. MATERIALS, FENESTRATIONS, AND ARCHITECTURAL DETAILS

ENTRANCES

Within the central area of the town, entrances to buildings are marked by shallow porches painted in contrasted colours but predominantly white. As the buildings have no setbacks from the street, very few boundary treatments are visible from the streetscape.

FENESTRATION

Fenestration found in older buildings emphasises verticality and tends to be distributed regularly along a given facade. Timber sash window is the most common type to be found. However, some historic buildings display uPVC casement windows. The Area 8-RTDS mentions that some windows have a simple division of glass with a vertical bar in each part of the window while others have been subdivided into multiple panes. That has been observed (Figure 12). Finally, some Victorian houses include traditional bow windows on the ground floor.

Modern building windows emphasise horizontality. They can be sliding windows, tilt and turn of various materials (uPVC or aluminium) in contrasting colours. Some buildings would have recessed windows to accommodate balconies, or they protrude from the façade (Figure 13).

BALCONIES

Balconies are rare in the town centre except within modern façades. When they occur, they are normally minor in scale or recessed (figure 14).



MATERIAL PALETTE

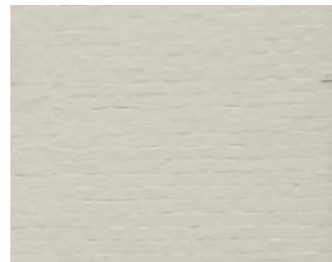
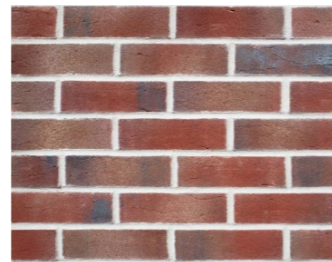
Buildings in Romsey are predominantly made of red brick. The Area 8-RTDS consider red brick to be the 'normal style' of Romsey even if there are some exceptions like the Linden House in the Hundred or the Temple Court House in Church Street which displays yellow brick. Several buildings are rendered in white or in pastel colours. White-painted bricks can also be encountered. Side elevations are often tiled with slate. Roofs are traditionally covered with slate tiles whereas more recent roofs are covered with brown clay tiles.

ARCHITECTURAL DETAILING

Many, but not all buildings have chimney stacks, normally of a red brick construction.

Subtle brick detailing can be found in some buildings. Hit-and-miss brick detailing is sometimes used to highlight eaves. In addition, cut stones or brick soldier courses are used to highlight fenestration.

According to the Area 8-RTDS, chimneys are normally retained from their historical origins and are functional.



4.2.5. STREETScape, WIDTH, AND PROPORTION

Romsey displays a traditional market town street layout which grew organically from the Market Place from which four streets radiate. Such layout is due to the historic development of Romsey when cars and lorries did not exist according to the Area 8-RTDS. Church Street connects the town centre with the historic Abbey, industrial estates and Timbury further North. Bell Street and Middlebridge Street link the centre to the Bypass Road and Ower in the south. Finally, the Hundred, which becomes Winchester Street, forms the eastern gateway to the Town Centre from Ampfield.

PRIMARY STREETS

Main accesses to Romsey come from the Southampton Road (A27), Alma Road (A3057), the Winchester Road (A3090), and the Bypass Road. Primary Streets like Winchester Road are formed of an 8.4m carriageway with a 2.5m footpath on each side. The road width is between 8.6m to 13.6m. Properties along that street benefit from front gardens, therefore the facade-to-facade distance is between 20 to 32.75m. Along that street building height is comprised between 8.4m to 10.3m. That forms an average enclosure ratio of 1:1.82.

HIGH STREETS

Traditional High Streets in the historic centre like the Hundred, include a 5.8m carriageway with two 2.5m footpaths on each side (Figure 16). Some sections of these streets have been pedestrianised like Bell Street. Consequently, the carriageway was replaced by a 6.7 shared space (Figure 17).

Building heights along the Hundred can vary from 4.7m to 12m. The street width also varies from 7.6m to 20.63m. That forms an average enclosure ratio of 1:1.28.



FIGURE 16: THE HUNDRED (HIGH STREET)

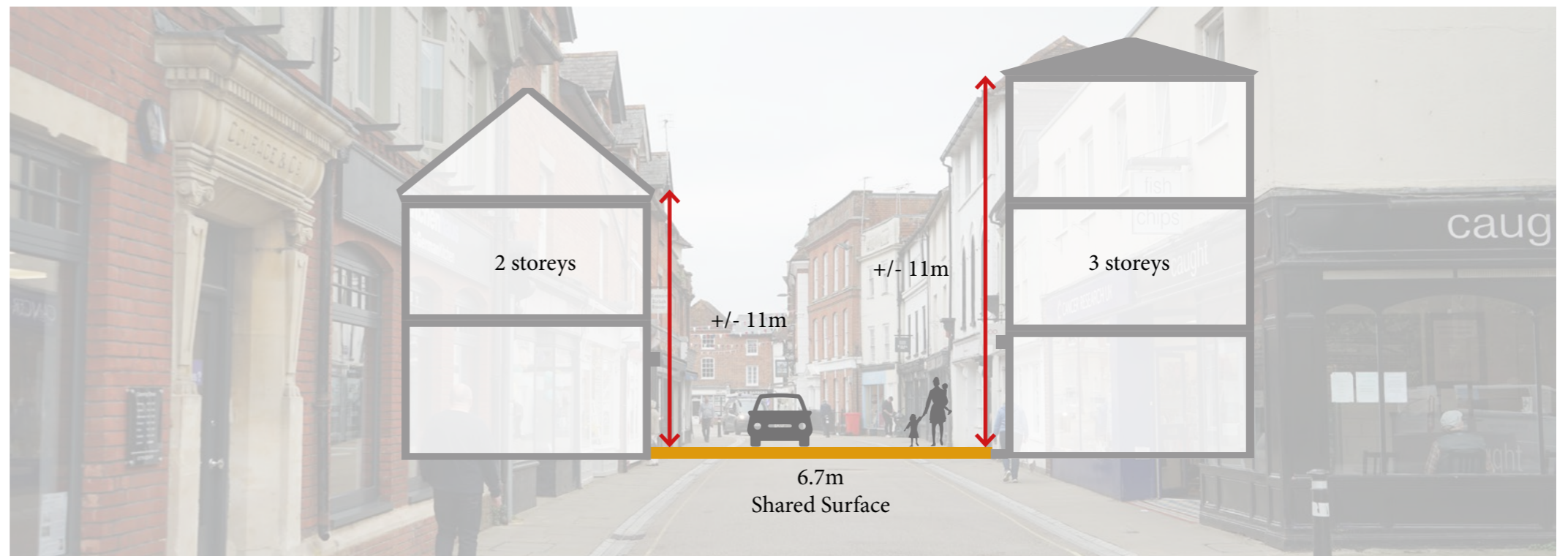


FIGURE 15: BELL STREET (HIGH STREET)

SECONDARY STREETS

As infill development emerged in the 1960's, secondary streets were created to access new neighbourhoods. Typically, like Cherville Road, they comprise a 5.2m carriageway which includes on-street parking with a 1.5m footpath on each side. Building height along this street is between 7.2m to 9m. The street width varies from 8.8m to 10.3m. Exceptionally some of the properties along that street enjoy front gardens (Figure 17). The typical average enclosure ratio along that street is 1:1.51.

TERTIARY STREETS

In the city centre, tertiary streets are made of a 2.7m carriageway with two 2m footpaths like Lattimer Street. Along that street the building varies from 6.1m to 9m and the width from 6m to 8.7m. That forms an average enclosure ratio of 1:0.98.

