

Design and Access Statement

SITE OF FORMER SPURR HOUSE,
POLE LANE, BURY

August 2025

tadw | architects

Revision History

Rev	Date	Comments
C	21.01.2025	Visuals updated
D	24.01.2025	Visuals updated
E	28.01.2025	Site area amended
F	29.01.2025	Planning history updated
G	06.08.2025	Response to SBD comments added





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1.0 Introduction

This Design and Access Statement has been prepared by TADW Architects, on behalf of Watson Homes, and forms part of a full planning application for a new residential development at the site of the former Spurr House, Pole Lane, Bury.



Figure 1 - CGI from Pole Lane

2.0 Site Analysis

2.1 Site and Local Area

The existing site is situated in a mixed-use area. Located approximately 150m north of the site is a local commercial area offering a range of local shops and amenities. In the central green stands the Grade II listed war memorial.

Whitefield town centre is approximately 1 mile to the south west of the site.

The main access to the site is off Pole Lane, an adopted road which serves the housing development to the west, and leads to the adjacent Unsworth Cricket & Tennis Club, and Pike Fold Golf Club beyond.



Figure 2 - Location Analysis

The site is currently occupied by a disused former care home and is approximately 6,788 m² in area. (0.6788 Ha).



Figure 3 - Existing site access point and existing building on site

Dense vegetation and established trees line the site, to varying degrees, along the north, east and southern boundaries. These are retained in the proposals in their vast majority, although there are some trees marked for removal within the central areas of the site, to enable the proposed development.

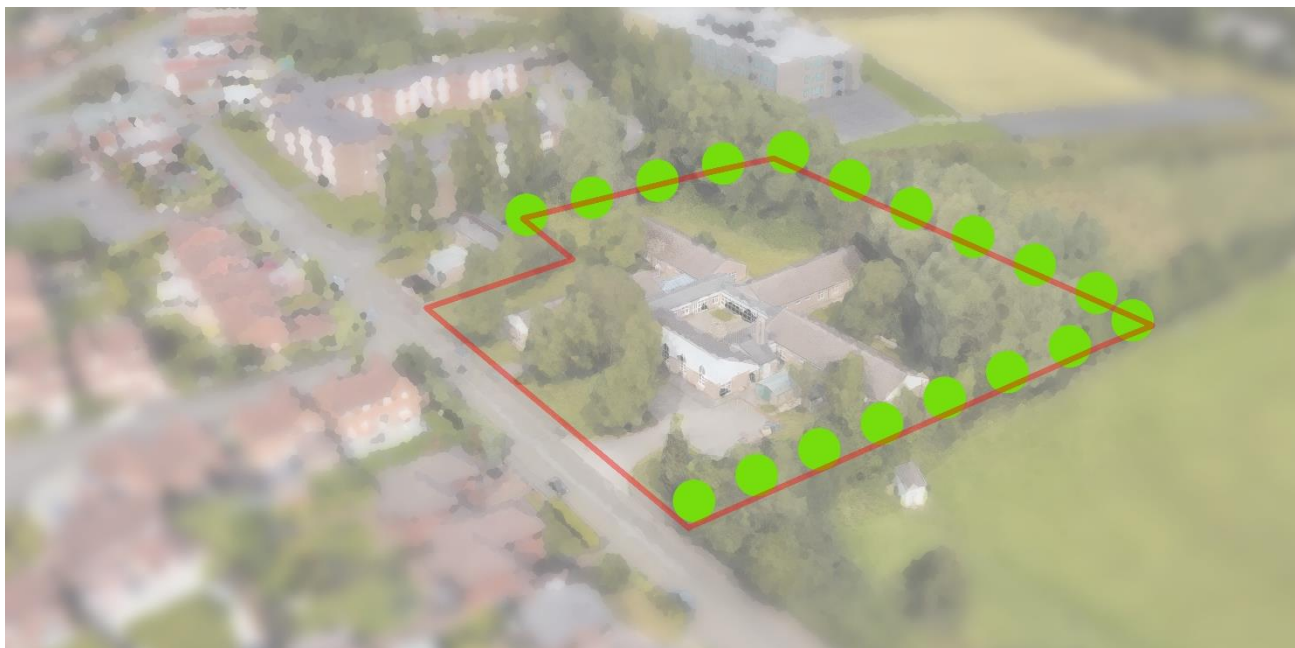


Figure 4 - Established trees to three boundaries

Analysis of Bury Council's online mapping service reveals the following relevant considerations:

- It is understood there are no TPOs currently in place at the site or in the vicinity.
- Beyond the eastern and southern boundaries is Adopted Green Belt
- A public right of way '101BUR' runs across the Unsworth Academy grounds to the east of the site. The route shown on the online map is circa 30m from the site boundary, which would need to be considered from a site security perspective. However, it is noted that the physical features of the surroundings do not appear to reflect this route.

There are a mixture of architectural styles locally, each being very much 'of their time.' The proposals submitted as part of this application are intended to follow this trend, while giving a timeless aesthetic.



