

Urban Design Summary Proof of Evidence.

Michael Carr (BA HONS LA DIP UD RUDP).

Land north of Browns Lane, Tamworth, Staffordshire.

Outline Planning Application for up to 210 dwellings, public open space, landscaping, sustainable urban drainage and associated infrastructure. All matters reserved except access.

On behalf of Summix BLT Developments Ltd.

Date: June 2024 | Pegasus Ref: P24-0530 | CD 7.5

Appeal Ref: W/24/3340089

LPA Refs: 18/00840/OUTMEI (Lichfield District Council) & 0241/2018 (Tamworth District Council)

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1. Witness Background and Particulars

- 1.1. My name is Michael Carr, and I am the Director in charge of Design and Masterplanning at Pegasus Group. I have over 25 years' experience of designing the built environment.
- 1.2. I hold a First-Class Bachelor of Arts Honours Degree and received a distinction for a subsequent Graduate Diploma in Landscape Architecture. Following this I studied for a Graduate Diploma in Urban Design. I am an affiliate member of the Royal Institute of British Architects and an approved Urban Design Group Recognised Practitioner. I am also a member of the Gloucestershire Design Review Panel.
- 1.3. Pegasus provides design consultancy services for a variety of developments including residential, commercial, leisure, education, and retail projects throughout the United Kingdom. I am regularly asked to present evidence and this is informed by my project work, which involves design from concept to implementation.
- 1.4. A number of projects I have worked on have won RTPI awards and Building for Life accreditations. The housing minister has in the past commended two developments I have been involved with, the redevelopment of the former airbase at Heyford Park and Spirit Quarters Coventry, in his speech to a Design Quality Conference.
- 1.5. The evidence that I have prepared, and provide in the Proof of Evidence, is true and is given in accordance with the relevant guidance. I confirm that the opinions expressed are my true and professional opinions.

2. Design Analysis of Reasons for Refusal

2.1. It is important to reiterate that the Decision Notice nor the LPA's SoC raised no specific urban design related RfRs. However, the citation of policy BE1 in its entirety within RfR2 requires demonstration of the urban design related policy parts in order to assist the Inspector. The below summary table is provided to do so.

Policy BE1

Policy BE1: High Quality Development		
All development proposals should ensure that a high quality sustainable built environment can be achieved. Development will be permitted where it can be clearly and convincingly demonstrated that it will have a positive impact on:		
POLICY PART	DISCUSSION	COMMENT
The significance of historic environment, such as archaeological sites, sites of historic landscape value, listed buildings, conservation areas, locally listed building and skylines containing important historic, built and natural features (in conjunction with Policy NR5);	N/A to Urban Design evidence	Addressed through Heritage Evidence
Reducing carbon emissions, by appropriate use of sustainable design and renewable energy schemes (in conjunction with the relevant sections of Core Policy 3, & Policies SC1 and SC2);	Detailed design matter	To be fully addressed at appropriated detailed design stage
The built vernacular. New development, including extensions and alterations to existing buildings, should carefully respect the character of the surrounding area and development in terms of layout, size, scale, architectural design and public views;	The developable envelope is purposefully contained to the eastern portion of the site, closely related to existing development and maintaining a gap between Wigginton and Tamworth. The acceptability of this gap in landscape terms is addressed through Landscape evidence. In urban design terms, similar residential land uses are placed adjacent to one another. Building heights will not exceed 2 stories, therefore reflective of its residential scale context.	Outline urban design elements satisfied . Landscape matters to be addressed through Landscape Evidence. Detailed matters to be addressed via the appropriate future planning stage.

	Precise layout and architectural design are matters to be dealt with through detailed design stages	
Public safety, health and reducing inequality, including the latest 'designing out crime' principles;	Detailed design matter to be fully addressed through the appropriate detailed design stage	Detailed design matter
Amenity, by avoiding development which causes disturbance through unreasonable traffic generation, noise, light, dust, fumes or other disturbance;	N/A to urban design	
The natural environment. Effective hard and soft landscaping including tree planting will be required and should be implemented in an integrated manner, making use of green corridors for movement of people as well as for biodiversity (in conjunction with Core Policy 13, NR3, NR4 and NR6); and	An indicative landscape strategy forms part of the proposals under consideration. A general summary of the approach is given above. It is important to note, this has been informed by LVIA and other related technical inputs such as Ecology. Nevertheless, detailed landscape proposals will form later stages of detailed design. I see no evidence to suggest an appropriate landscape strategy cannot be implemented at the appropriate design stage.	Satisfied
Sustainable Transport. New development should be located in areas which have good safe access to public transport to reduce the need to travel by private car and should optimise choice of sustainable travel, particularly walking, cycling and public transport, creating new public transport nodes where necessary (in conjunction with Core Policies 3 & 5 and Policy ST1).	A series of indicative routes and spaces have been set out by the proposals to establish the principals of a well-connected development and easily accessible. Furthermore, there are no RfRs in relation to the principles of sustainable transport addressed by this strand being advanced by the LPA	Satisfied
New development will have a positive impact on the public	These are predominately detailed design matters;	This strand is considered

<p>realm and ensure high quality, inclusive design. This will be achieved by an appreciation of context, as well as plan, scale, proportion and detail. Specifically designed features, including public art where appropriate, should be integrated into developments in order to enhance the bespoke nature and individuality of design solutions.</p>	<p>however, a range of high level principles have been set out to guide future detailed design of the site. These principles have been informed by assessment and understanding of the local context as set out by both the originally submitted DAS and the updated Design Statement.</p>	<p>Satisfied as much as possible at outline stage.</p>
<p>Innovative and contemporary designs will be supported where they are sympathetic to the setting and context of the surrounding areas and existing development.</p>	<p>Detailed design matter to be fully addressed through the appropriate detailed design stage</p>	<p>Detailed design matter</p>

- 2.2. In light of the above, and my previous sections summarising the design approach, I can see an outline scheme that will be able to deliver an appropriately design development that will satisfy the outline urban design relevant policy strands of BE1. Furthermore, in the fullness of time and after detailed design has been undertaken, there is nothing to suggest that full satisfaction of the detailed elements of BE1 cannot be appropriately addressed.
- 2.3. The high level design strategies submitted through the DAS and subsequently updated Design Statement will ensure appropriate, high quality development is delivered. This could be further reinforced through the requirement of a site Masterplan (with or without a Masterplan Document or Design Code) and then subsequent reserved matters application.