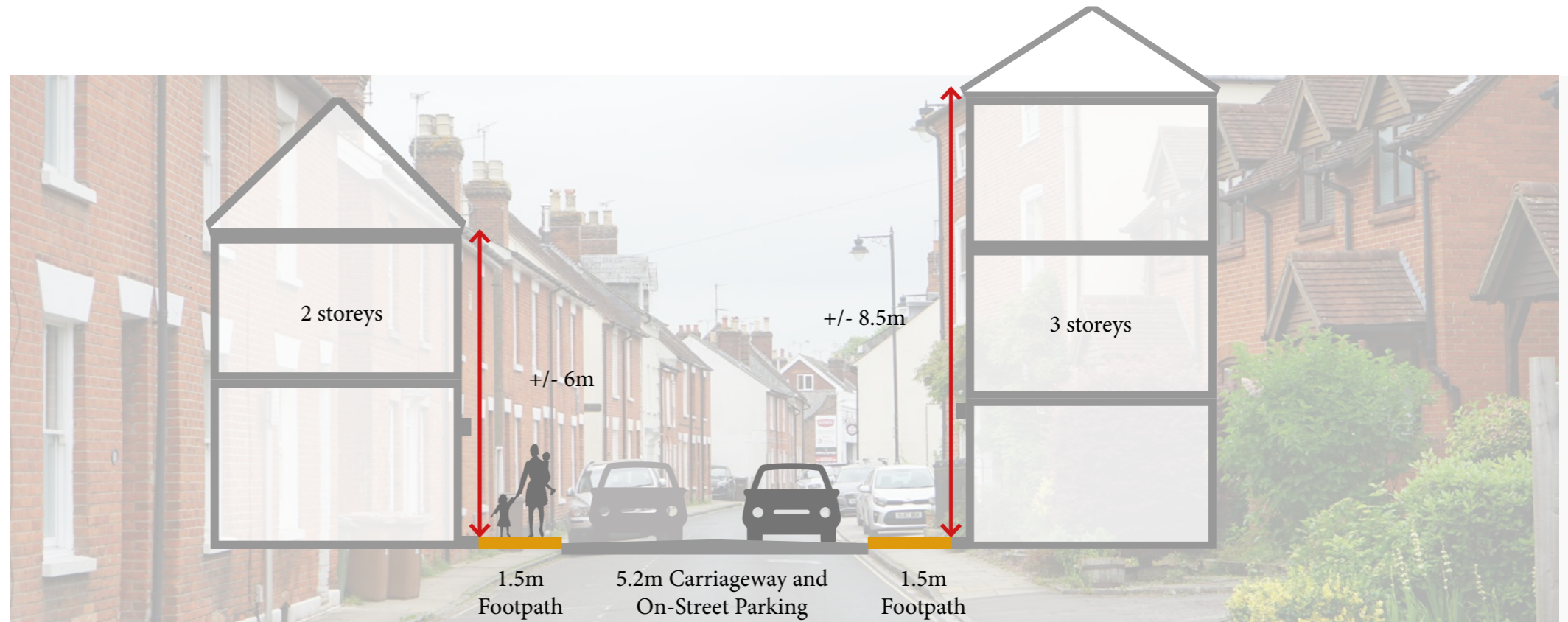


FIGURE 17: CHERVILLE ROAD

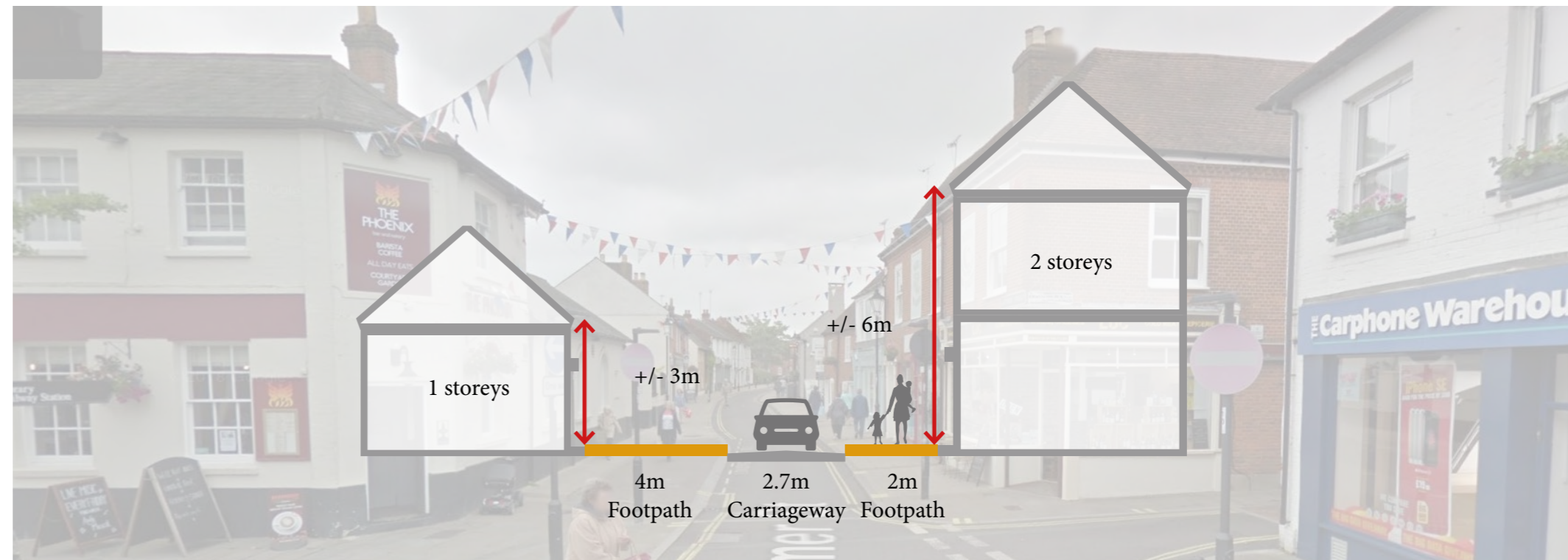


FIGURE 18: LATTIMER STREET

4.3. EXAMPLES OF STREET RATIOS IN ROMSEY CENTRE

4.3.1. MIDDLEBRIDGE STREET

Middlebridge Street is the southwest gateway into Romsey from the Bypass Road. The Road comprises a 5.5m carriageway plus two 1.5m pathways on each side (Figure 19).

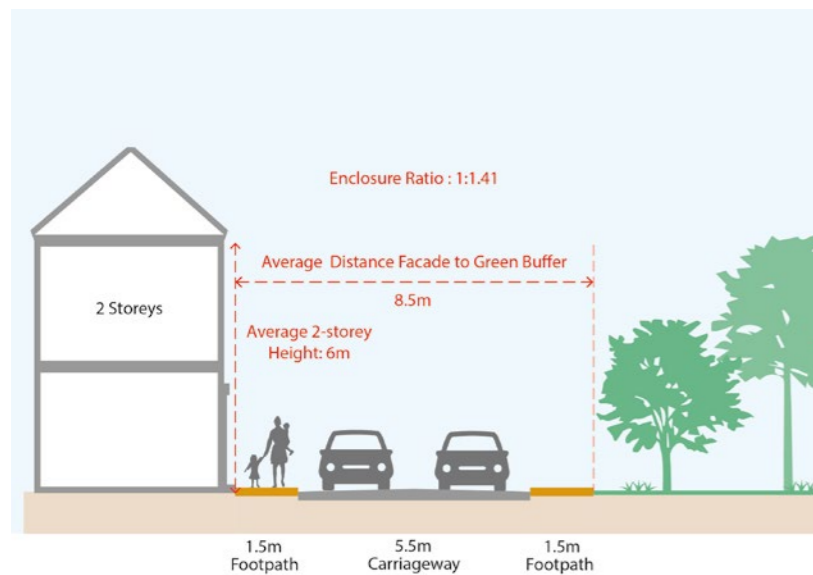


FIGURE 19: MIDDLEBRIDGE STREET SECTION

This city entrance is characterised by a green buffer containing large trees and shrubs, on one side of the street. This landscape partially masks the flank of a 2-storey high terrace row. The northern side of the road is composed of 2-storeys houses. There is no consistent setback in contrast to the gaps which occur regularly.

Although Middlebridge Street is composed of 2 storey houses, the eave line is inconsistent due to different floor heights and roofing constructions. Roofs eaves and ridge lines are mainly parallel to the streetscape. Fenestrations emphasise verticality and are regularly distributed on a given façade. Windows frame material is white uPVC or timber. Some are traditional sash windows. Building entrances are likely to be highlighted by a porch (Figure 20).