Figure 5 - Clockwise from top left; Apartments on Pole Lane; Houses on Parr Lane; St George's, Unsworth; Houses on Parr Lane



Figure 6 - Unsworth Academy

2.2 Historic Analysis

The Phase I Site Investigation by Brownfield Solutions Ltd, submitted with the application, includes historical mapping dating from 1893 to present day. This illustrates the following:

- The site itself remained as open fields until it was developed to form Spurr House care home in 1981, which is still present on site.
- Several former ponds have shown in the surrounding area. The mapping data suggests that various ponds have been filled, and new created over the years.
- Several smithies have been present in the surrounding area in the time range 1891-1932

2.3 Development Constraints

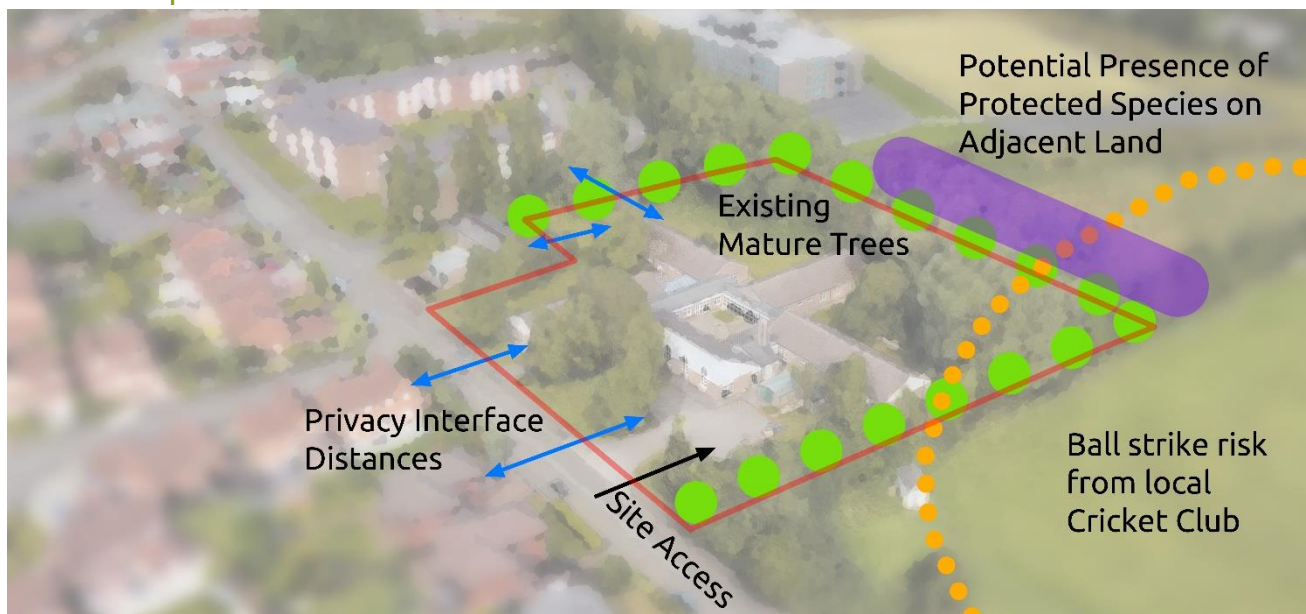


Figure 7 - Development constraints



The existing site has the following key constraints, which have been considered within the proposals:

- Privacy interface with existing properties

Privacy distances to existing properties are respected in the proposed design.

- Site access location

The proposed access location is at the southern end of the site, where required visibility splays can be achieved. This follows consultation with the local highways authority.

- Existing mature trees around the site

Existing trees are retained in the majority, retaining existing habitats and biodiversity.

- Ball strike risk from local Cricket Club

Existing trees are retained along the boundary with the cricket club, new trees proposed, and development kept away from the potential zone of influence, with car parking areas located at the south east corner of the site.

- Potential presence of protected species on adjacent land.

It has been noted that there is the potential for Great Crested Newts on adjacent land. A suitably qualified ecologist, Thomson Ecological Services have been involved in the scheme from an early stage. Their advice and recommendations will inform the demolition, construction and in-use response to GCN's.

2.4 Site Sustainability

The proposed development sits within 150m of a local centre at Unsworth, and as such provides numerous local facilities within the immediate surrounding area. There is also good access to Travel, Schools, Shopping, Healthcare facilities and places of worship.

Travel

Motorways

The site is just 5 minute drive from Simister Island at the junction of the M60 / M62 / M66, providing links to key city centres such as Manchester, Liverpool and Leeds, all within an hours drive under normal traffic conditions.

Buses

The town centre at Unsworth provides access to a number of bus services operated by the Bee Network. These are:

94 – Bury to North Manchester General Hospital

95 – Bury to Salford Shopping Centre

- 97 – Manchester to Bury
- 889 – Unsworth Academy to Farnworth
- 890 – Unsworth Academy to Bradley Fold
- 894 – St Monica's – Bradley Fold
- 900 – St Monica's High School – Ringley

Cycle

Transport for Greater Manchester has published maps for each of the 10 areas of Greater Manchester. These are available at <https://tfgm.com/cycling-district-maps>. An extract of this map for the Unsworth and Whitefield areas is below which highlights the following cycle-friendly features in the local area.

