Proposed Integrated Retirement Community

# Design and Access Statement


**Hanson and Phillips Depot**

**South Street, Bridport, Dorset, DT6 3NP**

**July 2024**

planningissues
TOWN PLANNING AND ARCHITECTURE

Churchill Living
Your lifestyle • Your choice

# Contents

*"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."*

National Planning Policy Framework Paragraph 131

# 1 INTRODUCTION

## 1.1 Scope and Purpose

*"The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes ..... older people, both able-bodied and disabled."* National Design Guide Paragraph 8.

### Proposal

The proposal is for the construction of a retirement housing development of 25 cottages and 48 apartments with one and two bedroom apartments and associated communal facilities, vehicular access, car parking and landscaping in Bridport.

### Vision

Churchill Living's vision for the site is to deliver a development that meets our customers' needs and the local need for retirement apartments whilst also contributing to the character of the area, and making a positive contribution locally in terms of socio, economic and environmental benefits.

Our aim is to create a high quality development that embraces sustainable design, enhances the setting of the area and maintains the local vernacular.

## 1.2 Requirements of an Ageing Population

The fact that we are all living longer should be a cause for celebration, as more people are able to enjoy a long and fulfilling retirement. Current average life expectancy in the UK is 83 for women and 79 for men. In 1901 it was 49 and 45 respectively[1]. The number of UK citizens expected to be 65 or over is projected to rise to 15 million by 2030[2].

We would all wish to live well as we live longer. We want to remain active, useful members of a community and retain as much control over our lives as possible.

However the vast majority of our housing stock is not built with the needs of older people in mind. There are still far too few suitable new homes being delivered, and many older people are living in homes which are unable to meet their changing needs.

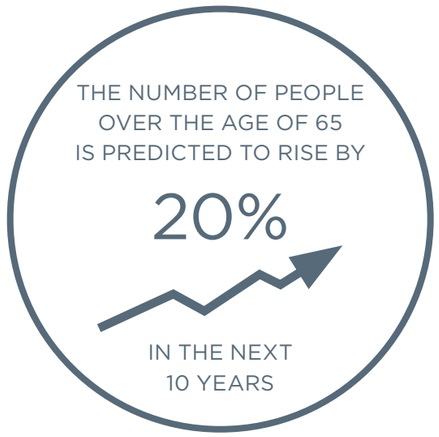
**It is estimated that there will be a shortfall of 400,000 purpose-built homes for older people by 2035[3].**

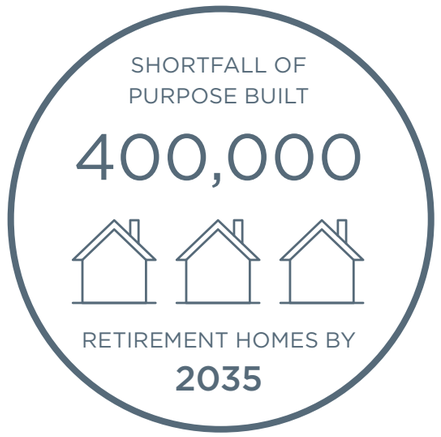
With insufficient supply and choice most people remain in their existing unsuitable homes for too long, often struggling with maintenance, upkeep and loneliness. Building more specialist homes to meet their needs works better for them but also frees housing stock for younger people; building more retirement homes benefits all age groups.

For far too many people the decision to move home in later life is precipitated by a crisis in their existing home. This is the case despite strong evidence that those who are able to think pro-actively about the type of home that will meet their changing needs, and who move before they are too frail to play an active part in their new community, have better outcomes than those who move later.

Housing has a fundamental role to play in helping us live well for longer. Given that for most people mobility, sociability and income decrease in old age, it is not just about the home we occupy, but also about the place in which we live, who we live with and who we live close to. The right kind of housing can help people to stay healthy and support them to live independently for longer.





1 The King's Fund, 'Demography: Future Trends', part of the Time to Think Differently programme, 2018
2 Age UK, Older People as Volunteers Evidence Review, 2011
3 Ian Copeman and Jeremy Porteus, Housing Our Ageing Population: Learning from councils meeting the needs of our Ageing Population Local Government Association, 2017

## 1.3 Owner Occupied Retirement Living Typology

*"Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities."* National Design Guide Paragraph 117.

'Homes for Later Living'[1] means specially designed housing suitable for older people who want to maintain the independence and privacy that comes with having a home of their own but no longer want or need a family sized house.

This proposal is for age-restricted one and two bedroom apartments designed to help people remain independent, safe, secure and sociable for as long as possible. In planning terms these are C3 (Dwellings) developments and not care homes, nursing homes, extra-care or other needs based accommodation. Owner's homes are their own and they can furnish and decorate as they wish.

*Key differences to mainstream housing are -*

The provision of extensive communal areas where neighbours can socialise, host visitors and be part of a friendly, like-minded community. This is centred on the 'Owner's Lounge' which is the heart of the community and where owners often organise social events. There is usually a coffee or tea bar associated with the Owner's Lounge.

- The presence of a Lodge Manager to look out for people's welfare, be a point of call if help is needed, make sure the communal areas are well maintained and to be a reassuring, friendly presence. Lodge Managers also create the community; organising events and trips.
- A limited number of entrances, usually one, that is close to the Lodge Manager. This keeps the community secure and allows passive surveillance of the entrance area.
- A lift to all floors with level access throughout.
- Each apartment with its own front door giving privacy whenever desired.
- A guest room which can be booked by residents for visitors.
- A digital 'Careline' support system in all apartments for emergency support 24 hours a day, 365 days a year.
- Communal grounds with well landscaped external space available to all.
- Communal upkeep and maintenance including the exterior of the building landscaping.
- Reduced reliance on cars due to sustainable locations close to amenities.
- Buggy store.
- Communal areas amounting to over 30% of the internal area.

1 Homes for Later Living, *Healthier and Happier*, September 2019

## 1.4 Benefits of Homes for Later Living

*"Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities."*

National Design Guide Paragraph 117

Older peoples housing produces a large number of significant Social, Economic and Environmental benefits.

### Social

Retirement housing gives rise to many social benefits:

- Churchill Lodges offer significant opportunities to enable residents to be as independent as possible in a safe and warm environment.
- Retirement housing helps to reduce anxieties and worries experienced by many older people living in housing which does not best suit their needs by providing safety, security and reducing management and maintenance concerns.
- The Housing for Later Living Report (2019) shows that on a selection of wellbeing criteria such as happiness and life satisfaction, an average person aged 80 feels as good as someone 10 years younger after moving from mainstream housing into housing specifically designed for later living.
- 3 retirement units sold generate 1 first time buyer opportunity.

### Economic

Retirement housing gives rise to many economic benefits -

- Each person living in a home for later living enjoys a reduced risk of health challenges, contributing fiscal savings to the NHS and social care services of approximately £3,500 per year (Homes for Later Living September 2019).
- With 73 units proposed, at a ratio of 1.3 people per apartment, there will be around 95 occupants. At a saving of £3,500 each per year, this equates to a saving of £332,250 per year in local NHS and social care costs, in comparison to mainstream housing. This is a significant economic benefit.
- A recent report entitled Silver Saviours for the High Street (February 2021) found that retirement properties create more local economic value and more local jobs than any other type of residential development. For an average 45 unit retirement scheme, the residents generate £550,000 of spending a year, £347,000 of which is spent on the high street, directly contributing to keeping local shops open.
- An average retirement scheme will support the following new jobs -

  85 construction jobs

  - 1 permanent job in repairs and renovations
  - 2.3 permanent jobs in management and care
  - 3.2 permanent jobs on the local high street (residents are generally basket shoppers and will do their shopping locally)

### Environmental

The proposal provides a number of key environmental benefits by -

- Making more efficient use of land thereby reducing the need to use limited land resources for housing.
- Providing housing in close proximity to services and shops which can be easily accessed on foot thereby reducing the need for travel by means which consume energy and create emissions.
- Providing shared facilities for a large number of residents in a single building which makes more efficient use of material and energy resources.
- The proposal includes renewable technology through the use of solar panels to assist in the reduction of CO2 emissions.
- All areas of the building will be lit using low energy lighting and where applicable utilise daylight and movement sensor controls.


**Our schemes free up family housing by older people looking to downsize - a typical 41 unit retirement development generates approx 92 moves in the chain**

**A development that maximises the use of previously developed land reducing pressure on greenfield sites**


**Our developments bring health and social care savings - each person living in a Home for Later Life saves the NHS & Social Services approx £3,500 per year**

**Economic and social benefits of older people using local shops, services and facilities. Our Owners shop locally, supporting businesses and communities**

**Due to its sustainable location, retirement living housing reduces the need to own a car. Owners often shop locally on foot or by public transport**

**Our developments allow for independent, secure living and provide companionship which helps to reduce isolation and loneliness**

## 1.5 The Applicant - Who are Churchill Living Ltd?

Churchill Living (CL) is a privately-owned British Company, highly trusted and respected within the housing industry. CL prides itself on building beautiful purpose-built one and two bedroom retirement apartments in desirable locations across the UK, for those looking for an active independent, safe and secure lifestyle. Our developments can be found in 23 counties throughout the UK.

The company has undertaken almost 200 developments and sold over 7,000 units. Through a group company, Churchill Estates Management, CL retain the operation, management, care and responsibility of every apartment of all its completed developments.

"With first class Customer satisfaction at the heart of the business, we've been changing retirement living for the better for over 20 years. We continually strive to be the retirement housebuilder of choice for those looking to enjoy independence, security and peace of mind."

CRL is an award winning business having recently won a number of prestigious industry and wider business awards including;

- **The WhatHouse Awards.** Churchill has won the **GOLD Award** in the '**Best Retirement Home Developer'** category at the **WhatHouse? Awards 2023.** Before this category has been created, Churchill was the only retirement housebuilder ever to have been awarded 'Housebuilder of the Year'.

- **The HBF Customer Satisfaction Survey**. Churchill retains the top **'5 star' status** having been recommended by more than 97% of our customers in 2023.

- In **The Sunday Times Best Places to Work 2023**, Churchill Living was ranked in the **Top 10 Best Big Organisations to Work For**.