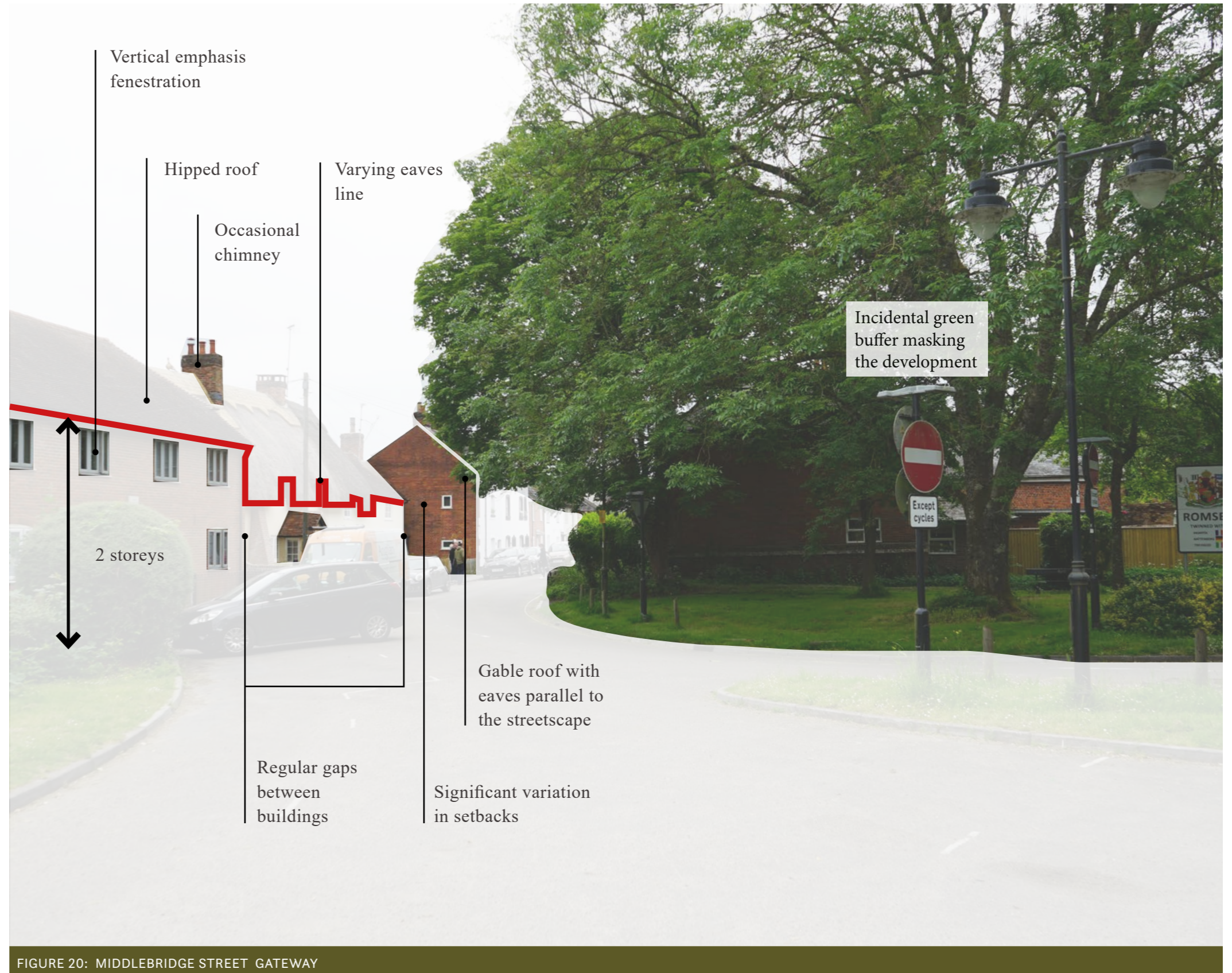


FIGURE 20: MIDDLEBRIDGE STREET GATEWAY

4.3.2. HORSEFAIR STREET

The street is typically a 5.5m carriageway flanked by two 1.5m footpaths. However, the street is wider as it changes direction to accommodate traffic (Figure 21).

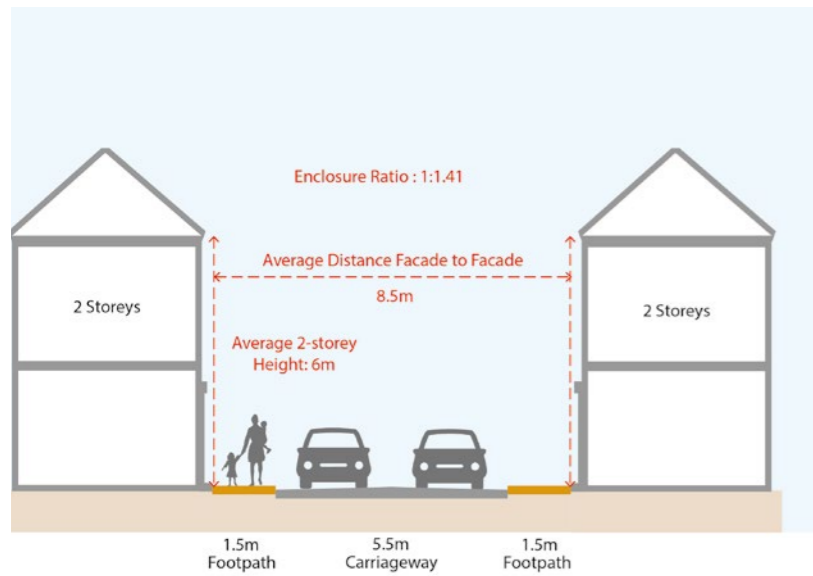


FIGURE 21: HORSEFAIR STREET SECTION

Horsefair Street includes mostly older buildings of varying heights. The northern side of Horsefair Street includes a 2-storey, a 2.5-storey and a 3-storey house resulting in an inconsistent eave line. The 6-storey former brewery building sits next to a 2-storey house on the east side of Horsefair. The southern side of the road accommodates 1.5 to 2-storey houses.

In the south-facing frontage, buildings sit adjacent to the street with no setback forming a continuous frontage whereas, north and east-facing frontage buildings have variations in setbacks to accommodate front gardens (figure 22).

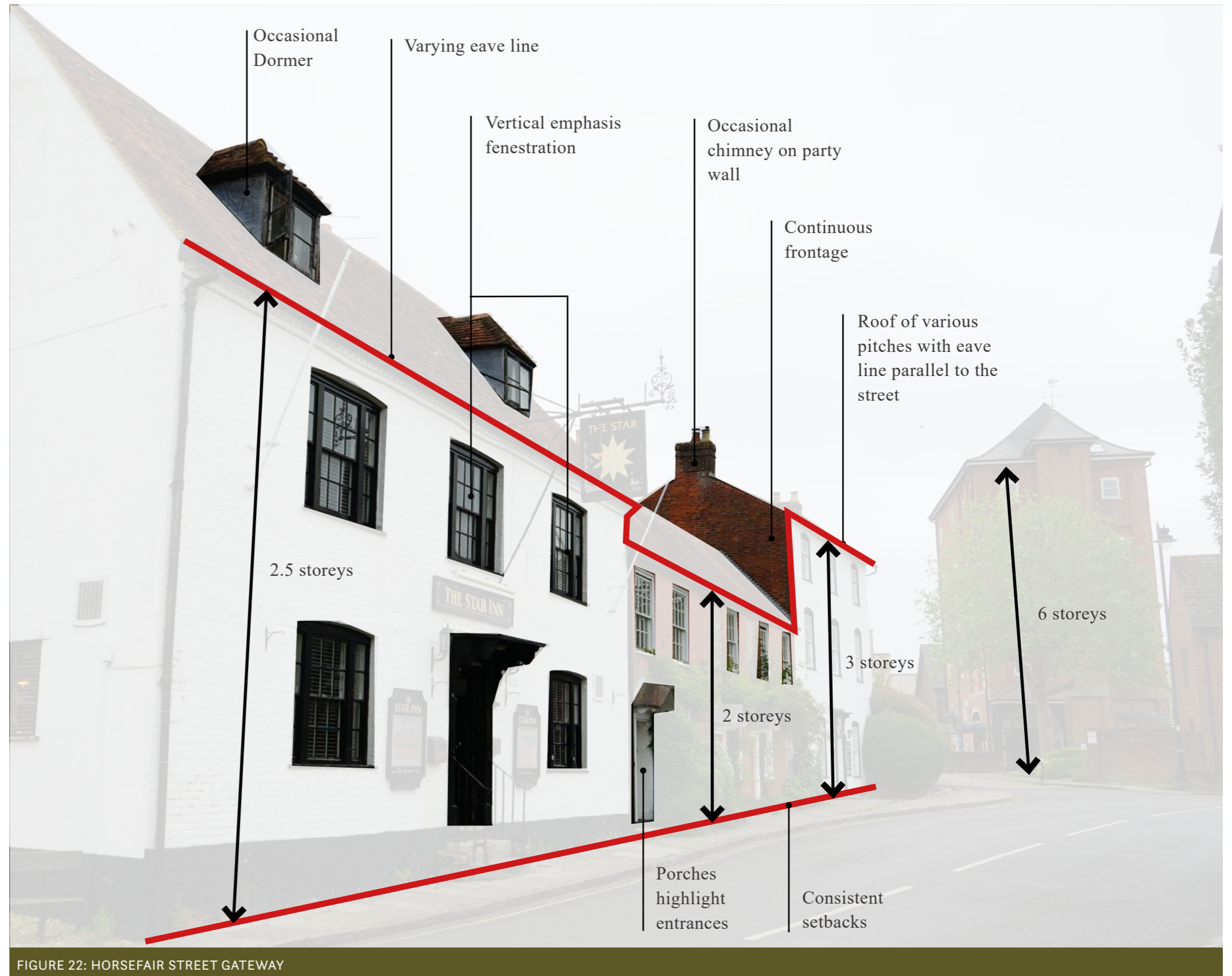


FIGURE 22: HORSEFAIR STREET GATEWAY

4.3.3. WINCHESTER STREET

The junction between The Hundred and Winchester Street is marked by the Plaza Theatre which acts as a landmark building (approximately 4 storeys in height) sitting next to 2.5-storey houses. This street is defined by its more open character. It includes a 10.5m carriageway and two 2m footpaths (figure 23).

