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SNPL 347629

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Dear Graeme,

PLANNING RESPONSE - THE QUEENS, SELBORNE (SDNP/20/04118/FUL)

Further to our conversations over the past few months and in response to the comments of your statutory consultees, please find attached the following supplementary documents and information pursuant to the application at the Queens, Selborne:

- Updated Architectural Drawing Pack:
 - Proposed Site Plan
 - Ground Floor Plan
 - Roof Plan
 - Proposed South West Elevation
 - Proposed South East Elevation
 - Proposed North East Elevation
 - Proposed North West Elevation (Accommodation Block)
 - Proposed North East Elevation (Accommodation Block)
- Local Character Assessment
- Building Material Study
- Updated Landscape Plan
- Energy and Sustainability Statement (SRE, June 2021)
- Drainage Strategy Report (Cowan Consultancy, July 2021)

The rationale for the various amendments is better explained in the table overleaf, however, to summarise, the design amendments comprise:

- The external accommodation block has been moved to sit parallel with Huckers Lane with reinstatement of grass verge
- Suite 5 has been converted to a 1 bedroom unit – allowing the accommodation block to be reduced in length by 2m (21m to 19m)
- The accommodation block will now be timber clad on its southern, eastern and western elevations;
- The accommodation block roof is now half-hip;
- Bike storage has been consolidated at the southern end of the accommodation block to de-clutter the site and improve circulation/movement through the site
- Additional informal seating areas introduced to improve enjoyment of the outside space – better emphasis on/improve access to the communal green space
- Three drainage swales have been introduced into the site to accommodate surface water;
- A low level boundary wall is to be installed to the front car park which will take influence from the existing boundary treatment of the Gilbert White Museum and provide a better sense of enclosure and enliven the streetscene;
- The highways improvements on Huckers Lane have been pared back to only those strictly necessary (i.e. visibility splay into the site). There is no longer any widening of the highway in order to maintain the local road hierarchy and the rural nature of the Lane itself.

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For ease of reference I have itemised the areas of the site in the table below, noting where the principal amendments have been made alongside the comments received from the Urban Design, Landscape and Historic Environment Officer and how these have been addressed.

Conservation Officer
Landscape Officer
Design Officer

Topic/Element	Comment(s) Received	Applicant Team Response/Update to Pack
<p>The Single Storey Function Room</p>	<p>Conservation: The retention of the existing range is welcome and removes a major conservation-based objection to the scheme.</p> <p>Landscape: Retention of the existing range is positive from a landscape character point of view.</p> <p>Design: The proposals now include the retention and refurbishment of the existing extension which is appropriate.</p>	<p>The Applicant Team note the consultee comments and are really pleased to see support for the retention of the single storey function room within the scheme.</p>
<p>Single Storey Accommodation Block</p>	<p>Conservation: The creation of a single-storey range aligned on Huckers Lane could read as another ancillary building to the pub and, therefore, work in terms of the village character.</p> <p>Conservation: It would be improved by (1) reducing it in size (2) re-siting it eastwards so that the rear wall is at the back of the carriage way, and (3) building it all in brick using a traditional brick-bond.</p> <p>Design: The latest iteration of the extension (refurbishment of existing) reads as a subservient building, at least on plan.</p> <p>Design: The proposed elevation along Huckers Lane of the replacement extension is better than the previous iteration but the new single storey</p>	<p>The Applicant Team are pleased to see that the intention for the proposed single storey accommodation block to be 'read' as an ancillary building has been recognised by the consultees.</p> <p>There was clearly some concern from the consultees that the proposed building was overly large. To this end Suite 5 has been converted to a 1 bedroom unit, allowing the accommodation block to be reduced in length by 2m (21m to 19m).</p> <p>It was noted by David Boyson (Historic Environment Officer) that characteristically the National Park's lane are enclosed by buildings. To this end, we have moved the accommodation block to sit parallel with Huckers Lane. The block will also now be timber clad on its southern, eastern and western elevations to better reference the local vernacular and character.</p> <p>As requested by the Council's Landscape Officer we have taken design cues from the local area wherever possible. Please see the following items on the submitted Local Character Study:</p>

