Proposed 'Homes for Later Life' Apartments

# **Design & Access Statement**

**Former Police Station**

**Southampton Road**
**LYMINGTON**
**Hampshire**
**SO41 9GH**

June 2021

planningissues
TOWN PLANNING AND ARCHITECTURE

Churchill
Retirement Living

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**Appendix A**

National Design Guide

**Appendix B**

Building for a Healthy Life Assessment

*"The creation of high quality 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 124

# 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 people who use a place for various purposes .....(and)..... also includes people at different stages of life and with different abilities – children, young people, adults, families and older people, both able-bodied and disabled."* National Design Guide Paragraph 8

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 for the comprehensive redevelopment of the vacant buildings and associated land that comprises the former Police Station on Southampton Road (The Site).

**Matters relating to planning policies and other material considerations will be covered in a separate Planning Statement included with the application.**

The existing demographic of this area together with the Site's location, adjacent to transport amenities, the centre of the town and close to a number of existing facilities, make the Site ideally suitable for retirement living.

The applicant's vision for the Site is for 'Homes for Later Living', a development of 32 one and two bedroom apartments together with associated communal facilities, vehicular access, parking and landscaping.

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 relating to design.

The vision is to create a high quality development that responds to the specific site conditions – physical context, surrounding character, constraints and opportunities – with a design which responds to the local vernacular, embraces sustainable design and delivers much needed specialised housing for local older people in a safe and enjoyable environment.


## 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 Later Living'[1] 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 owner's 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 usually amount to 30% of the internal area.

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

## 1.4 Social Benefits of Homes for Later Living

The issues that people face staying in their own home are the problems they are looking to solve with a move to a Home for Later Living.

By moving to an age-friendly environment with a community of like-minded people isolation and loneliness are reduced. There are huge benefits from new found friends and companions. Loneliness is linked with damaging health impacts such as heart disease, strokes, depression and Alzheimer's. Loneliness and isolation have become even more apparent in older generations through the lockdowns faced during the COVID 19 pandemic. However residents within existing Churchill Retirement Living schemes have expressed huge praise for their Lodge Managers in looking after them and helping, for example with food shopping.

The location close to local amenities also increases access to these, lowering social isolation. Individuals can remain independent for longer and have better health outcomes[1] and the safe and secure environment provides peace of mind which leads to better well-being.

Specifically designed housing for older people offers significant opportunities to enable residents to be as independent as possible in a safe and warm environment. Older homes are typically in a poorer state of repair, are often colder, damper, have more risk of fire and fall hazards. They lack in adaptations such as handrails, wider internal doors, stair lifts and walk in showers. 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.

Prior to the pandemic, and hopefully in the not too distant future, Churchill developments offer a formal coffee morning as well as a number of informal coffee gatherings. Residents often organise bridge clubs, gardening clubs and weekly film nights in the communal lounge. There are also group trips into town centres for coffee and shopping, and to theatres, public gardens and other places of interest. Even just saying hello to neighbours in the corridor or a quick conversation with the Lodge Manager can significantly help. Churchill also organise a number of events each year such as summer garden parties, cheese and wine nights, musical nights with tribute acts.

Homes for Later Living have found that an average person aged 80 feels as good as someone 10 years younger[2] (based on the nationally recognised general well-being criteria such as happiness and life satisfaction) after moving from mainstream housing into housing specifically designed for later living. Poor housing is closely linked to poor health, increasing the strain on the NHS and social care system.

For the local community a new Homes for Later Living development means a group of like-minded independent retirees who often want to contribute to the local community by volunteering or getting involved with community projects. Whilst at home, residents provide 'eyes on the street' with passive surveillance contributing to the perception of safer public spaces.

For society as a whole social benefits include expanding choice for older people, freeing up of housing for younger people and often grandparents moving closer to children to provide 'grandparental childcare'. Living in a community that can form a bubble has also proved very successful in mutual support during the Covid-19 pandemic.

1 Homes for Later Living, *Healthier and Happier*, September 2019
2 Homes for Later Living, *Healthier and Happier*, September 2019

## 1.5 Environmental Benefits of Homes for Later Living

Homes for Later Living sites are very carefully selected to be close to local amenities- a maximum of 0.5 miles from a centre via a level walk. They are also usually close to good public transport connections. Providing housing in close proximity to services and shops which can be easily accessed on foot reduces the need for travel by means which consume energy and create emissions.  Many owners find that the cost of continuing to own a car does not outweigh the benefits and many owners decide to go 'car-free', typically within six months after occupying. Car ownership levels are lower than open market housing, and mobility scooters are often used by residents, hence provision of space and charging facilities for these is part of the proposal.

Development close to amenities or a town centre is usually on Brownfield land. Sites are often derelict or vacant 'problem' sites that are currently an eye-sore. Efficient use of land with appropriate density on Brownfield sites reduces pressure elsewhere to release more land for housing, for example from Greenfield land. Providing shared facilities for a large number of residents in a single building makes most efficient use of material and energy resources.

The proposed Homes for Later Living and associated landscaping enhance the local townscape and provide additional visual amenity as well as net biodiversity gains. Boundary and mature trees are typically maintained to ensure existing habitats are protected. Churchill developments further enhance the habitat features and deliver a biodiversity net gain. Bird boxes, swift boxes and bat roosts are often provided. High quality landscaping is an essential feature, delivering native and berry rich species for birds and wildflower planting to encourage pollinators. Residents often set up gardening and wildlife clubs.

Apartments are in themselves a very energy efficient form of accommodation. Rather than a detached house which as a minimum would have four walls, a roof and a floor to the outside all of which lose heat, a typical apartment in a development would have a single wall facing the outside. The building fabric is also built to the latest statutory requirements meaning they are more energy efficient than buildings have ever been required to be before. This reduces to a low level the required energy to heat a dwelling.

All developments provide on-site renewable energy generation, typically photovoltaic cells (PV) or ground source heat pumps which generate electricity for use on site.

Electric vehicle charging will be provided on site, encouraging uptake of electric vehicle use with associated environmental benefits.

All areas of the building will be lit using low energy lighting and where applicable utilise daylight and movement sensor controls, reducing consumption and light pollution.

Flow restrictors and aerated taps as well as typically the inclusion of showers rather than baths ensure low water consumption from apartments.

During construction, efficient forms of construction are prioritised and the majority of necessary construction waste is recycled.

## 1.6 Economic Benefits of Homes for Later Living

### Silver Saviours for the High Street

Published in February 2021, a new report[1] commissioned by Homes for Later Living explores how building more specialist housing for older people would not only help an ageing population move into the home they desire and benefit the housing market, it would also help local economies grow more effectively in the wake of the pandemic.

The research was undertaken, evaluated and written by a former HM Treasury economist, Chris Walker, and finds:

**1. Retirement properties create more local economic value and more local jobs than any other type of residential development.**

**2. For just one retirement development, a local authority could expect to see benefits of 85 construction jobs for the duration of the build, as well as six permanent jobs and £13m in Gross Value Added over the lifetime of the development, as opposed to not developing a site.**

**3. People living in each retirement development generate £550,000 of spending per year, £347,000 of which is spent on the local high street. Some £225,000 of this is new spending in the local authority, directly contributing to keeping local shops open.**

**4. From these figures, we estimate that a typical retirement housing development has the potential to support more than three local retail jobs.**

### Chain Reaction

A second paper[2], published in August 2020, explores how building more specialist housing for older people would not only help an ageing population move into the home they desire, it would also help first-time buyers join the housing ladder through the new chains that are created. The main findings of the report found:

**1. c.3m older people in the UK aged 65+ want to downsize.**

**2. If, overtime, all of those aged 65+ who want to move were able to do so, it would free up nearly two million spare bedrooms, predominantly in three bedroom homes with gardens, ideally suited for young families with children.**

**3. The chain impact would be a major boost for first time buyers, with roughly two in every three retirement properties built releasing a home suitable for a first-time buyer in the housing chains created.**

**4. Overall, every Homes for Later Living property sold generates two moves further down the housing chain, and in certain circumstances this may be more. If 30,000 later living properties were built per year (10% of the Government's overall housing target) this would mean at least 60,000 or more additional house moves are facilitated each year.**

### Healthier and Happier

Healthier and Happier[3], was published in September 2019 and explored the wellbeing benefits that residents gain from living in specialist retirement housing and the significant fiscal savings they can deliver to the NHS and social care system.

It found that:

**1. People living in a property of this type typically experience reduced health risks, contributing to fiscal savings to the NHS and social care services of c.£3,500 per person per year.**

**2. Building 30,000 more retirement housing dwellings every year for the next 10 years could generate fiscal savings across the NHS and social services worth £2.1bn per year.**

1 Homes for later Living, *Silver Saviours for the High Street*, February 2021
2 Homes for later Living, *Chain Reaction* August 2020
3 Homes for later Living, *Healthier and Happier* September 2019

## 1.7 The Applicant – Churchill Retirement Living

Churchill Retirement Living Ltd is an award-winning, family run company specialising in both building and managing Homes for Later Living. The company was established in 2003 and is a market leader in the provision of private retirement apartments. They are purpose built exclusively for sale to the elderly (specifically over 60s with the average age of purchasers being 80) with a package of estate management services. A typical owner is an 80 year old widow.

Churchill have consistently (2019, 2020, 2021) been awarded a 5 star rating in customer satisfaction surveys carried out by the Home Builders Federation (HBF). Over 90% of owners would recommend Churchill Retirement Living to friends or family.

Churchill were awarded the WhatHouse? Housebuilder of the year in 2016, the first retirement specialist ever to win this recognition. This was followed by 2019 WhatHouse? Gold Award for “Best Medium Housebuilder”.

Churchill Retirement Living was named Retirement Living Operator of the Year at the RESI Awards 2017.

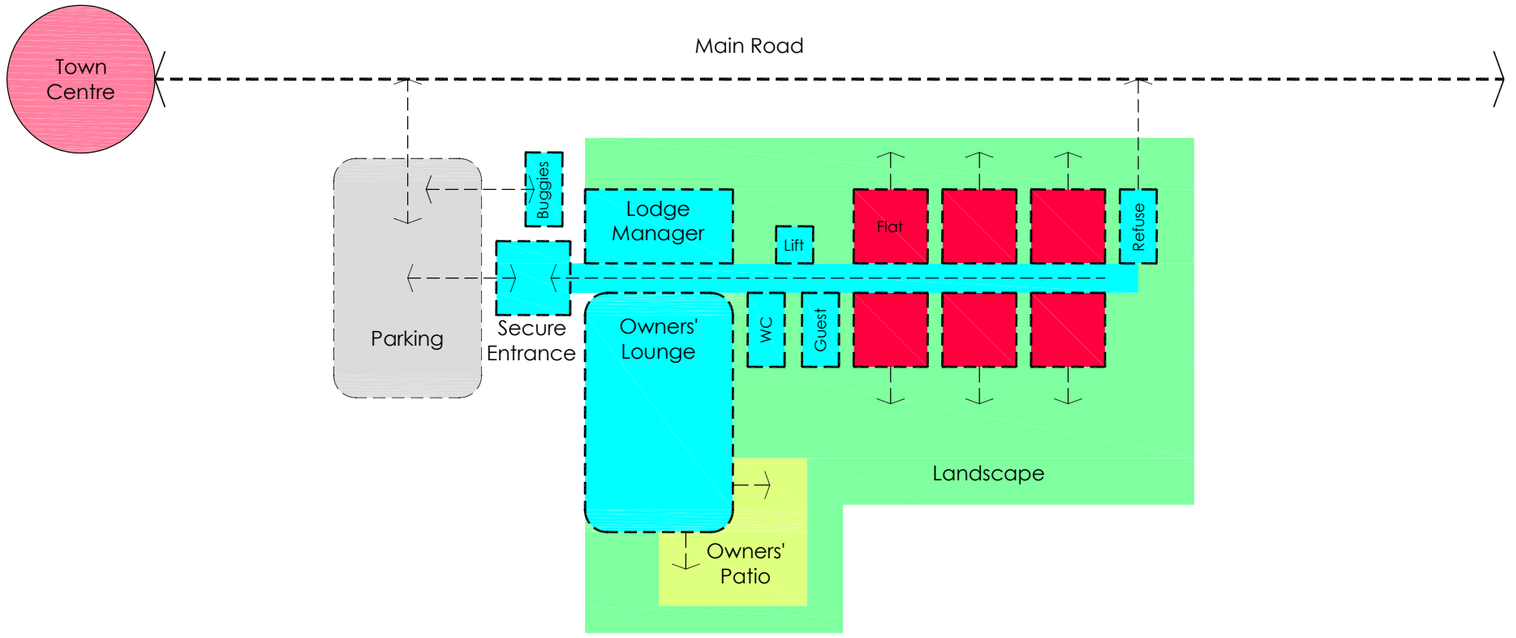
Churchill Retirement Living now has over 160 retirement developments across the UK, with more than eight thousand people choosing the lifestyle offered by Churchill developments.