Summarised below are some of CL's key statistics;

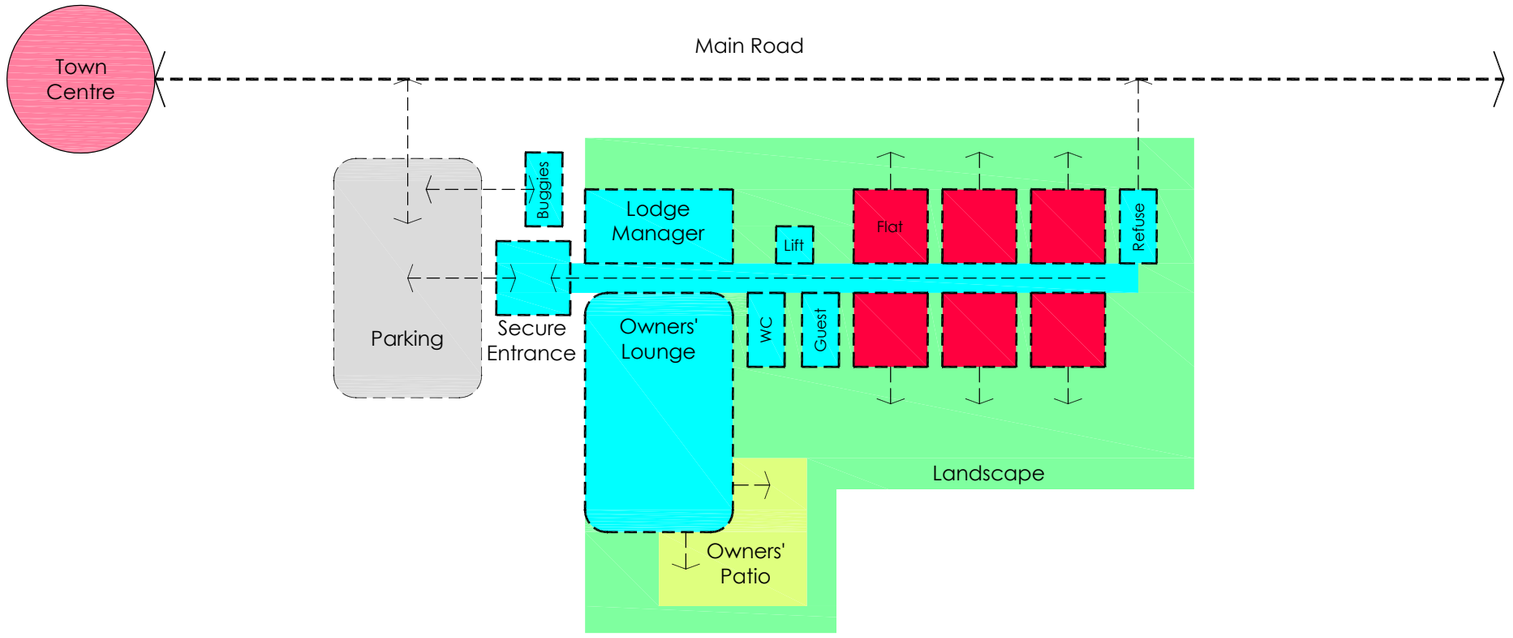
- **Over 9000 apartments under management**
- **Seven regional offices around the country**

## 1.6 Applicant Brief

Site selection close to amenities and in an area with identified need is key in the first instance. In designing the development the subject of this planning application, Planning Issues have had a clear brief on the specific requirements of Churchill Living in order for the design to be successful.

*Key client requirements for the architectural design are -*

- A **single building**, allowing secure access to all communal facilities, which necessitates a large footprint.
- **Apartment numbers** - a minimum of 25 apartments so that the shared service charge for future owners remains affordable.
- Internal **level access** throughout
- Single **secure entrance** from the car park area to maintain passive security from the Lodge Manager over the parking area and ease of entrance for residents. There needs to be 'progressive privacy' from the public realm to one's apartment. A video link from the entrance intercom to owner's apartments allows owners to see who is requesting entry, responding to the particular need for safety and security for this demographic.
- Concierge **reception** (staffed by a Lodge Manager with their own office).
- **Owners' Lounge** (communal), coffee bar.
- Accessible toilet.
- **Guest suite** (for use by friends and family).
- A central **lift** serving all floors.
- Apartments, double **aspect** where possible but single aspect typically due to the requirement for double loaded corridors necessitated by the need to optimise the development potential of sites and to ensure efficiencies in design and build costs. Churchill's experience shows that there is a wide variety of preferences from customers in terms of aspect, with some preferring sunny aspects and others shaded positions, some busy streets and others more private locations. Therefore a range of choice of aspect for apartments is desirable.
- Apartments with external doors to living spaces, with balconies where possible and external access at ground floor, typically providing a very **'active frontage'.**
- Landscaped communal **gardens** where visual amenity and biodiversity are more important than usable area. Large flat areas for recreational use are not required.
- **Waste** management store appropriately sized and located based on previous experience of operating these type of developments.
- **Parking** with an appropriate ratio of 1 space per 3 apartments, based on extensive experience of operating these type of developments, research and appeal decisions, as well as how accessible the site specific location is. This is because the sustainable location and average age of purchasers at 79 years old means a lower average car ownership requirement than mainstream housing.
- Provision for **mobility scooters** within a 'Buggy Store' at a ratio of 1 per 7 to 8 apartments.
- Low maintenance, long lasting **materials** and detailing which respond to the local context.



## 1.7 Brief Requirement Examples

Secure Main Entrance from Parking

Owners' Lounge

Owners' Patio

Concierge Reception Lodge Manager

Typical Guest Suite

Typical Coffee Bar

## 1.8 Precedent Developments

Tavistock

Saiisbury

Newquay

Harrow


Marlow


Hythe

*"An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities."*

National Design Guide Paragraph 39

# 2 CONTEXT

## 2.1 Site Description

The site is located in Bridport, approximately 0.6 km to the south of the town centre.

The site is an irregular-shaped plot of land of circa 1.05 hectares / 2.6 acres.

The site is bounded by South Street to the east of the site, with Dr Roberts Close and a number of residential properties to the north. The River Brit is present along the western and southern site boundaries, with a tributary, the River Asker, immediately to the southeast.

Beyond the River Asker, a brewery is situated approximately 25m south of the site. The River Brit flows southwards, to reach the sea at West Bay, approximately 2km to the south.

In planning terms the site is considered to be of Sui Generis use as a building supplier.

Existing buildings provide storage for building materials and accommodation for associated office, as well as staff facilities.

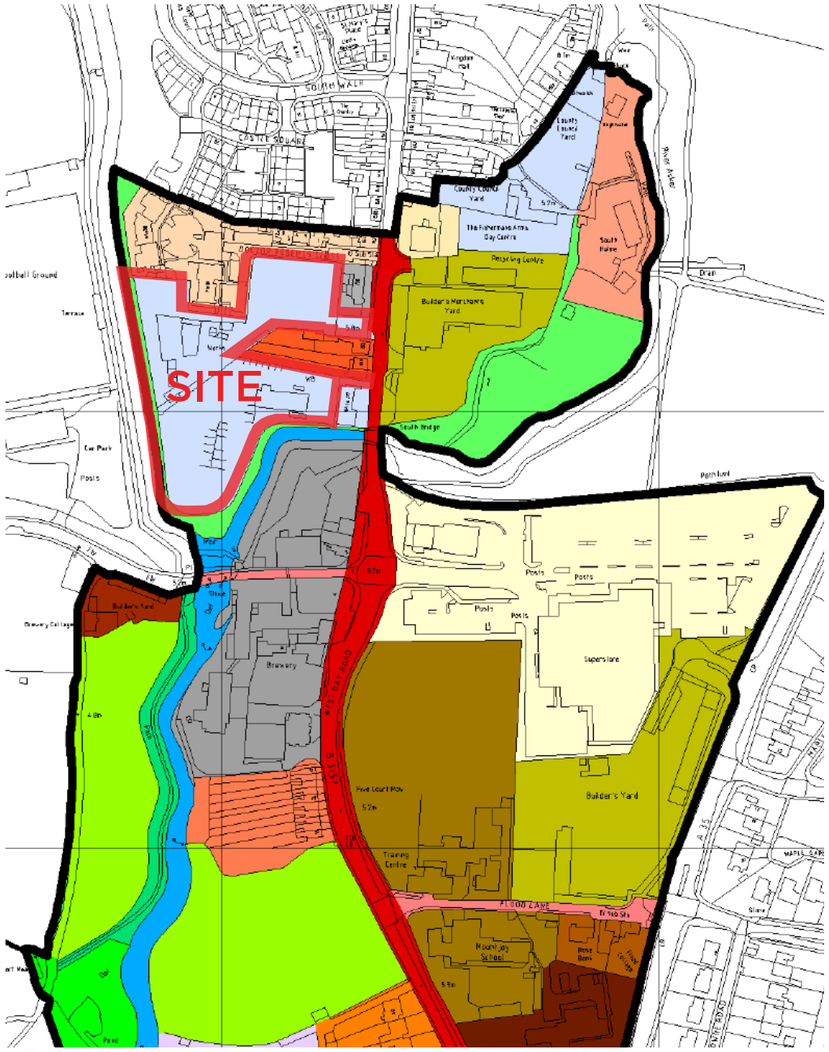
Aggregates and various stone products are kept along the flood wall and the boundary with the neighbouring residential building.

Parts of the site appear unused with discarded materials, tools and vehicles left there to rust. Boundary fences are in need of work or replacement.

The site is well located within easy walking distance of shopping and other social facilities, with Bridport town centre being approximately 600m away, where there are local bus and coach connections to nearby towns and villages, and to the nearby city of Dorchester, whose centre is around 15 miles to the east.


Aerial image of Site, based on CityVision model (not to scale)

## 2.2 Character of the area




The Application Site lies on the confluence of the rivers Brit and Asker to the south of the historic core of Bridport. It is located within Urban Character Area 19 – Old Brewery and Portville of the Dorset Historic Town Survey (2017).

**Character**

The character of this area is typical of a "peripheral fringe belt area"(Dorset County Council 2017, p. 180), comprising sporadic housing and commercial development, with the dominant element - the Old Brewery. There is no cohesive built character or building line, with built form comprising rural vernacular buildings, workers terraced housing, former industrial buildings and modern utilitarian structures present.

**Urban Structure**

The area is a mix of large and small plots, both regular and irregular in shape.

**Pattern and Streetscape** (Dorset County Council 2017, p. 180)

The basic form of settlement pattern of this area is of discontinuous development along the frontage of West Bay Road with larger modern development set back away from the road. The streetscape has a semi-urban feel to the north with sporadic housing and commercial development, without a consistent building line to the street, but with some brick perimeter walls.

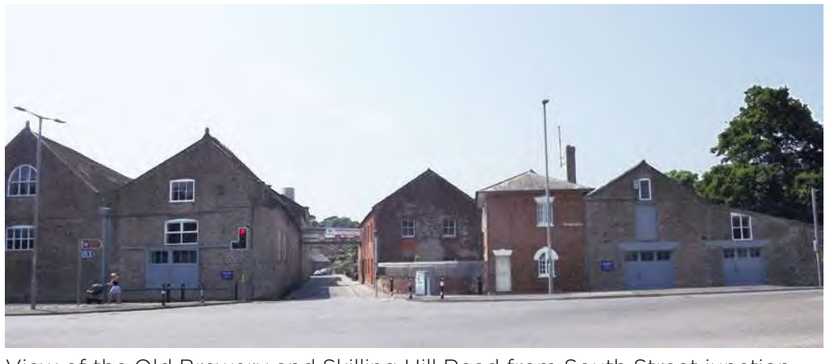
Very few buildings are directly on the street frontage. The grouping of the Old Brewery and Fives Court Row provide an unexpected historic industrial aspect in the centre of this area.