	<p>building footprint is still quite large for what should read as an ancillary building to the main building. This is also a very long ridgeline that will be visible over the hedge. If these are 2 units could they not be in 2 smaller, slightly differently treated buildings which would better reflect the local tradition of small ancillary buildings at the back of plots?</p> <p>Landscape: I support the comments of the Conservation Officer in relation to the proposed new ancillary building. It is currently too big, and to speak of Selborne should form the edge of the highway cinching it in with a blank or relatively blank elevation.</p>	<ul style="list-style-type: none"> ▪ 3. Façade Treatment (B3006 – Selborne Road) • 5. Huckers Lane timber clad building running parallel to the lane • 6. Hastards Lane Boundary Treatment • 18. Huckers Lane elevations (Junction of High ST & Huckers Lane) <p>When considered against the above, the relocation of the accommodation block to run ‘flush’ with Huckers Lane and the timber cladding of the building can be seen as a direct reference to buildings within close proximity of the site.</p>
<p>Huckers Lane</p>	<p>Design: The rural character of Huckers Lane and its status as the long distance PROW route The Writers Way, would be compromised by any proposed improvement which would include any widening to accommodate the proposal to serve 14 car spaces to the rear of the site. This rural road is not suitable for such a significant increase in car access numbers.</p> <p>Landscape: I continue to maintain my objection to road widening and associated highway works and the planting of this space – this will permanently, negatively alter the character of Huckers Lane.</p> <p>Design: The proposed hedge shown in the GGI on Huckers Lane, sandwiched in a narrow strip between the proposed new extension and the road is unlikely to thrive in such a restricted space. This problem has been resolved.</p>	<p>In response to the original comments of the Council’s Landscape and Design Officers, the extent of the widening proposed along Huckers Lane has been reduced to only that which is technically necessary (i.e. the requisite visibility spays).</p> <p>This was considered important by the Council’s Urban Design Officer in respect to maintaining the established hierarchy of streets i.e. Huckers Lane being subsidiary to High Street.</p> <p>There is a misconception within the consultee comments that the application proposals will give rise to an ‘intensification’ in the use of Huckers Lane. This is simply not the case.</p> <p>As demonstrated in the updated Transport Statement (submitted 19/03), using the TRICS database it is estimated that the existing use generates 103 two-way movements per day. The proposed uses will generate 95 two-way movements.</p> <p>As existing, there is a total of 24 car parking spaces available on Site. The frontage car park provides 10 spaces and is accessed directly from High Street. To the rear there are a further 14 spaces already accessed from Huckers Lane. Under the development proposals the 10 car parking spaces to the front will remain in situ and will serve the Gilbert White</p>

	<p>elements of the scheme (Tap Room and FSC). To the rear, the existing quantum of car parking spaces are being redistributed within the site to accommodate the development proposals (2 spaces to serve the proposed dwelling and 12 spaces to serve the proposed tourist accommodation within the rear parking court).</p> <p>As it can be seen there will be no net increase in parking provision nor will there be an increase in vehicular movements resulting from the proposed use. The existing access is simply being improved.</p>
<p>Car Parking (front)</p>	<p>Design: The proposed layout fails to take the opportunity to reduce the impact of car parking viewed directly from the street by retaining the completely open nature of a 10 space car park directly experienced on the street.</p> <p>Design: Any access or car parking proposed from the street on the northern side of the main building should minimise the visual impact of car parking on the street. The use of a boundary structure which is in character with boundaries used elsewhere in the High Street would be the most appropriate.</p> <p>Further to discussions with Consultees we have introduced a low level brick wall to the front car park to introduce a sense of enclosure and improve the boundary treatment along this part of the site. We considered a number of options for this wall, based on local precedent (see Local Character Study):</p> <ul style="list-style-type: none"> ▪ 9. Brick wall treatment (fronting Gilbert White) ▪ 10. English bond brick on High St ▪ 11. Rail and pier <p>Given the close proximity to the site and the close functional ties between the application site and the Gilbert White Museum we have chosen to take closest reference to this wall treatment (see Item 9).</p> <p>A boundary wall is shown on the updated Landscape Plan, the details of which can readily be secured by condition. As shown on the Landscape Plan the front car park will be re-laid to gravel which will also serve to improve the car park as part of the streetscene.</p>
<p>Soft Landscaping/Trees</p>	<p>Conservation: To my eyes some of the associated landscaping looks rather odd - hedges in funny places - and nothing much like the courtyard of a historic working hostelry.</p> <p>Design: A more appropriate landscape plan would take the opportunity to replace the trees of little</p> <p>As shown on the Landscape Proposals Plan (submitted 19/03), a densely planted buffer strip comprising native species is now proposed at the eastern boundary of the site which will serve to shield the site from longer distance views and soften the impact of the development at this sensitive countryside 'interface'. An updated Tree Protection plan and AMS has been submitted to reflect the updates (19/03).</p>