## 1.8 Applicant Brief

Site selection close to amenities and in an area with identified need is key in the first instance. In designing the development the subject of this planning application, Planning Issues have had a clear brief on the specific requirements of Churchill Retirement Living in order for the design to be successful.

*Key client requirements for the architectural design are:*

- A **single building**, allowing secure access to all communal facilities, which necessitates a large footprint
- **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



## 1.9 Precedent Developments

Tavistock


Chichester

Wells

Highcliffe

Marlow

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 CONTEXT

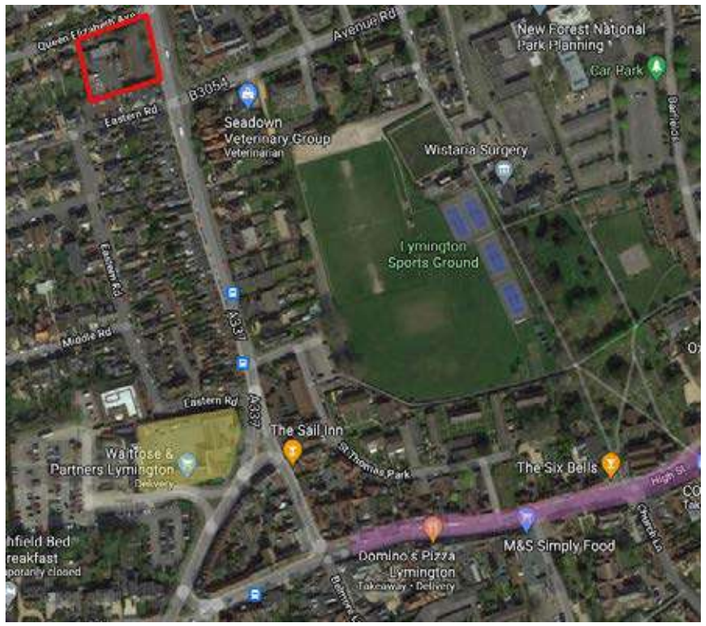
## 2.1 Site Location

### Location

The development site comprises the former Police Station, located on the west side of Southampton Road, between Queen Elizabeth Avenue to the north, and Eastern Road to the south.

### Local amenities

Approximately 300m to the south along Southampton Road (A337) there is a large Waitrose superstore, and a further 50m is the renowned Lymington High Street which features a wide range of small local independent shops and businesses, including various food outlets, restaurants, pubs, cafes, hairdressers, and many nationally known retailers and suppliers.




Site in Relation to Local Amenities


Aerial view of existing site

## 2.2 Site Description

The site is approximately rectangular in plan form and has an area of roughly 0.22 hectares.

The site is relatively level itself, although set approximately 200mm higher than Southampton Road, which falls towards the south, the eastern boundary along the main road is set back from the pavement beyond a grass verge and currently marked by a low wooden picket fence.

The northern boundary facing Queen Elizabeth Avenue has a similar verge and fence arrangement.

The southern internal boundary between the site and the adjacent block of flats at Buckland House comprises a brick wall, which also provides a retaining function as the land to the south is set approximately 200-300mm lower than the general proposal site level.

To the west of the site, The Old Police House is now a private dwelling and the boundary between the sites comprises closeboard wooden fencing and the rear walls of existing police garage buildings.

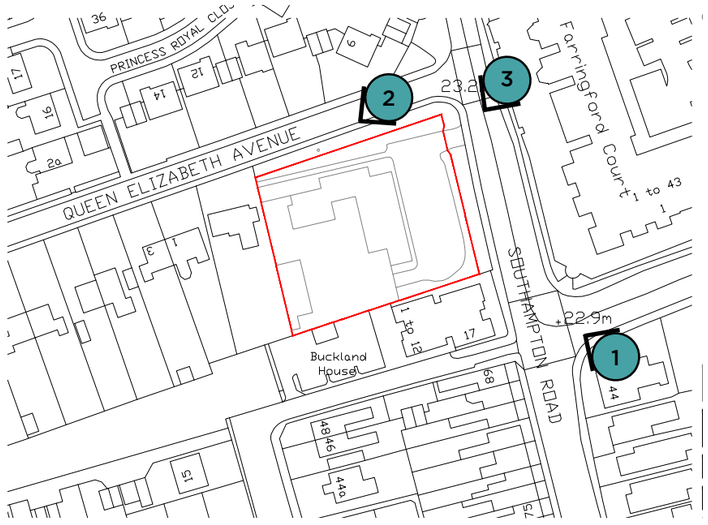
Within the road frontages there are a number of mature and semi-mature trees, along with other small trees and shrubs, giving the site a reasonably enclosed and screened relationship with the adjacent streets, with glimpses of the buildings within it.

The site abuts the Conservation Area, along its southern boundary, and it is possible to look into the site from Eastern Road across the rear car park of the block of flats at Buckland House.

**The significance of these views and others in relation to heritage issues are considered in more detail in the Heritage Statement submitted with the application.**


1. 1 View of existing Police Station Building

## 2.3 Existing Site Photographs



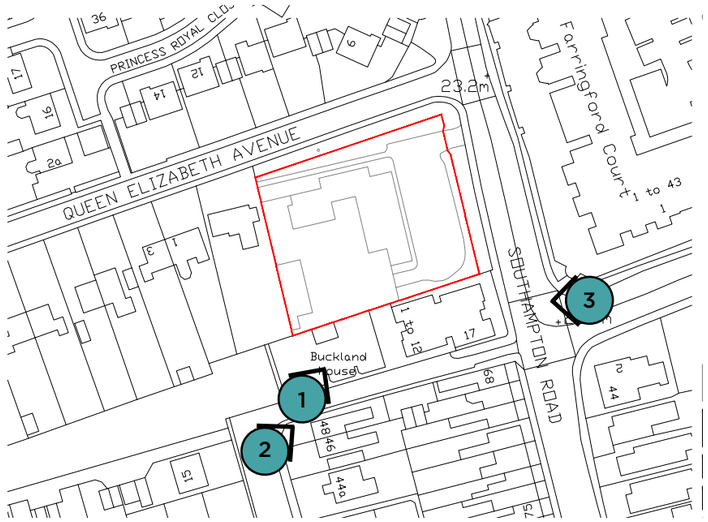

1 View of existing Police Station Building from Avenue Road looking north-west
2. View of site looking west along Queen Elizabeth Avenue
3. View of site from Southampton Rad

1.

2.

3.

## 2.4 Immediate Context Photographs



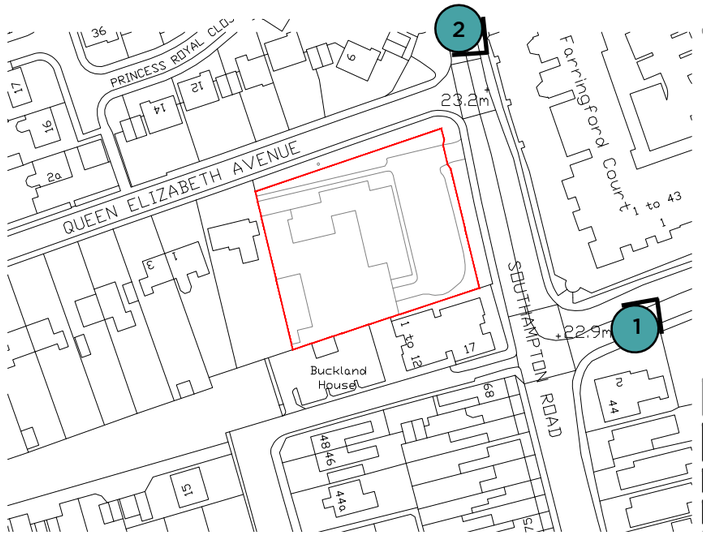

1 View of The Site from Eastern Road
2 View of The Site from the conservation area looking across the rear car park to Buckland House
3. View of Buckland House from Southampton Road

1.

3.

2.

## 2.5 Wider Context Photographs

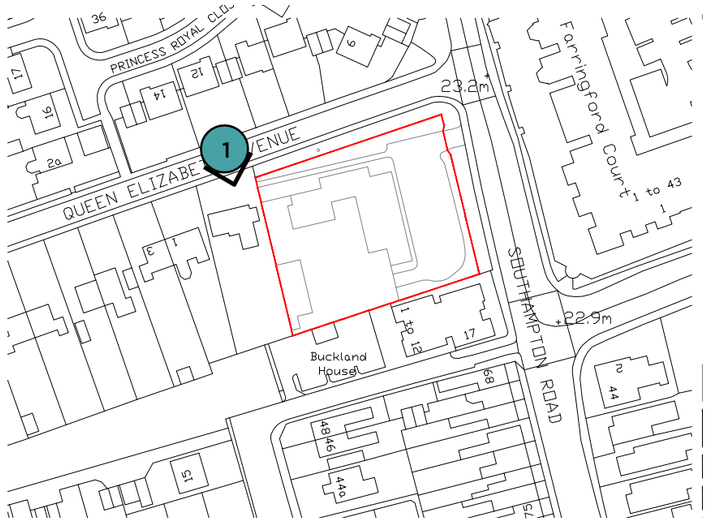



1 View of Farringford Court from Avenue Road
2 View of Farringford Court from Southampton Road

1.

2.

## 2.6 Wider Context Photographs




1.

2.

3.

4.

1 Old Police House from Queen Elizabeth Avenue
2 Historic 3 storey building from Southampton Road
3 Halyard House from Avenue Road
4 Cavendish Place from Avenue Road

## 2.7 Context Analysis

*"The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses. Local character makes places distinctive and memorable and helps people to find their way around. Well-designed, sustainable places with a strong identity give their users, occupiers and owners a sense of pride, helping to create and sustain communities and neighbourhoods."* National Design Guide Paragraph 50

The architectural character in the vicinity of the site is varied.

To the south of the junction with Eastern Road, the urban grain along Southampton Road is tight with narrow, deep plots. The prevailing architectural scale is domestic, with runs of terraced buildings interspersed with small and large individual dwellings.

