

Land North Of Gardenia Close And Garden Square Rendlesham, Suffolk



Produced Nov 2019 for
CC Developments



urban forward ltd

Introduction and scope

Urban Forward Ltd have been instructed by Capital Community Developments Ltd to undertake an independent Building for Life 12 Assessment of their proposal for 75 new homes to the north of Rendlesham, Suffolk. The scope of this commission is as follows:

- To undertake a BfL12 review from an impartial standpoint
- To compare and contrast the findings of this review with that of the Local Planning Authority
- To provide a commentary on the design proposal, and form a view of its acceptability in urban design terms

Limitations

It should be noted that whilst every effort has been taken to fully understand both the proposal and its genesis, and the views of the Local Planning Authority, it is possible that relevant background information has been missed or not given due weight. Also, whilst BfL12 can and is used by many organisations to undertake retrospective reviews of design proposals, this is not its intended purpose as it is best used to influence designs as they emerge.

Also, the guidance within it needs to be understood by the user in terms of principles and outcomes – that is, what the guidance is trying to achieve – rather than being simply taken as read. In some cases, there are other design solutions to a particular problem that achieve the same outcome, and BfL12 was written to not preclude innovative solutions being developed.

Competency

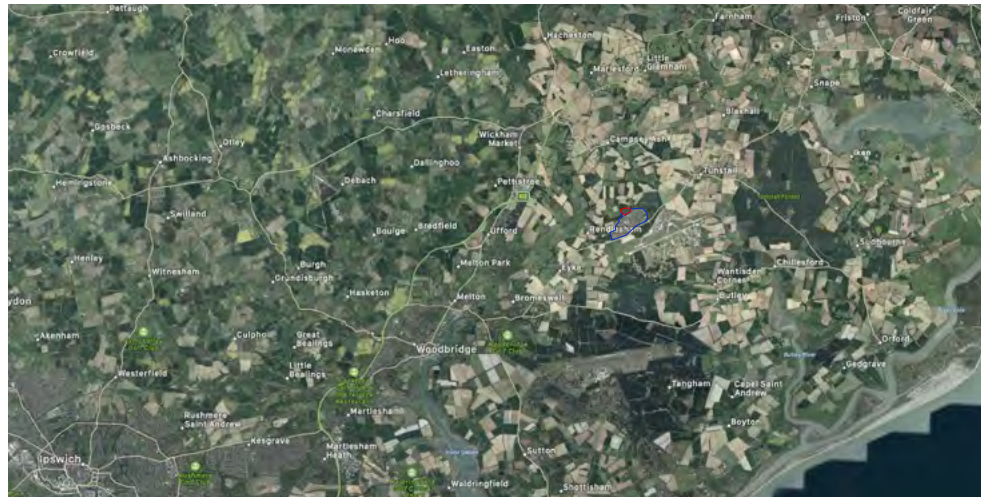
Urban Forward Ltd are part of the editorial team for BfL12, and work closely with Design for Homes and the BfL Partnership to develop BfL, train others on how to use it, and to conduct BfL12 assessments. We also help adjudicate on designs that wish to be recognised as 'Built for Life', the accreditation available to schemes that perform particularly well in terms of the 12 questions in BfL.



The site and location

The proposed development site is located in the village of Rendlesham, East Suffolk. The site sits to the northern edge of the village, adjacent to two recent developments by Capital Community Developments and by Persimmon Homes. Rendlesham is a relatively new village of American heritage, and as such exhibits development patterns that reflect this more recent period of design and site layout.

Right: The site in the very wide context of Suffolk, with Ipswich to the south west, and the coast to the east.



Right: Rendlesham with the site sitting to the northern edge, adjacent to Tidy Road and Garden Square.



The BfL12 Questions



Integrating into the neighbourhood

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?



Creating a place

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street and home

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



A photograph of a residential street scene. In the foreground, a tree with bare branches stands on the right, and a green hedge runs across the bottom. A grey cylindrical object is visible in the lower-left corner. In the background, there are brick buildings with white-framed windows. The text "Integrating into the neighbourhood" is overlaid in white on the lower half of the image.