	<p>value with more locally characteristic trees. The success of the scheme should not be reliant on the screening function of the large conifers when viewed from the countryside.</p> <p>Landscape: The soft landscape appears somewhat random, it would be helpful to understand the rationale behind space design more broadly, what is it being designed to achieve – historic references to working buildings/hostelry? And how does it work with people moving around the site for example, relationship to highway.</p>	<p>In addition to the above, bike storage within the site has been consolidated at the southern end of the accommodation block to de-clutter the site and improve circulation/movement through the site.</p> <p>Additional informal seating areas have also been introduced to improve enjoyment of the outside space – better emphasis on/improve access to the communal green space. The seating has been proposed to sit alongside the newly proposed central swale which wraps around the central car park.</p>
<p>Sustainability</p>	<p>Design: A sustainability assessment report should be submitted.</p>	<p>As requested by the Council's Design Officer and in accordance with the Council's Sustainable Construction SPD, the Applicant has commissioned a Sustainability and Energy Statement which is submitted alongside this letter. In combination the scheme will provide:</p> <ul style="list-style-type: none"> - Passive and active design measures - Enhanced building fabric and detailing & ventilation - 100% low energy lighting - High efficiency ASHP to all spaces - PV to residential unit
<p>Ecology</p>	<p>Landscape: No net gain figures are provided to demonstrate how the site will achieve SD9</p> <p>Landscape: Bin and bike store are not well integrated in the design. Neither are landscape-led design measures such as integrated bird and bat boxes/spaces in the building fabric.</p>	<p>Policy SD9 does not explicitly require the submission of net gain figures, however, BNG is dealt with at Section 7 of the submitted Ecological Impact Assessment:</p> <ul style="list-style-type: none"> ▪ Native/wildlife-friendly shrub/hedging to be planted around the proposed dwelling and along the north and west boundaries. ▪ 1m wide strips of infrequently managed/long grassland at various locations across the development. Grassland to be seeded with Emorsgate EL1 – Flowering Lawn Mixture. The grassland shall be cut once or twice/year i.e. in spring and autumn. ▪ Green roofs above the two bin/cycle stores.



		<ul style="list-style-type: none"> A row of four swift bricks will be installed c. 5m above ground level onto the southwest gable of the proposed single-storey block. <p>It is clear from the above that landscape/ecology-led design measures are incorporated into and embedded into the scheme.</p>
<p>Drainage</p>	<p>Design: A SuDS strategy should be submitted</p> <p>Landscape: No additional work on SuDS has been provided. As a result it is an unknown how surface water will be sustainably managed at this site.</p>	<p>In response to the comments of the Design and Landscape Officer the Applicant has commissioned a Drainage Strategy Report which is submitted alongside this letter.</p> <p>The Design Officer stated that the Council's preference is for surface water to be dealt with through 'soft' interventions such as rain gardens, swales, rills etc. This was the drainage engineers starting point in assessing the site, however, accounting for the existing ground water conditions and the influence of the RPAs of the retained trees a 'hybrid' approach of swales, permeable paving and soakaways has been adopted. Acting in combination, these interventions will ensure that storm water drainage discharges from the site will strategically remain within site boundaries, precluding any storm water flow water displacement from leaving site (in accordance with Policy SD50).</p>
<p>Materiality</p>	<p>Design: The main building is proposed to be retained as painted white. Has the idea of exposing the original stone and brickwork been explored instead?</p>	<p>The Applicant has undertaken an External Materials Study of the original Queens building.</p> <p>As detailed within the Study the existing elevations are brick or stone that have been rendered or painted generally with a non-breathable product. The building's elevations have appeared white for the last 100 years. Therefore, the design team have decided that as the original stone is porous, the identity of the building is White render / paint and in the interests of Conservation the visual appearance of The Queens will remain the same.</p>

Summary

What I hope is clear from the table above is that the Applicant has engaged positively with the Council and worked incredibly hard to address the comments of the Council's Statutory Consultees wherever possible. Where amendments have been made there is a clear design and/or technical rationale for the specific change.

If you have any queries or require clarification on any element of the scheme please do not hesitate to get in touch.

Yours sincerely

A handwritten signature in grey ink, appearing to read "J.B.", with a long horizontal line extending to the right.

Jim Beavan
Savills Planning

c. Guy Macklin, Derek Warwick Developments