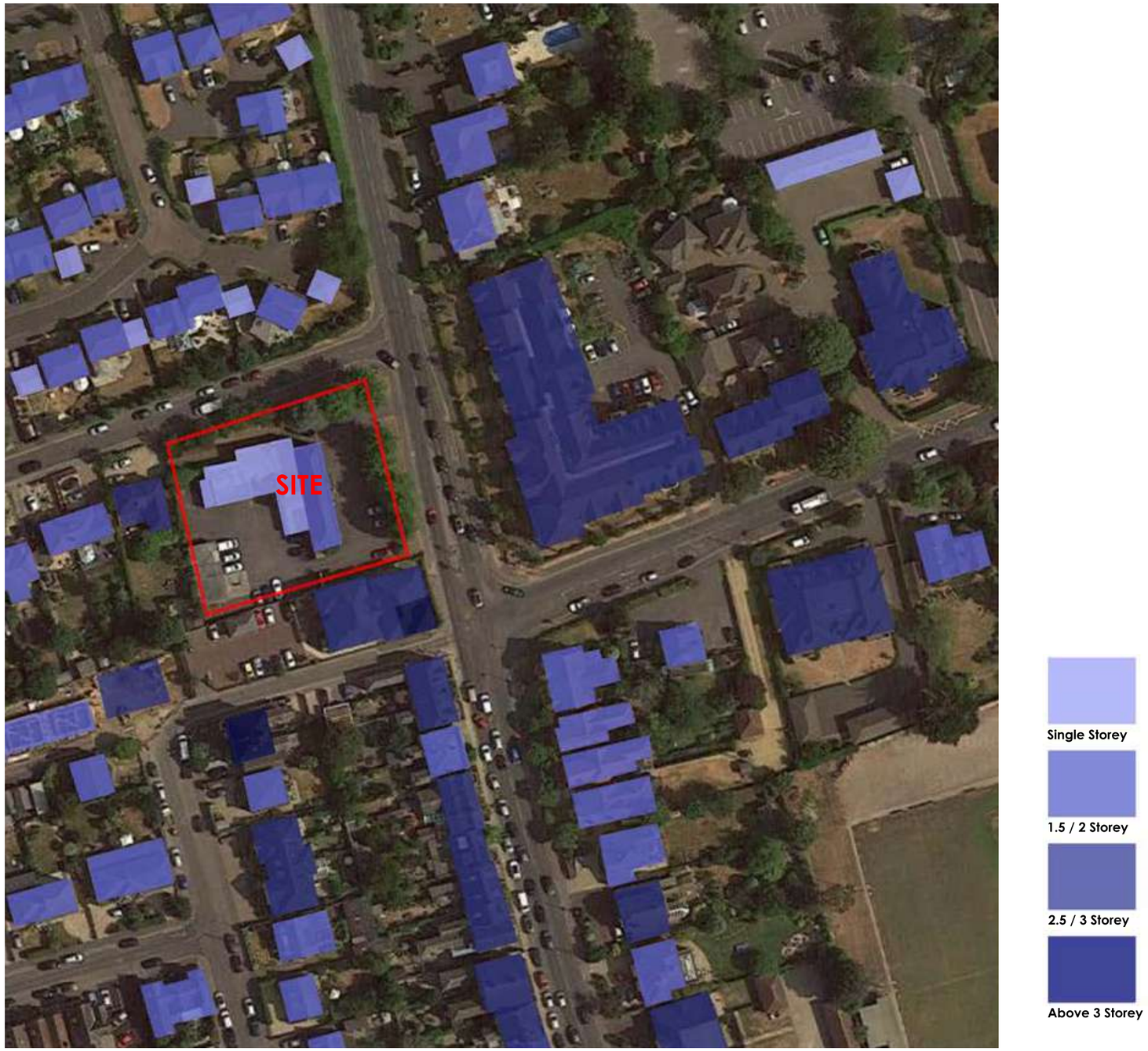
The area to the north of Eastern Road and The Avenue is markedly different. The block arrangement and urban grain is generally looser, and larger building footprints within wider plots are more evident.

There are two larger buildings in the immediate area of the proposed development site. One is Buckland House, immediately south of the site, whilst on the opposite side of the street to the east is Farringford Court. Both are blocks of flats. Buckland House has a compact footprint, and whilst articulated with various bays and projecting roof forms, is clearly a singular whole building. Farringford Court however has a longer footprint stretching along two road frontages, and has been designed to appear as a number of distinct and separate buildings.

As can be seen from the illustrative aerial view to the right, it is clear that there are historic 3 storey buildings along Southampton Road, and that the larger recent flat developments are similarly generally 3 storeys in height.

As can also be seen from the plan the recent higher buildings generally have a larger footprint than the historic examples.

It is also notable that the existing Police buildings on the site consist of larger footprint linear buildings, compared to the domestic housing patterns to the west and north.




Storey heights diagram

## 2.8 Conservation Area

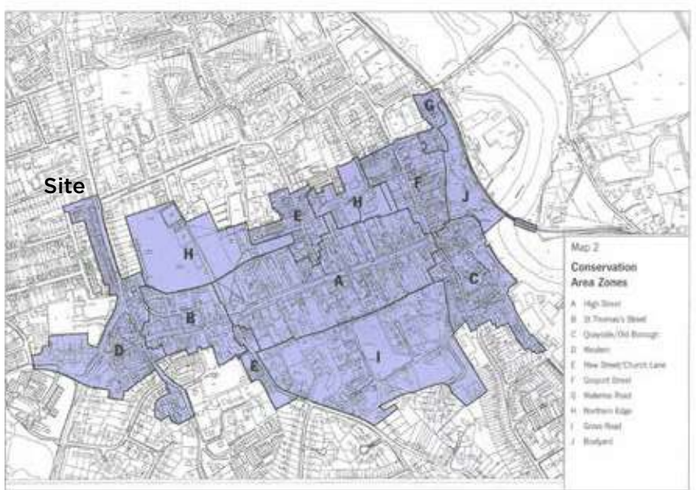
The site sits adjacent to but outside of the conservation area ‘D Western’. The conservation area includes the neighbouring Buckland House.

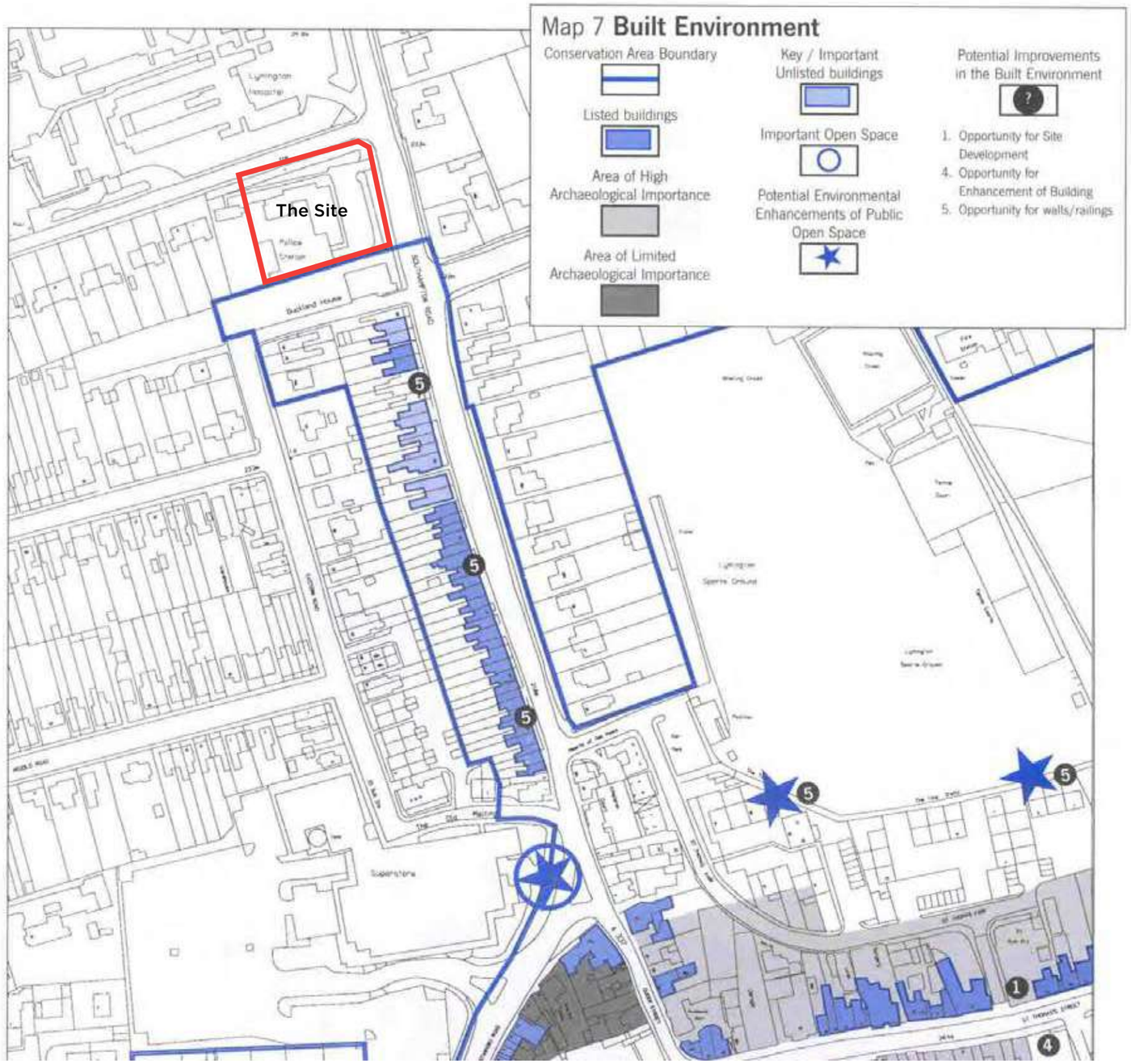
The principle characteristic of the ‘western’ zone is of terraces of brick cottages and small houses. The conservation appraisal notes that there are significant areas of housing redevelopment in this zone (page 21).

“*The earlier terraces are shorter with more uniformity……On Southampton Road, a terrace of almost 30 houses would have been the first example in Lymington of large-scale speculative building.*” Lymington A Conservation Area Appraisal page 28

The conservation area here is focused on the setting of the terraced houses to the west side of Southampton Road. These terraces comprise both listed and important unlisted buildings.

The site itself was outside of the town and then allotments before being developed as the Police Station in 1952.



## 2.9 Adjacent Listed Building Character

### Precedents by Proximity

The nearest listed buildings are number 81 and 83 Southampton Road [Image 1 and 2]. These are Grade II listed. The listing describes the key features (my emphasis in bold):

*"Early C19. Stuccoed with cornice and parapet. 2 storeys, 1 window each,* **sashes** *with glazing bars and bracketed labels over ground floor windows. Recessed round arched doorways in moulded architraves. Nos 81 and 83 with Nos 85 to 89 (odd) (buildings of local interest) form a group. "*

The terrace of houses along Southampton Road at 5 to 57 are also Grade II listed. The listing description (my emphasis in bold) is:

"*Early Cl9. A row of small, terraced houses. Red brick, Nos 11-15 (odd) Nos 21-27 (odd) 33, 51 and 57* **painted brick**. *Nos 7-35 (odd)* **tiled roofs**. *Nos 37 to 57 (odd)* **slate roofs**. *2 storeys and attic* **dormer** *each but No 25 2 storeys and basement with slightly higher roof. No 57 3 storeys. 1 window each,* **sashes** *with glazing bars. No 33 has small modern shop front, No 37 has modern ground floor bay window and No 43 former shop window with square bay (glazing bars intact) under cornice and flanked by 2 round arched doors. No 45 has a large iron* **balcony** *across the 1st floor. Most houses have round arched doorways with fanlights but some stuccoed tympana. Nos 49-55 (odd) rectangular fanlights, Nos 39 and 41 no fanlight but No 39 has moulded architrave."*

Key elements to consider:

- A continuous facade along the street is characteristic
- Sash windows facing Southampton Road
- Window heads tend to match the wall and not contrast
- Slate roofs typically
- Brick, painted brick and render façades
- Dormers are a feature
- A balcony is a feature on the terrace

1 81 Southampton Road
2 83 Southampton Road
3 51 Southampton Road
4 9 Southampton Road (All images courtesy of Google)

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## 2.10 Retirement Apartments Character

### Precedents by Typology

A recent decision at appeal on land at Stanford Hill, Lymington SO41 8DE has allowed a development of 44 sheltered apartments for the elderly with associated access, mobility scooter store, refuse bin store, landscaping and 34 parking spaces [20/10481]. The proposed street facing elevation is shown at image 1. Key features to consider:

- A continuous facade along the street
- Sash style windows facing the main road
- Render and brick façades
- Slate roofs
- Dormer windows
- Balconies
- 3 to 4 storeys

A retirement development has been constructed opposite the proposal. This is Farringford Court (see section 2.5 for photos)

A recent retirement development at Knights Lodge, North Close, Lymington SO41 9PB [16/10886]

Key elements to consider:

- A continuous facade along the street
- Sash style windows facing the main road
- Brick façades
- Slate  and tile roofs
- Dormer windows
- 3 to 4 storeys

1 Application 20/10481 Front Elevation (West)
2 Application 16/10886 Front Elevation of Knights Lodge

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## 2.11 Opportunities and Constraints

### Opportunities

- To optimise the development potential of the site and to provide specialised Homes for Later Living so as to meet an acknowledged local housing need.
- To provide an attractive development that responds positively to the key characteristics of the area and the immediate street scene.
- To relocate the vehicular access from the busy Southampton Road to the relatively less busy Queen Elizabeth Avenue.
- Potentially to create a 'gateway' building on Southampton Road to the start of the more urban Lymington town centre from the more sub-urban character to the north.
- To improve the net biodiversity of the site
- Create south facing amenity space

### Constraints

- To ensure overlooking by and of neighbouring dwellings is avoided by carefully considering aspect and reasonable separation distances.
- To respect the setting of the adjacent conservation area.
- To retain and enhance the trees on the site

*".....where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development."*

National Planning Policy Framework Paragraph 130

## 3.1 Pre-application October 2019

In October 2019 conceptual pre-application drawings were submitted for comment to New Forest District Council.

