

# **Design Statement**

**Prepared to Support of Approval of Reserved Matters**

**Uplands Mill, Biddulph**

**Bovis Homes LTD**

**Prepared by:**

**CAPITA SYMONDS**

**On behalf of:**



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**Figures:**

Figure 1: Bovis Layout, March 2011

Figure 2: DAS Masterplan, September 2009

Figure 3: Indicative Built Form Plan, December 2009

Figure 4: Vehicular and Pedestrian Links

Figure 5: Block Plans

Figure 6: Figure Ground Plans

Figure 7: Existing Character

Figure 8: Bovis Character Areas

# **1 Introduction**

## **1.1 Background and Context**

- 1.1.1 This statement has been prepared in support of a reserved matters application for residential development at 'Uplands Mill', Biddulph. It sets out the findings of a 'Design Audit' which has evaluated the proposed scheme against the approved outline consent and material contained in the accompanying Design and Access Statement. The audit and the design statement have been carried out by Capita Symonds on behalf of Bovis Homes LTD. The detailed proposals by Bovis have been prepared following extensive discussion with Staffordshire Moorlands District Council (SMDC) and revised recently in light of comments received from SMDC in March 2011.

## **1.2 Purpose of the Document**

- 1.2.1 The statement will demonstrate that the detailed proposals are substantially in accordance with the outline planning consent and the accompanying Design and Access Statement. In addition, the detailed proposals have been compared with an 'Indicative Built Form Plan' that was prepared to demonstrate that up to 200 dwellings could be accommodated on the site whilst adhering to the design principles as set out in the Design and Access Statement. This has been used by SMDC to guide Bovis Homes Ltd in the preparation of their detailed proposals.
- 1.2.2 The character of the detailed proposals has also been considered against both the immediate site context and the wider context of Biddulph. The Audit has considered the conclusions set out in the Design and Access Statement with regard to existing character and the prescriptions for future development.

## **1.3 Structure of the Document**

- 1.3.1 The statement is structured to follow the main topic headings in a Design and Access Statement. It considers the proposals for Use and Amount – which are relatively straightforward – before moving on to discuss design specific issues under Layout, Scale, Landscaping, Appearance and Access. A summary of the findings of the audit is provided at the end of the statement.
- 1.3.2 Key Sections of the Design and Access Statement prepared to support the outline planning application and other associated information that have been used to undertake the audit are:

Content (from Design and Access Statement) / Other Information	Page
Neighbourhood Character Assessment	18 & 19
Design Concept	36 & 37
Masterplan	42
Character Areas	44 & 45
Access	46 - 49

Content (from Design and Access Statement) / Other Information	Page
Layout	50 & 51
Scale	52 & 53
Landscape Design	54 & 55
Appearance	56 & 57
Indicative Built Form Plan	NA

## 2 Use and Amount

### 2.1 Use

- 2.1.1 The proposals are for a residential development with associated access and open space (including a children's play area) in accordance with the approved outline planning consent.

### 2.2 Amount

- 2.2.1 197 dwellings are proposed, comprising a combination of apartments (1 & 2 bedroom) and individual dwellings ranging from 2-5 bedrooms in size. Dwellings will be arranged in a variety of ways to include detached, semi detached, linked, grouped and terraced formations.

## 3 Layout

### 3.1 General Arrangement

- 3.1.1 The site layout proposed by Bovis Homes Ltd (Figure 1) is broadly structured around the retention of existing trees and hedgerows and the creation of a legible street network. Significant open space is being created to the west of the site and a substantial landscaped buffer will wrap around its southern and eastern edges protecting sensitive boundaries. A 'residential square' is proposed at the centre of the street network to act as a focal point for residents and the development as a whole. This arrangement is as prescribed by the Masterplan contained within the Design and Access Statement (Figure 2).
- 3.1.2 The key layout elements prescribed by the Design and Access Statement and communicated by the 'Design Concept' will be achieved by the Bovis proposals. These are:
- Creation of a North-South Street – this is achieved by dwellings defining the route between access points A and E – Street 1;
  - Provision of Primary and Secondary Access Points (Locations A-F);
  - A series of other streets and pedestrian links are provided to increase permeability across the site whilst restricting through vehicular traffic;
  - Existing vegetation is retained and a series of open spaces are being created;
  - Sensitive boundaries are respected by development that is of an appropriate form and scale; and
  - A central focal point is being created in the form of a residential square