- 20 mph speed limits on Pole Lane, and other residential roads in Unsworth
- On road cycle routes along Manchester Road to the west and Ribble Drive to the south
- Traffic free route between Albert Road and Thatch Leach Lane in Whitefield

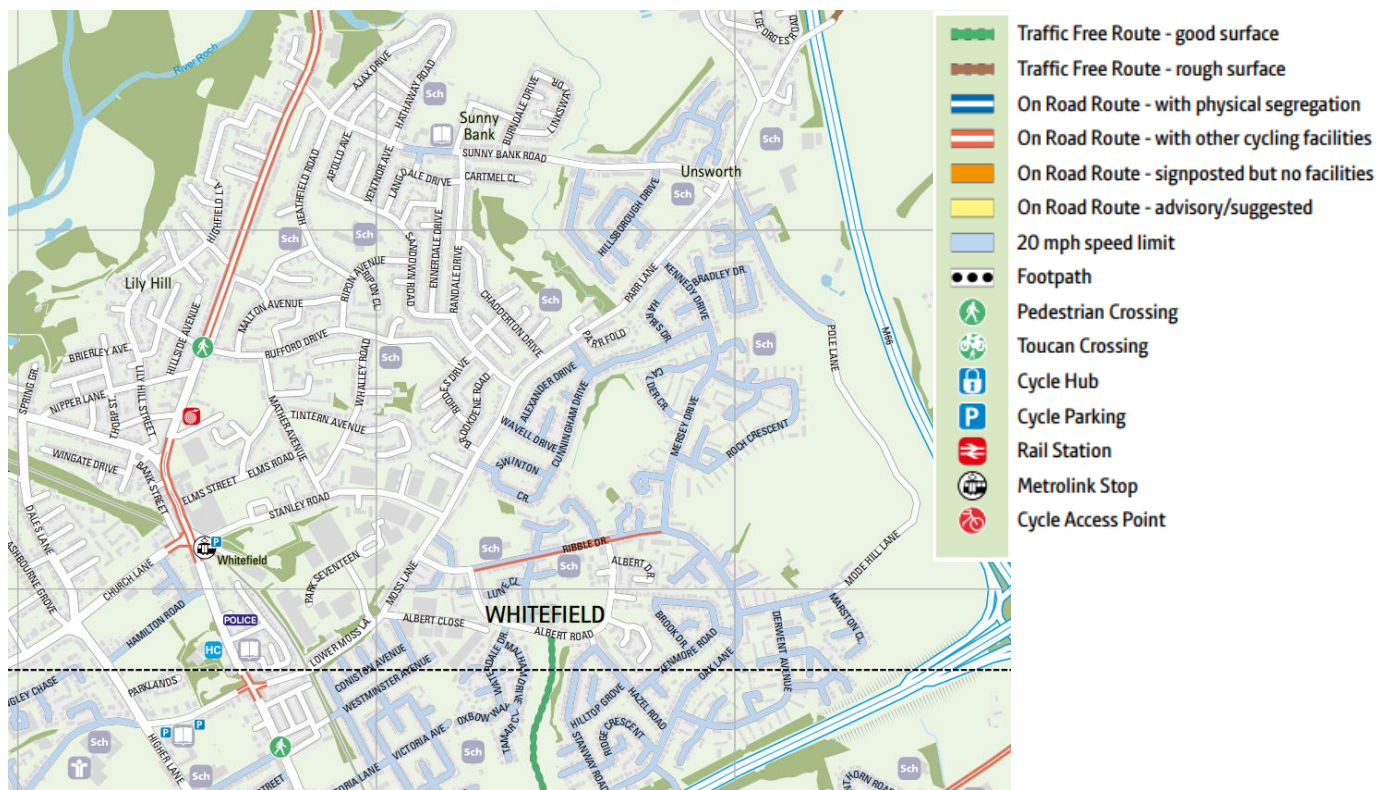


Figure 8 - Extract from Transport for Greater Manchester, Cycling District Map

With these features it is possible to plot a cycle-friendly route down to Besses o' th' Barn tram station, which has cycle parking facilities.

Tram

The tram station at Besses o' th' Barn tram station provides access to the Bury to Piccadilly, and Bury to Altrincham tram lines.



Food and Shopping

Local shopping is available at Nisa Local which is 150m north of the site. Beyond this there is a Co-op Food on Parr Lane, Unsworth, which is 0.6 miles from the site. Larger supermarkets and shopping centres are available at Pilsworth and Whitefield, which are within a 1 mile radius of the site.

Schools & Leisure

The site is well located for numerous primary and secondary schools within a 1 mile radius.

Additionally, in the immediate vicinity of the site, there are Cricket and Golf clubs further along Pole Lane as previously mentioned in this report.

Healthcare

GP and Dental surgeries are located at Unsworth town centre, circa 150m to the north of the site.



3.0 Design

3.1 Use

The proposals consist of 60 Nr. new residential apartments in the following split:

45Nr. 2 bed 4 person apartments

15Nr. 1 bed 2 person apartments

This provides a development density of 89 dwellings / hectare.

3.2 Previous Planning History

The proposed site falls under Bury Council (Planning Dept.) and has the following previously recorded recent applications.

2024 - Ref: 71384

Withdrawn

Demolition application for the existing building. This was originally submitted separately with the intention of enabling the most timely redevelopment of the site while minimising any impact on the demolition phase of ecological periods such as bird nesting season, however requirements for BNG assessment of the demolition phase necessitated this be withdrawn so that the full redevelopment can be considered in the round.