Integrating
into the
neighbourhood

1: CONNECTIONS

Does the scheme integrate in to its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The site is designed to use two principle points of connections for vehicles, plus several pedestrian connections. The vehicle connections link up through the site to create a minor through-route. Pedestrians can access the site via the proposed street entrances, and via footpath connections near to the existing Peace Palace.

Land has been reserved for a bridleway to the east of the site that will provide rural connectivity beyond the site, and this is accessible from within the development. The routes provided through the site should offer good access to the bridleway for residents living in adjacent areas. In all, the design team have created connections where possible and bearing in mind the site's edge of settlement location.

Given the relatively small size of the site, the number of connections is acceptable and their location along the boundaries which adjoin neighbouring developments provides for good access to adjacent neighbourhoods. A 'green' is justified for this layout.



The proposed
access from Tidy
Road



The proposed
access from Garden
Square



2. FACILITIES AND SERVICES

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

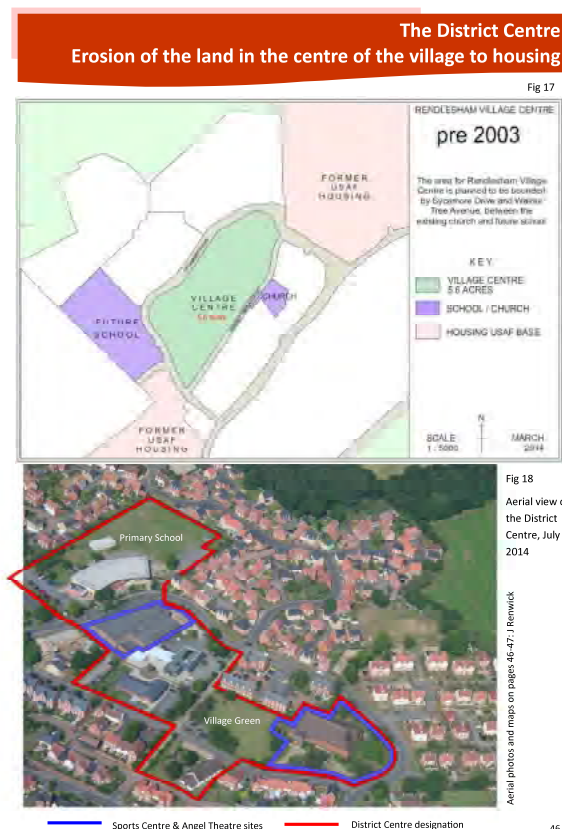
Whilst on the edge of the existing settlement, the proposed development site is within walking distance of the shops and other services provided. The school on Sycamore Drive, the shops on Walnut Tree Avenue, and employment areas such as that on Acer Road are all within easy reach of the development. The Rendlesham NDP seeks to support the existing district centre, so facilities in the area should improve (see map, inset)



The development itself is too small to be reasonably expected to provide on-site mixed-use development, especially given it's edge-of-settlement location.

Internally, the design creates a large area of open space, and two smaller feature spaces. These are accessible from adjacent neighbourhoods, and it is understood that these are to be designed to a similar standard as spaces on Garden Square. Overall, the scheme should contribute to the vitality and viability of existing facilities and create useful new open spaces.

Given the relative proximity of the site to existing facilities and the provision of new spaces on site, a score of 'green' is justified here.





SCHOOL

SHOPS

EMPLOYMENT

A1152

3. PUBLIC TRANSPORT

Does the scheme have good access to public transport to help reduce car dependency?

There are existing bus routes on Sycamore Drive and Redwald Road, which are within walking distance of the site. The applicant has been requested to fund solar powered real time bus information screens in these locations.



The streets within the site are likely to be too narrow to accommodate a bus, unless it was a hopper bus of some sort. However, given the site's location at the edge of the settlement it is not likely that a bus route here would be required. Rail connectivity is more of an issue, with the nearest station being several miles away. However, there are two stations within 5 miles of the site.