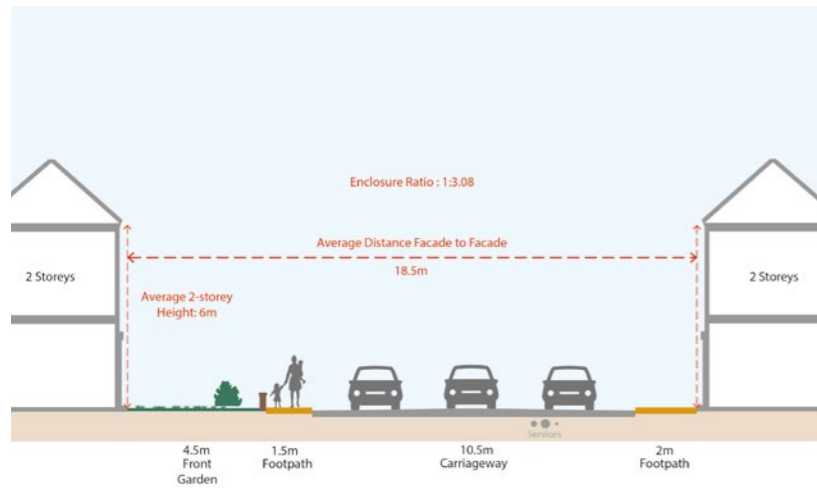


FIGURE 23: WINCHESTER STREET SECTION

The northern row includes setbacks to accommodate front gardens whereas the southern row sits adjacent to the street. The roovescape is various, with composite, flat, hipped and side gable roofs. The northern row is more formal with the repetition of the same design resulting in a consistent eave line. On the contrary, the southern row includes roofs located at different heights even though this row is entirely made of 2-storey high houses (figure 24).



FIGURE 24: WINCHESTER STREET GATEWAY

4.3.4. THE HUNDRED

The Hundred forms one of the important town centre gateways. Typically, the road comprises a 6m carriageway and two 1.5m footpaths (figure 24).



FIGURE 25: THE HUNDRED SECTION

These dimensions can vary as the road turns. It includes residential buildings from 2 to 3 storeys. Often a 2-storey building is face to face with a 3-storey building. Consequently, the eave line shows variety. The roofscape includes roofs whose eaves and ridge lines are parallel to the streetscape. Some buildings have flat or hipped roofs. Roof pitches also show a great deal of variety.

All building frontages are at the back of the pavement with no setbacks. However, buildings are not perfectly aligned and gaps between buildings can be easily found which accommodate rear access or newer, later building insertions (figure 26).

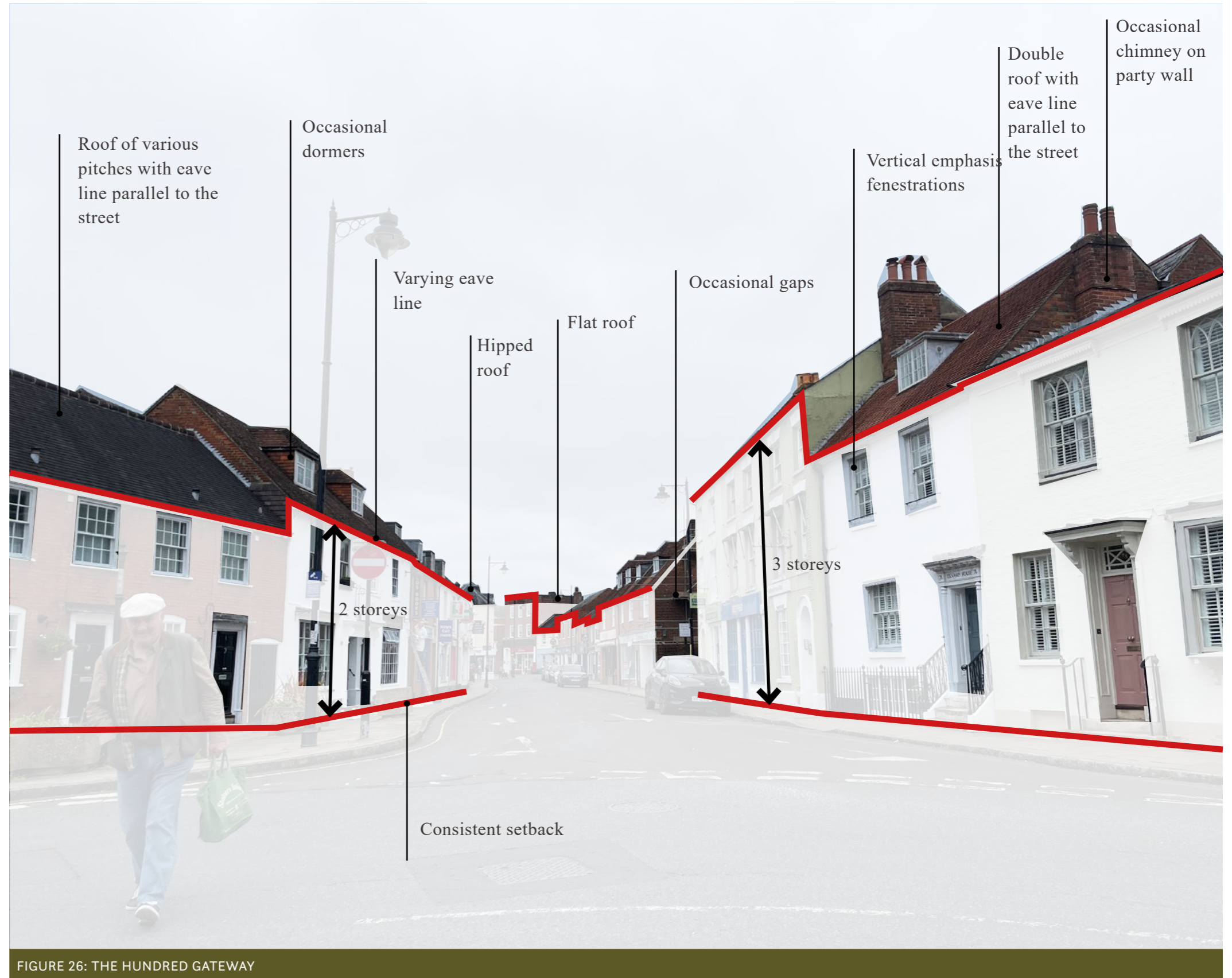


FIGURE 26: THE HUNDRED GATEWAY

4.4. TOWN ANALYSIS CONCLUSION

In conclusion, the historic 'design characteristics' of Romsey can be summarised as follows:

1. Buildings primarily face onto the street and predominantly deliver a façade at the back edge of pavement (public highway).
2. There is a great deal of variation in the way that 2, 2.5, and 3-storey buildings sit together as neighbours within most of the streets in the central Core Area 8.
3. Correspondingly, roofscapes create a varied form and mix although materials are generally consistent.
4. Building frontages are generally continuous with minimal gaps but periodically have quite large setbacks.
5. Street widths are generally of a historic 'urban feel' with a building height to street width ratio of between 1:1 and 1:2, as one would expect to find in the core of a historic market town.

SECTION 5. DESIGN REVIEW

ASSESSMENT OF THE SITE

5.1. The Appeal site is currently occupied by a building that was developed into its current form during the late 1960's and early 1970's. It is of a low scale and massing when viewed alongside its neighbours throughout the rest of the town centre. It is predominantly single storey with a relatively two small storey element facing onto Broadwater Road. It has very little architectural merit and its removal will not create any loss of townscape quality either within this specific site context or within the wider town centre. Indeed, it was removed from the Conservation Area by the Local Authority in 2020 which suggests that they agreed with this position.

5.2. In terms of the townscape role of the existing buildings, as a part of one of the town's 5 principal 'gateways', it offers relatively little due to its lack of scale, massing and height. This 'gateway' is asymmetrical in composition, i.e. the two sides of the street are not of a similar scale after one has passed through the greenspace/tree belt immediately adjacent to the roundabout on Bypass Road. The important part of the arrival gateway is not so much the buildings on either side that form the 'picture frame' but the view towards the half timbered brick frontage of Manor House and the junction of Palmerston Street and The Hundred beyond.