2023 - Ref: 69361

Decided: Approved with Conditions

Conversion of short stay residential home (Class C2) to a pupil referral unit (Class F1) for educational use; Single storey extensions and associated landscaping, additional parking and external works

3.3 Design Development

The developer and design team have consulted with the local planning authority at Bury Council at pre-planning application stage. Extracts from the information submitted as part of this pre-planning enquiry are shown below.



Figure 9 - Site plan submitted for pre-application advice

The site plan shown above indicates a pair of apartment buildings in a very similar form to that submitted for approval with this application. The scenes indicated relate to the following 3 computer generated images.

Toward the south of the site, the proposed site access is designed to provide sufficient separation to a retained tree that is off-site, without compromising its root protection area.



Figure 10 - Pre-application advice scheme – Scene 1 – from the retained soft landscaping area to the south west of the site



Figure 11 - Pre-application advice scheme – Scene 2 – from Pole Lane, with the proposed site access to the right.



Figure 12 - Pre-application advice scheme – Scene 3 – parking court between the buildings

A meeting was held between the development team and representatives from the local authority planning and highways departments in early November 2024 to discuss the proposals. Feedback received focused on the following:

- Design
 - o Darker brickwork / plinth detail suggested to ground floor.
Such a feature has been incorporated into the design, to ground the building more effectively.
 - o Variation recommended to building height, perhaps with the inclusion of varying height parapets.
Such a feature has been incorporated into the design, to provide added interest to the roofline.
- Highways
 - o Suggested that the design team review highways conditions from prior planning approval at the site and address these where possible as part of the application.
This is considered within the transport statement by SCP Transport
 - o Suggestion to review final design of access road to provide more perpendicular junction with Pole Lane.
The junction has been revised as requested while maintaining adequate separation to the retained tree off site at the south west corner of the site.
 - o Recommendation to provide reasoned justification for level of parking provision.
This is provided within the transport statement by SCP Transport
 - o Requested repositioning of new access point due to impact on driveway.
It was advised in the meeting that the proposed access point is favourable in terms of impact on driveways and other road junctions, being further away from these. This has been improved further since, and the comparison below shows the existing and proposed site access location (green) relationship with driveways (purple). This shows less interference of the proposed access location with driveway locations opposite than the existing access location. This uses the opening in the boundary wall to number 66, and the dropped kerb width to number 68 where there is no boundary wall.



Figure 13 - Comparison of existing and proposed access interface with driveways opposite

3.4 Proposals & Layout

The proposed vehicular access into the site is from the south west corner via Pole Lane which currently serves residential properties and extends to serve the local Cricket and Golf Clubs. The specific vehicular access location has been chosen to provide the appropriate visibility splays and to enable a suitable density of development that makes the most out of this brownfield site.



Figure 14 - Aerial view of site layout

Pedestrian access is also taken off Pole Lane, although further north along the site's boundary with the road. This provides greater connectivity to the town centre and reflects the 'desire line' for pedestrian traffic.



Figure 15 - CGI of streetscene

The 'L' shaped apartment blocks are arranged to provide a loose courtyard arrangement between the two buildings.



Figure 17 - CGI of space between buildings

The south east corner of the site is deliberately retained as landscaped space for a number of reasons:

- Potential ball strike risk from the adjacent cricket ground. The landscaped area; retained trees; and new trees combine to help protect the development from potential risk.
- Tree retention. Root protection areas are respected to maximise tree retention, and in so doing maximise biodiversity on site.
- Topography. The existing site levels drop away towards the site boundary.



Figure 16 - Aerial view of south east corner of site

- Adjacent land is within the Green Belt. Limiting built development directly adjacent to this designated area maintains its open character

3.5 Appearance & Façade Analysis

The building massing is designed to respect the local context:

- 3-4 storey development height across the scheme, with the 4 storey massing restricted to rear of the site. This responds to the 3-4 storey massing of the adjacent apartment development.
- The 4 storey element steps down to 3 storey, to aid the transition down to the 2 storey houses at the corner of Pole Lane and the access road to the car park of the adjacent apartments.
- The massing of the block is broken down into smaller elements with a series of steps in the building line, and with feature brickwork detailing.

Fenestration is provided with a vertical emphasis and a consistent design to residential windows.

Windows to common corridors have a subtly different design to accommodate the necessary smoke ventilation requirements, and to define these visually as windows to different locations. Balcony door / window assemblies employ similar proportions to maintain the consistent design approach.



Figure 18 - CGI of fenestration

3.6 Materials

The palette of materials has been carefully selected to enhance the appearance of the new development whilst remaining sympathetic with the existing properties on Pole Lane, which are predominantly red brick.

Facing bricks

AG Woodward Brick Tullamore Antique, Tullamore Smooth, and Lewis Antique



A modern-facing multi-red brick with an 'antique' finish which is rumpled with mellow pastels in a reclaimed style. The smooth version, which has a more regular and darker appearance, is used to the contrasting plinth and projecting feature panels.

The light grey Lewis Antique is used to accentuate the balcony and entrance areas, as well as to break up the visual massing.

