



<b>BUILDING FOR A HEALTHY LIFE</b>	
SCHEME / APP NO – FULL APPLICATION – Ref: 22/00277/OUT	
STAGE – RESERVED MATTERS	

## Introduction:

Building for Healthy Life (BHL) is the latest edition and new name for – Building for Life 12 which is a government-endorsed industry standard for well-designed homes and neighbourhoods. BHL intended to guide design and assist discussions about creating good places to live and is also used by local planning authorities as a design tool to assess the quality of proposed and completed developments. When using BHL it is important that local authorities and developers discuss the 12 considerations at the very start of the design process.






The document is structured into 12 main headings each with a series of questions and general recommendations of how to go about creating quality places.



BHL is based on a simple ‘traffic light’ system, that makes the assessment of schemes and developments easy, with schemes achieving 9 ‘greens’ becoming eligible for ‘Built for Life’ accreditation. Developments that achieve 12 greens or the Built for Life ‘Outstanding’ awards are considered developments of great quality.

Built for Life quality mark is the sign of a quality place and its accreditation, available after planning approval, is often used by developers at sales and marketing stage to promote the quality of the development.

The document assesses the proposed detailed design of the development against the 12 nationally accepted BHL principles to further demonstrate the design process the scheme has gone through and outlines how the design complies with the BHL 12 principles.

CRITERIA	EVALUATION	SCORE (traffic light system)
<b>INTEGRATING INTO THE NEIGHBOURHOOD</b>		
<b>1. Connections</b>		
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?	<p>The site benefits from being in a good location with easy access to the road network and to the local facilities in the area. The village centre / main street is located to the north, with amenities including a primary school, medical centre, places of worship and retail facilities.</p> <p>The proposal offers prospective residents access to public transport, education, employment and other existing local facilities. The proposal will provide a contemporary residential development forming a well related extension to the main built-up area of Newbold Verdon within a highly sustainable location. The application site has connections to the existing road network and rights of way and provides a variety of walking and cycling routes throughout the development and the Public Open Space.</p>	
<b>2. Facilities and Services</b>		
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	Facilities include the Newbold Verdon Primary School. The site is within easy walking distance of several local facilities. It is around a 10 minute walk to the north of the development (Main Street), including retail, hospitality, and a pharmacist. Newbold Verdon Medical Practice is approximately a 15-minute walk.	
<b>3. Public Transport</b>		
Does the scheme have good access to public transport?	The nearest bus stop can be found 700 metres (about 8 minutes' walk) from the site, located on Mina Street at the junction with Brascote Lane. These stops are served by the 153 and 159 bus services, allowing travel to education, employment, leisure and Hinkley Railway Station.	
<b>4. Meeting Local Housing Requirements</b>		
Does the development have a mix of housing types and tenures that suit local requirements?	<p>The accommodation and tenure mix proposed reflects the needs and aspirations of the local community. A range of high-quality house types will be provided to suit the local architectural character and housing needs. This ranges from smaller 1 bed semi-detached or terraced dwellings to the larger 4/5 bed properties.</p> <p>The proposals include a range of dwelling sizes across the site which are compliant with Nationally Described Space Standards (NDSS).</p>	

	Of the 239 dwellings overall, 96 are offered as affordable homes. (56.25%) Affordable rent; (18.75%) Shared Ownership dwellings; and (25%) First Homes.	
<b>CREATING A PLACE</b>		
<b>5. Character</b>		
<b>Does the scheme create a place with a locally inspired or otherwise distinctive character?</b>	The comprehensive design approach for the scheme has shaped a landscape led and context responsive detailed design solution which responds to its context, local need, and will provide a high-quality Persimmon Homes development with a distinctive character. A variety of materials have been utilised ensuring that there is a cohesiveness between the proposed scheme and existing surrounding dwellings.	
<b>6. Working with the Site &amp; its Context</b>		
<b>Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?</b>	The scheme incorporates existing topography with no existing buildings on site. Throughout the detailed design of the scheme existing trees, hedgerows and ecological features were retained where possible and managed in a way that ensures the existing landscape features are utilised and enhanced as necessary.	
<b>7. Creating Well Defined Streets &amp; Spaces</b>		
<b>Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</b>	The detailed scheme is based on a series of development cells, which integrate with the landscape features and create a sense of place with natural surveillance on main streets. There would be a clear definition between the public and private realm and open spaces.	
<b>8. Easy to Find Your Way Around</b>		
<b>Is the development designed to make it easy to find your way around?</b>	The proposed movement strategy is based on a clear hierarchy of streets and a network of open spaces to maximise visual connections within the site and the wider context along with promoting wayfinding and legibility for all users. This strategy would encourage the population to walk and cycle which promotes a healthy lifestyle.	
<b>STREET AND HOME</b>		
<b>9. Streets for All</b>		
<b>Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</b>	The street structure has been designed to provide a safe and well overlooked network of public spaces. This includes footways to provide priority to pedestrians and cyclists in terms of movement and crossing points and to help facilitate safe and easy pedestrian and cycling movement through the development.	

<b>10. Car Parking</b>		
<b>Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?</b>	Parking has been designed as an integral element of the development making sure it is sufficient, safe, conveniently located without having a negative impact on the quality of the public realm. The parking strategy is focussed predominantly on plot, with parking bays and garages, where the parking is to the front the streetscene is complimented with soft landscaping features	
<b>11. Public and Private Places</b>		
<b>Will Public and Private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?</b>	The streets, open spaces and the public realm would all be overlooked by adjacent dwellings allowing surveillance and creating safe and legible routes for all to enjoy.	
<b>12. External Storage and Amenity Space</b>		
<b>Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?</b>	The proposed development incorporates bin storage and collection points for waste collection and garages on properties for storage.	