- 3.1.3 In most cases, the layout results in perimeter blocks of development formed by houses where private gardens are located to the rear and car parking is located to the front or the side of the dwelling. In some locations proposed dwellings will back onto existing properties, essentially creating closed perimeter blocks from development on either side of the site boundary. Due to the requirement to retain existing landscape features in some locations, a small number of properties are sited individually or in small groups that do not form enclosed perimeter blocks.
- 3.1.4 Whilst the layout will be highly permeable for pedestrians and cyclists, there will be restrictions on the through movement of vehicles. The site will be accessed from 6 points on the surrounding network and 4 dwellings will be accessed directly from The Uplands. This approach is as prescribed in the Design and Access Statement and illustrated on the Masterplan (Figure 2).
- 3.1.5 Overall, the general arrangement is significantly in accordance with the Masterplan as set out in the Design and Access Statement. There are a small number of departures from this which have resulted from discussion with SMDC or have been influenced by the Indicative Built Form Plan (Figure 3). The Indicative Built Form Plan was prepared to demonstrate how development could respond to the Masterplan at a more detailed level and has been used by SMBC to direct Bovis in the preparation of these proposals.
- 3.1.6 The manner in which the Bovis Layout responds to, and has been influenced by, the Masterplan and the Indicative Built Form Plan is discussed in more detail below.

## **3.2 Street Pattern and Alignment**

- 3.2.1 The street pattern proposed by Bovis compares well against both the Masterplan and the Indicative Built Form Plan (Refer to Figure 4). The proposals continue to include access to the site from 6 points and restrict the through movement of vehicular traffic. The majority of new dwellings are proposed in the centre of the site and to the east and the south. A small number of dwellings are planned to the north west of the site and will be accessed directly from the Uplands (plots 112-115) and from Ox-Hey Drive (plots 116-121).
- 3.2.2 The Masterplan and the Indicative Built Form Plan contain slight variations between one another. The principal difference between them is that the Indicative Built Form Plan introduces a new route aligned east-west that leads into the residential square. This route has been retained in the Bovis layout and is necessary to make efficient use of the large block proposed to the south west of the residential square. It results in a number of benefits including more active street frontage, better definition to the southern edge of the square and a more permeable layout overall – encouraging east-west movement and more direct access to the open space on the western side of the site.
- 3.2.3 Other variations in the Bovis layout from the Masterplan and the Indication Built Form Plan include:
- The provision of two small private drives leading off Street 2 as opposed to one originally envisaged. These allow dwellings to be arranged to overlook adjacent open space, providing natural surveillance and increasing safety and security for users;

- A short cul-de-sac is omitted from the end of Street 3 that allowed vehicular access to the driveways of dwellings overlooking an adjacent open space. This is no longer necessary as parking arrangements have been redesigned to be served directly from Street 3 or Access C. This reduces the potential impact of vehicles on the open space and associated trees, whilst continuing to allow pedestrian access; and
- A short section of private drive allowing access to car parking spaces originally included on the Masterplan – but subsequently removed from the Indicative Built Form Plan – has been removed from the Bovis Layout on the western edge of the site, to the rear of three apartments. This is unnecessary as a result of changes to the car park design and will have no greater or lesser impact on the adjacent open space than the arrangement shown on the Masterplan.