Roof Design

The scheme has been designed with a flat roof as per several other properties locally. This permits the provision of solar PV across a proportion of the roofscape, with safer access for maintenance than might be possible with PV mounted on a 3-4 storey building with a pitched roof. The extent of PV proposed at the scheme will be tailored to suit the recommendations of the energy strategy for the building.



Figure 19 - CGI of roofscape

Windows & Doors

Windows and doors across the scheme are Black (RAL9005) UPVC frames, with louvred panels providing ventilation for mechanical equipment such as Mechanical Ventilation and Heat Recovery (MVHR) systems, and Air Source Heat Pump Hot Water Cylinders. These items are central to the energy strategy of the building, and the integration of their ventilation requirements into the scheme design maintains an attractive aesthetic, that might otherwise be compromised by individual vents.



Figure 20 - CGI showing windows with integrated louvres

Rainwater Goods

The flat roofs drain out through parapet outlets into Black (RAL9005) UPVC hoppers and square section downpipes.

3.7 Sustainability

The new dwellings will be constructed to the latest building regulation standards, which will include high levels of insulation to minimise domestic energy costs. The key sustainable features include:

- Good thermal efficiency of walls, floors and roofs within its construction

- Good sound insulation
- Thermally efficient windows and doors
- Mechanical Ventilation and Heat Recovery system to each apartment
- Hot water provided by Air Source Heat Pump cylinder
- Recycling facilities
- Responsible sourcing of materials during the construction phase
- Good links with the local transport network
- Low energy lighting throughout
- Electric vehicle charging points will be provided to all designated parking spaces facilitate the move to a low-carbon economy.
- 70no. bike parking spaces across the development.

The new development is in a sustainable position. It benefits from good links to existing transport infrastructure and supporting facilities, such as schools and employment opportunities. The provision of new affordable housing in this location will also bring new opportunities to existing businesses and benefit the local community in general.

3.8 Recycling and Waste Management

2 no. communal bin stores are provided within close proximity to the communal apartment entrances. The bins will be collected from within the development parking court.

3.9 Security – Designing out Crime

Consultation was carried out with Design for Security for pre-application advice. Refer to Crime Impact Statement, which is included within the planning application documents.

The scheme has been designed to address potential security issues by adopting the principles of Secured by Design Homes 2024, while balancing these with the specific requirements of the site. The Crime Impact Statement includes the following points for further consideration within section 3.3:

Item 1: Taller, impervious boundary treatments

The biodiversity requirements at the development, have influenced the proposed perimeter boundary treatment. Hedgerow is proposed to the majority of the boundaries, which will feature defensive species as per the landscape architects proposals. This will support and enhance the existing ecological habitats, both on and adjacent to the site. Providing more solid boundary treatments would not offer the same advantages.

Item 2: All vehicle and pedestrian access from a single, combined location; or alternatively physical separation between car parking spaces and access route

A key feature of the design has been to position the vehicular access at the south end of the site to meet highways requirements, while providing pedestrian access that aligns with the desire line to the local centre. This feature is intended to help to minimise vehicle trips and support the sustainability of the development.



The parking spaces are not physically separated from the access path as to do so would limit the accessibility from the parking spaces to the apartment blocks. It would also pose difficulties with the integration of electric vehicle charging points.

Item 3: Ideally, the external patios to ground floor apartments should be replaced with windows fitted with restrictors

Each apartment has been provided with an external patio / balcony space, providing an extension of the living space, with associated quality of life enhancements. Each patio area is surrounded by a planted border to provide a level of privacy, such that the occupant can take ownership of the space. Additionally, reverting to windows with restrictors would contribute to a less active ground floor design. This is reflected in the 'Building for a Healthy Life Assessment' under Appendix B.

Item 4: Ideally, each block should be served by a single communal entrance, with secure postal system.

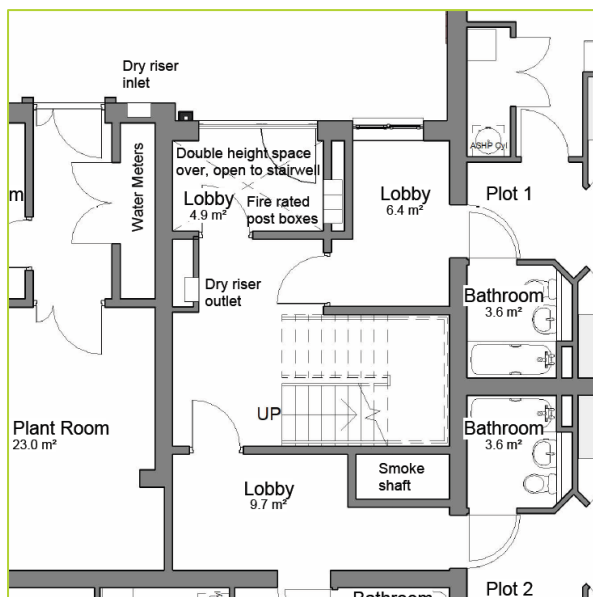
Two access points are provided to each block in the interests of improved fire safety versus a single stair escape.

Item 5: It is recommended that the physical security measures under section 4 of the report should be incorporated to the technical design.

