

Building for Healthy Life Assessment

Kennel Lane, Witherley

Produced by White Ridge Architecture on behalf of Cameron Homes



CAMERON



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Introduction

The purpose of this document is to provide an assessment against the criteria set out in the Building for Healthy Life (BHL) (July 2020) design guide for a proposed residential development of 50 new homes off Kennel Lane, Witherley, Atherstone.

This document has been prepared in conjunction with a Reserved Matters Planning Application and should be read alongside the Design & Access Statement, submitted drawings as well as additional consultant information including landscape designs.



Integrated Neighborhoods

	BHL (2020) Description	Response	Score
1. Natural Connections	Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.	The site sits on the eastern side of Kennel Lane. Kennel Lane is the main spine road that runs through Witherley which connects the village to the wider area. The site is constrained to the north and south by existing development and their adjoining land. The western boundary is open to the countryside with an existing public right of way with access onto the site from the northeast corner. Based on this context the natural connections are at an east to west orientation. Based on the above context of the site there is vehicular movement from the access road to the public open space on the eastern edge as well as a road that extends north into the site. Using the existing public right of way access to the northeast there is wider pedestrian connectivity through a network of routes that use the road network as well a sole pedestrian/cycle access onto Kennel Lane along the southern boundary. The proposed pedestrian routes extend to all parts of the site, even undeveloped ones to make most use of the proposed areas of public open space.	
2. Walking, cycling and public transport	Short trips of up to three miles can easily be made on foot or by bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.	With the site being relatively rural access to public transport is at the bottom of Kennel Lane along Witherley Road, from here there are transport options to Atherstone, Nuneaton and beyond. This is a short walk from the site approximately 400m south. Kennel Lane has pavement on the opposite side of the road to the site, the appropriate pedestrian crossing measures will be taken to ensure maximum pedestrian safety as they access the wider context. Utilising the existing footpath rather than proposing a new one on the side of the site ensures that an established hedgerow that naturally encloses the site can be maintained as much as possible.	



		Within the site, pedestrian/cycleways follow the road network to all new dwellings. Beyond the main footway/cycleway provision a network of interconnecting off-road footways are proposed through the sites green infrastructure. There are additional access points onto Kennel Lane to the southwest and northwest corners of the site. This enables greater connectivity to the wider footpath network, with carriageways designed to encourage low speeds.	
3. Facilities and Services	Places that offer social, leisure and recreational opportunities, a short walk or cycle from their homes.	The site is a short walk from local playing fields, community exercise facilities, primary school and a local public house. Within the site there is provision for a new play area within the green infrastructure.	
4. Homes for everyone	A range of homes that meet local community needs.	A full range of homes are provided to suit all needs, from 1-bedroom dwellings to 5-bedroom dwellings. For the smaller units, access to outdoor space is provided. A mix of housing tenures are also provided which include private, rented, shared ownership and first homes. The agreed s106 provides a mix of affordable homes that meet the needs of the community, the agreed percentage of affordable homes is included within the scheme.	



Distinctive Places

	BHL (2020) Description	Response	Score
5. Making the most of what's there	Understand and respond.	With the eastern boundary open to the countryside it is important that this edge is treated sensitively. Whilst the site extends further east than the build line of neighboring properties, the proposal respects the build line of neighboring properties and ensures a distinct transition to the proposed public open space and then the countryside beyond. Where neighboring properties back onto the site, in particular the northern boundary, the proposed development also backs onto these gardens providing a closed boundary. In contrast the neighboring properties to the south have their access immediately against the site boundary. This is respected with proposed dwellings plotted at a suitable distance as well as a landscaped pedestrian link proposed between them. The established hedgerow to Kennel Lane is maintained as much as possible in respect of the required visibility splays. The only proposed dwellings that have access off Kennel Lane are the ones to the very north which make use of an existing access point. The remainder of units are set back with private drives to the front, maintaining and respecting Kennel Lane's streetscape.	
6. A memorable character	Create places that are memorable.	The proposal aims to strike a balance between designing dwellings in response to the local vernacular and also creating an attractive modern development in its own right with a clear structure and identity. Dwellings address the focal point to the centre, the public open space and road network, creating a series of focal points when travelling through the proposed development.	
7. Well defined streets and spaces	Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.	The urban design principles adopted for development block and plot design follow best practice guidance. This has included using back-to-back plot arrangement which allows for secure private rear gardens. Dwellings plotted on corners are dual aspect ensuring active frontages throughout the development are maximized.	



