

	South Gloucestershire Council
Name	Matt Haslam
Title	Senior Planning Officer (Urban Design)
Email	matt.haslam@southglos.gov.uk
Telephone	01454 863545
Application Number	P21/03344/F
Description	Erection of 35 no. dwellings with garages and associated works
Address	Land South Of Badminton Road Old Sodbury South Gloucestershire BS37 6LU
Date	02.07.21
Case Officer	David Stockdale

The following are urban design comments on the above application.

Building heights are limited to 2-storeys across much of the site, with single-storey properties along the eastern boundary, which is appropriate for the character of the area.

Welcome the pavement on the northern side of the central spine street as this gives some choice for pedestrians using the public realm and offers a potentially safer way to travel through the site, as compared with a more shared space approach.

Placing the utilities and substation next to the entrance is a rather visible location. What is the utilities area for? We will need to make sure that these features are visually attractive or screened.

The north-south PROW through the site is well-overlooked and defined by surrounding properties. Plots 7 and 8 would need to be designed as double-fronted, to provide interest and surveillance over the spine street and PROW.

Plots 3 and 4 seem to be surrounded by parking spaces, with 8 spaces to the front and sides. This will have a negative impact on the streetscene and quality of the public realm. In a similar way, the parking to the fronts of plots 27-31 seems to dominate the street and if this type of housing is being considered, the associated parking must be broken up with landscape features. Two pairs of slightly wider and larger semi-detached properties in that location would provide a more comfortable arrangement, with a more suitable amount of space for landscaping between pairs of parking spaces.

The arrangement of properties around the existing tree in the SW corner of the site could work well. However, the 4 parking spaces to the front of the garages for plots 14 and 15 could dominate the space between buildings.

Key plots should be treated in a higher quality material, such as a locally-distinctive natural stone. 2, 8, 10, 11, 19, 32. Natural stone is a common and strong local material. Boundary treatments are almost exclusively natural stone within Old Sodbury and this approach should be followed within the site.

All private drives and driveways should be constructed in a finer and higher quality material than tarmac. A range of materials could be appropriate but a mixture of gravel or slightly harder concrete pavers could work well.

All garages must have a high-quality door, such as a natural or painted timber, rather than a white metal.

Design Review Panel advice

As you know, the NPPF supports LPAs utilising Design Review Panel services and have regard to the outcomes from these processes. The Design West Panel (<https://www.designreviewwest.org/about>) gives the council and developer partners access to, and the benefit of, an advisory panel of built environment experts, selected depending on the nature of the scheme and stage in the design process. It may be appropriate to suggest that this application be reviewed by the panel.

129. Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life⁴⁷. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large scale housing and mixed use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels. (Para129 NPPF)

Many thanks,

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Date	02.07.21 27.10.21 24.11.21
Case Officer	David Stockdale

The following are urban design comments on the above application.

27.10.21 comments in red.

24.11.21 comments in purple.

Building heights are limited to 2-storeys across much of the site, with single-storey properties along the eastern boundary, which is appropriate for the character of the area.

Welcome the pavement on the northern side of the central spine street as this gives some choice for pedestrians using the public realm and offers a potentially safer way to travel through the site, as compared with a more shared space approach.

Placing the utilities and substation next to the entrance is a rather visible location. What is the utilities area for? We will need to make sure that these features are visually attractive or screened.

This has now been removed.

The north-south PROW through the site is well-overlooked and defined by surrounding properties. Plots 7 and 8 would need to be designed as double-fronted, to provide interest and surveillance over the spine street and PROW.

Acceptable.

Plots 3 and 4 seem to be surrounded by parking spaces, with 8 spaces to the front and sides. This will have a negative impact on the streetscene and quality of the public realm.

This has now been altered and is now acceptable.

In a similar way, the parking to the fronts of plots 27-31 seems to dominate the street and if this type of housing is being considered, the associated parking must be broken up with landscape features. Two pairs of slightly wider and larger semi-detached properties in that location would provide a more comfortable arrangement, with a more suitable amount of space for landscaping between pairs of parking spaces.

No meaningful changes here. One additional tree has been added which I'm not convinced is going to make a great deal of difference.

The arrangement of properties around the existing tree in the SW corner of the site could work well. However, the 4 parking spaces to the front of the garages for plots 14 and 15 could dominate the space between buildings.

No change here.

Key plots should be treated in a higher quality material, such as a locally-distinctive natural stone. 2, 8, 10, 11, 19, 32. Natural stone is a common and strong local material. Boundary treatments are almost exclusively natural stone within Old Sodbury and this approach should be followed within the site.

Most of the suggested properties have been treated in the natural stone.

All private drives and driveways should be constructed in a finer and higher quality material than tarmac. A range of materials could be appropriate, but a mixture of gravel or slightly harder concrete pavers could work well.

All garages must have a high-quality door, such as a natural or painted timber, rather than a white metal.

Looking at the materials plan, some changes are needed where a boundary wall extends off a natural stone property, that wall should also be in natural stone, not recon stone. This affects plots 2, 8, 11, 19 and 32. The Bekstone Recon Stone - Natural Light Weathered is acceptable.

No change.

The paving surfacing strategy is inconsistent, in that some of the parking bays are treated in the tegula paving while others are in tarmac. There should be a consistent approach, ideally with the main access routes in tarmac, with all other routes in block paving. This would develop a simple hierarchy across the site.

No change. This is unfortunate. The main layout plan shows the private drives in a lighter colour which is separate from the main central street. All of the private drive areas indicated on this plan should be treated in the tegula paving, rather than only a few areas as shown in the materials plan. This approach would setup a clear hierarchy of spaces and add a sense of quality for the development.

As usual, I would suggest a condition relating to the submission of materials samples, with the construction of sample panels for the recon stone and natural stone.

The garden boundary between plots 4 and 5 should run parallel to the outside boundaries of plots 3 and 6.

Many thanks,

Matt Haslam
Senior Planning Officer (Urban Design)