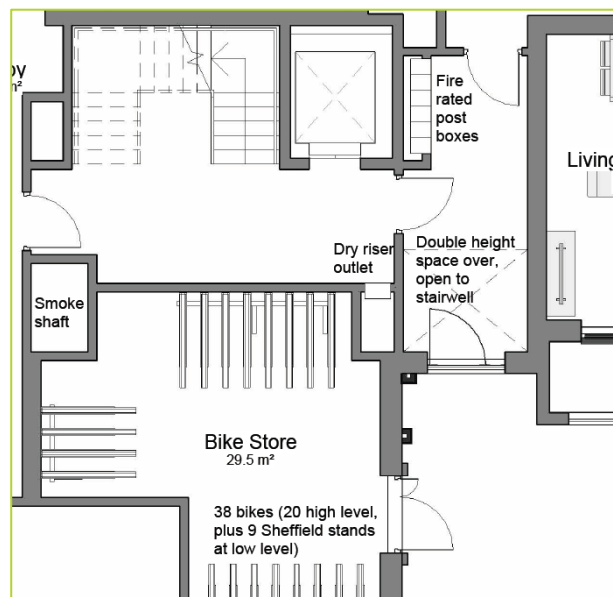
Physical security measures not associated with the above items where these are not being adopted in the design, will generally be incorporated into the design, provided this is not cost prohibitive. As a minimum, the building will meet the physical security requirements of Approved Document Q.

Generally, the layout of the site and buildings maximises passive surveillance and monitoring of all routes and eliminates exposed locations where individuals can hide. Unwanted visitors will be in full view of the new dwellings. All windows and doors will comply with Secured By Design standards.

The apartments themselves are designed to provide a secure postal lobby with the inner door being provided with the same security specification as the outer door.



Block A – Postal Lobby



Block B – Postal Lobby

Ground floor apartments primarily look out onto secured spaces or are otherwise protected by defensive planting / topography.

3.10 Vehicular Access

A new vehicular access into the development will be provided from Pole Lane. It is envisaged the new road is to be a private road. Visibility splays will be provided in accordance with Highways requirements.

The access road has been designed to accommodate refuse vehicles and emergency vehicles. Refer to Transport Statement for further details including a swept path analysis of the site access and road layout.

The development will provide 63 car parking spaces (1 space per apartment plus 3 visitor spaces) and 62 cycle spaces.

A vehicular swept path analysis has been carried out to demonstrate a typical waste collection vehicle can manoeuvre safely in and out of the site.

4.0 Access Statement

4.1 General Considerations

Gradients of driveways, footpaths and level access thresholds have been set to facilitate full access by wheelchair users in accordance with Building Regulation requirements.

4.2 Physical Considerations (PART M)

The new access road and public footpaths are designed to meet Building Regulations Part M requirements.

28% of properties will comply with Part M4(1) of the building regulations ensuring that facilities will be in place to allow access for disabled visitors.

72% of properties will comply with Part M4(2) of the building regulations ensuring the new dwelling makes reasonable provision for most people, including wheelchair users to access and enter the dwelling, and access habitable rooms and sanitary facilities on the entrance level.