**Building Types**

This area does not have a cohesive built character, but comprises a number of different elements – rural vernacular buildings, workers' terraced housing, Late Regency suburban villas, historic industrial buildings and modern utilitarian structures.

Within site's vicinity, modern housing estates characterise the north, and these have few distinguishing features (road, layout, materials, house type)


Listed suburban villa (158 South Street) and two stone building with gabled frontages along South Street



View of the Old Brewery and Skilling Hill Road from South Street junction

## 2.3 Site Photographs

The below photographs have been taken from within the site and illustrate the existing buildings, parking and manoeuvring spaces and materials stored on site in the context of neighbouring buildings.

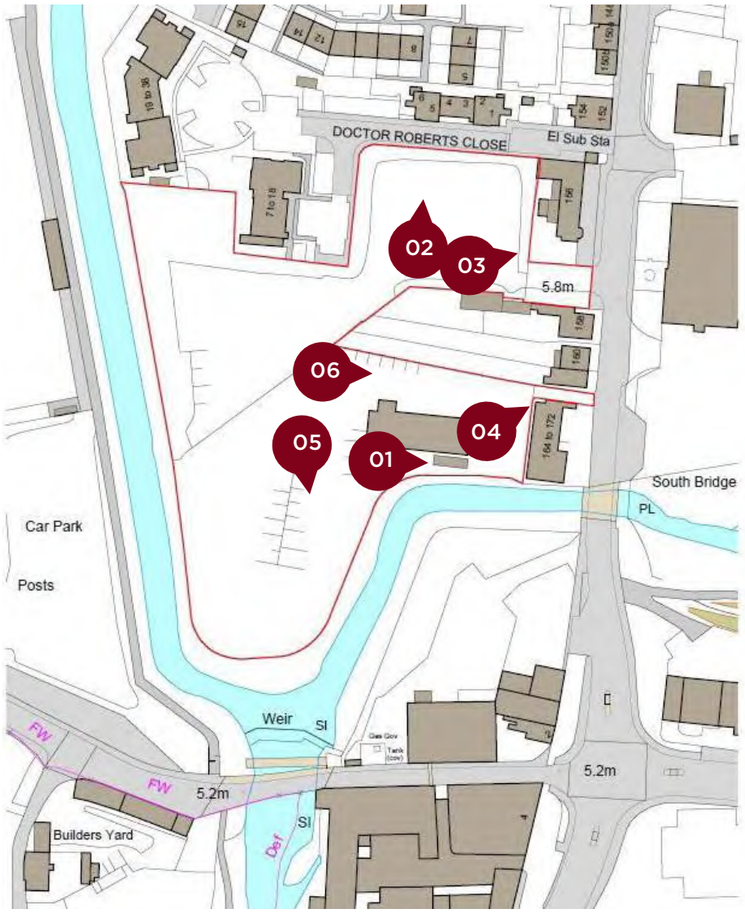
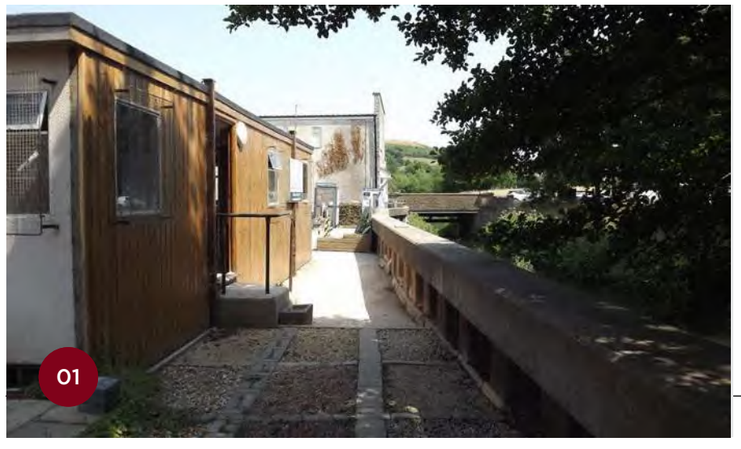



Photo Location





## 2.4 Site and Context Photographs

The below images illustrate the immediate context of the site along the South Street.

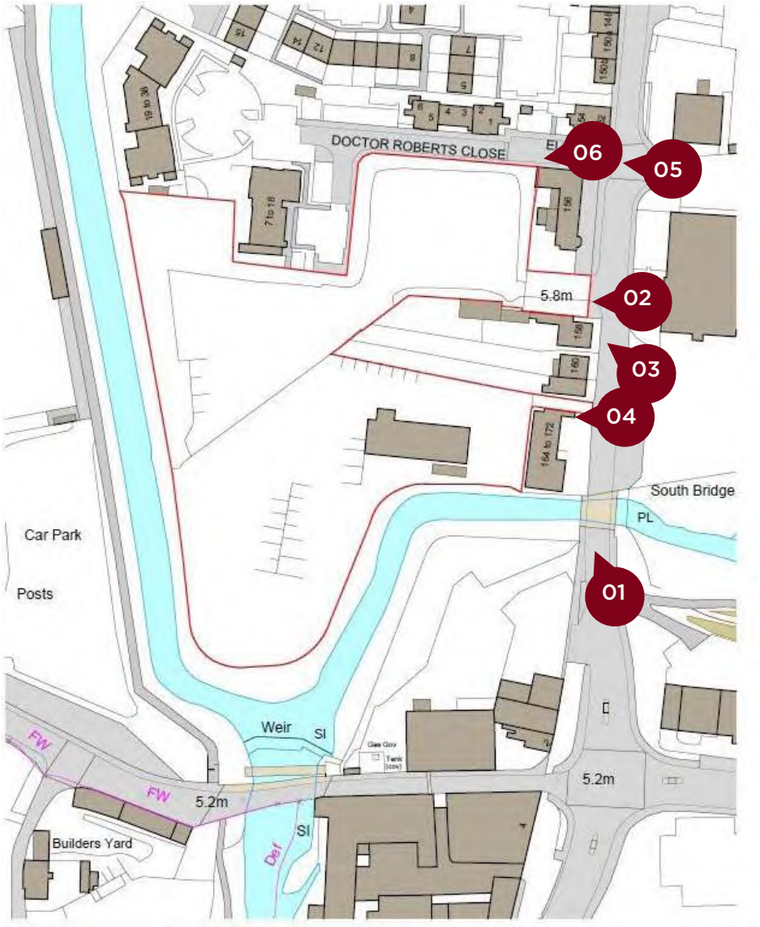



Photo Location






## 2.5 Local Context Photographs

The below images illustrate the immediate context of the site including views from the bridge showing the flood gate and the Listed Bridport Old Brewery and Maltings.

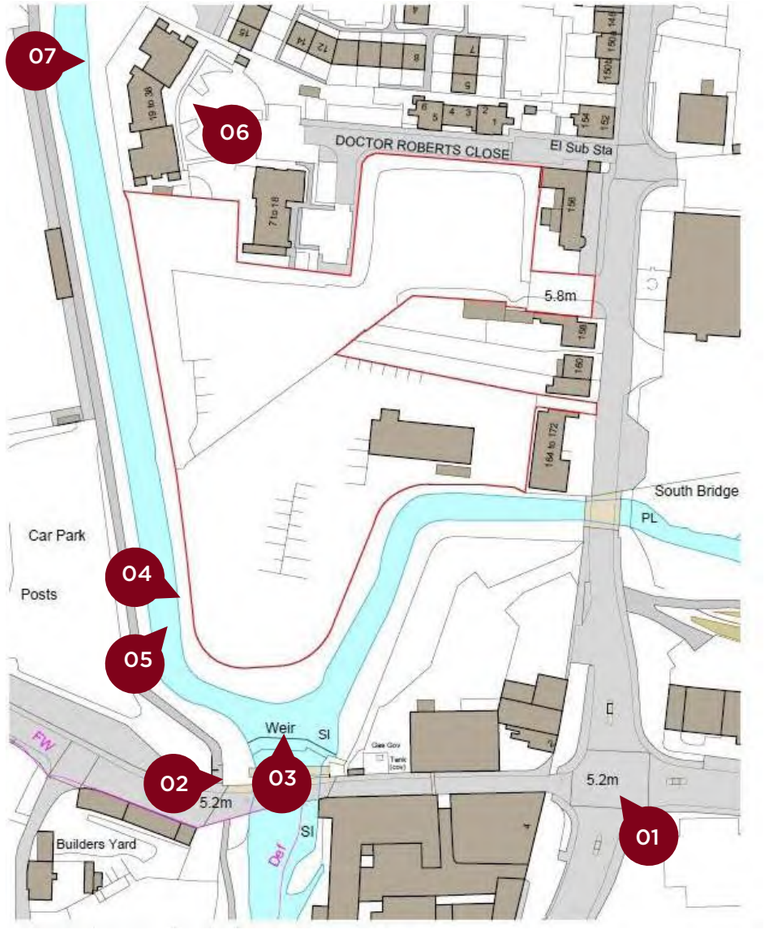



Photo Location






## 2.6 Wider Context Photographs

The below images illustrate wider context and include photographs taken along South Street and of developments similarly positioned to The Site - away from the main road, with connections to River Brit.