The design allows for access to existing bus routes, which justifies a score of 'green' for this question.



Harvey Way

Mayhew Rd

Surfalk Dr

Avocet Mews

Ace Rd

Close

BUS ROUTE

Spencer Dr

Garden Sq

Thellusson Rd

Spencer Rd

Wickham Field Rd

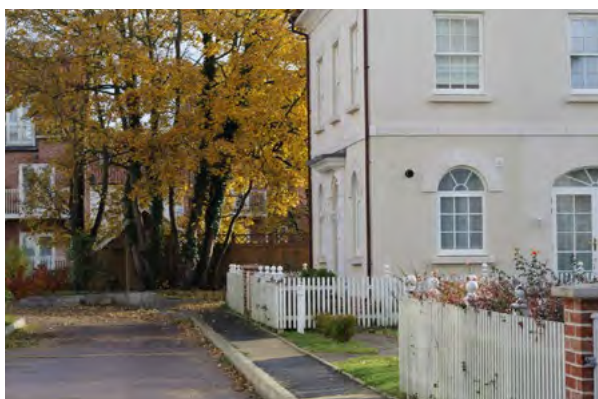
A1152

4. MEETING LOCAL HOUSING REQUIREMENTS

Does the development have a mix of housing types and tenures that suit local requirements?

The design includes a wide range of dwelling types, from 1 bed through to 4 bed units. These have been distributed throughout the site to avoid any one type of dwelling being overly clustered. This is not immediately apparent from looking at the proposal in plan form, as the design uses buildings that are similar in form even if they have very different internal configurations. The balance of dwellings is reasonable, with 37 apartments through to the 18 detached houses.

In terms of affordable housing, 25 of the proposed 75 units will be affordable as defined by the LPA's planning policy. There is a mix of discount sale and affordable rent units provided. Given the mix and distribution of units, and the amount being offered as affordable, the proposal scores a 'green' for this question.



Example maisonette block from the adjacent area.



Detached house, representative of what is intended for this site.



Detached





Creating a
place

5. CHARACTER

Does the scheme create a place with a locally inspired or otherwise distinctive character?

There are several ways in which this proposal generates a distinctive character, some of which are at odds with usual urban design best practice. In terms of both the site layout and building floorplans, the design uses very specific principles that relate to natural light and the way spaces relate to the orientation of the sun at certain times of the day. To do so, all of the properties face east, as on the adjacent development around the Peace Palace. This configuration is very distinctive, and creates a place unlike those found commonly elsewhere. The standard relationships between buildings and public space are therefore not possible in many instances (discussed in Q7: Creating well-defined streets and spaces).

In terms of the built form, the proposed buildings have a degree of uniformity in their scale and mass that means they create a cohesive district, much like the adjacent development designed to the same principles. The architectural detailing of the buildings is of high quality, and the treatments applied to building appearance have been carefully arranged to create set-pieces (see plots 25, 29, 11, and 7 for example). The chosen aesthetic is not especially adventurous or innovative, using mainly neo-vernacular styling cues, but this has been well-executed. The large windows and light-wells are distinctive to this design and the principles behind it. In all, these factors add up to create a place with a distinctive character which allows a 'green' score to be awarded.

Given the above, the proposal can be awarded a 'green' for this question.





A typical street in the area, adjacent to this site.



A street similar to that proposed in the scheme.



A private drive from an adjacent site, with minimal landscape or character.



A private drive as proposed within the development, with more space given over to landscaping.



Large detached houses in the areas, adjacent to the site.



The proposed dwelling style for the site, more richly detailed and better executed.

6. WORKING WITH THE SITE AND ITS CONTEXT

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

The site is at present an open field. Ecological interest is therefore restricted to the tree and hedgerow belts at the edges of the site. The design allows for these to be maintained. The site is flat, and features only a small drainage ditch (see FRA map, inset). Surface water is managed through swales which form part of a sustainable urban drainage system. There are no real opportunities to retain features within the site as there is nothing to retain. The design does, however, allow ample space for the existing landscape to be retained, and a study has been conducted to ensure that existing trees are protected during construction.