A site plan indicated the development massing with a truncated L-shape footprint, with building frontages addressing Southampton Road and Queen Elizabeth Avenue.

Three storey heights at either end rose to a 4 storey element at the north-east site corner.

The vehicular access was moved to Queen Elizabeth Avenue with a car-parking courtyard at the south- west.

Sketch elevations submitted indicated articulated frontages breaking the development down into elemental blocks, defining separate 3 storey “buildings” adjacent to Buckland House to the south and The Police House to the west, with a larger 4 storey building with a half dormered roof at the north east corner.
A variety of materials including render and brickwork were proposed and the elevations included a number of projecting bays. Conventional pitched roofs were proposed with generally hipped ends.


INITIAL SKETCH ELEVATION - QUEEN ELIZABETH AVENUE



INITIAL SKETCH ELEVATION - SOUTHAMPTON ROAD

# 3 PLANNING

## 3.1 Pre-application October 2019

Representatives from Churchill Retirement Living and Planning Issues met with Officers from New Forest District Council in January 2020 to discuss the proposals.

The comments are summarised as follows -

- Officers stated that the scale and bulk of the building needed to be reduced.
- It was agreed that the concept of a higher corner element with lower wings was a potentially appropriate design solution.
- The bulk and massing at either end of the building adjacent to the neighbouring properties was considered excessive and needed to be reduced.
- Officers were un-enthusiastic about the overall design of the elevations, and it was suggested that possibly a more contemporary design approach with a lower roof pitch could be employed to reduce the building mass.
- The Conservation Officer noted that “key views” into the site required consideration, and suggested that views into the site from the Cardinal Mews / Eastern Road junction were important.
- Officers mentioned Farringford Court (opposite the site on the eastern side of Southampton Road) as being a success in breaking up the massing of a large building by using deep set-backs in the elevation.
- It was however acknowledged that it was a significantly larger site, with a long extended frontage, and therefore not directly comparable.

## 3.2 Pre-application October 2020

In response to suggestions from the initial pre-application, a more contemporary design was explored, with a shallower pitched roof and set-back elements helping to lessen the visual prominence of the 4 storey areas. The scheme also introduced reductions in building height and width at its closest proximity to the adjacent buildings.

The new proposals were issued for advice and comment to New Forest District Council on 23rd October 2020.

Advice was received with the following key points:

- Does not successfully articulate the form
- No attempt to mitigate the dominant bulk
- Layout, footprint, bulk, massing and design a concern
- Depth of structure a concern
- Height a concern
- Boxy nature a concern
- Building should be a transition between higher density and lower density areas
- Overly deep plan compared to surroundings
- Limited daylight and single aspect rooms
- Overly wide built form
- Awkward roof arrangements with large flat elements
- More dominant building than the context
- Poor architectural appearance
- Little to break up the massing, reduce depths and improve elevational treatments
- Poor proportions to bays, gables and windows

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1 View from Southampton Road
2 View along Queen Elizabeth Avenue
3 Overview
4 View from Avenue Road

## 3.3 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

Given current restrictions on social gatherings the public consultation process was unable to include a physical public exhibition, and was instead conducted via an on-line exhibition, which ran between 4th to 18th December 2020. This consisted of the same design as submitted for the pre-application in October 2020.

Letters were sent to local residents, businesses and various groups and associations, inviting them to view an exhibition posted on the Churchill Retirement Living website. Provision was made for people to request physical copies of the information should they not be able to view the exhibition on-line.

The exhibition included information on Churchill Retirement Living along with contextual analysis of the site and the area, and provisional sketch images of its proposed redevelopment of the site.

Visitors to the website were encouraged to leave written comments via email or through other physical postal methods if preferred.

The relevant feedback is included in the planning application submission pack.


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1 Site Plan
2 Southampton Road Elevation

*“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

Following the response to both the October 2020 pre-app and the mixed public consultation response, the decision was taken to develop the design along a more traditional route.

This takes inspiration from the simple architecture of the existing police station as well as the materials of the significant buildings in the immediate context.

Key elements of the existing police station are:

- Brick building
- Symmetrical Elevation
- Pitched Roof
- Hierarchy of windows
- Ground floor detailing
- Building set back from the road
- Confident presence to Southampton Road


Key elements of the high quality nearby buildings are:

- Brick and render buildings
- Slate roofs
- White windows
- Dormered accommodation

Key elements of the neighbouring flatted developments:

- Larger footprint buildings compared to traditional terraced or detached dwellings
- Three storey buildings plus a roof

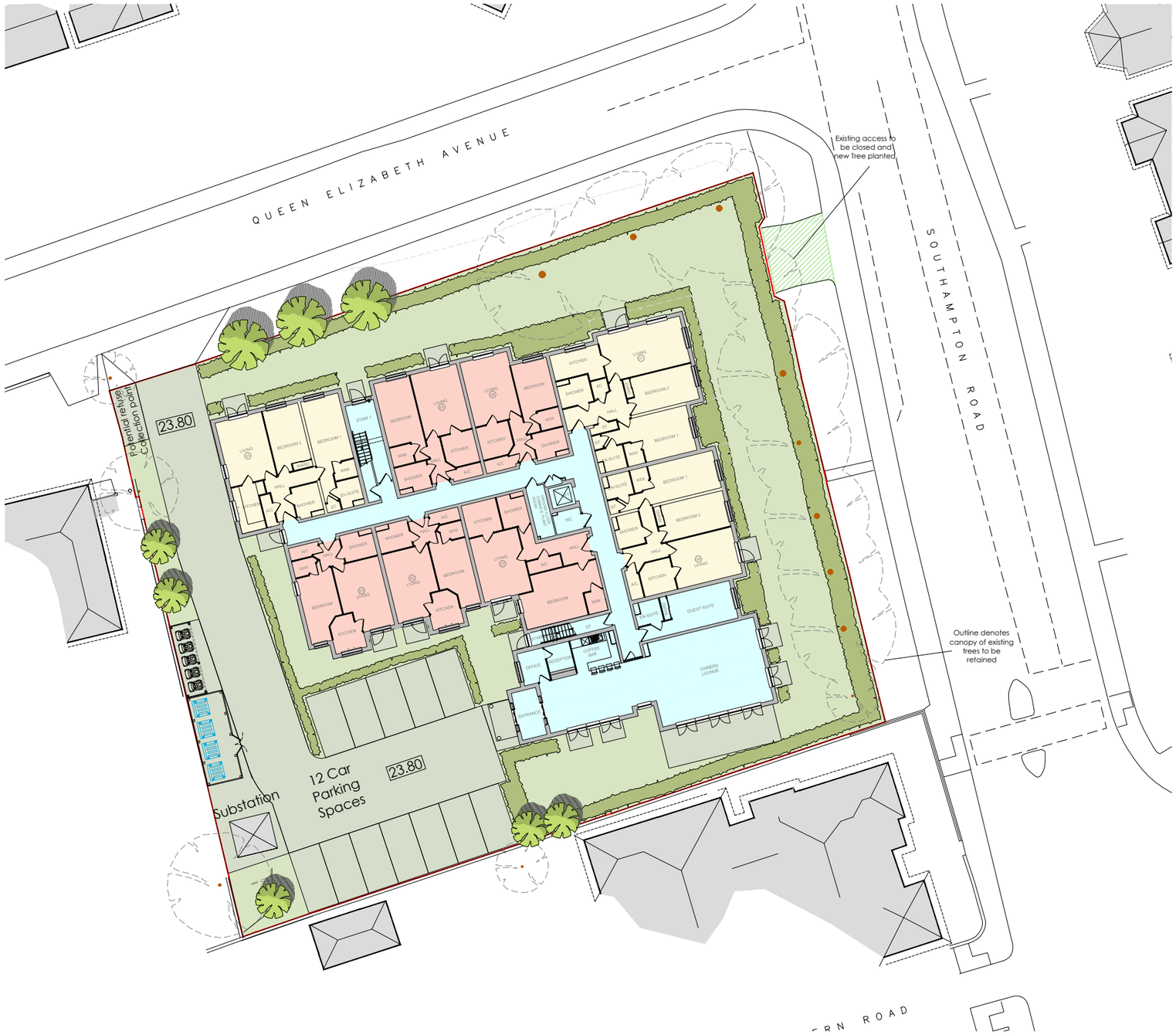
## 4.2 Layout

*"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

The proposed building follows an L-shaped footprint. Apartments are arranged on either side of a shared corridor with public facing elevations addressing Southampton Road to the east and Queen Elizabeth Avenue to the north, whilst shorter internal facing elevations form a courtyard within the rear south-western facing section of the site.

The courtyard contains the car parking provision for the proposed development reached via a driveway from a new vehicular access created on Queen Elizabeth Avenue.

The main entrance and communal Owners' Lounge are accessed from the rear courtyard area and a communal patio space is provided adjacent to both the Lounge. Outdoor seating areas with outdoor timber garden furniture are proposed in the formal amenity area. Some ground floor flats will have their own private patios.



## 4.3 Scale and Massing

Based on the general character and building heights established in the earlier analysis within this statement, and following various discussions with the council's planning and conservation officers, a generally 3 storey building, with limited 3rd floor accommodation is considered appropriate.

The design of the proposal has explored a number of design strategies. The initial designs proposed a stepped footprint with recesses and bays producing an articulated building and suggesting distinct elevational blocks - in part similar to the design strategy employed on Farringford Court.

A further iteration explored a slightly more contemporary design solution with lower pitched roofs and some set back upper floor elements.

Neither of those designs were well received by either the council's officers or the respondents to the public consultation.

Hence, the application proposal significantly reduces the bulk and massing of earlier schemes by providing the 3rd floor accommodation as fully dormered rooms within the roof. The proposed development is effectively a 3 storey building along the extent of the Southampton Road elevation, with an overall ridge and eaves line comparable to that of  Buckland House to the south.

The proposed development uses a more singular approach in terms of a consistent design style across the whole building. The previous approach to introduce a distinct 4 storey element at the north-east site corner, whilst valid in principle, has evolved in design to keep top floor accommodation within the roof.

Set backs in the footprint produce 3 distinct elements. A main central element with a 3 window width, and two end elements, each of 2 window width.

The central element gives prominence to the middle of both the site and the elevation, by using a higher roof and ridge line, whilst the end elements feature lower fully hipped roofs facing Southampton Road.