### **3.3 Blocks**

- 3.3.1 The block layout originally envisaged by the Masterplan and retained in most locations on the Indicative Built Form Plan consisted of four perimeter blocks in the centre of the site surrounded by a series of smaller groups of dwellings. This arrangement has been retained to a substantial degree by the Bovis proposals with some limited variations (Refer to Figure 5). The variations are a result of discussion with SMBC regarding the retention of open space, provision of pedestrian links and efficiencies that have resulted from detailed design evolution. However, the block layout remains in the ‘spirit’ of the design principles set out in the Design and Access Statement.
- 3.3.2 Proposed variations in the Bovis block layout from the Masterplan and the Indicative Built Form Plan are discussed below:
- To the north of the site, plots 87-96 are accessed from Point D – The Uplands – and define the southern end of this route. The Masterplan and Indicative Built Form Plan restricted movement between the Uplands and the wider site. Following discussion with SMDC, a pedestrian link has now been added in this location to facilitate through movement and houses are arranged to overlook the street, resulting in a subtle change to the block layout;
  - In the centre of the site, the east-west route added to the Indicative Built Form Plan and retained in the Bovis Layout results in a subtle change to the block layout when compared to the Masterplan. However, as discussed above, the layout remains in accordance with the Design Principles outlined in the DAS and has been encouraged by SMDC; and
  - To the south west, a large block on the Masterplan has been bisected by a through route on the Indicative Built Form Plan and this approach has been continued by the Bovis Layout. This results in a more permeable layout, affording improved access to open space to the west.

### **3.4 Figure Ground Plans**

- 3.4.1 The figure ground plans for each layout show how the detailed arrangement of dwellings will define streets and create the intended character in specific locations (Refer to Figure 6). Figure ground plans are useful in that they depict the footprint of built form in a detached manner – independently of surrounding surface treatments etc – and this is a good indication of how well (or badly) defined a street or space will be – garages are omitted from the plans. However, definition in itself is no indicator of the quality of the space, and in some cases a character designation will call for less definition by virtue of an informal, lower density arrangement of dwellings.
- 3.4.2 The Masterplan figure ground plan depicts a highly continuous arrangement of built form in the centre and the west of the site. This is reduced to the east of the site and around the south eastern boundary. It also conveys relatively consistent building lines along most streets. The figure ground plan is based on an ‘illustrative’ layout and does not take account of detailed matters such as access to garages and parking courtyards and the provision of car parking generally. In this sense, it is primarily indicative of the desired character of development in any given location.
- 3.4.3 The figure ground plan derived from the Indicative Built Form Plan is a more accurate representation of a realistic development footprint. The plan uses relatively standard house type footprints to form its streets and the parking regimes for these house types are considered in more detail – although not in every location. This plan continues to show more continuous definition of streets to the west and more informal arrangements to the east and south. The residential square in the centre of the layout is shown less well defined than the Masterplan – particularly on its western edge. However, the general street pattern is discernable and corresponds to the street and block plans depicted previously.
- 3.4.4 The figure ground plan of the Bovis layout relates well to both plans, although for the reasons outlined above it has more in common with the Indicative Built Form Plan, being based upon a detailed layout. The ‘Avenue’ to the west of the site is clearly distinguishable and is well defined. The central residential square is well defined on all sides, as are the streets leading into it. The blocks in the centre of the site can all be seen and development on the sites boundaries is at a lower density, as required by the principles in the Design and Access Statement.

## **4 Scale**

### **4.1 Design and Access Statement Approach**

- 4.1.1 The Design and Access Statement prescribes a rigid concentric approach to the distribution of building heights across the site (Refer to DAS Building Heights Plan). Taller buildings (up to 3 storeys in height) are acceptable in the centre of the layout, with scale reducing towards the site boundaries – from 2.5 to 2 storeys respectively. In addition, locations for ‘Landmark / Keynote’ buildings are suggested which can be up to 3 storeys in height – even if they are within areas designated for 2 or 2.5 storey buildings. This approach is designed to protect



the amenity of existing properties on the site boundary, to reflect the surrounding context and the 'edge of town' location.