The principles behind the design mean that microclimate and site orientation are key influencing factors for the design. Existing buildings to the south have been designed and laid out in the same way, which means this proposal would create an extension to this. The development along Tidy Road is very different, and not in its self a character or identity that forms part of the wider context.

It is difficult to justify a 'green' score for this question given that there is very little by way of site context or features to influence the design. However, this is not the fault of the design team so an 'amber' is justified here.

Proposed Residential Development
Area 8, Rendlesham, Suffolk

Flood Risk Assessment

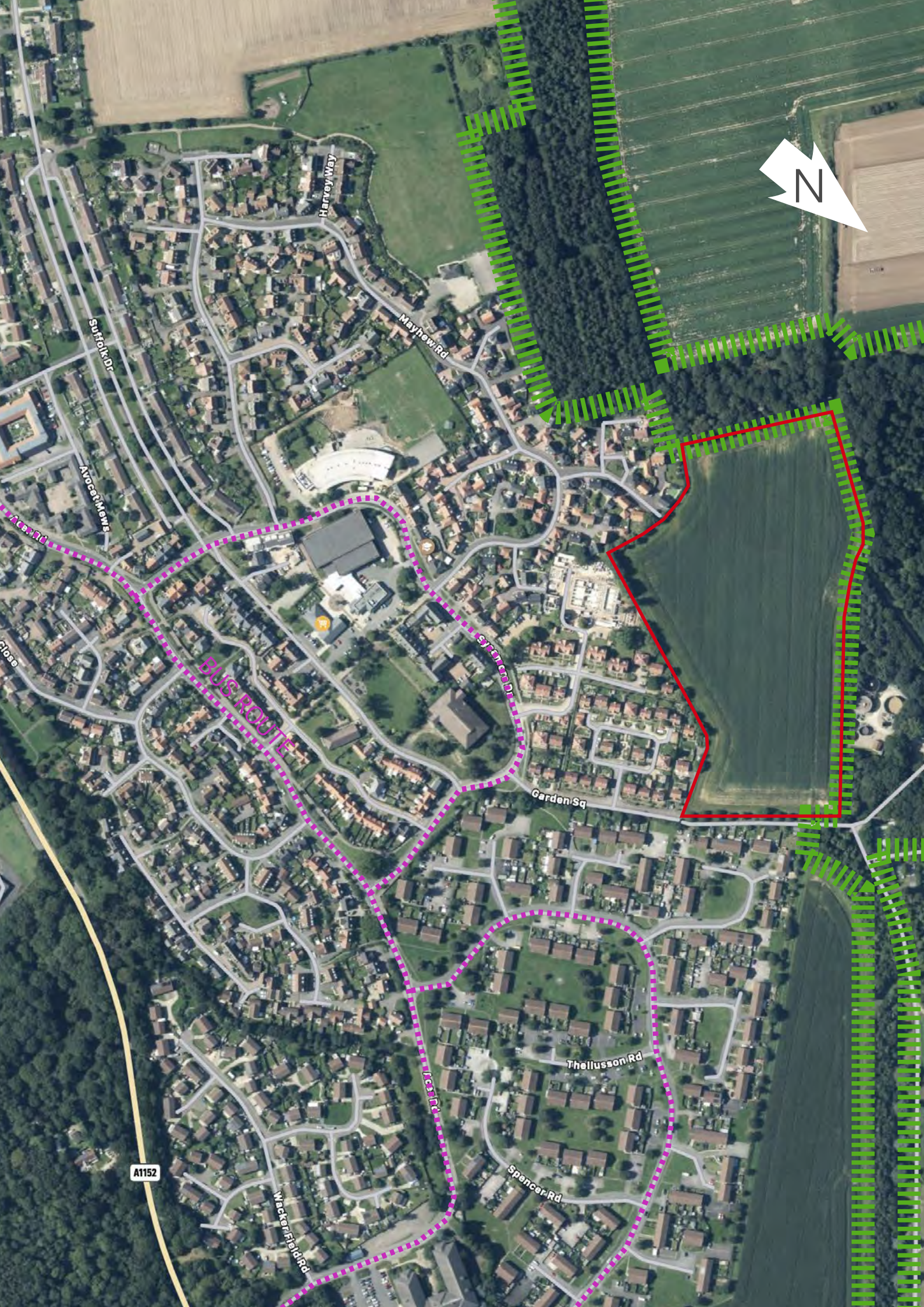


Figure 02 – FEH hydrological catchment

- 3.1.3 There is what appears to be an open watercourse in the vicinity of the site which forms the site's east boundary. This is shown in photograph 2 and was dry during our site visit. Neither the topographical mapping, the site survey, nor our thorough site observations revealed any piped in/outflow to this watercourse, or any continuation of the watercourse up or down stream of the site (was quite overgrown at the upstream end). The watercourse is not situated within a local valley. The surveyed low point in this linear feature is 1/3 from its southern extent. At its downstream end (south east corner of the site) we were able to clearly see the end to the channel at which there was no pipe or other outfall. So the watercourse is assumed to be a local soakaway feature, possibly historically associated with a former track which is shown parallel to this location on historic mapping.



Photograph 2 – Watercourse at east of site – view upstream



BUS ROUTE

Harvey Way

Mayhew Rd

Surbiton Dr

Avocet Mews

Avon Rd

Close

Spencer Dr

Garden Sq

Thellusson Rd

Spencer Rd

1st Rd

Wincoburn Field Rd

A1152

7. CREATING WELL DEFINED STREETS AND SPACES

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The principles that underpin the layout of the proposal make meeting the requirements of this question difficult. By facing all of the properties east, traditional perimeter blocks cannot be formed. Perimeter blocks have essentially two main functions; they enable activity and overlooking to the street from the fronts of buildings, and they protect garden and private spaces from public access. Instead, backs of plots are addressed by the fronts of adjacent properties and so on. This naturally reduces the overall amount of surveillance to the street, which is addressed only on one side.