Further distinction is given to the central range with the inclusion of a canopy feature at ground floor.

Proposed east elevation as seen from Southampton Road

## 4.3 Scale and Massing

A similar design approach is used along the Queen Elizabeth Avenue elevation.

The hipped roof at the north-east provides a subtle corner element, turning the building, and additional set backs enable the definition of a slightly grander central range, using a stone surround feature to provide a visual focal point.

As mentioned earlier in this statement the context of Queen Elizabeth Avenue differs to that of Southampton Road, and the application site abuts neighbouring plots with more modest building height and scale.

The Police House immediately to the west is a two storey house with a large hipped roof. There is however, relatively prominent fully dormered accommodation within the roof.

In order not to appear visually overbearing the application proposal drops significantly in height and prominence, using a similar fully dormered roof, with comparable eaves and ridge heights to those of the Police House.

Further distinction is given to the central range with the inclusion of a stone portico entrance feature at ground floor.

As well as this reduction in scale and mass, the use of this part of the site for a new vehicular access allows a substantial gap between the proposed development and the Police House, more in keeping with the looser urban grain that begins to emerge in this part of the townscape.

The elevations along both street frontages have a hierarchy of window sizes, reflecting similar patterns on historic buildings in the vicinity, with windows at ground and first floors deeper than those at second floor level.

Proposed north elevation as seen from Queen Elizabeth Avenue

## 4.3 Scale and Massing

The internal courtyard reflects the proposed development plan form and massing described earlier in this section. The relatively shorter elevations are a more modest reflection of the internal arrangement of rooms and their function.

The flank elevations at each end of the block by their very nature have a secondary form and function and consequently fewer windows, which also reflects the strategy to avoid direct overlooking towards neighbouring buildings.

The relatively enclosed and more private aspects at the rear of the site allow the overall design strategy to adopt a less formal approach than that of the public facing street frontages.

The materials palette as well as brickwork also includes some render, principally to accentuate various projecting bays.

The internal elevations also take advantage of the sunny southern aspect to introduce a number of full height upper floor windows with Juliet style balconies.

Proposed south elevation as seen from Buckland House

Proposed west elevation as seen from the old Police House

## 4.4 Appearance and Elevational Treatment

The predominantly traditional buildings in the vicinity of the site have a range of construction style and details.

Roofs are on the whole pitched, with a range of angles. Whilst there are some exceptions most buildings have their principal ridge line running parallel to the street frontage. These are often broken by smaller street facing hipped roofs.

On Southampton Road there is an example of a canopy feature using ornate ironwork.

The proposed design draws on this to propose glazed verandah canopies along the Southampton Road elevation to provide covered space to sit under outside.

The recent pandemic has highlighted the advantage of being able to provide covered external spaces externally under which to meet friends and family.

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1 Ironwork canopy - 45 Southampton Road
2 Proposed ironwork glazed canopies
3 Lateral ridge with lower hipped elements - Southampton Rd
4 Proposed lateral ridge with lower hipped elements

## 4.4 Appearance and Elevational Treatment

Many historic buildings along Southampton Road display a hierarchy of window sizes with proportionately smaller windows.

More contemporary features such as Juliet balconies are noticeable on a number of more recent flat developments in Lymington.

The proposal uses sash appearance top-hung uPVC windows to the street frontage elevations.

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1 Existing Juliet balcony - flats on Avenue Road
2 Proposed Juliet balcony- rear facing elevations
3 Existing window hierarchy - historic buildings on Southampton Road
4 Proposed window hierarchy

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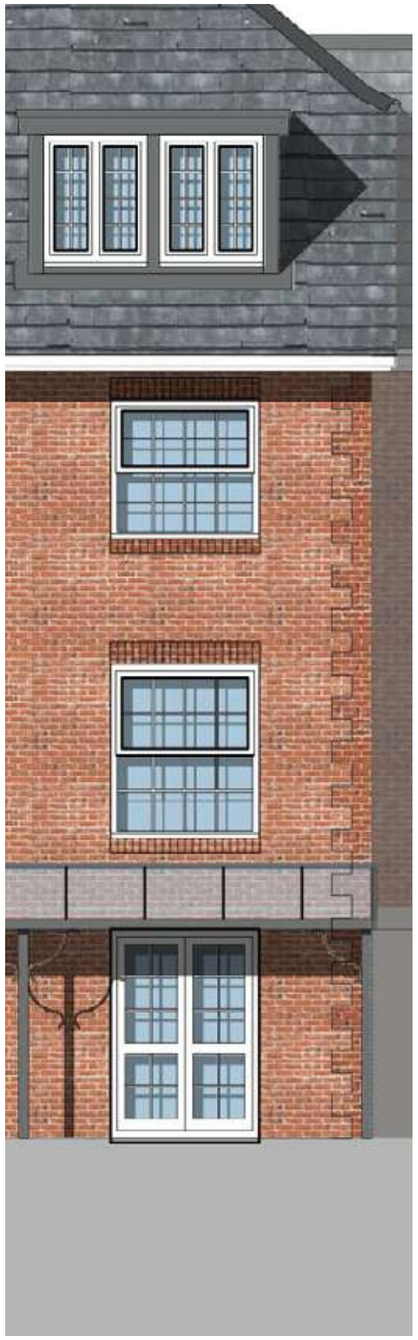


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## 4.5 Materials

*"The materials used for a building or landscape affect how well it functions and lasts over time. They also influence how it relates to what is around it and how it is experienced. The scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive. Choosing the right materials can greatly help new development to fit harmoniously with its surroundings."* National Design Guide Paragraph 30

Given the broadly traditional character of this area of Lymington, many buildings are constructed from traditional materials.

Most buildings feature brickwork to a greater or lesser extent.

Many brickwork buildings have been latterly painted, but red brick features prominently, often used as window heads as well as the principle wall material.

Use of render is evident in the vicinity, often used with expressed brickwork heads.

The application now employs a similar palette of materials and design approach to that of the existing Police Station building.

A strong formal, essentially symmetrical frontage features red brick walls beneath a pitched slate effect roof.

- Red facing brick - Ibstock Weston Red Multi
- Render - Cream/Beige Ecorend MR1
- Windows - white uPVC
- Ornamental Stone - Cast stone bands and entrance portico
- Roof tiles - Marley Rivendale Slate Grey
- Rainwater Goods - Black uPVC
- Fascia and Soffit - White uPVC
- Balconies - Dark grey painted metal

1 Existing use of red brick with soldier heads (Southampton Rd)
2 Proposed red brick with soldier heads
3 Existing use of render and contrasting brick (Avenue Road)
4 Proposed render with soldier heads
5 Existing use of slate effect roof (Farringford Court)
6 Proposed slate effect roof


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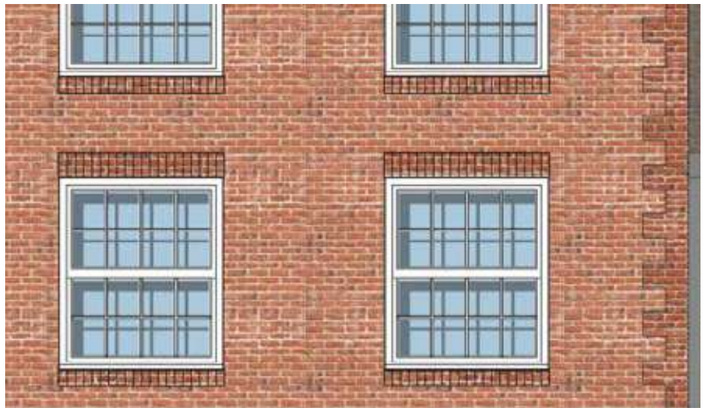
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## 4.6 Landscape Analysis

**Image 1 - Queen Elizabeth Avenue**

Potential access opportunity into the development through removal of smaller existing landscaping on the northern boundary. This would require replacement planting and enhancement to provide an attractive, welcoming and safe entrance.

**Image 2 - Southampton Road Existing Entrance**

The eastern boundary includes existing trees which will be retained. The existing access on Southampton Road could be closed and landscaped.

**Image 3 - Buckland House**

Existing vegetation to be retained on the eastern boundary. Consideration for views into the site from neighbouring properties required. Ensure any proposals do not affect existing views from windows and balconies..

**Image 4 - View from Conservation Area**

A view from Eastern Road across the neighbouring property car park shows there is partial coverage from existing trees and buildings. The view includes visibility of the existing building.

**Image 5- Southampton Road**

Boundary landscaping will be retained and require enhancing on all boundaries including a defensible boundary to the east and the north boundaries. Existing services such as highway street lighting, visibility and existing/proposed services will require consideration during the design process. Landscaping should also take into consideration the net biodiversity score and look to enhance the landscaping from its current condition.

**Summary**

- All formal hard and soft landscaping around buildings - mostly turf and trees around a building and extensive car park.
- Existing on site vegetation around boundary to be kept and enhanced where possible, providing screening to surrounding existing development.
- Proposed services to enable the development will require consideration.
- Interface between entrances and exits to the site need to be considered to create high quality entrance to the development, including existing public highways and verges.
- Opportunity for net biodiversity gains.

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## 4.7 Landscape Constraints and Opportunities


**Site Boundary**

### Existing features

Existing vegetation overhanging boundaries to be retained, protected and considered during design proposals.

Main access off Southampton Road to be closed and relocated off Queen Elizabeth Avenue to service the development.

Existing boundary fencing to be replaced with timber fencing to screen off-site adjacent properties.

### Opportunities

Propose vegetation on the north boundary to provide screening and soften visual impact from Queen Elizabeth Avenue for existing residential properties.

Create a secure welcoming landscaped main entrance to the building away from the main road.

Important and attractive views out of the site to be considered.

### Indicative Landscape Opportunities

Propose structural landscaping along the western boundary to soften visual impact on the existing residential property

Generous landscape amenity areas planted with ornamental and native species trees, bee friendly flowering shrubs, grasses and bulbs.

Create a high quality hard landscaped area close to the Owners Lounge.

Enhance an sub canopy landscaping under the group of trees on the northern and eastern boundaries. Increase biodiversity by using native species and bee friendly plants where possible.

### Constraints

If required, positioning the proposed attenuation tank under the parking area limits its impact on the proposed landscaping scheme.

Proposed underground services for the development may run through the amenity space to the north of the site and the entrance.

The existing buildings will be overlooked by the new development and require screening to soften the visual impact.

## 4.8 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 a shared driveway from Queen Elizabeth Avenue.

The main entrance is clearly marked by a distinctive stone porch.

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 will be provided.

