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**Planning Supporting Statement.
Appendix C. Building for Life Criteria Assessment.**

**Anzio Camp, Buxton Road, Blackshaw Moor,
Leek, Staffordshire ST13 8TL**

**Planning Application for:
Extra care housing, Holiday Park, Live/work
units, Social building and ancillary facilities
building.**

For Enhanced Developments Limited

Our Ref: 9651 PSS. Appendix C.JD
Date: October 2014



tylerparkes drawing on experience. planning for approval.

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Building for Life Criteria Assessment (2012) (BfL12)

1. Background

1.1 This document considers the proposed re-development at Anzio Camp against the questions posed in the Building for Life publication (2012 version). This is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

1.2 The introduction to this publication states:

The 12 questions reflect our vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

The 12 questions are designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders.

BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments; and as a point of reference in the preparation of local design policies.

1.3 It goes on to say:

BfL12 comprises of 12 questions, with four questions in each chapter. Based on a simple 'traffic light' system (red, amber and green) the guide recommends that new developments aim to:

- *Secure as many 'greens' as possible,*
- *Minimise the number of 'ambers' and;*
- *Avoid 'reds'.*

The more 'greens' the better a development will be. A red light gives warning that an aspect of a development needs to be reconsidered.

A development proposal might not achieve 12 greens for a variety of reasons. Where a proposal is identified as having one or more 'ambers', which would point to the need to rethink whether these elements can be improved, local

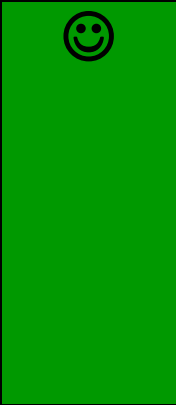
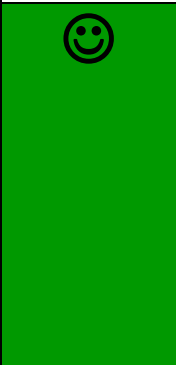
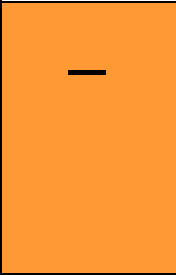
circumstances may justify why the scheme cannot meet the higher standard expected of a green.

1.4 The table below sets out the BfL 12 questions and answers in relation to the proposed development at Anzio having regard to the site characteristics, its location in respect of the existing settlements in the vicinity and facilities within them. As with any national guidance or practice notes, some of the questions posed will not wholly be applicable to the particular characteristics of the Anzio Camp site, or our proposals for its redevelopment.

2. Building for Life Criteria Assessment

	Green	
	Amber	—
	Red	
	INTEGRATING INTO THE NEIGHBOURHOOD	
1	<u>Connections</u> Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	Traffic light code
	1a. Where should vehicles come in and out of the development?	
	The proposed re-development area is a self-contained site that fronts the A53 Buxton to Leek Road, surrounded by agricultural land on the remaining three sides. The existing access onto the A53 is to be improved and used for all in-coming and exiting traffic.	
	1b. Should there be pedestrian and cycle only routes into and through the development? If so where should they go?	
	Pedestrian walkways and vehicles have been separated where practical to reflect the nature of the scheme and residents' requirements.	