THE DESIGN RESPONSE

5.3. The re-development of the site brings with it a number of opportunities to improve and enhance the townscape quality and specifically to the arrival impression into this part of Romsey through the 'gateway' described in section 5.2 above. The proposals should be considered as a positive contribution and betterment to the existing scenario.

5.4. The design proposal as set out within the submitted Design and Access Statement document demonstrates how the architect (Mr. Jackson) has understood those opportunities and has been entirely consistent with the five townscape analysis conclusion points in section 4.4 of this proof of evidence. The proposals are an appropriate design response in terms of scale/massing/height, the relationship of building to street frontage, creating a varied roofscape, producing a continuous building line, use of materials/detailing and importantly locating the building footprint to create a suitable street width to building height ratio.

REASON FOR REFUSAL 2

5.5. In reviewing the Design and Access Statement and Mr. Jackson's Proof of Evidence, it is clear to me that the design process and the proposals that have resulted from it have taken account of and utilized all of the relevant National and Local design guidance. Rather than review and comment on all aspects of guidance, I will now concentrate upon the "Reasons for Refusal 2" **"The proposed development by virtue of the size, scale, mass and proximity to dwellings on Palmerston Street will result in a sense of enclosure and overbearing impact on 38-48 Palmerston Street and 30-36 Palmerston Street to the detriment of the residential amenities of these dwellings, contrary to policy LHW4 of the Test Valley Borough Revised Local Plan (2016)."**

5.6. There are two issues for me to address in this reason for refusal. Firstly, the question of "size, scale and massing", i.e. are the proposals too large or are they consistent with their neighbours and the town centre and secondly, the question of proximity to its neighbours on Palmerston Street that might lead to "overbearing" and a harmful increase in the "sense of enclosure" to these existing properties.

ISSUE ONE - SIZE, SCALE AND MASSING:

5.7. As Mr. Jackson explains within the submitted DAS and within his Proof of Evidence, the design proposals achieve the following objectives, items 5.4, 5.5 and 5.6 below:

5.8. The proposed building heights are a mixture of 2, 2 and half and 3 storey elements, linked together but giving the impression of a collection of buildings, as seen from the streets around the site perimeter. This is consistent with the findings of the Townscape Analysis work in section 4.0 of this document and perhaps more importantly the recommendations set out in the Romsey Town Design Statement SPD.

5.9. The proposed building frontages/façades face onto the street and whilst they are not at "the back of the pavement", they address the street in a direct and orthogonal manner. Equally, this allows the private amenity space and car parking to be contained within the 'interior' space created by the U-shaped layout of the building, all in compliance with best practice advice.

5.10. As previously described, the site forms one of the "Gateways" into the historic centre of Romsey and is unique (compared to the other four) in its relationship with Bypass Road and its associated watercourse and tree belt. The scale and massing of the proposals are appropriate for this location in that it will "heighten" the sense of arrival at this location without materially affecting the quality of the views along Palmerston Street or weaken the functionality of the tree belt. The Visually Verified Montages 01 and 02 produced by NPA Visuals demonstrate that this is the case.

5.11. On this basis I have to conclude that the proposals are appropriate (in scale and massing forms) for a site redevelopment within the historic core (Area 8-RTDS) of Romsey.

ISSUE TWO - OVERBEARING AND SENSE OF ENCLOSURE:

5.12. Within the Townscape Analysis work in section 4 of this document, the cross-sectional relationship between building heights and street width has been recorded for a number of the historic streets within Romsey. This work is supported by information taken from the Romsey Town Design Statement – Area 8, Romsey Old Town.

5.13. It is important in assessing the impact of the design proposals upon the existing residences of Palmerston Street to understand the terminology of the word “enclosure” and therefore the way that it may cause a building or group of buildings to become overbearing in any associated streetscape.

5.14. Over the last 50 years or so, built environment academia has defined the term “enclosure” as relating to the degree to which streets and other public spaces are visually defined by buildings, trees, walls and other elements. The sense of enclosure is created where the height of vertical elements is proportionally related to the width of the space between them (Ewing & Handy, 2009). In addition, the perception of enclosure is correlated with the degree of permeability (movement), or the transparency of materials used to enclose a given space.

5.15. Since the 1980’s, the ratio of a block’s height to the street width (H/W) has been thought to be influential in the perception of enclosure. In the UK, C. Alexander, S. Ishikawa, and M. Silverstein in “A pattern language: towns, buildings, constructions” (1977) proposed an ideal enclosure ratio to be 1:1. In the US, A. Jacobs in “Great Street” (1993) proposed a maximum of 1:2, whereas other designers proposed an optimum ratio comprising of range between 3:2 to 1:6 (Ewing & Handy, 2009). Ratio numbers proposed by Christopher et al, and Jacobs has been supported by further research. Research participants found the 1:2 ratio street space to be the most comfortable, and the 1:1 ratio street space to be the safest (Alkhresheh, 2007).

5.16. Within best practice guidance literature published by the government, the Commission for Architecture and the Built Environment (CABE) recommends in “By Design” that the building scale must be related to the width of the street. If 2.5 storey buildings flank a street, the street width should be 12 to 18m. 3-storey buildings, 15 to 24m street width; 4-storey buildings, 18 to 30m street width; 5-storey buildings, 27 to 36m street width (Figure 27) (Commission for Architecture and the Built Environment, 2000) .

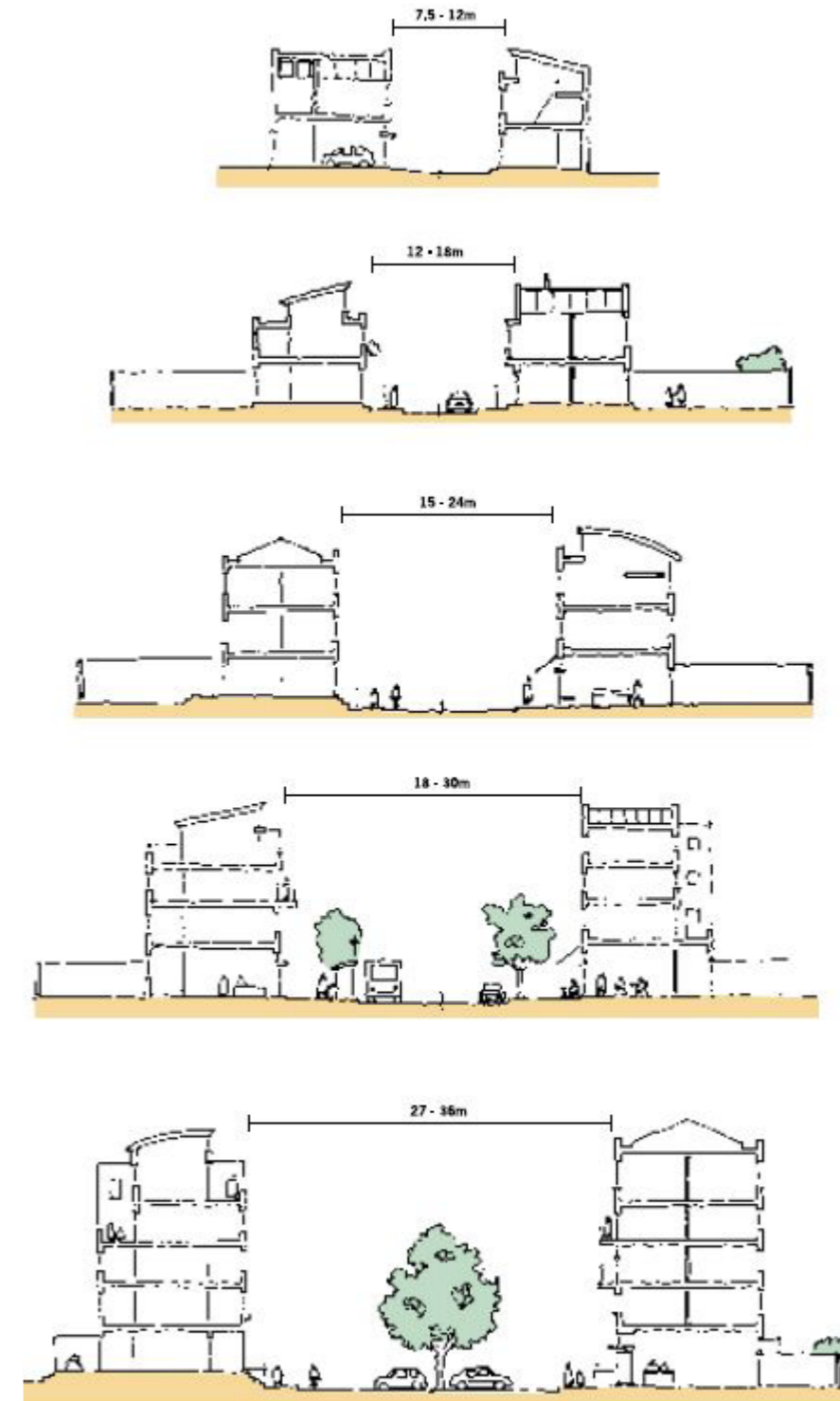
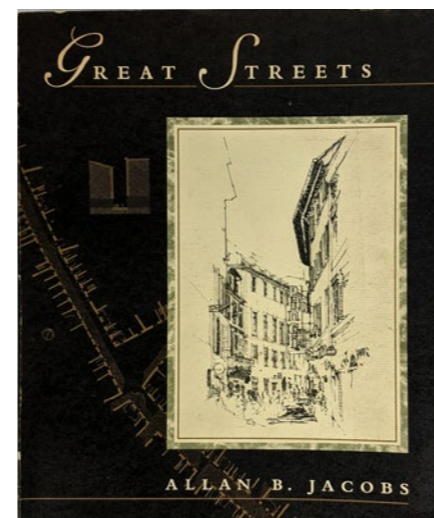