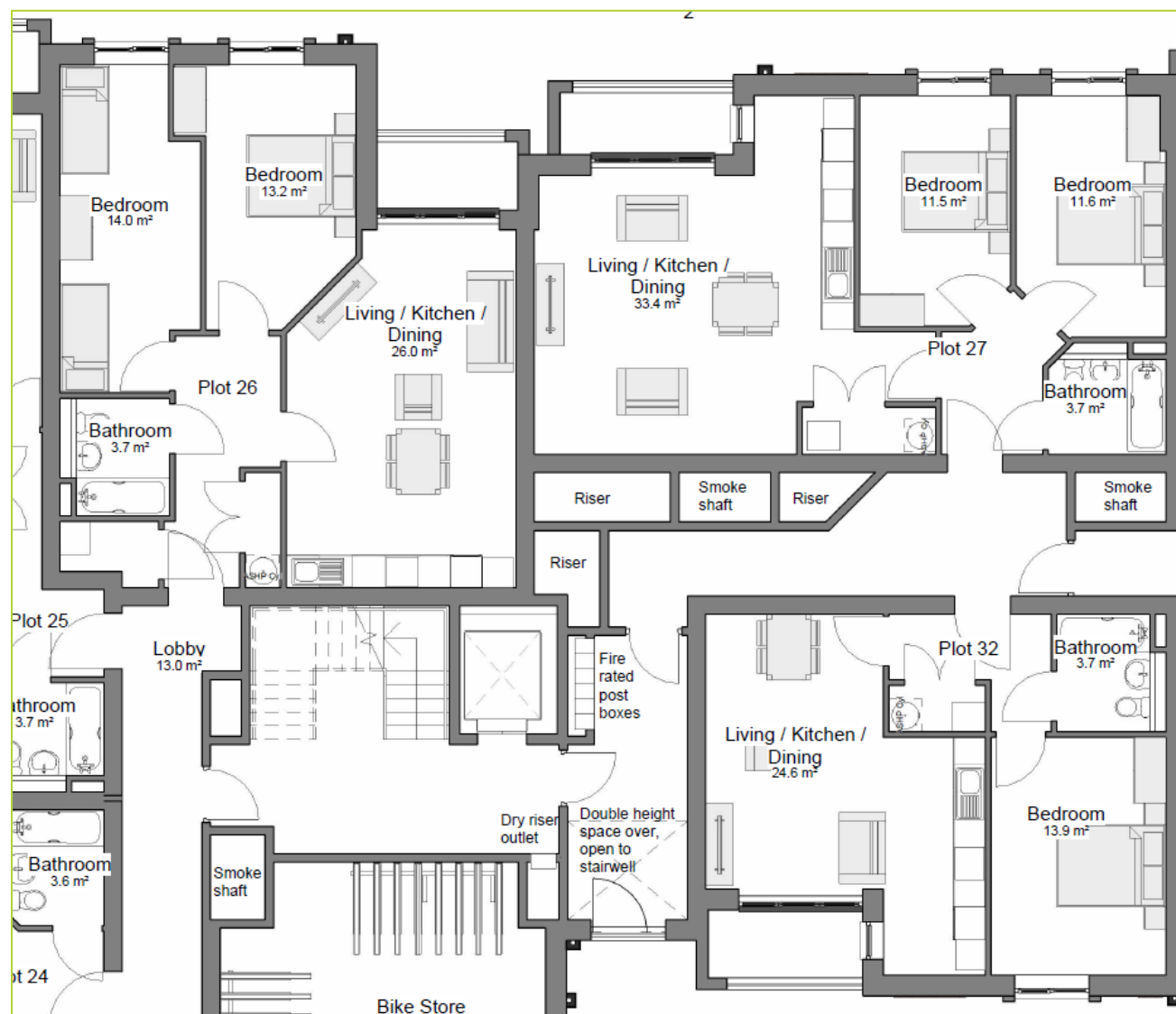


Figure 21 - Floor plan extract showing typical 1 and 2 bed apartments, compliant with Part M4(2)

Residents of the apartments will be required to take their waste to the communal bin stores. The bin stores are less than 25m from the communal entrance door to the apartment blocks.

The 28% of plots that do not achieve Part M4(2), fall short simply due to the lack of a lift to the 3 storey, block A. The cost implications of integrating a lift to this block are prohibitive to the scheme viability.



4.3 Digital Connectivity Statement

The proposed development will meet the requirements of current Building Regulations in relation to provision of gigabit-ready infrastructure for electronic communications, as per Approved Document R.

4.4 Nationally Described Space Standards (NDSS)

An assessment of each plot's compliance with NDSS is included within Appendix C. This shows that all plots will comply this standard.



5.0 Conclusion

Comments received during the pre-application consultation process from the local planning authority have been carefully considered and incorporated into the design.

The new dwellings will be contemporary in style and will be built to comply with the latest energy efficiency and sustainability statutory requirements. The proposed development provides a biodiversity net gain through off-site contributions.

If approved, the proposed development will have a significant positive impact on housing supply in the area.

We are of the opinion that the full development proposals will improve the site, and make a positive contribution to the area in a number of ways, and should therefore be approved.

Appendix A: Sunlighting / Daylighting Assessment

A shadow study has been prepared based on a geolocated model using Revit software to determine solar shading of and by the proposed development on the surrounding area. The images below show shadows generated at 10am, 1pm and 4pm at the Spring Equinox, Summer Solstice, Autumnal Equinox and Winter Solstice. These show no significant solar shading of surrounding properties.



Figure 22 - Spring Equinox, 10am



Figure 23 - Spring Equinox, 1pm



Figure 24 - Spring Equinox 4pm



Figure 25 - Summer Solstice, 10am



Figure 26 - Summer Solstice, 1pm



Figure 27 - Summer Solstice, 4pm



Figure 28 - Autumnal Equinox, 10am



Figure 29 - Autumnal Equinox, 1pm



Figure 30 - Autumnal Equinox, 4pm



Figure 31 - Winter Solstice, 10am



Figure 32 - Winter Solstice, 1pm



Figure 33 - Winter Solstice, 4pm



Appendix B: Building for a Healthy Life Assessment

Project Name

Spurr House

Project Number

241352

Work Stage

RIBA WS 3

Review Date

13.01.2025

Compiled by

Andrew Murch

Role

Director

Score

11

out of 12

Considerations	Comments	Assessment	What can be done to improve scheme
Integrated Neighbourhoods			
Natural Connections	Infill development. Vehicular access route is not a through route (filtered permeability). Adoption to site boundaries.		Off-site improvement to cycle routes, such as dedicated cycle lanes on main roads.
Walking, cycling and public transport	Long and short stay cycle parking, inc. allowance for non-standard cycles. Development close to existing transport hubs. Short walk to shops and facilities. Vehicle access route is residential in character. Protected cycle ways not currently present outside site.		
Facilities and services	Provides an active residential frontage. Close to existing facilities and services		
Homes for everyone	Mix of homes tailored to suit identified housing need in the area. Affordable homes. Access to communal outdoor space. Balconies to all apartments		
Distinctive Places			
Making the most of what's there	Enhancing biodiversity of the site. Massing design and materiality respects surroundings		
A memorable character	Distinctive contemporary character while respecting local design features. Landmark massing in the local context.		
Well defined streets and spaces	Streets with active frontages. Cohesive building line. Strong building presence to street frontage.		
Easy to find your way around	Clear pedestrian entrance to the site, on natural desire line to local centre. Route leads to all building entrances. Separate vehicular access point.		
Streets for all			
Healthy streets	Landscaping to street boundaries. Tree lined streets. 20mph speed limits.		
Cycle and car parking	EV charging to all parking spaces dedicated to individual apartments. Cycle parking available providing potential for storing irregular cycles.		
Green and blue infrastructure	Natural surveillance. Biodiversity enhancements on site.		
Back of pavement, front of home	Boundary treatments that add ecological value. Balconies to all apartments		