## **4.2 Bovis Proposals**

- 4.2.1 The Bovis proposals are in accordance with the prescriptions for scale as set out in the Design and Access Statement with the exception of a small number of plots. This is principally a result of the rigid concentric approach to height and the manner in which the scale plan is drafted – where changes to the scale designations are drawn along the centreline of the street. This is not in accordance with the manner in which the Character Areas Plan is drafted, where the change in character designation is mainly drawn along the centre line of the Block – e.g. rear garden fences.
- 4.2.2 Therefore, in some locations, the Character Areas Plan is prescribing something that cannot be achieved, or would seem more difficult to achieve, due to the restrictions in scale prescribed by the Building Heights Plan. This affects plots 149-155, 2 & 3-5.
- 4.2.3 Plots 149-155 fall within the Formal Avenue character area and within a zone designated for up to 2.5 storey development. In addition, to the immediate north and east of these plots, 'Landmark / Keynote' buildings are designated – allowing development up to 3 storeys in height. The Formal Avenue character designation calls for 'a clearly defined active frontage with consistent building line in order to help create a more formal character. There will be a greater proportion of small runs of terraces in this area'.
- 4.2.4 The Bovis proposals for plots 149-155 are for 3 storey development as opposed to 2.5. Were it not for the rigid concentric approach to scale, as shown on the Building Heights Plan, this would not attract attention, as the design and scale are combining to achieve what is required by the Character Areas Plan for the 'Formal Avenue'. This is also true of Plot 2, which lies to the south east of plot 155. This plot, in combination with 155 and 49 create a well defined, formal entrance point to the Formal Avenue when accessed from the Point A. This is in accordance with the design principles and the design concept, which stipulates a 'formal frontage' in this location.
- 4.2.5 Plots 3-5 lie within the 'Central Housing Area' which calls for 'development at an increased density and will also include landmark or feature buildings up to three storeys in height.' To the immediate east of these plots, a 'Landmark / Keynote' designation applies, permitting development up to 3 storeys in height. The Bovis proposals are for 2.5 storey development, which would be located to the immediate west and south of 3 storey development. This is in keeping with the 'Central Housing Area' designation, if not necessarily the Building Heights Plan. In reality, there is little difference between the height of a 2 storey dwelling and a 2.5 storey dwelling, as the additional accommodation is created within the roof space, the form of which exists in the 2 storey dwelling, even if it is not utilised.

## **4.3 Relationship to Context**

- 4.3.1 Despite the above, the key test of what scale is appropriate for development is the impact it will have on the amenity of existing properties surrounding the site. In the case of plots 149-155, they are over 50m from the nearest existing dwelling (to the south west) and typically

located some 60m from existing dwellings to the west. Similarly, plots 2-5 are located approximately 60m from existing dwellings to the south. All boundaries are well vegetated – helping to mitigate the overall impact of development – and additional proposed development will lie between plots 149-155 and plots 2-5 and existing dwellings outside the site, filtering views towards them.

#### **4.4 Conclusion**

- 4.4.1 In overall terms, the approach to scale is well considered, helping to create character within the development, aiding legibility and responding to the prescriptions in the Design and Access Statement. Taller buildings, up to 3 storeys in height, are located to the centre of the site and are grouped together, reinforcing the desired character of the Central Housing Area. The central square is well defined by 3 storey development as required. Elsewhere, development steps down in scale – especially around the edges of the site – and responds well to the scale of surrounding development.

## **5 Landscaping**

### **5.1 Open Space**

- 5.1.1 The Design and Access Statement requires the creation of significant open space within the site. This is to include:

- A children's play area;
- A wildlife corridor to the south;
- A wildlife area to the west;
- A series of smaller open spaces on the eastern boundary of the site; and
- A central residential square.