FIGURE 27: HEIGHT AND STREET RELATIONSHIP EXTRACT FROM ‘BY DESIGN’ (COMMISSION FOR ARCHITECTURE AND THE BUILT ENVIRONMENT, 2000)



5.17. The Urban Design Compendium (section 5.1.3) recommends “a height to width ratio for streets of between 1:1.5 and 1:3 where height is provided by buildings (generally measured to the eaves line) and width is the distance between building frontages across the street. These proportions create streets which are pleasing to the eye, feel comfortably enclosed and are not dominated by the carriageway”.

5.18. The Urban Design Compendium uses the same ratio measurements (Section 4.4.1) as “By Design” (Figure 28) and offers guidelines regarding enclosure ratio (Section 5.1.3) (Figure 29) (see Table 1).

5.19. Manual for Streets offers the same guidances regarding the relationship between street width and height by quoting “By Design” ratio measurements. This document also uses the same ratio diagram as the Urban Design Compendium and recommends the same ratios for mews and streets.

Table 1: Height to width ratios (Table 5.2 in the Urban Design Compendium)		
	Maximum	Minimum
Mews	1:1.5	1:1
Streets	1:3	1:1.5
Squares occurs	1:5	1:4

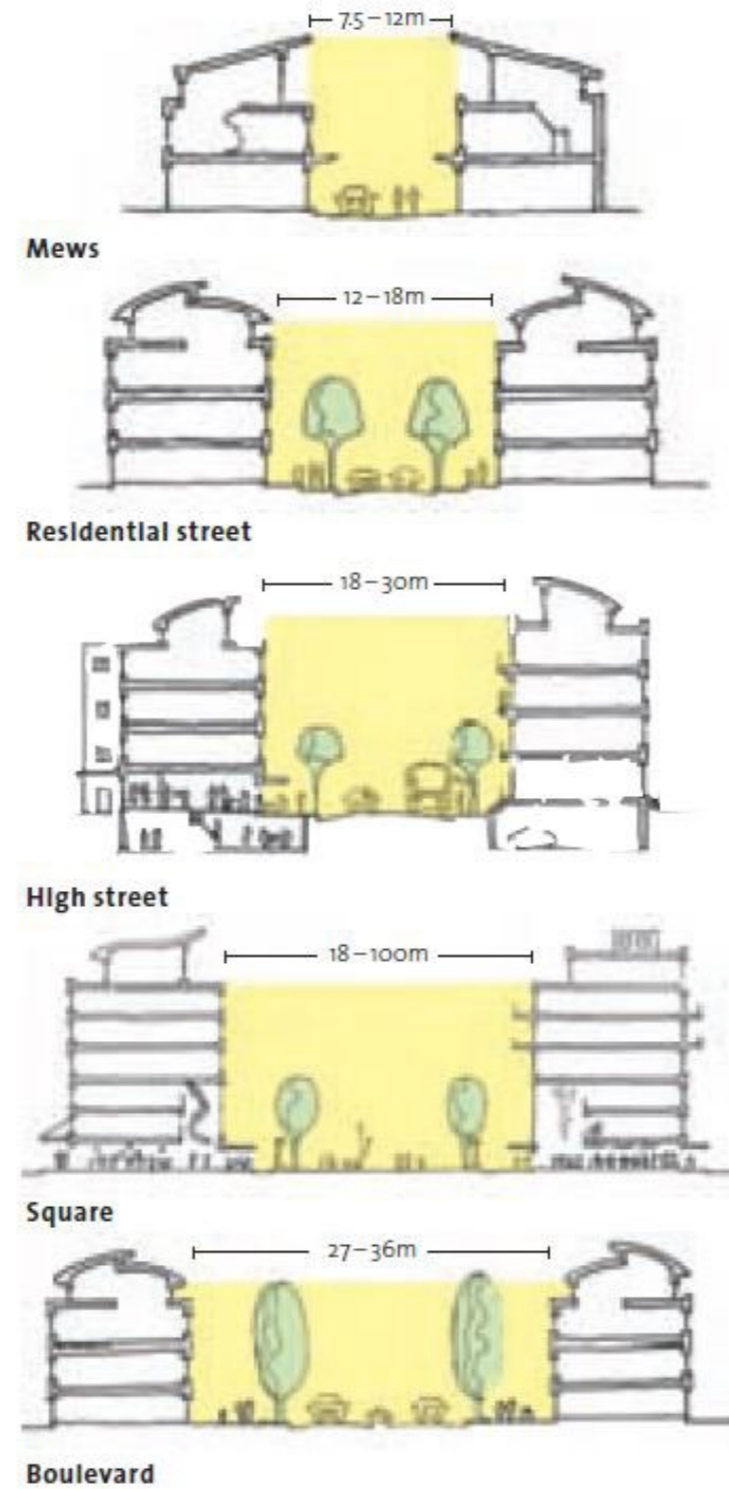


FIGURE 28: STREET AND HEIGHT RELATIONSHIP EXTRACT FROM THE URBAN DESIGN COMPENDIUM (ENGLISH PARTNERSHIPS, THE HOUSING CORPORATION, 2000)

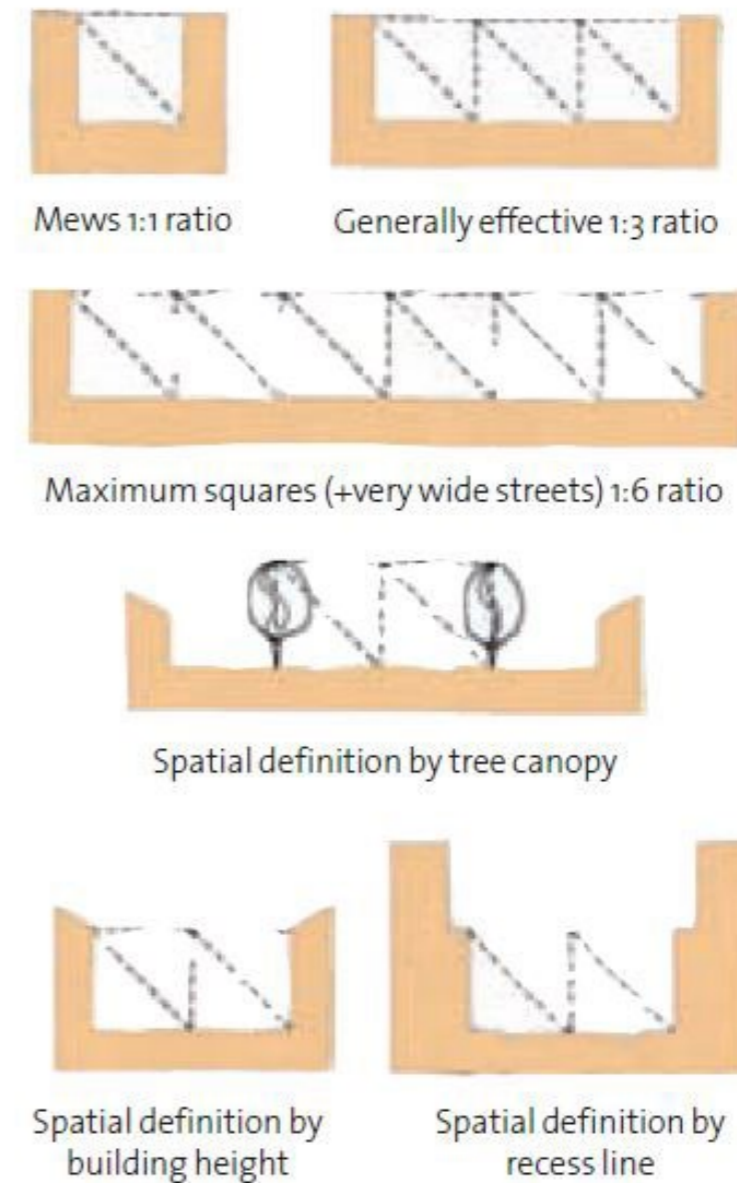


FIGURE 29: STREET RATIOS EXTRACT FROM THE URBAN DESIGN COMPENDIUM (ENGLISH PARTNERSHIPS, THE HOUSING CORPORATION, 2000)

5.20. The most recent guidance occurs within the National Model Design Code and this recommends the use of an enclosure ratio from 1:1 to 1:3 depending on the type of street and the type of neighbourhood (Figure 30) (Ministry of Housing, Communities and Local Government 2021).