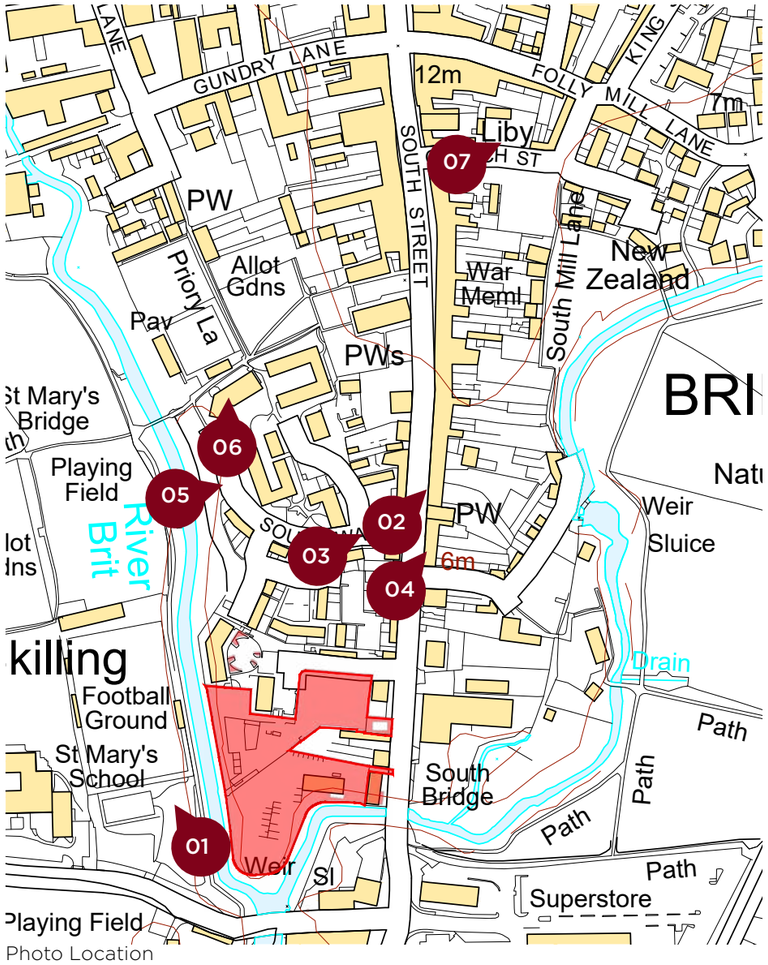



Photo Location


Coursed rubble stone properties, with stone and brick detailing in between brick properties.


Mixture of brick and concrete tiles used on more modern properties facing the river.


Coursed rubble stone properties, with stone and brick detailing in between brick properties.


Mixture of brick, render, slate and concrete tiles used on more modern properties in the area to the back of the South Street.


Large tarmac area of the football club car park.


Natural colour and painted render finish used along brick chimneys and slate roofs.

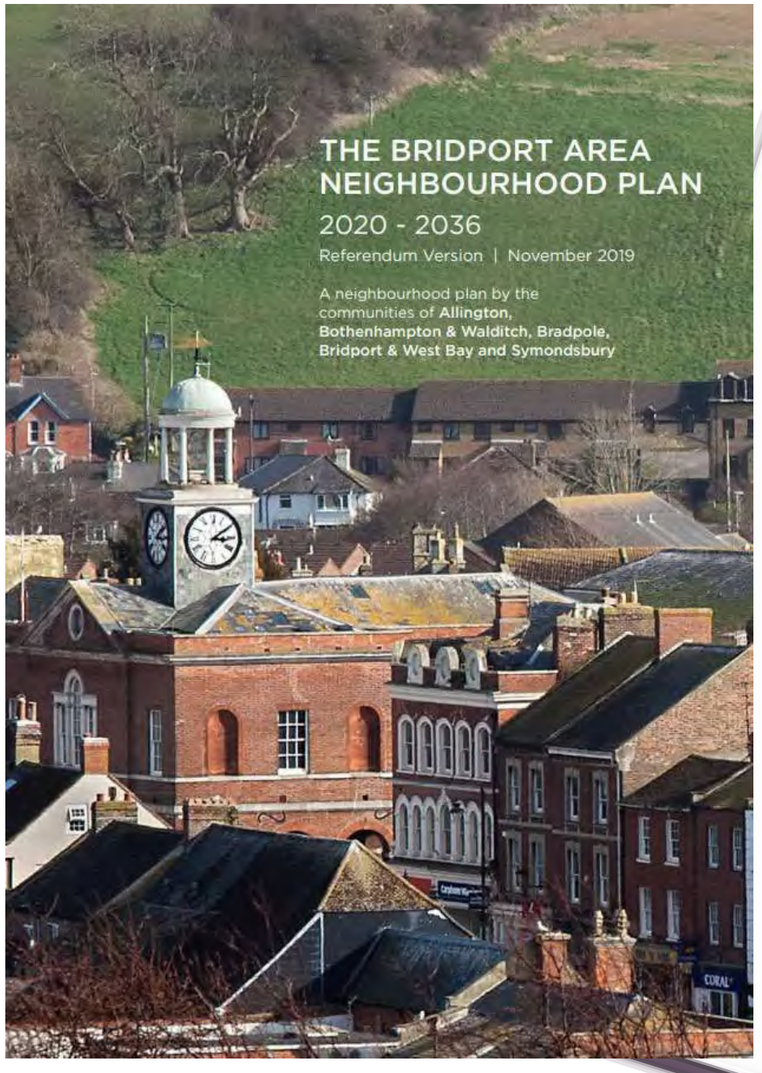

Red brick with stone detailing in between coursed stone properties.

## 2.7 Planning Policy

West Dorset forms part of the Dorset Council Unitary Authority, which had formed with East Dorset District Council, Purbeck District Council, North Dorset District Council and Weymouth and Portland Borough Council in 2019.

Dorset Council are preparing a District-wide Local Plan, however until its adoption the adopted development framework of the now dissolved West Dorset District Council must be accorded with. This comprises of -

- West Dorset, Weymouth and Portland Local Plan (adopted in 2015).
- Bridport Neighbourhood Plan (adopted in May 2020)





### West Dorset, Weymouth & Portland Local Plan (2015)

The relevant policies within the West Dorset, Weymouth and Portland Local Plan (2015) in relation to the redevelopment to older persons housing on this site are listed below -

- INT1 (Presumption in Favour of Sustainable Development)
- ENV4 (Heritage Assets)
- ENV5 (Flood Risk)
- ENV10 (The Landscape and Townscape Setting)
- ENV11 (The Pattern of Streets and Spaces)
- ENV12 (The Design and Positioning of Buildings)
- ENV15 (Efficient and Appropriate Use of Land)
- ENV16 (Amenity)
- SUS1 (The Level of Economic and Housing Growth)
- SUS2 (Distribution of Development)
- ECON3 (Protection of Other Employment Sites)
- HOUS1 (Affordable Housing)
- COM7 (Creating a Safe and Efficient Transport Network)
- COM9 (Parking Standards in New Developments)

## 2.8 Planning Policy

**ECON3 – Protection of Other Employment Sites**

Given the current use of the site, policy ECON3 must be considered. The policy identifies the redevelopment of existing employment sites to non-employment uses will be permitted where it will not prejudice the efficient and effective use of the remainder of the employment area and:

1. The present (or where vacant or derelict, the previous) use causes significant harm to the character or amenities of the surrounding area and it has been demonstrated that no other appropriate viable alternative employment uses could be attracted to the site; or
2. A substantial over-supply of suitable alternative employment sites is locally available; or
3. Redevelopment of the site would offer important community benefits or no significant loss of jobs / potential jobs.

The site in its current form has limited suitability for a new employment use due to the on-site building being in a state of disrepair. Similarly, the site is surrounding by residential properties (including multiple Grade II listed buildings) and therefore a new employment use has the potential to cause significant conflict to the character and amenities of the surrounding area and residential neighbours. As such, the redevelopment of this site to older persons housing (Use Class C3) would accord with point 1 of Policy ECON3.

In addition to the above, the proposal would also comply with point 3 of the policy in the fact that retirement living, and its potential future occupants would bring a host of social and economic benefits to the local community. As identified in the pre-application letter accompanying this Design Pack, future occupants of a Churchill Living development are basket shoppers who access the town centre on a daily basis. This has been shown to generate a spending of approximately £578,000 (for a 75-unit scheme similar to this proposal) being directly spent on the High Street.

Therefore, it is recognised that the future use of this site is not considered appropriate for employment uses and its redevelopment to older persons housing would bring numerous benefits, including redevelopment of an underused brownfield site, economic and social benefits. Subsequently, residential development is considered to be an appropriate re-use of the site.

**Bridport Neighbourhood Plan (2020)**

The relevant policies within the Bridport Neighbourhood Plan (2020) in relation to the redevelopment to older persons housing on this site are listed below:

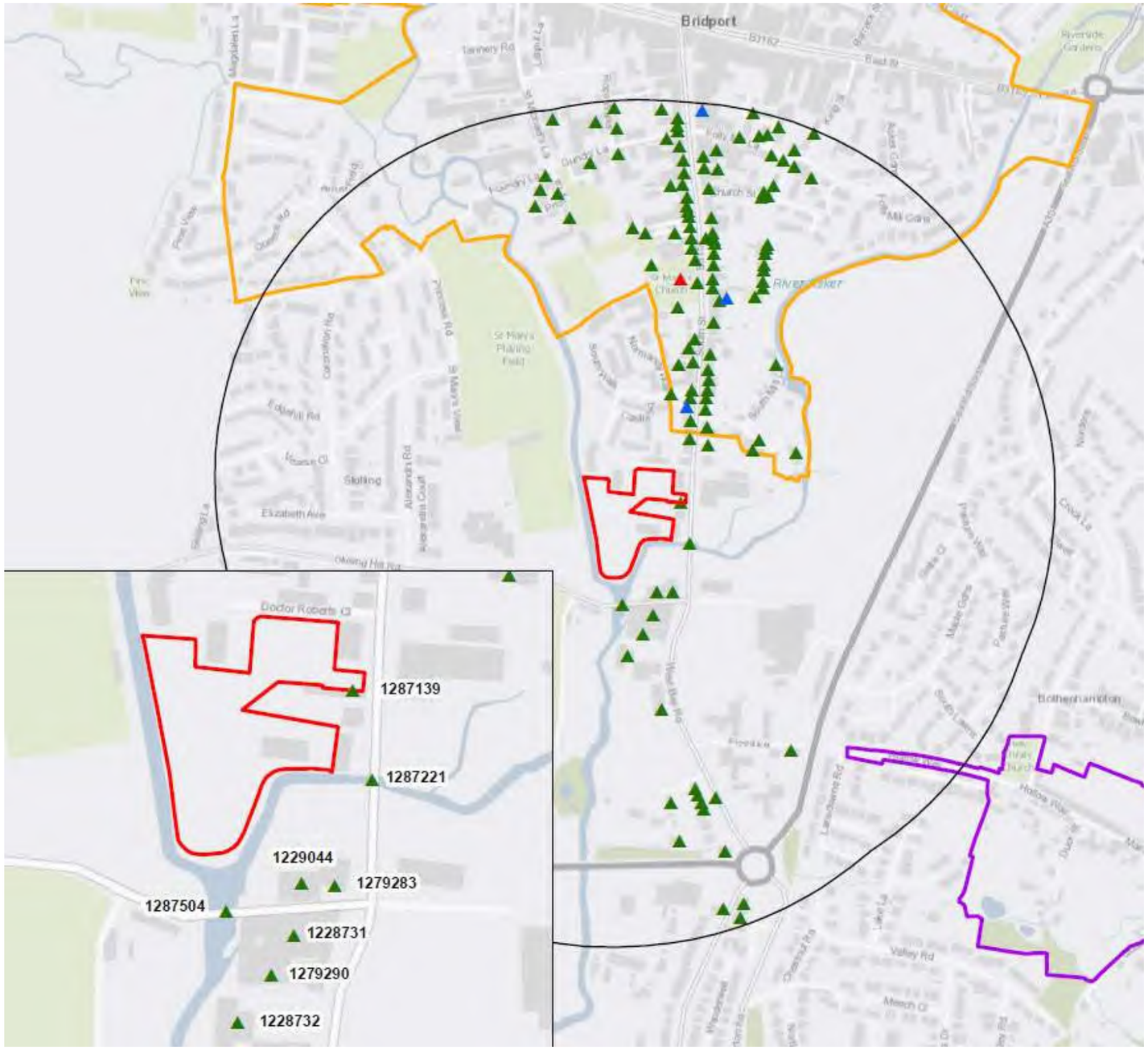
- Policy CC2 (Energy and Carbon Emissions)
- Policy CC3 (Energy Generation to Offset Predicted Carbon Emissions)
- Policy H1 (General Affordable Housing Policy)
- Policy H4 (Housing Mix & Balanced Community)
- Policy H5 (Retirement Living Development)
- Policy L2 (Biodiversity)
- Policy COB1 (Development in the Centre of Bridport)
- Policy D4 (Mix of Uses)
- Policy D5 (Efficient Use of Land)
- Policy D8 (Contributing to the Local Character)
- Policy D12 (HAPPI (Housing our Ageing Population: Panel for Innovation) Principles.