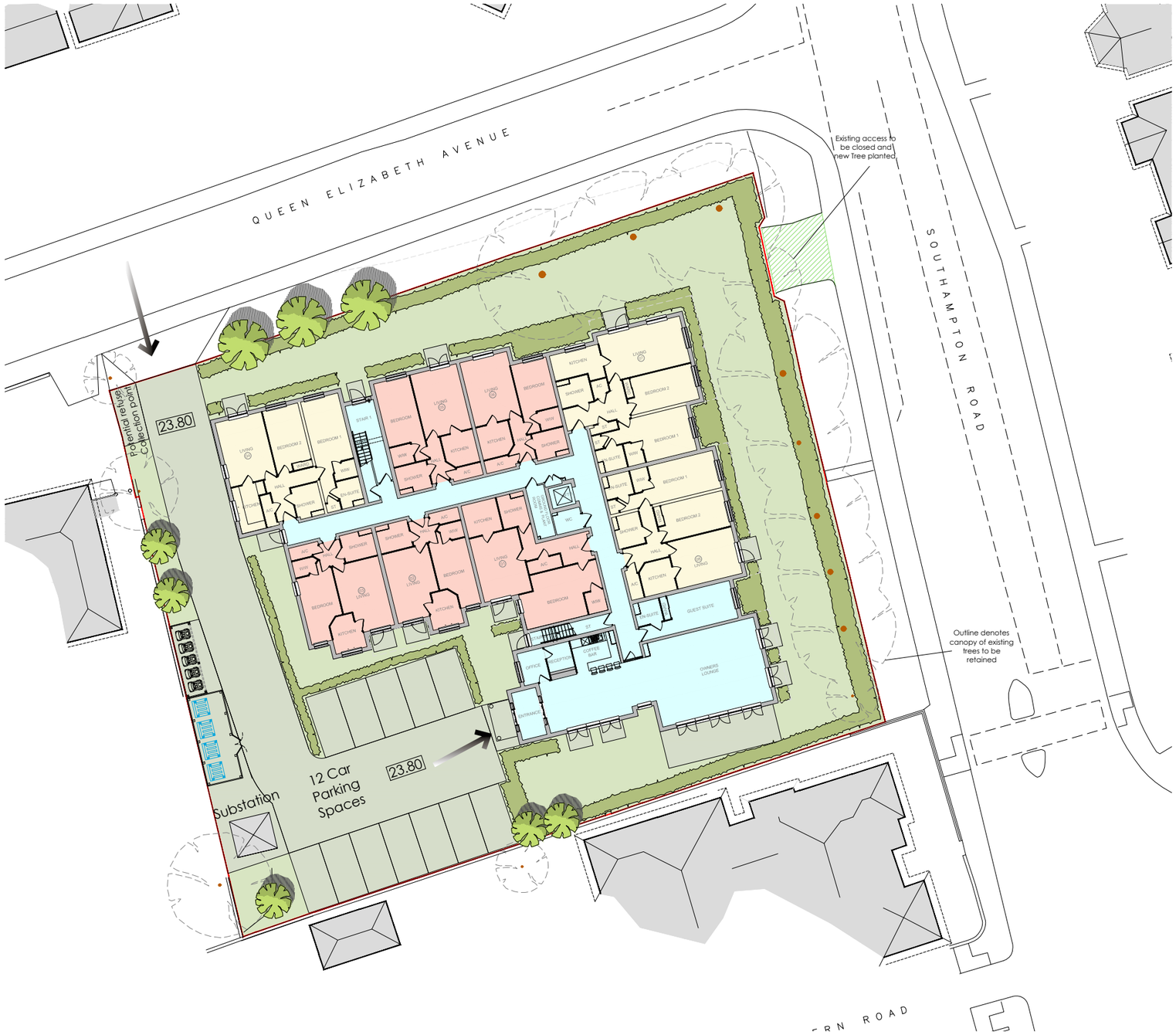
The visibility splays and access position have been reviewed with Hampshire Highways via a highways pre-app taking into account a speed survey and the revised position is supported.

### Building Access

The proposal is accessible and easy to move around.

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 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 800 wide door opening and a lift car that is 1100 wide by 1400 long thus providing suitable space for most access needs
- All communal corridors are a min of 1.4m wide to make them easily traversable by a wheelchair user.

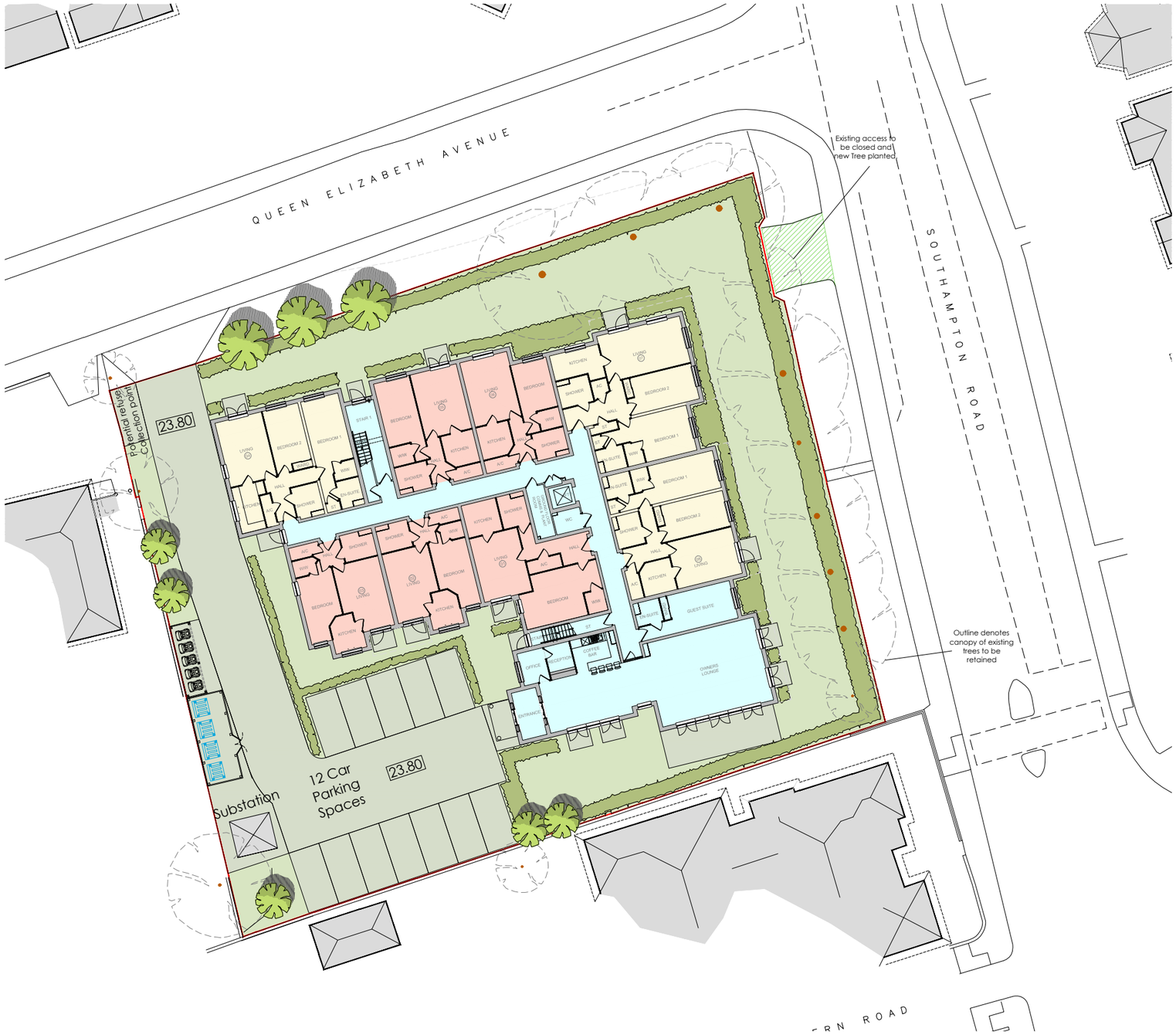


*“Well-designed places and buildings are visually attractive and aim to delight their occupants and passers-by. They cater for a diverse range of residents and other users. All design approaches and architectural styles are visually attractive when designed well.”*