There are ways in which this can be mitigated. Firstly, where buildings front onto rear boundaries, effort has to be made to maximise the amount of activity in these spaces. Placing parking in these spaces, and ensuring front doors and windows address these spaces is critical. This layout does this well, and given that these spaces are relatively small then this should go some way to addressing overlooking and feelings of safety and security. They are also generously landscaped, as is evident on the adjacent housing area that this designed extends. The landscape helps to protect the rear boundaries of the properties on the other side of the lanes, so that their gardens remain private. The overall result is still not as secure or enlivened as would be the case if perimeter blocks had been used, but many of the negative aspects of this kind of arrangement have been addressed.

One area where the design struggles to create active frontages to important spaces is along the central street through the site. The properties that form the edge of this street have their front doors accessed from the drive in front of them, perpendicular to the street. Corner-turning units with windows in the flank elevations have been used, which adds a degree of passive overlooking to the street edge. The regular arrangement of side streets means that the corner properties have oblique views along the street, helping to ensure it is overlooked.

The landscape proposal helps to add green edges to the street. Using a strong boundary treatment helps to define the street edge, and makes them pleasant spaces to be. However, given the reduction in overall active edge to streets due to the orientation of the buildings, an 'amber' is justified here.

8. EASY TO FIND YOUR WAY AROUND

Is the scheme designed to make it easy to find your way around?

The layout, whilst unconventional, is simple and should be easy to navigate. Important in wayfinding is the ability to see down the street, and the strong rectilinear form proposed means that long views across the site are possible when approaching from the east. It is less easy to navigate in terms of finding specific properties, even if the user understands the nature of the layout. This is due to the side streets / private drives being relatively uniform, so one looks much like another. The feature spaces and open space help by adding wayfinding features into the scheme. Views to the tree belt to the north should be possible from anywhere in the site, which means orienting yourself should be easy.