5.21. The location of the proposals adjoining Broadwater Road and Palmerston Street fits within the Primary street - Town Centre and/or Primary Street - Urban neighbourhood categories. Therefore the proposed 1:2 ratio is the correct ratio to use for this site.

5.22. Drawing number 10123R-SK18 produced by Planning Issues and shown here, demonstrates (within the cross sections) that the existing street ratio is 1:3 and that the proposals would alter that to become 1:2. This is well within the relevant policy guidance, best practice and local contextual examples.

5.23. On this basis, I have to conclude that the proposals do not lead to any adverse impact in relation to enclosure or overbearing on the adjoining properties.

Public Space

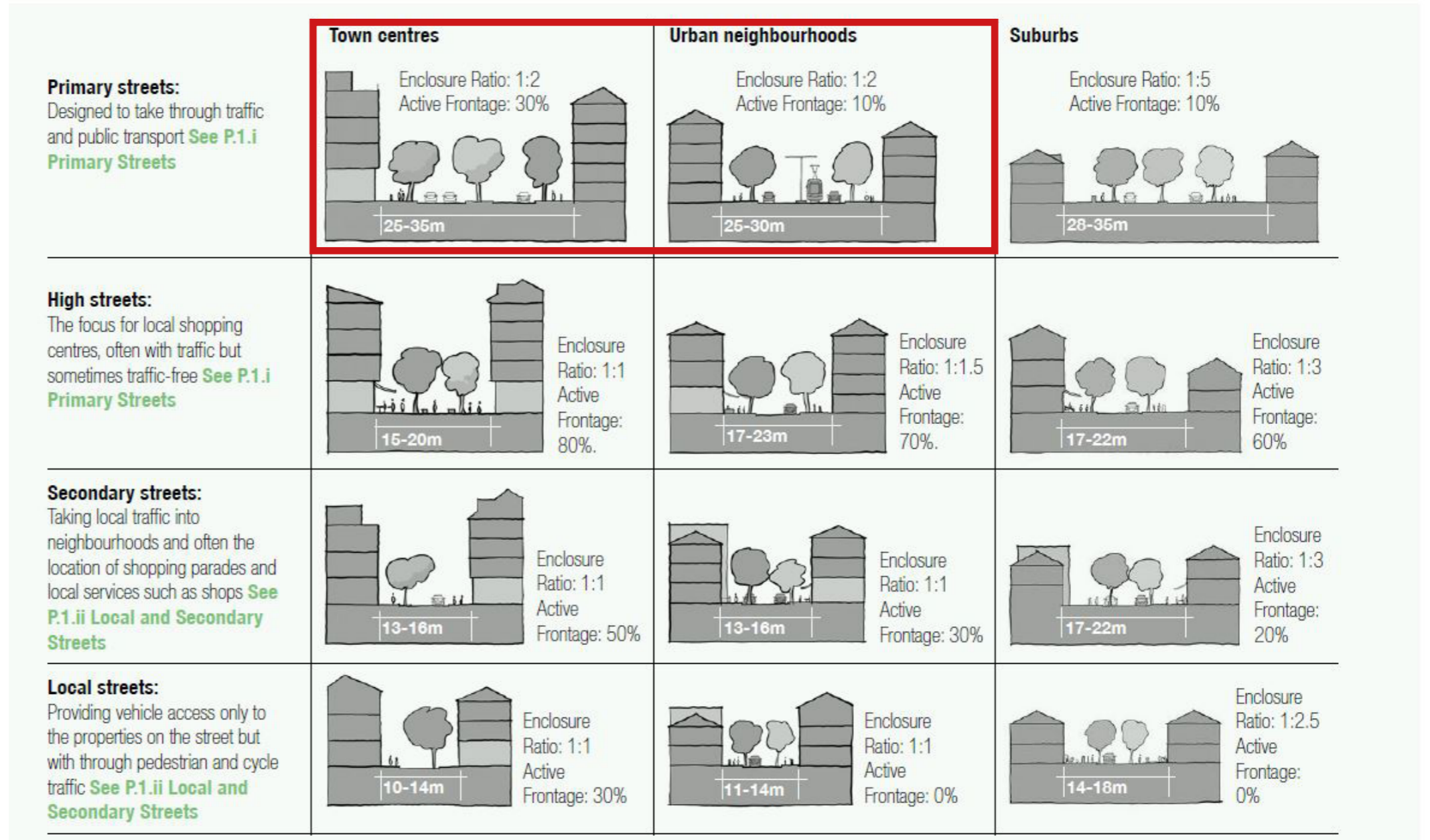
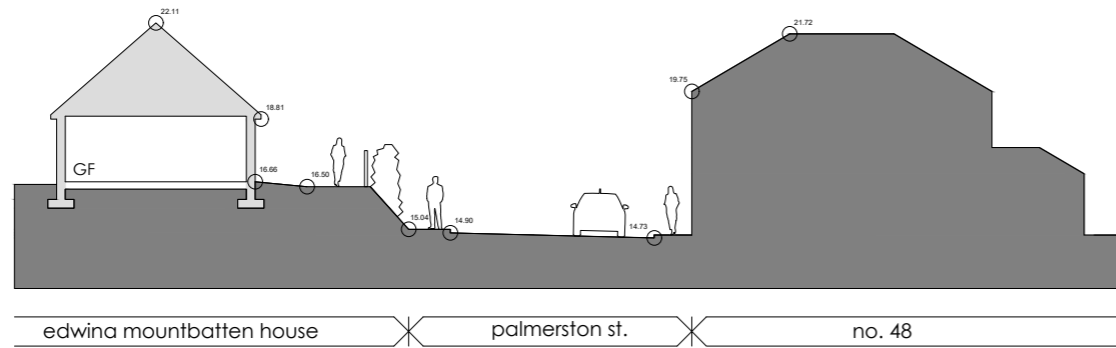
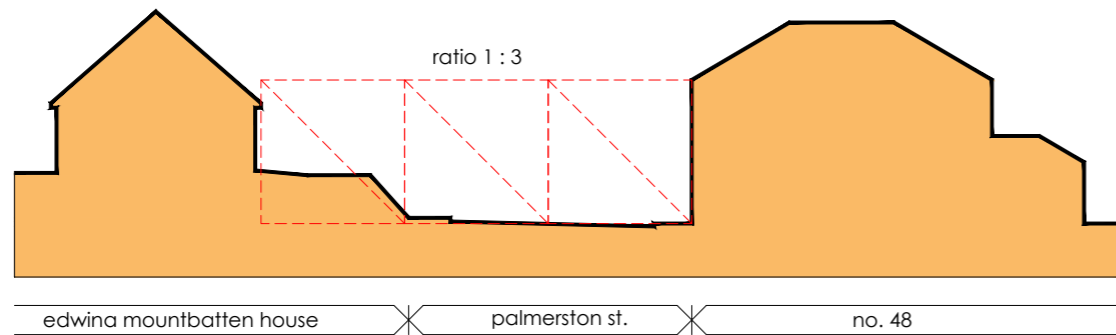


FIGURE 30: PUBLIC SPACE DEFINITION EXTRACT FROM THE NATIONAL MODEL DESIGN CODE (MINISTRY OF HOUSING, COMMUNITIES AND LOCAL GOVERNMENT, 2021).