### **5.2 Residential Square**

- 5.2.1 The landscape design for the central square is intended to create a pedestrian friendly space that will act as a focal point for local residents. It is well defined on all sides by residential development which will overlook it, creating a safe and secure environment. Vehicular access will be permitted, but the distinction between vehicular and pedestrian areas will be blurred to create a 'shared surface'. The proposals have been designed to accommodate practical requirements such as car parking and access for service / emergency services, which are essential considerations in any residential development.
- 5.2.2 The DAS Masterplan illustrated the square at a size of 29m wide by 50m long. The Indicative Built Form Plan illustrated the square at 25m wide by 57m long. The Bovis layout proposes a square that is 24m wide by 50m long. Therefore, the Bovis layout is comparable to both the previously prepared plans and not markedly different from either. It reflects the width of the Indicative Built Form Plan and the length of the DAS Masterplan. These minor variations will not affect the manner in which residents will experience the space or its overall quality.

- 5.2.3 With properties defining the square on all sides, there is a need to provide car parking within the square. This will create activity to the front of dwellings and reduces the need for rear parking courtyards. To achieve this successfully, the design utilises flush kerbs and alternate coloured block paving, in a manner which aims to reduce both the scale of the hard space and define its use; be that car parking or pedestrian footways and crossings.
- 5.2.4 An extensive number of trees have been positioned within the space along its eastern and western edges to soften its overall appearance. These trees also help to define the boundaries of public / private space. A more intimate seating area is positioned to the east of the square and is surrounded by ornamental shrub planting. This will give year round interest with the inclusion of evergreen plants, two feature trees to provide structure, and additional plants offering a variety of colour and scent.

### **5.3 Childrens Play Area**

- 5.3.1 The children's play area is designed to create stimulating and exciting activity for children from a wide age range. It utilises the existing topography of the site and incorporates play equipment that encourages:
- Climbing;
  - Sliding;
  - Rocking;
  - Hanging;
  - Spinning;
  - Rope play;
  - Balancing; and
  - A 'zip wire'
- 5.3.2 The play equipment facilitates multi-user play and is fully inclusive. The area is offset at least 30m from the nearest dwelling and is fenced to keep dogs out. A bench is provided for parents to sit on and supervise their children. A litter bin is also provided to keep the area free from litter. A pedestrian footpath provides easy access from the surrounding development on a logical desire line. More detailed information can be found on the accompanying Lappset drawing.

### **5.4 Open Space and Wildlife Areas**

- 5.4.1 The majority of the open space within the site is given over to 'wildlife areas'. These are essentially formed from retained vegetation that exists within the site boundaries and will be augmented by new planting in selected locations. A management plan has been prepared to support the application and more detail on these areas and other areas of open space to the east of the site can be found in this document.

## 6 Appearance

### 6.1 Existing Character

6.1.1 The Design and Access Statement outlines the existing character of development in the immediate surroundings of the site. There is an eclectic blend of architectural styles and development forms present that includes:

- Semi-detached and detached dwellings, often set back from the kerb with on-plot parking;
- Building heights ranging from one to two storeys;
- A variety of roofscape including prominent gables, dormers, pitched and hipped roofs and chimneys; and
- A variety of building materials that includes dark brown, yellow and red brick, light coloured render, timber cladding and clay or slate tiled roofs.

6.1.2 The Design and Access Statement concluded that: 'there is no overarching architectural approach or any design quality upon which to base the design proposals. The proposed built form will seek to respond to certain elements of the surrounding context notably using a similar pallet of materials and an appropriate scale and massing in order to help integrate the new development with the surrounding context.'