**Principle of Development**

The site, located within close proximity to the Bridport town centre, is currently considered to be an unattractive, underutilised brownfield site in a highly sustainable location. The site also falls in close proximity to the Bridport Conservation Area and is considered to be generating a negative impact to its setting and subsequent surrounding designated heritage assets.

As such, this proposal seeks to sensitively redevelop this site by delivering age restricted residential housing. The redevelopment will provide much needed 1- and 2-bedroom apartments, as well as retirement cottages, of which there is a significant need for this type of housing in the district. Furthermore, the redevelopment of this site to older persons housing will benefit the wider housing market by freeing up family housing elsewhere in the district. Therefore, the site has been considered to be in a sustainable location for specialist accommodation for older persons.

## 2.9 Heritage and Conservation




Heritage Assets Map- extract from Heritage assessment (not to scale)

There are no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within 500m of the Site.

**Listed Buildings**

As illustrated, there are a total of 120 Listed Buildings within 500 m of the Site. These comprise one Grade I, three Grade II* and 116 Grade II Listed Buildings. The majority of these lie within Bridport Conservation Area.

Within close proximity to the Site lie the following Grade II Listed Buildings:

- 158 South Street (National Heritage List for England (NHLE: 1287139) which is located immediately adjacent to the boundary of the Site;
- South Bridge (NHLE: 1287221) which lies circa. 30 m east of the Site;
- Bridgeport Old Brewery, Maltings, Former Mineral Water Plant and Cottages over 50m south/south east of the Site (NHLE: 1228731, 1228732, 1229044 AND 1279290);
- 2 West Bay Road circa. 70m south/south east of the Site (NHLE: 1279283); and,
- Bridge over the River Brit circa. 40m to the south (NHLE: 1279283).

**Conservation Areas**

The site lays outside of Bridport Conservation Area, which is located c. 50m north of the Site and outside of Bothenhampton Conservation Area located circa. 370m south east of the Site.

KEY

- Site
- Study Area
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Bothenhampton Conservation Area
- Bridport Conservation Area

## 2.10 Building Height


**1-1.5 Storey height or equivalent**

**2 Storey height or equivalent**

**2.5-3.5 Storey height or equivalent**

**Building Heights**

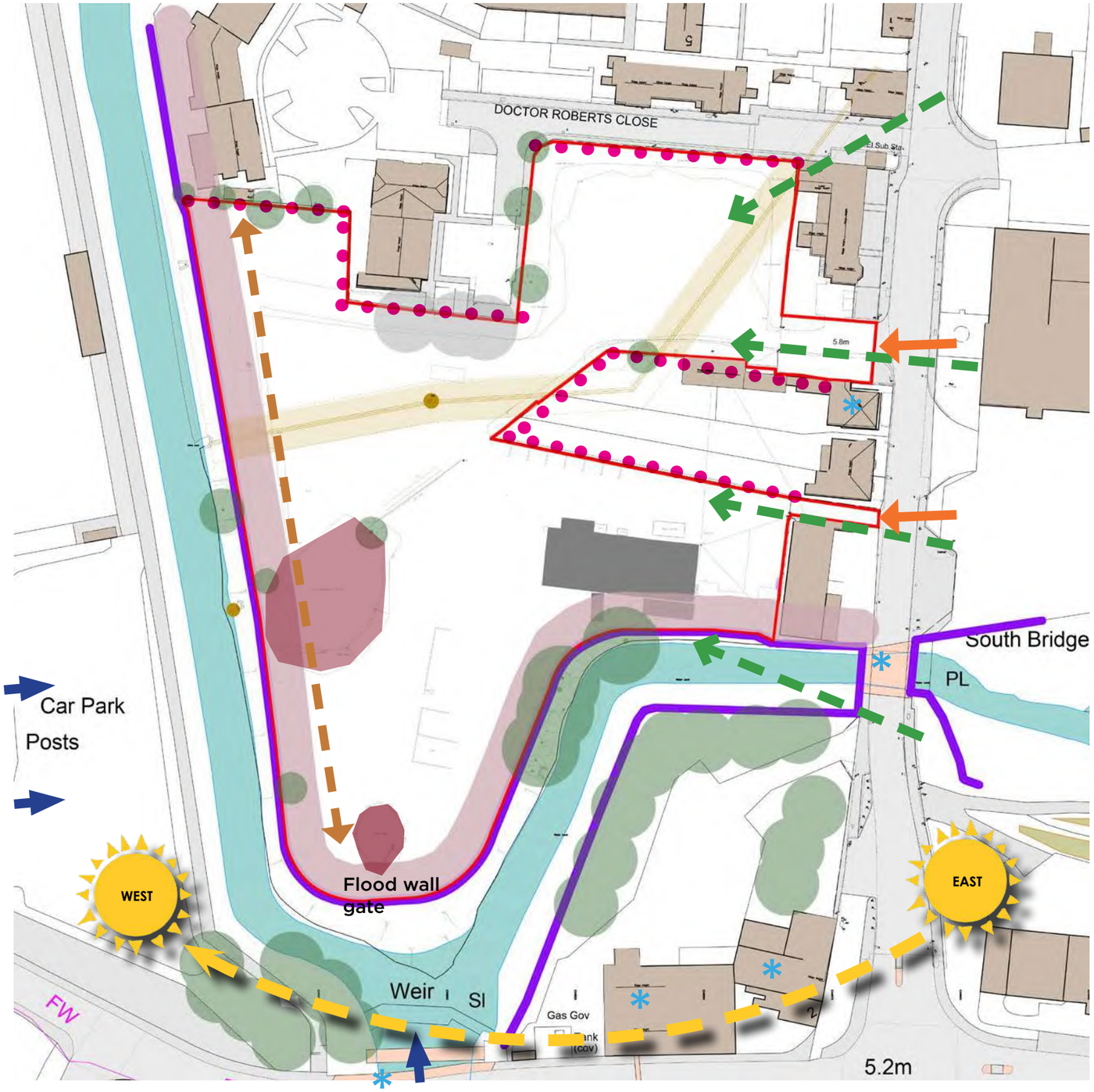
Building Heights  within the area range from 1-3 storey with lower heights 1-2 along the South Street and West Bay Road, and higher 2.5-3 storey buildings along the River Brit.

Old Brewery buildings are a dominant element in the area as demonstrated below.


Aerial view

View of the Old Brewery form the bridge.

## 2.11 Site Constraints




- Site
- Existing vehicular / pedestrian accesses
- Primary frontage (unrestricted views into / out of site)
- Secondary frontage (Glimpses into / out of site)
- Boundaries shared with neighbouring residential properties
- Key views
- Existing trees
- Existing buildings on site
- Heaps of soil mixed with discarded materials and vehicles
- Sewer overflow with easement
- Listed Buildings
- Flood defence wall

Easement along the flood defence wall is required by the Environment Agency (EA) for repair and maintenance, restricting development area and impacting on soft and hard landscape proposal.

Access for heavy vehicles and machinery to the flood wall gate requirements impacting on layout and specification of hard surfaces.

The site is adjacent to the River Brit and lies within Flood zones 2 and 3. The finished floor level is to be set at AOD 6.7m, so raised from 0.2m to 1.8m above current ground level.

Irregular shape site that slopes down from North to South.

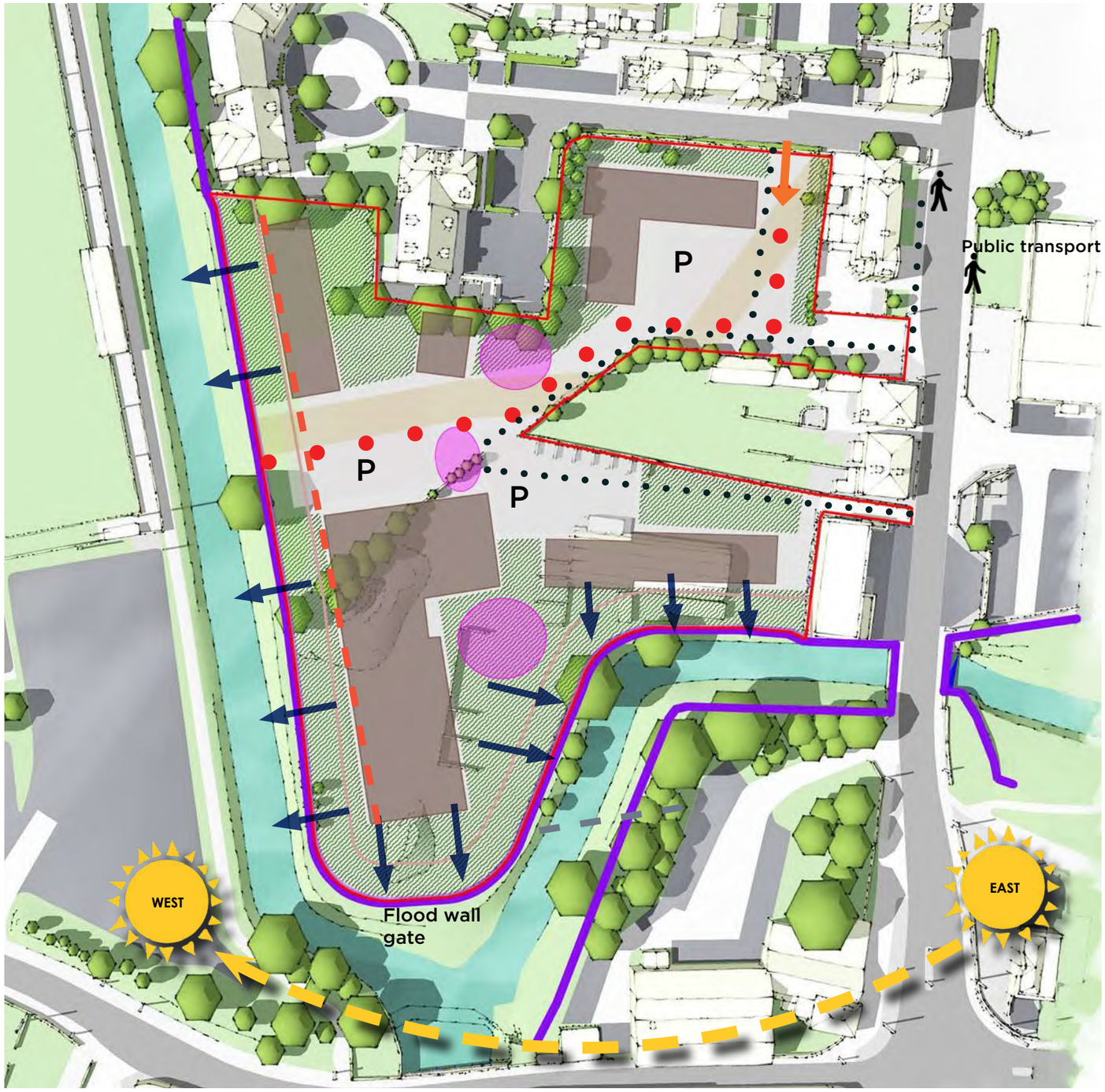
High risk of contamination identified by Desk Study Report by Crossfield Consulting due to former Gas Works on the Hanson site.