The street treatment creates a hierarchy which should aid wayfinding, with the specific design reflecting the role of the street in the movement system. The main street is more formal, with footpaths either side, and is the most important route in terms of linking the site to the outside world. There is a street that runs to along the western boundary that is only for local access, and this has been designed to be more like a lane, denoting its lesser role in movement terms. The drives that allow access to the properties are shared surfaces, which will make them feel like intimate, private spaces that are for local access only. In this way, the street design supports navigation and the design can be awarded a 'green' for this question.









Street and home

9. STREETS FOR ALL

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The side streets / drives are shared surfaces that will be pedestrian friendly with low vehicle speeds. The main street has speed bumps that should help moderate traffic speeds, and footpaths to both sides. The use of speed bumps is not ideal; a better approach would have been to use pinch-points, build-out and street trees to moderate vehicle speeds.



Where this becomes a lane, the surface treatment here will mean this street acts more like a shared surface than a road. The overall impression will likely be similar to that of the development around the Peace Palace, which is a safe, calm and inviting street system.

Given the relatively basic approach to traffic calming and the lack of visitor parking etc on the main street, it is difficult to give this aspect a 'green' as more could have been done in terms of designing the streets. However, to maintain the principles of the layout, restrictions on how the streets could be treated are inherent, thus an 'amber' is justified here.



Traffic calming features such as this in Ingress Park, Kent add character and would be a good option for this site.



Main streets in the rest of the village do not offer streets for all.



The proposal features streets that will be more pedestrian friendly than many.



Lack of landscape on this street reduces quality.



The streets within the proposal are likely to feel very green and pleasant.

10. CAR PARKING

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Purely in terms of numbers, the proposal provides enough parking for scheme. Most of this is front-of-plot, which is convenient for users but which, if used extensively, can create unsightly street scenes. However, in this instance the specific layout used means this will be less of a problem. The short private drives eliminates very long runs of this kind of parking. Also, because of the generous landscaping, the impact of this parking on the quality of street scene is likely to be minimal.

Visitor parking on the main street could have been included and used as part of the traffic calming strategy. Some garages are provided, but it is likely that garages would be used for other storage, not for parking cars. Open car ports are better used by residents.

Whilst it would be usual to give a design that relies heavily on one type of parking solution either an 'amber' or a 'red', in this instance the specifics of the design mean that the BfL question is well addressed. The parking will not dominate the street, and is well-integrated. A 'green' for this question is justified in this instance.





Main streets elsewhere in the village are often used for parking, which when not integrated into the street seen harms quality.



By integrating the parking into the plots, the scheme creates a neat and tidy street.



The lack of landscaping and the fact that the streets are 'double loaded' leads to this arrangement being problematic elsewhere.



Frontage parking, which is sometimes problematic, has been masked by good landscaping.

11. PUBLIC AND PRIVATE SPACES

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Due to the principles that underpin this layout, there are many instances where boundaries to public space are made up by landscape areas which will need management and maintenance. Done well, then this should not be an issue going forward and should help to create a green and pleasant development. However, should management fail in the future then these spaces will become problematic. Care has been taken to put in place a management structure that will ensure this is unlikely to happen, but it should be caveated at this stage that should management fail then quality will suffer.



The main spaces are clearly defined, and should be attractive. Again, due to the regimented orientation of the buildings, opportunities for overlooking are reduced. The main space has 4 to 5 properties directly overlooking it, which should provide ample surveillance for this area. The feature space to the south is well addressed by building fronts, but the one to the west is not. This area could become problematic should it fall into disrepair.

The open space to the north east of the corner falls within the cordon sanitaire of the Anglian Water waste water treatment facility, which has the potential to impact on its usability. However, there have been several exercises which monitor the odour from this at receptor sites across proposal development area, and these show that odour levels are well below that which would require any mitigation. It is understood that Anglian Water are supportive of this evidence, and raise no objection to the siting of the play area etc on this part of the site.

A detailed maintenance and management plan that is viable needs to be agreed with the LPA for this question to be scored higher than an 'amber' at this stage.



Strong boundary treatments will help to define what is public and what is private.



The main street will feature landscape such as this, which may be difficult to manage.