Delivering High Quality Design

- 2.4. Noteworthy in their absence, are any specific urban design related concerns within the LPA’s RfRs or SoC. As such it is impossible to predetermine design components and details that are not decided at outline stage. The illustrative masterplan within the Design Statement represents just one way in which the development could be brought forward.
- 2.5. There are a wide range of design components that will establish a character ‘fit’ and the preparation of a Design Code at the appropriate stage will allow these to be brought forward in a way that will deliver a successful development.
- 2.6. No concerns have been raised in relation to the following principles contained within submitted application documents:
- I. Land use disposition and placement;
 - II. General placemaking principles;
 - III. General landscape strategy;

- IV. Movement hierarchy principles;
- V. Density strategy;
- VI. Scale and Massing strategy;
- VII. Key spaces and frontages strategy; and
- VIII. Edge principles.

2.7. The extent of and principles established by a site wide masterplan, as currently proposed within the draft conditions is likely to be established through negotiations with officers, however it is likely to address the following:

- I. Block Structure;
- II. Conceptual landscape plans for open space;
- III. Character Areas;
- IV. Key spaces and frontages;
- V. Movement framework, including connections within the development and with the surrounding area;
- VI. Street types and frontages;
- VII. Parking Strategy
- VIII. Building typology;
- IX. Boundary treatment strategy;
- X. Feature spaces (including public realm and principles); and
- XI. Edge principles and relationships between green infrastructure and built form.

2.8. The following are matters that can be resolved at reserved matters stage:

- I. The appearance of individual buildings;
- II. The internal layout of buildings;
- III. The detailed siting of buildings;
- IV. Detailed design of streets, including street materials;
- V. Detailed parking strategy (including cycle provision);
- VI. Boundary treatments
- VII. Detailed landscape design;



VIII. Sustainable construction (approach and principles); and

IX. Detailed building materials and palette.

2.9. In this context and given so few design components that drive character are being decided at this outline stage, I can see no reason why appropriate, high quality design cannot be delivered by the proposals.

3. Conclusions and Summary

- 3.1. Having reviewed the proposed layout against the urban design related principles set out in Policy BE1 of the Local Plan I can see a design that is well related to the existing settlement in terms of location and development form. Furthermore, and related to the corresponding policy parts, I can see a design that the proposed development:
- I. Establishes high-level, site specific design principles, which in the fullness of time can deliver high quality sustainable development;
 - II. Will be able to deliver a development that will reduce carbon emissions through the appropriate use of sustainable design and renewable energy schemes;
 - III. Establishes high level design principles that can respect the character of the surrounding area and development in terms of layout, size, scale, architectural design and public views when developed further through appropriate design stages (i.e. Site wide Masterplan Condition and/or RM application stages). Furthermore, the outline proposals have responded positively to the sites existing features such as adjacent land uses and existing vegetation;
 - IV. Will be capable of promoting public safety, health and reducing inequality and incorporate latest 'designing out crime' principles;
 - V. Will avoid causing disturbance through unreasonable traffic generation, noise, light, dust, fumes or other disturbances through the placement of compatible proposed and existing land uses and then further detailed through future design stages;
 - VI. Establishes high level design principles that will effectively incorporate hard and soft landscaping that makes use of green corridors for the movement of people as well as biodiversity;
 - VII. Incorporates sustainable transport principles that will provide good, safe access to public transport opportunities and provide residents with active travel choices that will be fully detailed in future submissions; and
 - VIII. Establishes high-level, site specific design principles will have a positive impact on the public realm and ensure high quality inclusive design principles that have been informed by an understanding of the local context, its settlement pattern, scale, proportions and detail.
- 3.2. In urban design legibility terms, the proposals will maintain a legible gap between Wiggington and Tamworth with the experience of arrival and departure along Main Road relatively unchanged.
- 3.3. The historic, village character of Wiggington that has been incremental over time is part of its individual charm and it experience from Main Road will remain.
- 3.4. Tamworth with its town character, demonstrates planned growth in a consistent direction north and east of the northern extent of the settlement, the proposals will in many ways be a logical next step. The delivery of which can be supported by a Site Wide Masterplan to ensure high quality design is provided across both administrative boundaries.



- 3.5. There will be a very clear, legible difference in character between Wiggington village and the proposals, which will be not only be read but also physically accessed from Tamworth.
- 3.6. The proposals will relate well to the existing settlement of Tamworth, whilst respecting the village of Wiggington, there will be clear, legible separation and different arrival and departure experiences from both.
- 3.7. The outline principles enable the creation of attractive new streets, places and significant areas of public open space for existing and new residents alike. The open spaces include a variety of open space uses and typologies for the benefit of all. In many ways the routes, spaces and open space areas will be a positive contribution to the area.
- 3.8. In conclusion, there is, in my view, no reason in design terms to refuse planning permission for this appeal.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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