Combined sewer overflow requires a 7.8m easement (3.9m either side of the centre line).

Majority of the site covered with gravel and concrete to allow storage of aggregates and other building materials.

Existing accesses with restricted visibility splays.

## 2.12 Site Opportunities




- Site
- Short walking proximity to public transport
- New vehicular access with better visibility splay
- Potential footprint
- Potential vehicular movement along the route of sewer overflow
- Potential pedestrian links
- Communal amenity areas
- P — Potential car parking
- Improved soft landscaping and biodiversity
- Potential streetscene improvement
- Attractive views
- Improved access to flood wall

Site close to Bridport Town Centre and within walking distance to amenities.

Site benefits from attractive views of the river and Listed buildings and surrounding hills in the distance.

Opportunity to improve biodiversity and increase soft landscaping.

Improved views by the removal of unattractive heaps of materials and rusting vehicles.

Reduce risk of contamination getting into the River Brit.

Enhance the setting of Listed Buildings.

Maximise potential of this underused site within Bridport.

Provision of much needed retirement accommodation within a sustainable area, on a brownfield site.

Other benefits that relate to retirement homes - social, economical and environmental (further information on page 6).

*"A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including the layout (or masterplan); the form and scale of buildings; their appearance; landscape; materials; and their detailing."*

National Design Guide Paragraph 21

## 3.1 Initial Proposals - Pre-application


**The initial layout consists of the following features -**

- New vehicular access from the northern corner of the site off the Doctor Roberts Close.
- The internal vehicular route forms a spine of the proposal providing access to the properties, parking areas and to the flood wall. The rest of the access route leading to the flood gate is proposed to be permeable and allow planting (i.e. a heavy-duty Grasscrete)
- Parking located in the centre of the site to minimise its visual impact and the use of hard landscape surfacing.
- Pedestrian access encouraged by the improved existing site accesses and formation of the link to the Doctor Roberts Close.
- Buildings aesthetic influenced by traditional historic and newer development in the area.
- Amenity gardens and terraces for the residents, accessed from the building and footpaths.
- Secure, monitored main entrance adjacent to the car park.
- Good separation distances to all boundaries, with overlooking reduced to a minimum. North-western cottages designed to avoid overlooking.
- Layout respects existing roads.
- Scale of the proposals respects existing adjacent properties.
- Ground Floor level is set at +6.70m AOD.

The site layout and careful positioning of the buildings responds to the urban grain and the public realm, whilst maintaining a safe and secure amenity for residents.

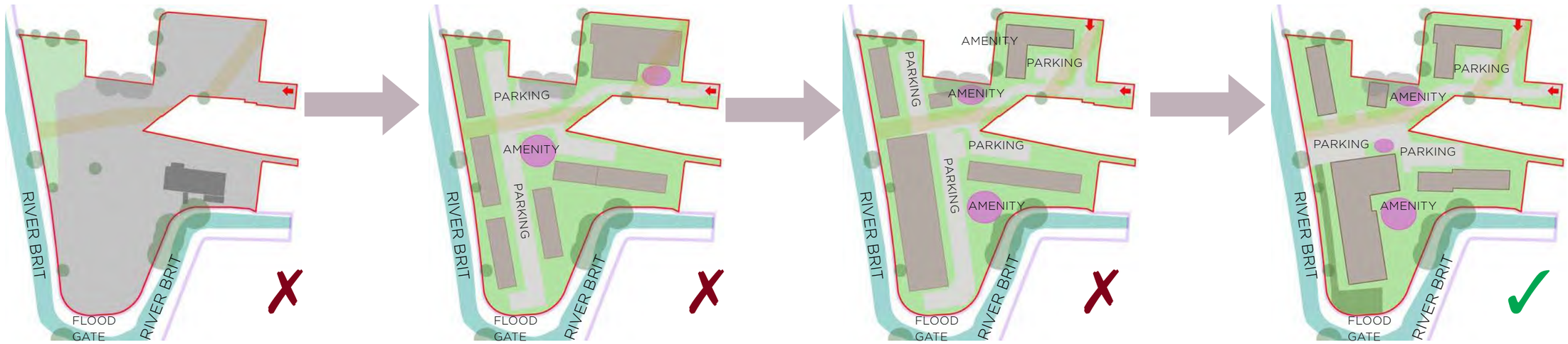
The proposed 1.5-2 storey cottages, despite being set on a raised platform due to potential flooding, reflect the height of the neighbouring buildings.

Their disposition ensures that privacy and daylight of existing properties isn't affected.

The scale of the main building is proposed to be 2.5-3 storeys and it is positioned in the centre of the site, further away from existing residential properties, so only glimpsed views of it will be available form South Street.

## 3.2 Building and Parking Disposition

As part of the exploration to find the most suitable urban solution for the site, studies were undertaken to ascertain the most appropriate building footprints on the site, and the best location for car parking and amenity areas around the buildings.




### Existing site

- ✗ Unattractive buildings and materials storage impacting setting of Listed Buildings and distant views from Skilling Hill Road
- ✗ Underused site within Bridport
- ✗ Lack of natural surveillance
- ✗ Contamination from the site potentially getting into the river
- ✗ Restricted access to some parts of the flood wall
- ✗ Materials stored next to flood wall - potential for wall damage

### Main Block next to site entrance and Cottages to the rear of the site.

- ✓ Entrance to the building visible from site access
- ✓ Pedestrian access and links improved
- ✓ Good natural surveillance
- ✗ Building over existing sewer overflow
- ✗ Parking for apartments away from main entrance
- ✗ Small amenity area, insufficient for whole development
- ✗ A 2.5-3 storey block close to Listed Buildings and existing residential properties.
- ✗ Insufficient visibility splay

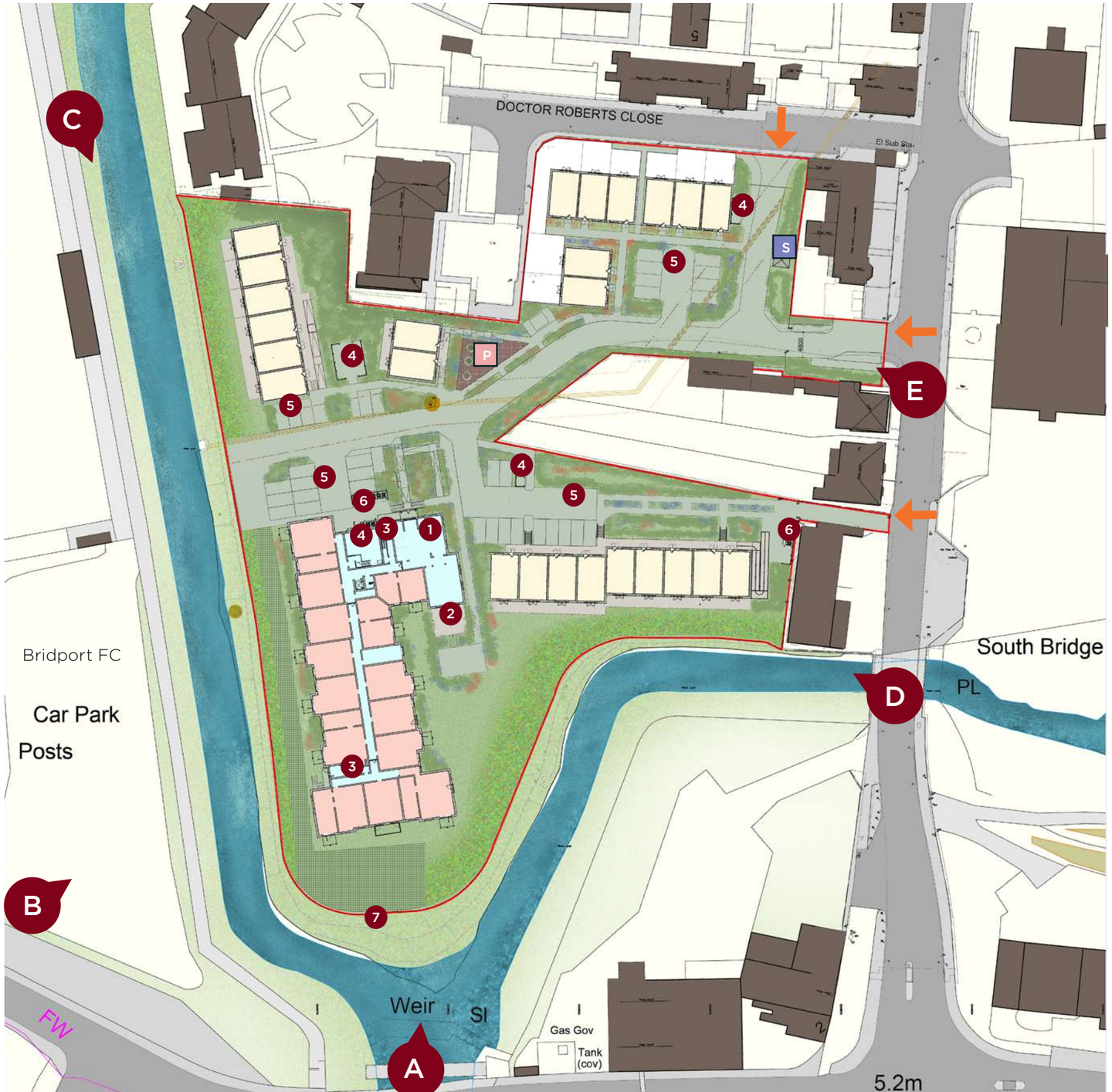
### Main block along River Brit with vehicular route in the centre, cottages in the north corner.