Care has been taken in designing the boundary strategy so that it add interest to the street scene.



Feature spaces, if delivered to the same quality as those adjacent, should be valuable public spaces.

12. EXTERNAL STORAGE AND AMENITY SPACE

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

There are dedicated bin and cycle stores provided for the flats, located across 6 purpose-built structures. There is some concern that these are a little remote from the dwellings they serve, but all are with 30m, which is considered to be an acceptable distance for this use.



For the houses, there is no evidence provided at this stage that bin and cycles stores have been provided. However, the formation of the plots and the access arrangement for these means that people will be able to keep these items in their gardens. On the adjacent development, the design includes cycles stores and should this approach be taken here, then this aspect of the design would be well resolved.

In terms of refuse, there are 16 bin collections points within the layout. What is not shown are dedicated bin stores for the dwellings. Again, should the design reflect the approach taken on the adjacent development, then this should not be a problem. However, until such time that these design details have been resolved, and 'amber' is justified for this question.















Front gardens offer ample and convenient storage.



However, as can be seen above, should stores not be designed in, bins etc can become unsightly.



Results

























Question	Score
Integrating into the neighbourhood	
1 Connections	
2 Facilities and services	
3 Public transport	
4 Meeting local housing requirements	
Creating a place	
5 Character	
6 Working with the site and its context	
7 Creating well-defined streets and spaces	
8 Easy to find your way around	
Street and home	
9 Streets for all	
10 Car parking	
11 Public and private spaces	
12 External storage and amenity space	

Comparing this assessment to that produced by the LPA

In the material supplied to us by the client, the LPA structured their appraisal of the design using the headings and questions from BfL12 (2015).

The conclusions reached by the LPA officer are at odds with our findings, and it is useful to understand why.

The table (right) compares and contrasts the findings and provides commentary on why difference may of been found.

LPA	UF	Main LPA concerns
		Main access is along a non-adopted street, routes cross private land, lack of PROW, many of the streets will not be adopted.
		Existing facilities will be hard to reach, proposed play area too remote, design of public spaces not well resolved.
		No conflict
		Not enough variation in property types. House type distribution too limited.
		Building orientation, lack of active frontages, lack of variation in the street scene, result will be bland.
		The impact of the cordon sanitaire, location of the play area, design doesn't reflect Tidy Road, lack of focal point east-west, SuDS not detailed.
		Activity levels on main streets, car dominance, lack of street hierarchy, front-of-plot parking.
		Few landmarks, no key buildings, lack of Tidy Road 'gateway', use of shared surfaces.
		Shared surfaces not felt to be usable, lack of surveillance.
		Car parking too reliant on one treatment. Dominant within the street scene.
		Lack of maintenance plan, lack of overlooking to play area, lack of detailed design for feature spaces..
		Bike stores for flats too remote. Bin strategy unclear.



Commentary

Many of the comments from LPA under this heading would be better dealt with via other BfL questions. There is a PRow included within the design. The adoptability of the streets is not an issue with regards this question.

Facilities within the village should be easy to reach if you conclude that the streets are walkable. The play area is easy to reach through the development, including for adjacent residents. The design of public spaces is better dealt with elsewhere.

-

It is true that the building typology used is of large, 'pavilion' style detached buildings, but it is not true that there isn't a variation in both types and tenure of home. Also, dwelling sizes are distributed across the site, not clustered.

The unusual design approach is more likely to create a distinctive neighbourhood than one that lacks character or identity. Uniformity is often what define characterful areas. A lack of 'common threads' erodes rather than supports character.

The location of the play area is best dealt with elsewhere. The issue around the cordon sanitaire is negated by the monitoring. The design of the units etc on Tidy Road is it self not an exemplar to be replicated. There is a focal space on the east-west axis. SuDS are included, and their design is dealt with in the documentation supporting the application.

It is agreed that activity levels on the main street could be an issue. The car parking is better dealt with elsewhere in detail, but it is integrated so will not dominate the street scene. There is a clear street hierarchy. Streets are clearly defined by boundaries etc.