	The internal road/footway layout is designed such that residents will not be reliant upon mechanical means (i.e. cars) to get around the site. All gradients are less than 1:20. Mobility scooters can be used on the site and golf buggies can be used to move supplies around the site if necessary; and footpaths are double the normal width to accommodate this. It is anticipated that the motor traffic will be light and slow moving (as encouraged by the narrow 5.2m wide roadway). Highways will not dominate within the site. Shared surfaces are also proposed.	
	1c. Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?	
	This site sits adjacent to agricultural land on 3 sides and the A53 on the other. There are no public rights of way in surrounding fields and no public rights of way cross the site. As such it is not appropriate to provide integration with surrounding land. In any event, some concerns were raised at the pre-application community consultation that the site is well fenced to avoid the likelihood of dogs and walkers straying onto surrounding farmland. There will be a dedicated walkway that allows holiday makers and residents alike a pleasant walk through the wildlife area (this being part of the development site). At the access to the A53 the existing footways are on the eastern side of the road going northbound and on the western side going southbound. The proposals link to the existing footpath on the eastern side of the road and provide a crossing facility to footpath on the western side. It does therefore integrate and improve the existing facilities. This is shown in the masterplan and also in Paragraph 5.2.1 of the Transport Statement.	😊
	1d. How should the new development relate to existing development? What should happen at the edges of the development site?	
	This is a self-contained site using only land occupied by the former army camp. It is surrounded by agricultural land on 3 sides and a public highway on the fourth. There are no public rights of way that link into the site, and no 'existing development' to relate to. The development has been designed such that buildings sit away from the boundaries and substantial planting provided so as to ensure its assimilation into its surroundings.	😊

2	<u>Facilities and services</u> Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	
	2a. Are there enough facilities and services in the local area to support the development? If not, what is needed?	
	As set out in the Travel Assessment the nearest existing facilities (public house /hotel and primary school) are further along the A53 at Blackshaw Moor, or within Leek town to the south. The residents and holiday makers will not need to be close to certain existing community facilities such as the local primary school. The development will provide its own facilities and services (see below). These new services will be available to the wider community. It is not anticipated that the development will result in undue additional demands placed upon those existing services.	
	Where new facilities are proposed: 2b. Are these facilities what the area needs?	
	The proposed social centre/clubhouse will provide for a mix of facilities including small shop, café, and village hall (facilitating a range of social activities). At first floor there will be rooms available for visiting professionals and support services, such as GP, chiropodist, hair dresser, osteopath etc. The intention is to provide services to the future residents and holiday makers, and providing facilities for the existing residents in the locality where there is an existing shortfall in the settlements close to the site.	
	2c. Are these new facilities located in the right place? If not, where should they go?	
	The social centre is located so as to be easily accessible from the holiday park as well as most of the extra care cottages and residential buildings. To be more accessible to all of the development the building could sit closer to the centre of the site. However the proposed scheme has balanced this against the requirement for the new larger buildings to sit at or near the footprint of existing buildings. The intention here is to minimise the visual impact of the development.	
3	<u>Public transport</u> Does the scheme have good access to public transport to help reduce car dependency?	

	3a. What can the development do to encourage more people (both existing and new residents) to use public transport more often?	
	The Transport Assessment considers in full the availability of public transport. Assessment of the existing situation finds that the amenities in the locality and the local bus stop on the Buxton Road can be reached within a 10 minute walk, or 5 minutes by cycle. The facilities within Leek are approximately 15 minutes away using a bicycle. As part of the proposal, a pedestrian crossing will be provided close to the site, also two bus stops, which will encourage more people to use public transport more often, It is concluded that the existing and proposed sustainable transport options at the site do provide opportunities for the various users at the site to travel by sustainable modes. The Travel Plan provides for alternative solutions by the creation of a shuttle bus and black cab service; sustainable travel packs will be provided to new residents. The scheme has been designed such that the site layout will accommodate parking/dropping off points, and it is intended to be used by employees, residents and visitors alike.	
	3b. Where should new public transport stops be located?	
	Outside the development on the A53 Buxton Road. Details to be agreed with the county highway authority.	
4	<u>Meeting local housing requirements</u>	
	Does the development have a mix of housing types and tenures that suit local requirements?	
	4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?	
	The mix of uses reflects Staffordshire Moorlands District Council's aspirations as set out in its Core Strategy Development Plan Document (DPD). Policy SS6c identifies the site as being suitable for employment, extra care housing and tourist accommodation. The mix of extra care housing reflects the housing needs information from Staffordshire County Council. This identifies a large and increasing need for extra care housing that has not been filled by other developments coming forward, particularly to serve the rural population.	