- ✓ Entrance to the building visible from the main vehicular route
- ✓ Pedestrian access and links improved
- ✓ Good natural surveillance
- ✓ Car park and amenity area close to main building for easy access
- ✗ Proposed buildings and balconies restricting access to flood wall.
- ✗ Soft landscaped areas divided by the access route to the flood wall gate
- ✗ Building footprint very elongated and could look out of place viewed from Skilling Hill Road

### Reduced footprint block and increased soft landscaping - Current Design.

- ✓ Entrance to the building visible from the main vehicular route
- ✓ Pedestrian access and links improved
- ✓ Good natural surveillance
- ✓ Car park and amenity area close to main building for easy access
- ✓ Attractive soft landscaped areas maximised improving biodiversity and setting of Listed Buildings
- ✓ Building footprint reduced and moved away from flood wall.
- ✓ Car parking optimised and located in the centre of the site minimising the visual impact

## 3.3 Access and Movement




- SITE entrance points (vehicular and pedestrian)
- Apartments
- Cottages
- Communal / Circulation
- 1 Main entrance to reception, office and Owners' Lounge
- 2 Owners' Lounge patio
- 3 Fire fighting stair within 18m of highway/furthest point of building within 45m of dry riser outlet
- 4 Refuse store
- 5 Parking spaces
- 6 Buggy store
- 7 Flood Wall gate
- Existing Overflow sewer and easement
- P Communal Piazza
- S Substation

- A View A is shown on **page 27**, and is taken from over the River Brit and the Bridge, next to the Bridgeport Old Brewery.
- B View B is shown on **page 27**, and is taken from the entrance to Bridport FC Club car park to show the relationship between the proposal in a wider context, from the most exposing view point.
- C View C shown on **page 27** and is a view looking in a Southern direction from footpath along the river
- D View D is shown on **page 28**, and is taken from the South Bridge to show the relationship between the proposal and the existing development fronting South Street.
- E View E is shown on **page 28**, and is taken from South Street and show the relationship between the proposal and the two buildings flanking the existing site access.

## 3.4 Proposed Views

View A - Shows the proposal from a viewpoint over the River Brit and the Bridge, next to the Bridgeport Old Brewery.

View C - Shows the proposal looking in a Southern direction from the footpath along the river Brit, next to existing development at Doctor Roberts Close.

View B - Shows the proposal I from the entrance to Bridport FC Club car park to show the relationship between the proposal in a wider context, from the most exposing view point.

View G is taken from the centre of the site and shows proposed cottages, amenity areas and the main building.

## 3.5 Proposed Views

Views D - Show the proposal from the South Bridge to show the relationship between the proposal and the existing development fronting South Street..

View E is taken from South Street and show the relationship between the proposal and the two buildings flanking the existing site access.

View F is taken from proposed path next to the Listed Building 158 South Street and shows the proposed cottages with associated parking.

*".....Significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents....."*

National Planning Policy Framework Paragraph 139

# 4 CONSULTATIONS

## 4.1 Public Consultation

*"Design quality should be considered throughout the evolution and assessment of individual proposals. ..... Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."*

National Planning Policy Framework Paragraph 137.

An online public consultation was held between Monday 4th March - Sunday 17th March 2024, and it included the proposal presented in the section 3 of this statement.

Full feedback from this consultation will be provided by DevComms as part of this application in the form of a Statement of Community Involvement. The conclusion section is available below


Screen shot of the virtual online Consultation room

**Conclusion**

In order to ensure that the local community was fully briefed and provided with an opportunity to comment on the plans, a detailed public engagement was carried out.

The consultation included a consultation invite mailing to local residents and a project specific website, accessible 24/7. A project phone line and email address were also made available so that all relevant stakeholders were able to provide feedback and ask questions.

Consultation invites were sent to 234 residential and business addresses in the local area and the consultation was promoted via the local press.

During the consultation dates, the dedicated project website garnered a total of 458 views from 71 different users. On average each user viewed the for 5 minutes 41 seconds.

Eleven responses were received through the project website. The following section provides a breakdown of the responses received to each question of the feedback form.

Given the breadth of the publication of the consultation to the community and the level of online traffic to the project website, the limited level of feedback suggests that the proposed redevelopment is not contentious. It also suggests that neighbours are unconcerned by the proposed design, as the majority of website viewers did not feel the need to provide comments.

The feedback received identified the following broad views:

- ·The majority of respondents recognised that the benefits arising from purpose-built homes for older people to local health services and the NHS were important.
- ·The benefits for local businesses in terms of local expenditure increases arising from purpose-built homes for older people was recognised by the majority of respondents.
- ·The most common response was to support the principle of development with five respondents confirming support for the principle of redeveloping this brownfield site for retirement housing.

The feedback relating to the design of the proposed development returned a mix of views with some detailed comments raised by people interested in moving into the development in the future and by those concern about:

- The adequacy of existing local healthcare services.
- The need for more affordable housing for younger people in Bridport.
- Site access and possibility for congestion.
- Regarding possibility of flood risk

The detailed comments received were collated and analysed in order to understand the main areas of interest arising from the consultation. Responses covering the key planning related and most frequently raised issues are provided within this document.

Going forward Churchill Living is committed to continuing to engage with the local community and to work together to resolve concerns as far as possible.

## 4.2 Planning Officer's Comments

Information included within the sections 2 and 3 of this statement formed the pre-application submission.

On 2nd April 2024, Planning Issues received initial comments on the Pre-application Statement for this project.

Comments received regarding the design of the proposals were as follows :

### Principle of Development

Acknowledged that the site was 'under utilised' but the loss of potential employment would require justification regardless of the appropriateness of the site for housing.

### Flood Risk

The majority of the site is identified within Flood Zones 2 and 3. Proposals must demonstrate flood mitigation / avoidance measures.

### The Sequential Test

The proposals must also be able to demonstrate that there are no smaller and more reality available sites in the settlement for development.

### Contamination

The site is located adjacent to / on the site of a former Gas Works, therefore a strategy is required to mitigate this issue.

### Design and Heritage Assets

The officer expressed reservations regarding the height and length of the retirement building. The officer also noted that the cottages should reference the terraced properties nearby.

### Amenity

Any development should comply with the space standards set out in policy HOUS4 for external amenity (20%).

Dorset County Council's County Hall, Colliton Park

### AONB

It is considered that although sited within the Dorset Area AONB, it will 'probably not harm the area'.

### Highway Safety

DCC Highways to provide comment separately.

Parking numbers fro the retirement block to be justified and parking for the cottages to comply with the Council's Parking SPD.

### Drainage

Design to be developed further before comment can be passed.

### Biodiversity

An Ecological Survey and Biodiversity Mitigation Plan are required.

### Affordable Housing

Local Plan HOUS1 states that affordable housing should be provided on-site, minimum requirement of 35%.

### Conclusion

Key constraints to a successful application (at this time) are the location of the site within Flood Zones 2 & 3 and the issue of contaminated land.

*“Well-designed places and buildings are visually attractive and aim to delight their occupants and passers-by. They cater for a diverse range of residents and other users. All design approaches and architectural styles are visually attractive when designed well.”*

National Design Guide Paragraph 54

# 5 PROPOSED DESIGN

## 5.1 Proposed Site Layout

The Application proposal is to demolish existing buildings and redevelop the site to provide a new retirement community for Churchill Living.

The scheme offers:

- 25 cottages and 48 apartments including 30% of 2 bed apartments
- communal areas including owners lounge and coffee bar with access to external amenity
- integrated refuse store
- buggy/cycle store
- parking with turning areas - 17 parking spaces for the 48 retirement flats and 18 spaces for the 25 cottages

The Site and its setting have been appraised with regard to technical constraints, policy guidance and the surrounding heritage assets. The proposal represents a careful design response to this challenging site that addresses the following issues:

### Highway safety and parking

New vehicular access arrangements are proposed to ensure safe access and egress to the site.

The proposed parking ratio of 0.48 spaces/ unit is higher than Churchill average provision (0.32spaces/unit). The accompanying Transport Statement demonstrates that this provision will satisfy the demand for on-site parking based on the demographic of Churchill's developments and accessibility of the site, whilst mitigating the risk of any overspill onto the public highway.

### Flooding

The site benefits from the flood wall protection and therefore a zone, allowing EA access for maintenance, is provided including a turning area next to the flood gate.

The proposed design allows for the water to flood the space under the 3 raised buildings, to ensure that the proposal doesn't adversely impact other properties in the area.

Raised FFL have been set at 6.7m AOD for the apartments and 6.4m AOD for the cottages.

All flood mitigation / avoidance measures are demonstrated within the accompanying Flood Risk Report together with The Sequential Test.