The key landmarks within the sites are building formations and set pieces rather than individual key buildings, which will aid wayfinding. The layout is simple and the street treatments give users a lot of information about the kind of route they are on. A gateway from Tidy Road would have been a useful design feature.

There is no reason to think that the lanes and shared surfaces within this development will not be usable, as the projected traffic volumes are very low. The lack of overlooking is acknowledged as an issue.

Usually this would be a key issue, but the specifics of this design - especially the generosity of landscaping - means that this isn't likely to cause problems. Cars are well integrated into the plots and streets.

The maintenance plan is included in the Planning Statement, but would benefit from more detail. The play area is overlooked by a number of properties. The feature spaces should be well designed, but lack detail at the moment.

There is ample opportunity for bin and bike storage across the site, but the proposal lacks detail. The bike stores for the flats are acceptably located. Bin stores are intended for the houses but these need to be better shown. There are 16 bin collection points.

Conclusions

From an independent perspective, it appears that the the LPA have resorted to using Building for Life at a late stage, having not referenced it during two round of pre-application advice or during the previous planning application. Bearing in mind the Council's new local plan extols the virtues of BfL this is unfortunate. Early round table discussion using BfL as a discussion tool could have allowed the LPA to better understand the design principles of this scheme.

The main issues that could have potentially been resolved through dialogue include:

- Key principles around addressing frontages and how streets and laid out.
- The amenity and parking standards across the site, including how this overlooked and accessed.
- Active frontages on the key character-forming aspects of the main streets, notwithstanding the adjustments needed to make the layout remain true to the principles of the layout.
- The way housing mix and housing types and styles have been designed, and the kinds of place and community this will create.

In conclusion, the design proposed adequately balances retaining site assets, responding to edge conditions, and providing an efficient use of developable land. Any design requires trade-offs between following established principles and being responsive to the needs of the locality, and here the design team have done an admirable job in finding the right balance. Whilst there are improvements that could be made to this scheme, it is our view that the resultant quality of place of this design will be a positive addition to Rendlesham.

About us

This report was produced by Garry Hall. He is a qualified urban designer and hold a BSc (Hons) in Environmental Design and Environmental Policy from Oxford Brookes University and an MSc Spatial Planning with Urban Design specialization (with merit) also from Oxford Brookes University. He has been Executive Director of urban forward ltd since the company's launch in 2011, and prior to this has held roles relating to the built environment since 2005.

Previous roles and activities relevant to this scheme include his time as part of Oxford City Council's Planning Policy Team, and his current positions on the Opun Design Review East Midlands expert panel and the Berkshire, Oxfordshire, Buckinghamshire and Milton Keynes Design Review expert panel. He is Chief Executive of TransForm Places Ltd, a not-for-profit organization established by Government to offer impartial design advice and related services to ensure quality new housing. He is also Urban Design manager for Opun, the architecture charity, and also work as consultant with the MADE West Midlands design centre and Design South East, the design centre based in Kent.

Garry is involved in the development of national best practice for urban design and produced the latest version of Building for Life 12, the Government-endorsed standard for well-designed residential environments. This work was undertaken on behalf of the Build for Life Partnership comprised of Design for Homes, the Homebuilders Federation and Cabe at the Design Council. Previously, he lead on the dissemination of the now-superseded Building for Life 20, and also ran the national training program for Manual for Streets 2. He is in the process of adapting BfL12 for use by the Welsh Assembly. He also sits on the expert panel that assesses schemes wishing to attain the Built for Life quality assurance mark.

Garry was a part-time lecturer at Northampton University on their Integrated Urbansim MSc course, and taught on their urban design summer school in 2014 and 2015. He regularly speak at urban design events and deliver urban design training, and clients include the Homes and Communities Agency, ATLAS, various Local Authorities, and home builders such as Barratt Homes, for whom Garry recently delivered a program of in-house events relating to design quality in new developments. The majority of his previous projects relate to large-scale urban extensions, design codes, masterplans, townscape analysis, and Space Syntax urban structure analysis.

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