	The live/work units reflect both the requirements of the Core Strategy (to provide employment uses here), the feedback from the community consultation event and the increasing market demand.	
	4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?	
	The tenure mix has yet to be determined for all the extra care units, and this reflects on-going discussions with Social Services at SCC and the potential operators, Prime Life regarding its local needs. The care cottages will be available for market purchase, subject to legal arrangements in respect of the occupancy and ground service rent.	

CREATING A PLACE

5	<u>Character</u> Does the scheme create a place with a locally inspired or otherwise distinctive character?	Traffic light code
	5a. How can the development be designed to have a local or distinctive identity?	
	The single storey nature of the vast majority of the development creates a low density living environment which encourages social integration, whilst avoiding an institutional feel but providing privacy and independence. This is achieved in various levels and ways, dependant on the needs of the occupiers. The new elderly care facilities provided by the care buildings concentrate on a safe, secure and independent environment, whilst the cottages feature pathways and a more open inclusive aspect. The siting and location of the buildings integrate into the natural topography of the site, whilst the network of linking pedestrian pathways and roads create natural nodes and junctions, guiding residents and visitors alike through the development, adopting slow gradients into the design to encourage users to explore and use the site to its full potential. The proposed principal roadway through the site mixes an active street elevation with the natural tree lined aspect, creating a feeling of space and low density development. The key to the success of the scheme has been the introduction of interlinked pedestrian routes in the form of formal avenues and informal leafy tree lined meandering pathways with an	

	abundance of rest areas breaking up the network of routes.	
	5b. Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?	
	The character of the proposal is derived from strong visual links with the local architectural vernacular with the elevational treatment, palette of materials and architectural detailing, taking reference from the area (as detailed in the Design & Access Statement). Proposed buildings will have a mix of stone and brick facing walls, with a variety of tiles.	😊
6	<u>Working with the site and its context</u>	
	Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?	
	6a. Are there any views into or from the site that need to be carefully considered?	
	The landscape and visual assessments provided in support of this application has been undertaken using nine agreed viewpoint locations in the vicinity. Most of the agreed points provide distant views into the site, the exception being the closer view from the A53 carriageway in front of the site entrance. Distant views particularly from the east and north look down onto the site such that the roofscapes of the new development could be noticeable. The site entrance provides the nearest public view into and out from the site and has been carefully considered so as to ensure the development does not look out of context; new buildings are proposed to step back from the road so as to minimise their visual impact.	😊
	6b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?	
	The site has been carefully considered and measures proposed to enhance ecology and the landscape value of the site and its setting. The site has been unmanaged and left to overgrow for some years; the proposed management plan will lead to enhancements, ensure proper future stewardship and make it sustainable. The proposed measures for providing additional bat roost and nesting for birds provides biodiversity enhancements, as will the woodland area, proposed native meadow grassland area and extensive suitable soft landscape planting throughout. Careful consideration has been given to the existing trees, and other vegetation, their quality and contribution to the site's landscape setting.	😊

	Some existing trees will have to be removed to facilitate the development but substantial compensatory planting will be provided.	
	6c Should the development keep any existing building(s) on the site? If so, how could they be used?	
	It has previously been established that none of the existing buildings are suitable for retention and all existing buildings are to be demolished apart from the old armoury building which is proposed to be re-used as a bat roost and nursery, thus providing biodiversity enhancements. Waste materials arising from the demolition of the existing buildings will be re-cycled for on-site use in new pavements and landforms.	😊
7	<u>Creating well defined streets and spaces</u> Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	
	7a. Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?	
	The new larger buildings have been positioned such that where possible they sit close to the existing buildings' footprint. The intention here is to minimise the visual impact and minimise existing tree loss. The existing landscaping and levels on the site have dictated the layout of the development, with the aim being to arrive at a scheme which has an informal feel with buildings, roadways and paths fitted between the retained trees with. a well thought out landscape scheme designed to enhance and strengthen this existing planting.	😊
	7b. Good buildings 'turn' corners. Do buildings turn corners well?	
	There are few new buildings that sit at corners in footpath/roads. Where they do appear, most will be placed to ensure they address the street frontage in accordance with good urban design principles.	—
	7c. Do all fronts of buildings, including front doors, face the street?	
	Insofar as this relates to the extra care cottages, holiday park and live/work units, all front the relevant street. The design of the care buildings are such that this question does not apply.	😊
8	<u>Easy to find your way around</u> Is the development designed to make it easy to find your way around?	