		As noted in previous topics, the street layout has been specifically designed to maximize views through the site and to the landscape beyond, in well resolved vistas that are integral to the scheme.	
8. Easy to find your way around	Use legible features to help people find their way around a place.	The layout incorporates a simple hierarchy of street types with main street to the north and further east towards the public open space combined with private drives and parking courts which form the remainder of the proposed development. The hierarchy creates a simple street pattern that is navigable for users.	



Streets for All

	BHL (2020) Description	Response	Score
9. Healthy Streets	Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is based alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of successful public realm.	Through the layout vehicle speeds are designated to be kept low through the development at 20mph. As you enter the site beyond the first couple of private drives at the site entrance there is immediately a raised block paved table designed to immediately reduce speed before progressing further into the development. Trees lining the streets raise the quality of environment to assist in healthy movement providing shade in the summer and sheltering from the elements in the winter. As noted in previous sections a significant public green space is incorporated into the scheme which provide spaces to converse, sit and play, with the benefit of incorporating additional pedestrian/cycle routes through the scheme and beyond.	
10. Cycle and Car Parking	Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.	Cycle storage is to be provided in every home. Where garages are not provided, cycle sheds are provided in respective secure gardens. Within the scheme there are a range of parking solutions including integral garage, shared garage, detached garage, tandem parking and frontage parking. All dwellings will be provided with a electric vehicle car charging point with their location varying depending on the specific parking solution. Where building frontages are an important element of feature space, parking is provided to the side. This is prevalent for the dwellings facing Kennel Lane to the west and the public open space to the east. Where terraces are located, frontage parking is used in conjunction with side parking to allow for adequate landscaping between.	
11. Green and Blue Infrastructure	Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an	Considering the extent of the 2025 flood zone it has been clear from the outset the extent of public open space and how it shall be used. As stated previously in other topics there is an extensive network of pedestrian/cycle routes through the public open space that interact with the development and the existing context, these routes can be considered park run friendly. Within	



	interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play to achieving the net gain in biodiversity sought by the 2020 environment bill.	this network there are informal breakout spaces for play and social interaction. There is also a new play area proposed towards the northern edge of the green infrastructure. Within the green infrastructure are designated areas of meadow grass which help define the proposed routes as well as enhance biodiversity. A balancing pond is strategically positioned amongst the development outside the flood zone, this aims to bring additional biodiversity to the doorstep to those who occupy the site. The public open space has been considered carefully to ensure that the spaces are functional in their own right but simultaneously contribute to biodiversity and the well-being of the occupants of the development.	
1.2. Back of pavement; front of home	Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of place. Clear demarcations between public and private spaces can encourage people to personalize the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.	Through the design of the layout, principal elevations have been used as much as possible and utilizing dual aspect units has helped set the defensible boundaries. Where this is not possible fences and walls with planting to supplement have been used. As stated previously the site has a defined hedgerow boundary to Kennel Lane, this is to be maintained as much as possible in order to protect the ecological value of the site. Beyond this native hedgerow, the site is also defined on the northern and eastern boundaries with native hedgerows. The spaces between back of pavement and façade have been carefully considered within the landscaping strategy to include hedgerow planting, turfed areas and tree planting to varying degrees. This provides opportunities for social interaction ensuring that all spaces across the site have a clear public and private function.	