6.1.3 Bovis have sought to examine other development and design precedents from Biddulph, notably from the earlier parts of the town that were built during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Examples of these and how they have influenced the Bovis proposals are set out on Figure 7. This includes:

- Terraced dwellings, that are common in Biddulph in both narrow and wide formats;
- Semi-detached and detached dwellings that are common in outlying areas of the town and in the immediate site context;
- Formal and Informal arrangements of dwellings – e.g. in terraces, small groups or stand alone properties;
- An overarching architectural style that draws upon late Georgian, Victorian and Edwardian influences rather than the mid 20<sup>th</sup> century examples present in close proximity to the site;

### 6.2 Proposed Character

6.2.1 The character of development is therefore influenced by the existing character of Biddulph – in and around the town centre and in the immediate context of the site – and the prescriptions for development as set out in the Design and Access Statement. The Design and Access Statement prescribed 4 character areas for future development:

- Formal Avenue: *'Built form in this area will form a clearly defined active frontage with consistent building line in order to help create a more formal character. There will be a greater proportion of small runs of terraces in this area rather than detached and semi-detached properties.'*

- Low Density Edge: *'Development adjoining existing dwellings will be lower density and limited to two storeys in height to minimise the impact on adjoining residential amenity. Where possible, buildings will back onto site boundaries to again protect adjoining and proposed amenity areas.'*
- Core Housing Area: *'Proposals for the central area will include development at an increased density and will also include landmark or feature buildings up to three storeys in height and/or incorporating specific architectural detailing. This area will form a transition between the lower density edge and the formal street character. A shared surface square in the centre of this area will provide a focus for the layout.'*
- The Uplands and Ox-Hey Drive: *'Development immediately adjoining these roads will follow that of the adjoining built form along the roads.'*

6.2.2 The Formal Avenue is created in the Bovis proposals by plots 1, 2, 49-53, 58-62 & 79-86 on its eastern side and plots 128-139, 140-145 & 149-156 on its western side. These dwellings are arranged in short terraces or small groups with occasional detached dwellings acting as 'Landmark' or 'Keynote' buildings – as prescribed in the Design and Access Statement. Their building line is highly consistent and the scale of development – varying between 2 and 3 storeys – will create the desired level of enclosure and 'landmarks' required. Elevations consist of symmetrical fenestration patterns which are repeated at regular intervals. This will help to create the 'formal' character required.

6.2.3 The Low Density Edge is created in the Bovis proposals by plots 1, 6, 7, 13, 14, 15-27, 105-111, 146-148, 156-158 & 159-161. All of these dwelling types are 2 storeys in height and in most cases back onto existing development as required by the Design and Access Statement. The exceptions to this are; plots 6, 7, 13 & 14 to the south which have their sides orientated to the open space to provide some overlooking of a pedestrian link – as required by SMDC. Similarly, Plots 157-158, 159 & 146 also overlook this pedestrian link to the south west. Plot 1 faces Access A and adjacent open space to define this entrance. Plot 111 faces open space to the south and Access point C.

6.2.4 The overall arrangement of these dwellings, their individual design and the manner in which they address either the street or open space will all combine to create a low density, informal edge as required by the Design and Access Statement. The proposals for the Low Density Edge are illustrated on the accompanying street scenes section X-X.

6.2.5 The Core Housing Area is the largest character area in the Bovis Proposals. It is comprised of dwellings around the central square, those defining two blocks to the south east of the square and other adjacent streets. They include the following plots: 187-195, 162-186, 3-5, 8-12, 36-48, 54-57, 63-68, 34-35, 73-78, 89-94, 28-33, 69-72 & 97-104. There is a more eclectic collection of dwellings in the Core Housing Area as required by the Design and Access Statement, given that it acts as a transition between the Low Density Edge to the east and south and the Formal Avenue to the west.

6.2.6 The main feature of the Core Housing Area is the central square. This space will be well defined on all sides by terraced dwellings that are 3 storeys in height, with the exception of the northern edge which will be 2 storeys in height. This will be a semi formal space, created

by repetitive, consistent forms and patterns of fenestration. Elsewhere, houses are arranged to define the streets with consistent building lines and strong relationships to the back of pavement edge. Architectural style will vary, being less formal to the south and east and becoming more formal to the west.