	8a. Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?	
	The entrance to the principal buildings provide focal points and a sense of destination, each entrance carefully designed to provide each unit with their own individual character through strong detailing creating landmarks within the overall development site. On a smaller but important scale the large secure residents' gardens of each of the care homes provide a well thought out network of pedestrian routes integrating the various internal lounge areas with the external patios creating landscaped gardens in which to safely move about. Named pedestrian routes around the site will be distinctively de-marked using different materials/finishes/soft landscaping for different routes. In this way maximum legibility will be achieved. From a wider site perspective, the social centre provides a hub available to all users of the site as well as the local wider community. This focal point building will enjoy natural views over both the local countryside and the new development to the south. The siting and location of the buildings integrate into the natural topography of the site, whilst the network of linking pedestrian pathways and roads create natural nodes and junctions, guiding residents and visitors alike through the development, adopting low gradients into the design to encourage users to explore and use the site to its full potential.	

STREET & HOME

9	<u>Streets for all</u>	
	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	
	9a. Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?	
	The scheme layout and has been designed such that speeds of vehicles will be kept low. There are no proposals for separate cycle paths/lanes next to the road carriageway as the majority of residents are unlikely to use cycles. Staff may visit by cycles and secure cycle racks are provided for the facilities building. The use of motorised scooters (parking facilities being provided within each of the extra care cottages) will be encouraged as this is the most likely and	

	practical way of getting around the site other than by foot. The footpaths are of a suitable width so as to allow two such scooters to pass.	
	9b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?	
	The wildlife walk will provide safe space away from vehicular traffic. The network of linking pedestrian pathways and roads create natural nodes and junctions, guiding residents and visitors alike through the development.	☺
10	<u>Car Parking</u> Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	
	10a. Is there enough parking for residents and visitors?	
	Car parking is proposed at a ratio of 1:4 for the care home suites, 1:1 for the care cottages, 1:2 for the live/work (with additional for visitor parking). The social centre and holiday park will have additional long stay parking.	☺
	10b. Is parking positioned close to people's homes?	
	Parking for the extra care cottages is to be dispersed throughout those residential areas and grouped in small parking areas clustered for the most part either in front of or behind the cottages. A parking area will be provided in front of each of the social and facilities buildings as well as the live/work units. Also dispersed within these parking areas are motorcycle spaces. As is the case for many such holiday parks, the intention is that holiday makers will load/unload and park in a separate area (marked X on the Masterplan) in front of the social centre building away from the holiday lodges.	☺
	10c. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?	
	See above.	☺
	10d. Are garages well positioned so that they do not dominate the street scene?	
	The scheme does not provide for garaging.	—

11	<u>Public and private spaces</u> 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?	
	11a What types of open space should be provided within this development?	
	A wildlife and walk area will be provided to the north-east of the holiday park area. Substantial incidental open areas will be interspersed throughout the development.	
	11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?	
	The type of development proposed does not require the provision per se of play facilities specifically designed for children or teenagers as they will be accommodated in the holiday park. There is no requirement for provision of contribution towards upgrading existing facilities in the area as the permanent extra care residents will be elderly.	
12	<u>External storage and amenity space</u> Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?	
	12a Is there enough storage space for bins and recycling, as well as vehicles and cycles?	
	Typically, there would be some cycle storage provision to each extra care building (homes) (staff and visitors) the facilities (staff) building and social centre (residents and wider community).	