National Design Guide Paragraph 54

# 5 PROPOSED DESIGN

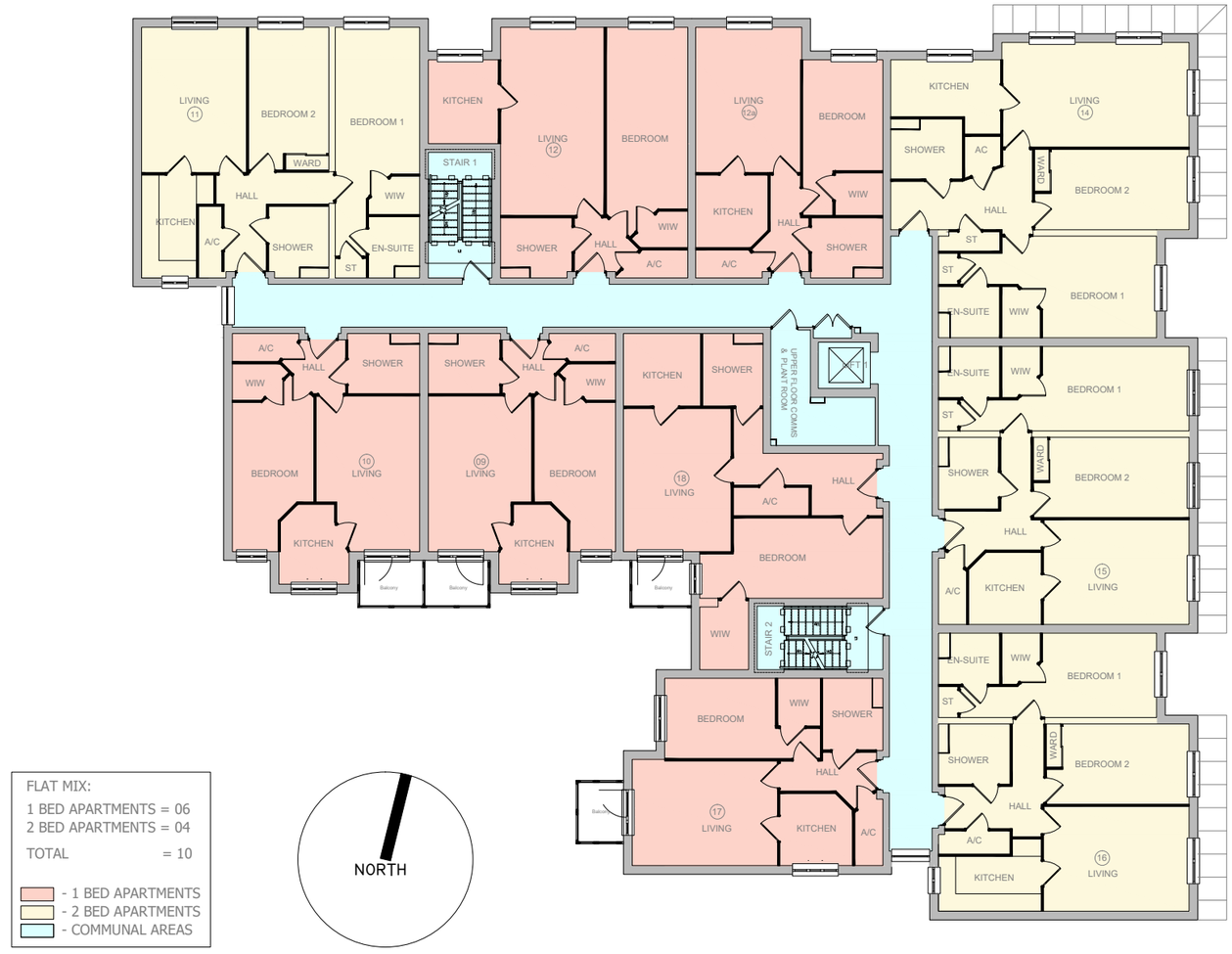
## 5.1 Proposed Site Plan




Proposed Site Plan

# 5 PROPOSED DESIGN

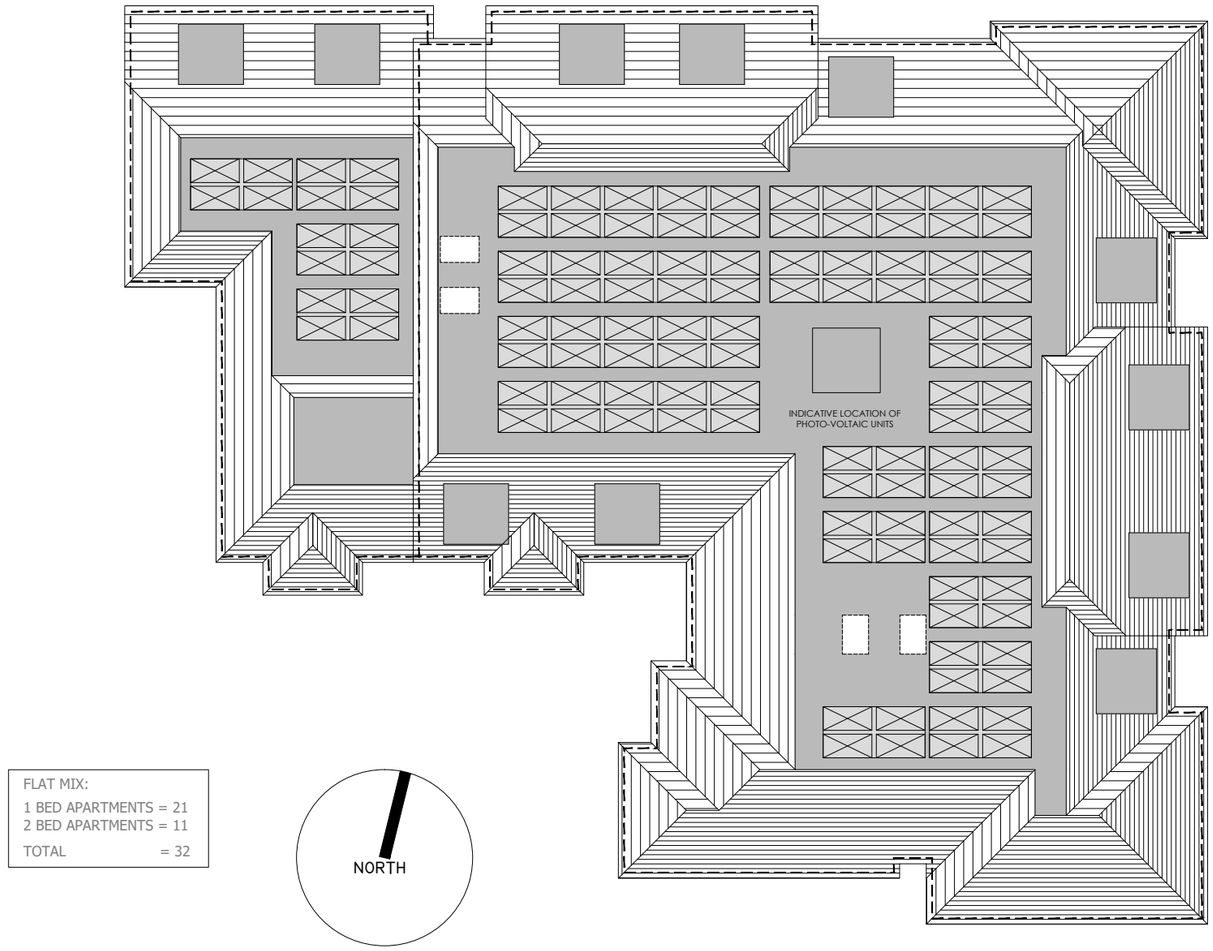
## 5.2 Proposed Typical Floor Plan




Proposed Floor Plan

# 5 PROPOSED DESIGN

## 5.3 Proposed Roof Plan




Proposed Roof Plan

# 5 PROPOSED DESIGN

## 5.4 Proposed Elevation

## 5.2 Proposed Landscape Plan

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

**The Application is accompanied by a full landscaping strategy prepared by James Blake Associates.**

The building is well screened by existing mature trees along it's Southampton Road frontage and along much of the Queen Elizabeth Avenue boundary. Additional trees will be planted in the space left by the removed access and along the western end of the Queen Elizabeth Avenue frontage. The wooden picket fencing along both frontages will be replaced by metal railings.

Overall, the proposed landscape design is at a domestic scale, creating homely spaces which allow for small social gatherings and quieter contemplative resting places. The inclusion of a variety of types and trees species will add visual appeal to the garden areas and link the scale from the buildings to the garden shrub planting. Elements of herbaceous planting will be proposed throughout the scheme for seasonal interest. Bat and Bird boxes could be integrated in to the building as there are no suitable trees on site within the clients possession.

Specialist retirement housing of the type provided by Churchill Retirement Living does not require large areas of open space for active physical use by its owners (see section 6.7), but rather seeks to provide an attractive landscaped setting, helping to soften the built form whilst providing an aesthetically pleasing environment, with year round interest and evergreen structure.


**KEY**

Red line boundary

**HARD LANDSCAPE**

Parking court. Tarmac.

Paths and patios. 450mm x 450mm flag or similar and approved. Colour: 'Buff'

Indicative garden furniture

**EXISTING SOFT LANDSCAPE**

Existing trees to be retained

**PROPOSED SOFT LANDSCAPE**

Proposed espalier/pleached trees

Proposed boundary courtyard trees

Proposed native frontage/avenue trees

Proposed small ornamental feature trees

Topiary specimens. *Buxus sempervirens* (Box) cones & balls, *Laurus nobilis* (Bay Laurel) standards.

Large specimen shrubs. Thuja 'Smaragd', Phormium 'Jester', Hydrangea of various varieties

Ornamental shrub and herbaceous planting

Proposed Formal low clipped evergreen hedging

Native Hedge and shrubs to northern and eastern boundary

Native shrub planting

Proposed Amenity grass areas

Proposed Drift of spring flowering bulbs.

## 5.2 Proposed Landscape

### Planting Philosophy

On the road frontage of the north and south west 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.

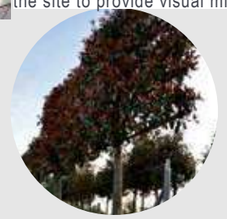
To enhance areas under the existing trees, native bulbs and herbaceous planting will provide seasonal interest to the site and will include bee friendly flowering species. Climbers including clematis and honeysuckle will be proposed on boundary treatments. A proposed native hedge on the northern and eastern boundary further provides connectivity and biodiversity across the site. A diverse selection of proposed plant species will provide an overall enhancement to biodiversity with the site having the potential to attract a greater diversity of invertebrates and therefore providing foraging/nesting habitat for notable urban species.

**Native Boundary trees** will be on boundaries of the site to provide screening to adjacent properties. They will have an upright habit and light canopy to prevent overshadowing.

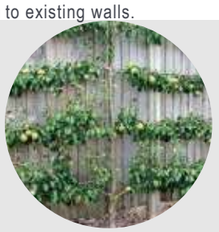
*Acer campestre ‘Streetwise’*

*Carpinus betula* ‘Frans Fontaine’

**Pleached/Espalier Boundary trees** will be on boundaries of the site to provide visual mitigation to existing walls.



*Photinia ‘Red robin’ Pleached*



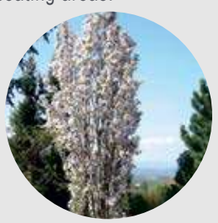
*Pyrus communis Espalier*

**Garden Trees** are planted in amenity areas and car park to provide structural landscaping at the garden scale. Chosen for their compact canopy and seasonal leaf colour.

*Betula pendula ‘Fastigiata Joes’*

*Pyrus communis* ‘Chanticleer’

**Ornamental Specimen Trees** are planted within the shrub beds of the garden to provide small scale trees of seasonal interest close to seating areas.



*Prunus* ‘Amanogawa’

*Magnolia stellata* ‘Royal Star’

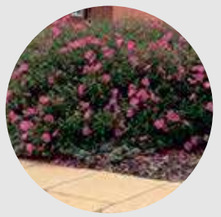
*Bergenia cordifolia* ‘Purpurea’

*Hemerocallis* ‘Stella d’Oro’

*Anemone* x hybrida ‘Honorine Jobert’

*Phormium* varieties

*Hebe* ‘Mette’



*Cistus* ‘Sunset’

*Aucuba japonica* ‘Variegata’

*Erica carnea* *Springwood white*

*Cornus sanguinea* *Dogwood*

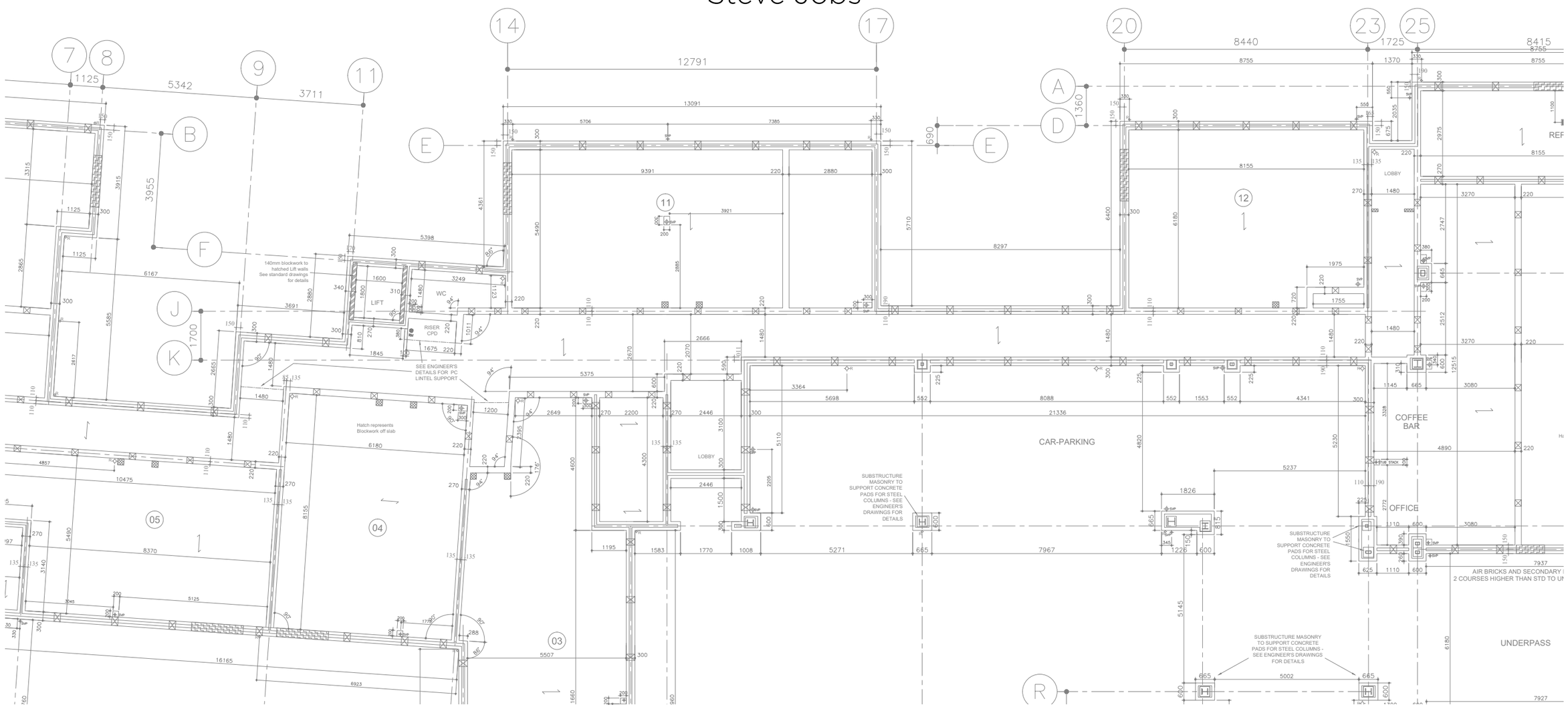
*Hydrangea arborescens* ‘Annabelle’