6.2.7 The Uplands and Ox-Hey Drive character area is essentially in place to ensure that development in these areas respects the existing character of development on these routes which lead into the site. The Bovis proposals will achieve this by arranging semi-detached dwellings in these locations to match the existing building line. This has been discussed and agreed with SMDC. Building materials and architectural styles will also match the existing character of development.

6.2.8 The Bovis proposals as described above are illustrated on the accompanying street scenes.

### **6.3 Building Materials**

6.3.1 The Design and Access Statement prescribes: 'a mix of red and dark brown brick along with light render and the occasional use of stone effect in key locations. The proposed roofs will generally be clay tiled or slate effect reflecting the traditional vernacular materials in the area.' (page 56).

6.3.2 The Bovis proposals include a palette of 4 'red' bricks in varying shades with red, brown and orange hues. Wire cut bricks, with crisper edges, will be used along more formal streets (to the west e.g. Formal Avenue) and stock bricks will be used along more informal streets to the east (e.g. Low Density Edge). This will help to create and reinforce the intended character for the theses areas. A mix of these brick types will be used in the Central Housing Area which is designed to act as the transition between the formal and informal areas. Stone effect materials are not employed, as they are rarely seen in the town. Light coloured render will also be used in more informal areas and on occasional landmark buildings.

6.3.3 Roof coverings will be a mix of slate effect and clay pantile effect. Slate effect will be used in the more formal areas and pantile effect will be used in the more informal areas.

## **7 Access**

### **7.1 Vehicular Access Points**

7.1.1 The Design and Access Statement Masterplan and the Indicative Built Form Plan prescribe 6 vehicular access points to the site at locations A-F (Figures 1 & 2). In addition, a small number of units were to served directly from 'The Uplands' to the north of access point E. The Bovis layout (Figure 3) conforms to this arrangement exactly.

### **7.2 Pedestrian / Cycle Links**

7.2.1 The Design and Access Statement Masterplan and the Indicative Built Form Plan prescribe a number of important pedestrian / cycle links within the site:

- Across open space between vehicular access points E & F connecting with a children's play area;
- Along the Formal Avenue, where vehicular access is prevented;
- Across the residential square; and
- Around the western and southern boundaries of the site.

7.2.2 The Bovis layout provides all of these links in the locations specified – if not exactly along the alignments shown on these plans – Refer to Figure 4. The Bovis layout also provides a new connection between Points D and E which is a logical addition requested by SMDC.

### **7.3 Street Types**

7.3.1 The Design and Access Statement prescribes three types of 'streets' (DAS Road Hierarchy Plan):

- Main Access Roads;
- 'Shared Surface Roads'; and
- 'Lanes'.

7.3.2 Main Access Roads are meant to have the characteristics of 'Residential Streets' as set out in the Manual for Streets (MfS), Section 5.4. Similarly, 'Shared Surface Roads' and 'Lanes' are said to be equivalent to 'Mews'. Section 5.4 of the MfS discusses 'Street Dimensions' – Width, Length and Height. It states that 'The distance between frontages in residential streets typically ranges from 12m to 18m...' Figure 5.3 gives typical widths for different types of street. The Mews is shown as between 7.5m-12m.

7.3.3 For Main Access Roads / Residential Streets, the Bovis layout conforms to the above prescription with the exception of the central square, which although designated as a Main Access Road is intended to be a place in its own right with different characteristics to the surrounding streets.

7.3.4 The width of the routes designated as Shared Surface Roads and Lanes in the DAS are more varied than the range (7.5m-12m) stated for 'Mews' (MfS) in the equivalent locations on the Bovis layout. Most are around 12m-15m – a street width of 7.5m would be impractical in most cases – but the MfS acknowledges that there are 'no fixed rules' and 'account should be taken of the scale of buildings on either side.' In this case, the width of the streets is appropriate for the height of the buildings defining them.