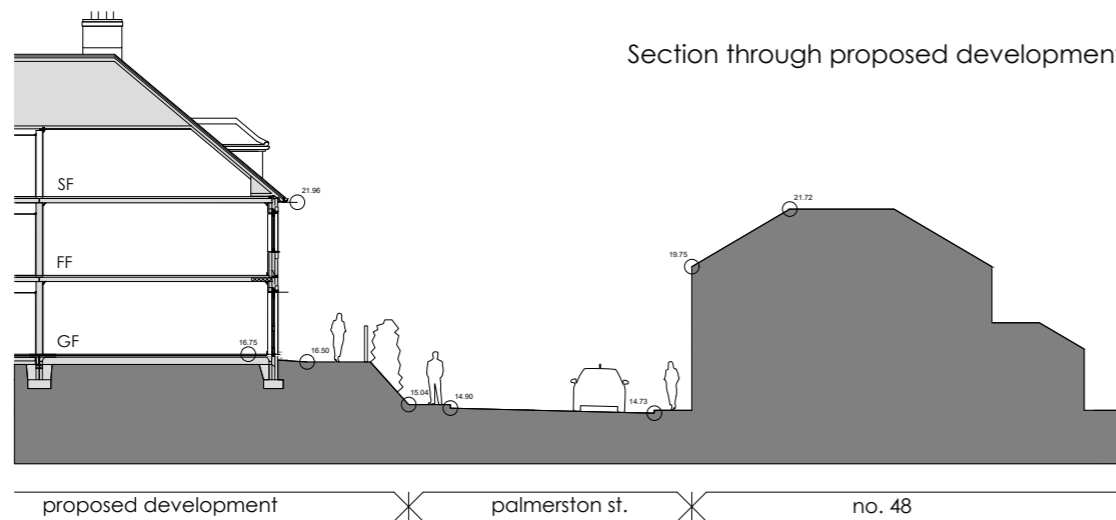
Section through existing development



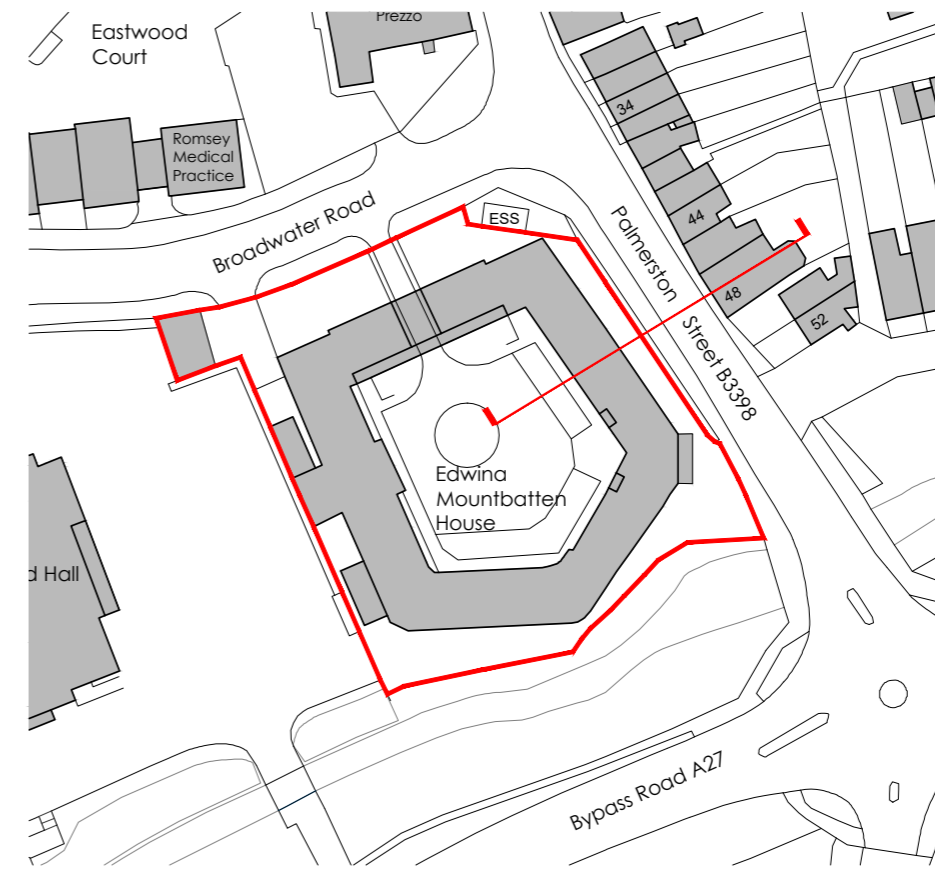
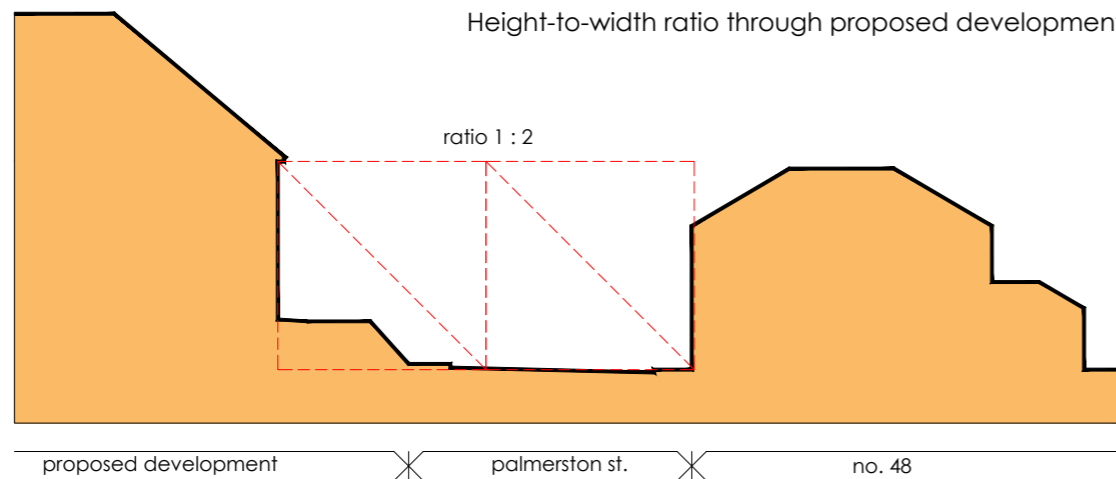
Height-to-width ratio through existing development



Section through proposed development



Height-to-width ratio through proposed development



Section line through Existing Development & Palmerston Street



Section line through Proposed Development & Palmerston Street



FIGURE 31: EXISING AND PROPOSAL HEIGHT / WIGHT RATIO.

SECTION 6.CONCLUSION

6.1. The make-up of Romsey's design DNA and its inherent characteristics do not seem to be in question by the two parties and it has been demonstrated that the proposals comply with these characteristics and all of the relevant National and Local design guidance.

6.2. Reason 02 for refusal is without evidential support in terms of its claims and this document has demonstrated that point. It is on this basis that I request the inspector to dismiss this reason for refusal.

BIBLIOGRAPHY

Alexander, C., Ishikawa, S. & Silverstein, M., 1977. *A Pattern Language: Towns, Buildings, Construction*. 1st ed. London: Oxford University Press.

Alkhresheh, M. M., 2007. Enclosure as a function of height-to-width ratio and scale: Its influence on user's sense of comfort and safety in urban street space. Gainesville (Florida): University of Florida.

Commission for Architecture and the Built Environment, 2000. *By Design - Urban design in the planning system: towards better practice*, London: Department of the Environment, Transport and the Regions.

Department for Transport and the Department for Communities and Local Government, 2007. *Manual for Street*, London: Department for Transport.

English Partnerships, The Housing Corporation, 2000. *Urban Design Compendium*, London: Llewelyn - Davies.

Ewing, R. & Handy, S., 2009. Measure in the Unmeasurable: Urban Qualities Related to Walkability. *Journal of Urban Design*, February, 14(1), pp. 65-84.

Jacobs, A. B., 1993. *Great streets*. 1st ed. Cambridge, MA: MIT Press.

Ministry of Housing, Communities and Local Government, 2021. *National Model Design Code*, London: Ministry of Housing, Communities and Local Government.

Stamps III, A. E. & Smith, S., 2002. Environment Enclosure in Urban Settings. *Environment and behaviour*, November, 34(6), pp. 781-794.

Yilmaz, N. G., Lee, P.-J., Imran, M. & Jeong, J.-H., 2023. Role of sounds in the perception of enclosure in urban street canyons. *Sustainable Cities and Society*, Volume 90, p. 104394.



All plans are reproduced from the Ordnance Survey Map with the permission of the Controller of HMSO. Crown copyright

Reserved. Licence No. AR152684.

Stantec

The Blade
Abbey Square
Reading
Berkshire
RG1 3BE

T: 0118 943 0000

Desk Top Publishing by
Stantec

This artwork was printed on paper using fibre sourced from sustainable plantation wood from suppliers who practice sustainable management of forests in line with strict international standards. Pulp used in its manufacture is also Elemental Chlorine Free (ECF).

©The contents of this document must not be copied or reproduced in whole or in part without the written consent of Stantec.

U:\333101227\A5 - Reports & Graphics\Graphic Design\Documents

Project Ref:	333101227
Status:	FINAL
Issue/Rev:	-
Date:	June 2024
Prepared by:	Jerome Thibault
Checked by:	Dominic Scott
Authorised by:	Dominic Scott

Churchill
Retirement Living 

planningissues
TOWN PLANNING AND ARCHITECTURE

 **Stantec**