Appendix C: Nationally Described Space Standards Compliance Review

Project Name

Work Stage

Compiled by

Spurr House
RIBA WS 3
Andrew Murch

Project Number

Review Date

Role

241352
13.01.2025
Director

A

C

E

G

H

I

GIFA (A1) and Built in Storage (A2) complies with table 1

Single bedrooms are at least 7.5m2, and 2.15m wide

Double (or twin) bedrooms are at least 2.75m wide for one, and 2.55m for others

Any other area that is used solely for storage and has a headroom of 900-1500mm, it is counted at 50% of its floor area. Any area below 900mm is not

A built-in wardrobe counts towards GIA and bedroom floor area, but should not reduce the effective width of the room set out above.

Minimum floor to ceiling is 2.3m for at least 75% of the GIA

B

D

F

A dwelling with 2+ bedspaces has atleast 1 double or twin bedroom

Double (or twin) bedrooms are at least 11.5m2

Any area with head height <1.5m is not counted in GIA unless used solely for storage. If the area under the stairs is used for storage, assume floor

Table 1 - Minimum gross internal floor areas and storage (m ²)					
Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) ²			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Plot	Bedrooms / Persons	A1 / A2	B	C	D	E	F	G	H	I
1	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
2	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
3	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
4	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
5	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
6	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
7	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
8	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
9	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
10	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
11	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
12	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
13	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
14	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
15	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
16	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
17	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
18	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
19	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
20	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
21	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
22	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
23	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
24	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
25	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
26	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
27	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
28	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
29	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
30	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
31	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
32	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes

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33	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
34	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
35	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
36	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
37	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
38	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
39	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
40	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
41	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
42	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
43	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
44	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
45	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
46	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
47	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
48	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
49	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
50	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
51	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
52	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
53	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
54	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
55	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
56	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
57	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
58	2 / 4	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
59	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes
60	1 / 2	Yes / Yes	Yes	N/A	Yes	Yes	N/A	N/A	N/A	Yes



Appendix D: National Design Guide – Designers Assessment

Project Name	Spurr House	Project Number	241352
Work Stage	RIBA WS 4	Review Date	13.01.2025
Compiled by	Andrew Murch	Role	Director

The 10 Characteristics	Comments	Assessment	What can/could have be done to improve scheme
Context - enhances the surroundings			
Understand and relate well to the site, its local and wider context Value heritage, local history and culture	Design responds to local character and provides contemporary interpretation of local features. Positive contribution to the street scene.	Good	
Identity - attractive and distinctive			
Respond to existing local character and identity Well-designed, high quality and attractive Create character and identity	Building height provides positive contribution to street scene and references nearby 3-4 storey block. Contemporary design.	Good	
Built form - a coherent pattern of development			
Compact form of development Appropriate building types and forms Destinations	Memorable building design, well defined edges. Close to local centre and public transport links.	Good	
Movement - accessible and easy to move around			
An integrated network of routes for all modes of transport A clear structure and heirarchy of connected streets Well-considered parking, servicing and utilities infrastructure for all users	Close to existing facilities/shops. Vehicular / cycle access from residential street.	Good	
Nature - enhanced and optimised			
Provide high quality, green open spaces with a variety of landscapes and activities, including play Improve and enhance water management Support rich and varied biodiversity	Trees and planting to site perimeter and around parking areas. Hedgerow to boundaries to support BNG	Good	
Public spaces - safe, social and inclusive			
Create well-located, high quality and attractive public spaces Provide well-designed spaces that are safe Make sure public spaces support social interaction	Existing streets are enhanced by a strong building frontage, overlooking and soft landscaping. Site layout encourages walking to local services	Good	
Uses - mixed and integrated			
A mix of uses A mix of home tenures, types and sizes Socially inclusive	Residential provision close to existing local centre supports local businesses and services.	Good	
Homes & buildings - functional, healthy and sustainable			
Healthy, comfortable and safe internal and external environment Well-related to external amenity and public spaces Attention to detail: storage, waste, servicing and utilities	Relates well to surrounding areas. Communal amenity area. Balconies. Well integrated services, cycle storage, rwp's, waste storage	Good	
Resources - efficient and resilient			
Follow the energy heirarchy Selection of materials and construction techniques Maximise resilience	Efficient building fabric. Low energy heating solutions. Solar PV. Robust finishes to external façade.	Good	
Lifespan - made to last			
Well-managed and maintained Adapatable to changing needs and evolving technologies A sense of ownership	Maintenance considered. Robust materials. Ongoing management by end client. Well defined boundaries. 72% apartments Part M4(2) compliant.	Good	