### **7.4 Surface Treatments**

7.4.1 The DAS (page 57) states that 'Varied surface to be used to define different use/ownership areas and assist with traffic calming.' and; 'Surface materials are required to complement the architectural approach, be visually attractive and durable.'

7.4.2 The Bovis layout proposes three principal types of surfacing for vehicular / pedestrian / cycle circulation – refer to accompanying 'Proposed Adoptable Highways & Surface Finishes' plan (10098/SK/002):

- A 'Bituminous Surface Finish'

- A 'Pigmented Bituminous Surface Finish'; and
- 'Block Paving'

- 7.4.3 A Bituminous surface finish will be used on the Main Access Roads and will be augmented by a Pigmented Bituminous surface finish in some locations. At important junctions, block paving will be used in tandem with rumble strips on raised tables to reduce traffic speed and facilitate easier pedestrian movement. The Pigmented Bituminous surface finish will also be used on Shared Surface Roads and the Lanes.
- 7.4.4 Therefore, the above approach is in accordance with the prescriptions in the Design and Access Statement. The locations for block paving and / or shared surface streets are broadly in accordance with the DAS Masterplan although there are some localised variations. However, the Bovis layout remains in keeping with the overall approach to access in that it will create a pedestrian / cycle friendly environment; that street surfaces are varied to respond to architectural character and that a 'standard' approach to the creation of streets is avoided.

## **8 Summary and Conclusion**

### **8.1 Summary**

- 8.1.1 This Design Statement sets out the findings of a 'design audit' which has been carried out in respect of residential development at the Uplands Mill site, Biddulph. It has compared detailed proposals prepared to discharge reserved matters against material – notably contained in a 'Design and Access Statement' – that accompanied the outline planning application and which received planning consent.
- 8.1.2 The findings of the audit are that the detailed proposals are substantially in accordance with the design principles and prescriptions for development set out in the Design and Access Statement. In addition, they are in accordance with an 'Indicative Built Form Plan' which the applicants have been referred to during their pre-application discussions with SMDC.
- 8.1.3 The applicants have discussed their proposals at length with SMDC and have made significant changes to their layout as a result of these discussions. It is felt that these changes and the response to the Design and Access Statement have resulted in a scheme that is not just compliant with the outline scheme, but that is a good piece of urban design in its own right. It conforms to current best practice, particularly with regard to the creation of character and the response to context. This will create a successful place that will make best use of the sites natural assets and be in keeping with its surroundings, from which the designers have drawn their inspiration.

### **8.2 Conclusion**

- 8.2.1 With regard to the specific issues discussed above (Use, Amount, Layout, Scale, Landscaping, Appearance and Access) the following conclusions are drawn:



- Use and Amount – the proposals are for 197 residential dwellings which is in accordance with the approved outline planning application;
- Layout – an analysis of the layout through the street pattern, blocks and figure ground plans has concluded that the layout is substantially in accordance with the outline planning consent and has taken comments from SMDC into account in its final form;
- Scale – the scale of development is in accordance with the outline application in broad terms and differs subtly in a small number of locations, this will not have any detrimental effect on the amenity of surrounding dwellings and will create the character of development desired by the Design and Access Statement;
- Landscaping – the proposals retain significant existing vegetation and protect these areas for wildlife, a large central square will act as a focal point for residents and a children's play area will be provided – all in accordance with the Design and Access Statement;
- Appearance – the character of the built form proposed will create a small number of character areas that will have 'formal' and 'informal' characteristics to relate to context and create a legible street network, the proposals have drawn on the existing character of Biddulph to achieve this; and
- Access – the site will be accessed from the points stipulated in the Design and Access Statement and through traffic will be restricted, pedestrian and cycle links will be created and the street network will be highly permeable and well connected to its surroundings.