Box topiary cone & *Carex morrowii ‘Variegata’*

1m high evergreen hedge on boundaries

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

Steve Jobs



# 6 DETAILED DESIGN

## 6.1 Typical Apartments

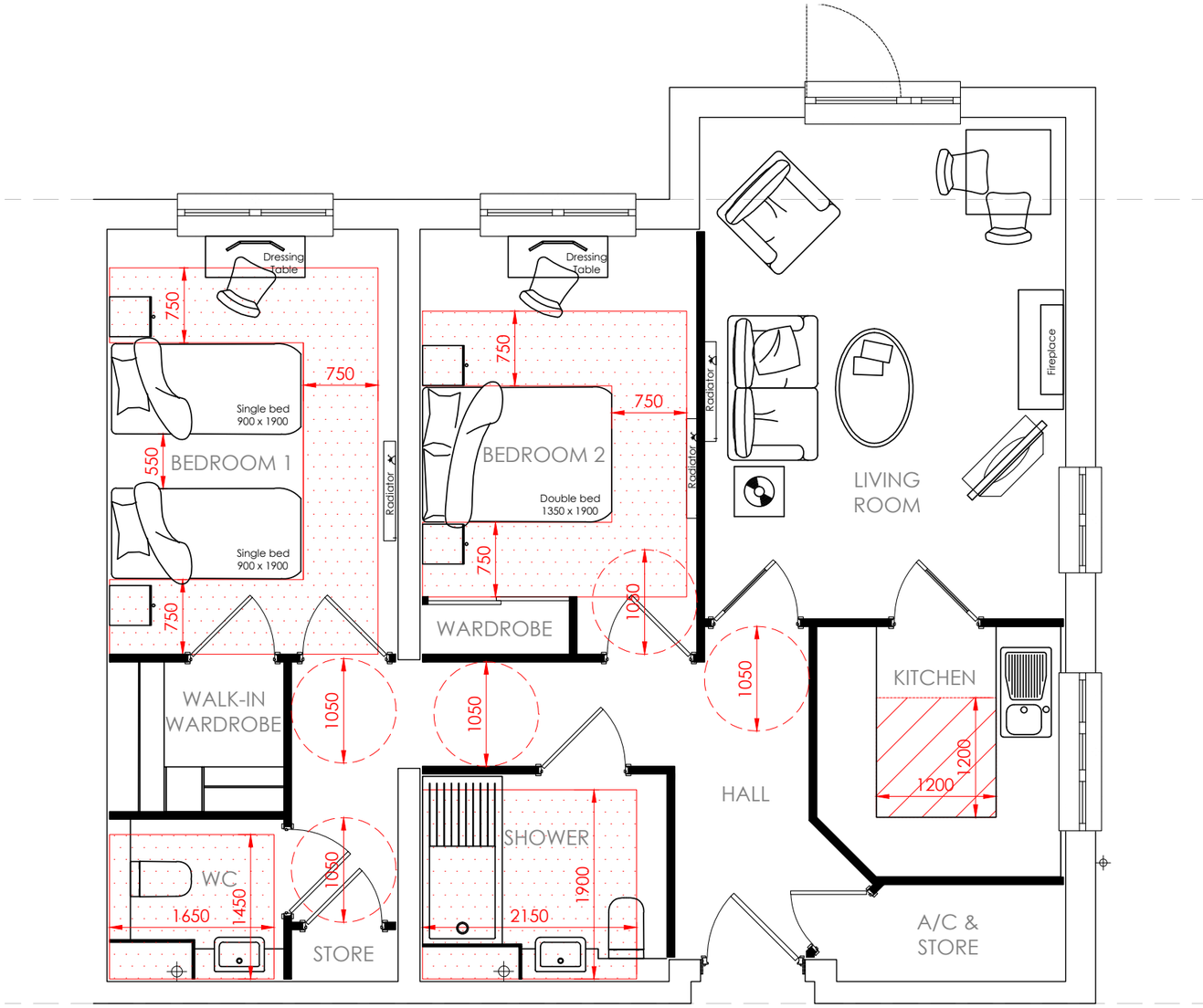
*"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them."* National Design Guide Paragraph 120

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)

Trucks will collect the bins from Queen Elizabeth Avenue

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<br>3300L total | 6 + 6<br>7920L total | 6 + 6<br>7920L total | 2 + 2<br>4400L total |
| **Collection frequency** | Weekly | Alternative weeks | Weekly, but max 5 + 5 collected | Alternative weeks |

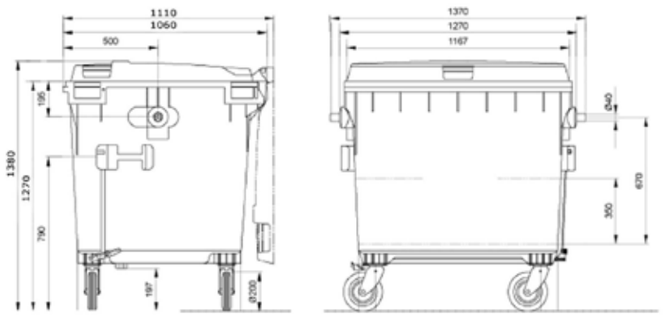
Due to the nature of Churchill schemes and its target demographic, the guidance given is far in excess of our typical requirements and would not be used. The majority of flats are single occupancy and the owners are daily basket shoppers with a low carbon footprint who generate small amounts of waste. 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 – 21 x 100L = 2100L
- Total waste generation rate of 170 litres per week for two bed apartments – 11 x 170L = 1870L
- The total capacity required would be 3970L and therefore provision of 4 x 1100L bins would be sufficient (4400L capacity).
- The site plan shows provision for four 1100L bins.

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 store has external doors opening onto an adjacent pathway.

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 the store 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.

### 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.

In addition to the benefits identified in section 1.5, 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 2013 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 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
- 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
- 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

1 Insulation
2 Electric mobility scooter
3 Photovoltaic panel array

1.

2.

3.

## 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/bird/Swift boxes
- Planting to encourage pollinators
- Native plant species where possible

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

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.

## 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, Millstream Management. 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. Render is sometimes proposed where appropriate. Windows are typically uPVC because of their low maintenance and high Green Guide rating.

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 Render
2 Slate
3 Brick
4 Reconstituted stone

1

2

3

4

## 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 Later 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. Minimal 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 Later 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 Later 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 Later 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 Later 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 Conclusion

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 a transition point between suburban detached development to the north and more urban terraces to the south. The site is adjacent to a block of flats and opposite a block of flats. Notable listed buildings nearby are render, brick and often have slate roofs. The existing building on site is a confident, symmetrical brick building set back from the road. The proposed design responds to these elements.

**Identity and Built form**

The proposed building is of traditional design and its design will use elements of neighbouring buildings characteristics including similar materials and adopting a sympathetic grain and height.

The proposed built form is consistent with the pattern of development within this stretch of Southampton Road, in Lymington.

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.

The proposal, whilst referencing traditional buildings, will clearly be a more contemporary flatted development. The landscape dormers, move away from precise classical proportions, broadly but not completely symmetrical front elevation and elements of flat roofing are all referenced in a recent appeal decision [APP/B1740/W/20/3265937 clause 29] on being acceptable for a scheme similarly just outside of the conservation area.

The proposal makes efficient use of the land. The size of layout of the building footprint has been criticised in the pre-app responses. 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 the potential that the design as submitted is the most appropriate one and any reduction in footprint, scale or mass would mean the site were not realising the full potential.

**Movement**

The proposal is accessible and easy to move around.

Principal pedestrian access is gained from a shared driveway from Queen Elizabeth Avenue.

The main entrance is clearly marked by a distinctive stone porch.

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 M of the current Building Regulations.

**Nature**

The biodiversity of the site will be enhanced and optimised by the proposal. The site is approximately 0.22 hectares. The ground floor footprint of the building is 865 m2, therefore the building occupies approximately 40% of the site, allowing 60% to be used for open space, parking and soft landscaping.

**Public spaces**

The proposal is well connected with public spaces 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 retirement housing development of 32 No. apartments in a single building, and associated communal facilities, landscaping, vehicular access and car parking. There are no other uses proposed.

This development will consist of 21 x 1 bedroom and 11 x 2 bedroom apartments (total = 32)

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 (no 5 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 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 Lymington High Street, 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.

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, apart from their visual properties, were chosen for their longevity and to minimise maintenance requirements, to ensure that the building is made to last.

**Summary**

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

# *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 development | **Section 2.1 & Section 4** |
| | | | 42 | Understanding of context, opportunities and constraints | See section 2 understanding of context | Section 2.9, 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 proposed 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 2.7 on contextual history | Section 2.7 |
| | | | 47 | Reuse or adaptation of existing | Not applicable to this site | N/A |
| | | | 48 | Influenced local heritage assets | See section 2 understanding of context - Conservation Area - Listed Buildings | Section 2.8, 2.9 |
| | | | 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. | 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 4.4 Appearance and Elevational Treatment, 4.5 Materials, section 6.7 Landscape | Section 4.4, 4.5 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 1.5, 1.8 | Sections 1.5, 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, 6.4 and 6.5 | Sections 2, 1.3, 1.8, 1.5, 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 and 4.8 |
| 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 Section 3.1 | Sections 1.3, 1.8, 1.5 and 3.1 |
| | | | 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 and 4.8 |
| | | | 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 | N/A | N/A |
| | 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 5.1 and detailed in Section 6.2 | Sections 5.1 and 6.2 |
| | | | | External utilities; lighting, water and electric | external lighting referenced Section 6.4 | Section 6.4 |
| | | | | 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 4.5 and 6.6 |
| | | | 144 | Efficient or locally sourced or high performing materials | | Section 4.5 and 6.6 |
| | | | 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 | Section 5.2 |
| | | | 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 specifically 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 3.3 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 | Section 4.7 Landscape Constraints and Opportunities | Section 4.7 |
| | | | 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 a previously developed site. Mature existing trees along the street boundaries will be retained and some new tress addes. Ther street boundaries will replace existing fences with railings, allowing the internal site landscape to mesh into the adjacent roadside verges.<br><br>Overall the proposal preserves or enhances any available natural connections and is 'Green'. | 1 |
| | | | Respond to pedestrian and cyclist desire lines | N/A | | | |
| | | | Connected street patterns | N/A | | | |
| | | | Filtered Permeability | N/A | | | |
| | | | Continuous streets | N/A | | | |
| | | | Connecting existing and new habitats | PASS | The proposed amenity will "bleed" through railings into adjacent roadside verges | | |
| | | | Hedgerows | N/A | | | |
| | | | Streets and routes that can be extended | NA | The proposed masterplan shows future connection to the whole of the masterplan area | | |
| | | | Adoption to site boundaries | PASS | Adopted roads abutt the site to the North and East | | |
| | | Red | Single or limited points of access for pedestrians and cyclists | PASS | pedestrian and cycle access relocated to less busy side road | | |
| | | | 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 | Additional paths could be considered | | |
| | | | 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.<br><br>The use of shared cars is under review by the applicant and may form part of the offer in the future.<br><br>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 | N/A | | | |
| | | | Zebra, parallel and signalised crossing | PASS | signalled crossings available on Southampton Road | | |
| | | | 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 strategy and signage within the 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.<br><br>Within the site, external furniture will be provided for sitting during use of external amenity areas.<br><br>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. | N/A | | | |
| | 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.<br><br>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 | PASS | Various semi-private patios are provided with external patios. | | |
| | | 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 | PASS | | | |

## 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 DAS | A comprhensive assessment of the existing identity and character has been carried out . . The proposed materials and forms are to be found locally.. A sustainable drainage plan has been proposed and there will be net biodiversity gain on the site.<br><br>Overall the proposal makes the most of the site and is 'Green'. | 5 |
| | | | Using existing assets as anchor features, such as mature trees and other existing features | PASS | Mature existing trees along street frontages 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 DAS for local context analysis | | |
| | | | 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 | PASS | The rear amenity areas abutt rear gardens and amenity spaces on adjoining houses and flats | | |
| | | 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 gateway street corner | 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. | N/A | | | |
| | | 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 | The design strategy requires building entrance from internal courtyard - see DAS | | |
| | | | 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 | potential for cycle storage in buggy store | 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 | AMBER | Space within the buggy store to securely store cycles | | |
| | | | Shared and unallocated on street car parking | AMBER | Shared and unallocated parking within a communal courtyard arrangement | | |
| | | | 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 | N/A | | | |
| | | | Species rich grasslands | N/A | | | |
| | | | 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 | PASS | | | |
| | | | 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 | N/A | | | |
| | | 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 | | | |