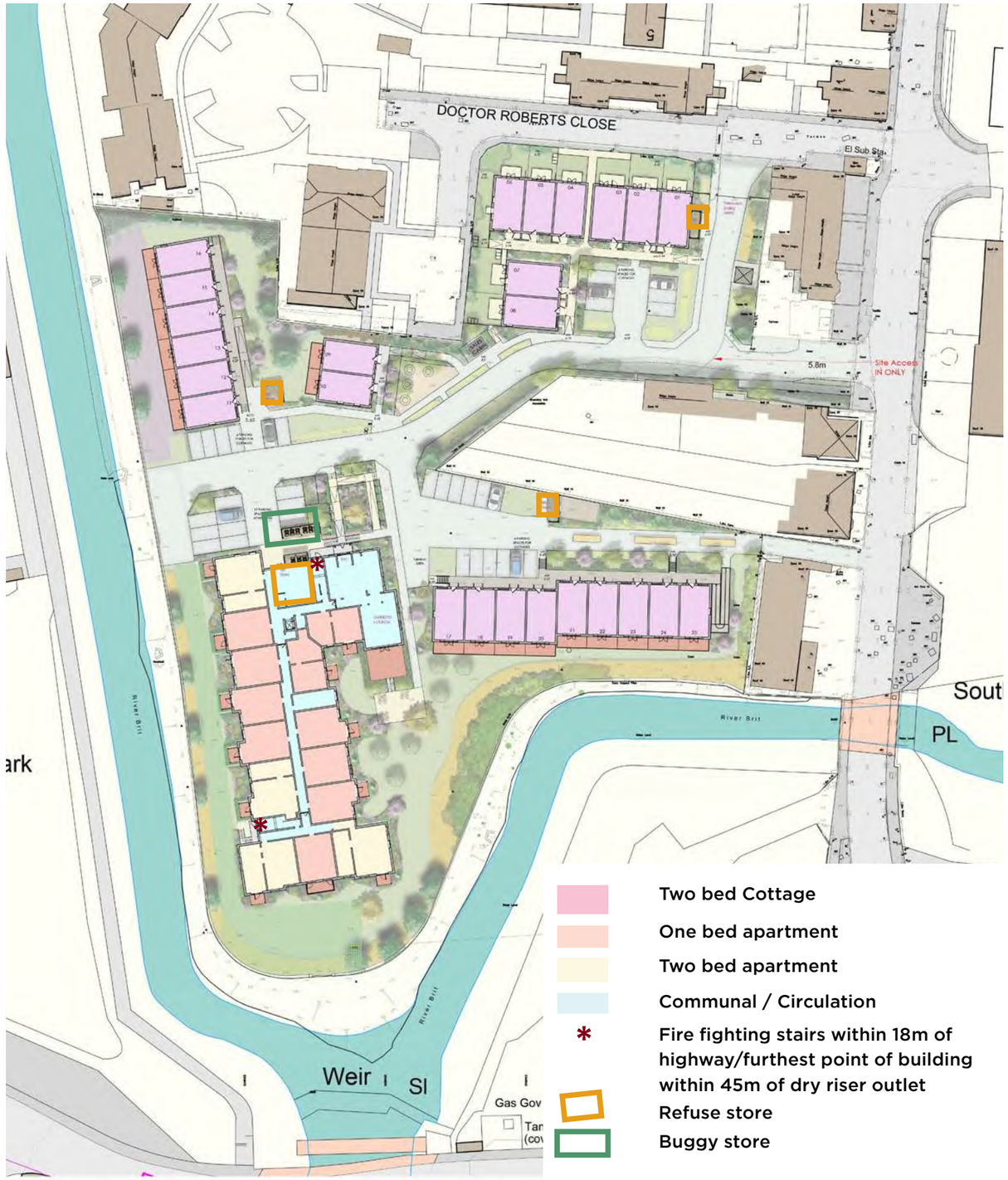
### Amenity

All proposed units comply with the space standards and all benefit from a range of external amenity areas. Cottages within a higher ground area are provided with private gardens and patios, while the raised cottage blocks and the apartments are provided with balconies and raised terraces.

In addition to private external amenity there are communal areas for the use of all future residents. These include the raised terrace connected to the owners lounge and a more secluded amenity area at ground level in the centre of the landscaped grounds.

### Contamination

Extensive checks and investigations have been done to establish the expected contamination present on site to inform required remediation works. Detailed report is accompanying the application and sets strategy required to mitigate this issue.



## 5.2 Proposed Landscape Plan

*"Well-designed developments include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level."* National Design Guide Paragraph 98

**Design Parameters and Landscape Strategy**. The site is to be cleared with existing buildings demolished and existing vegetation on the boundaries retained and protected. The site will be redeveloped into retirement living community including apartments and cottages.

A proposed landscape ecological corridor of wild-flower meadow, native trees and sub canopy/native buffer planting will enhance the natural screening between the proposed and existing developments as well as the watercourse line to the south. Constraints including existing service easements and engineering features have been considered and further allowed for at the detailed design stage. Overall, the proposed landscape design is at a domestic scale, creating homely spaces which allow for small social gatherings and quieter contemplative resting places.

The inclusion of ornamental trees will add visual appeal to the garden areas and link the scale from the buildings to the garden shrub planting. Elements of herbaceous planting will be proposed throughout the scheme for seasonal interest. Bat and Bird boxes could be integrated into the building. Hard landscape treatments will complement the built form with buff paving.

**Amenity.** The proposal includes for private amenity in the form of balconies, patios with a further shared amenity in the form of communal outdoor space including an elevated terrace in front of the owners lounge and another outdoor space at the ground level. The proposal offers a high-quality communal space enabling residents to meet and socialise in a variety of indoor and outdoor locations.

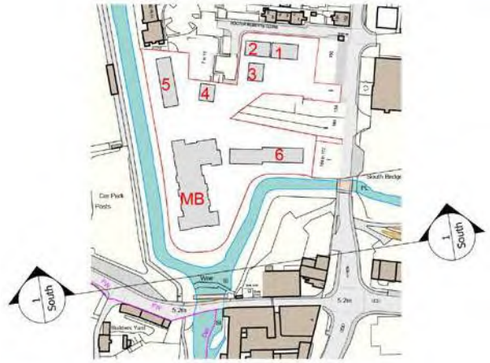
**Planting palette/philosophy**

- Screening - compact canopy native trees such as Acer campestre 'Streetwise' provide visual mitigation screening, supplemented by evergreen native hedging and shrub planting;
- An ecological area - existing and proposed native trees along on the South/East and West boundaries underplanted by native planting and ground cover shrub planting, will provide refuge for local fauna. Windflower meadow and species reach grassland will enhance the existing habitat and improve biodiversity.
- Amenity spaces - planting style more formal with seasonal interest and a strong year round evergreen presence. Use of ornamental hedging and topiary specimens will offer instant impact and cohesive structure to the planting beds.

## 5.3 Proposed Contextual Elevations and views

**Proposed South Elevation**

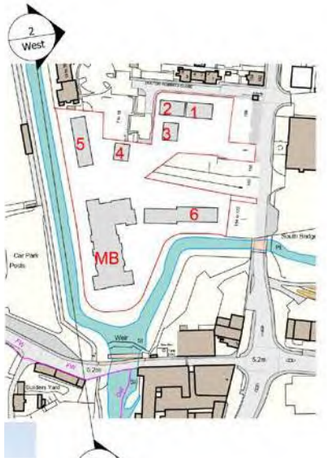
The main block is proposed to be a 2.5-3 storey building arranged along a north-south axis through the centre of the site addressing the River Brit frontage and the bridge.




**View A** View looking north from Palmers Brewery

## 5.3 Proposed Contextual Elevations and views.

**Proposed West Elevations -** have been broken up by recesses, use of darker brick together with lowering of the roofs.




Proposed View shows the proposal next to the entrance to Bridport FC Club car park to show the relationship between the proposal in a wider context, from the most exposing view point.

## 5.3 Proposed Contextual Elevations and views

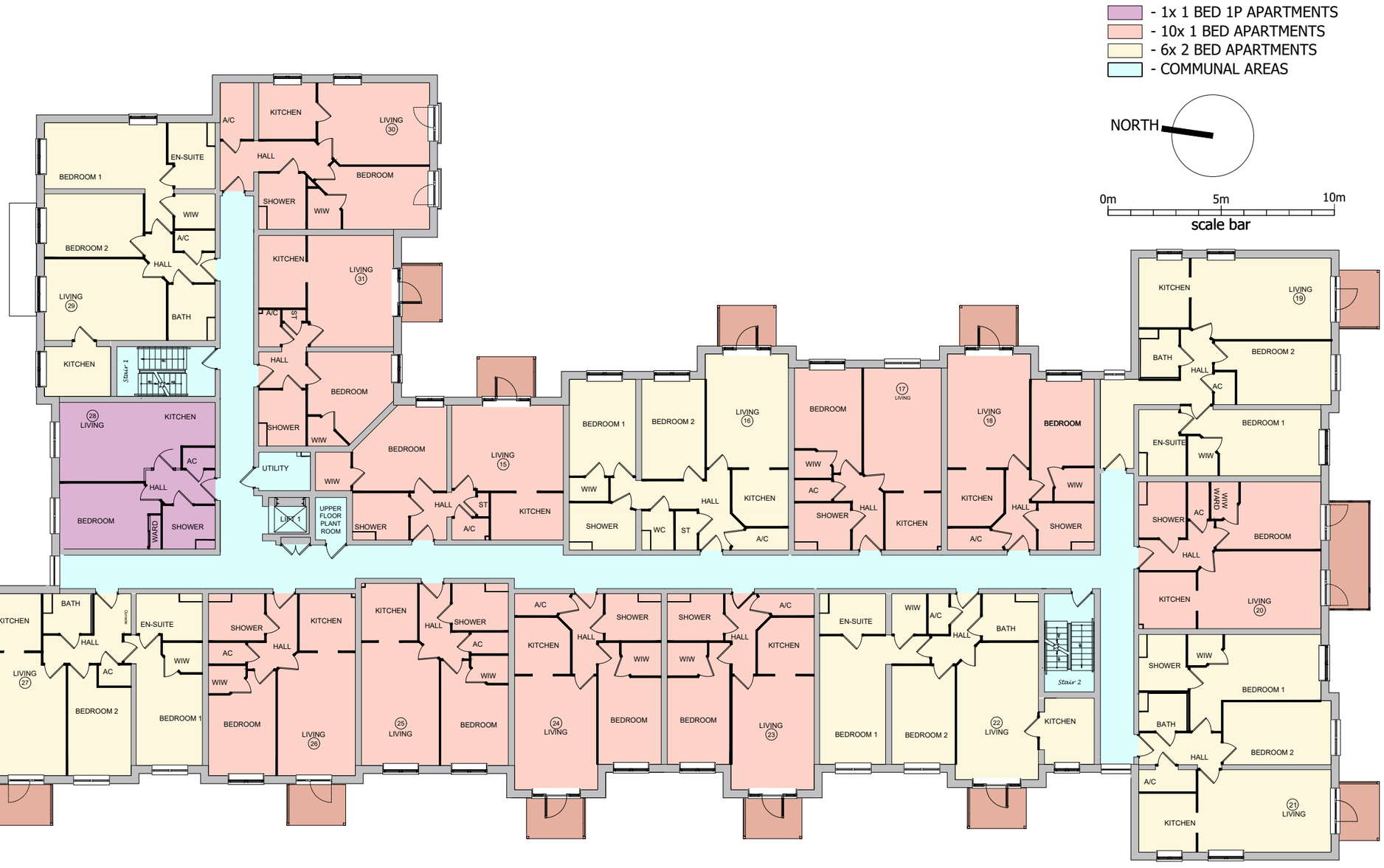
**Proposed East Elevation/section** cuts through the communal amenity areas and show the proposed apartment block and one of the cottage blocks in relation to the no 4 Skilling Hill Road (part of Palmers Brewery) as well as the neighbouring buildings at Dr Roberts Close.

**Proposed North Elevation/section -** cuts through the no 160 South Street and shows that the eaves of the proposed cottages, despite the raised FFL, are lower than the existing buildings. The image also reveals that the outline of the Palmers Brewery building is clearly visible over the roof of the proposed cottages and the apartment block.

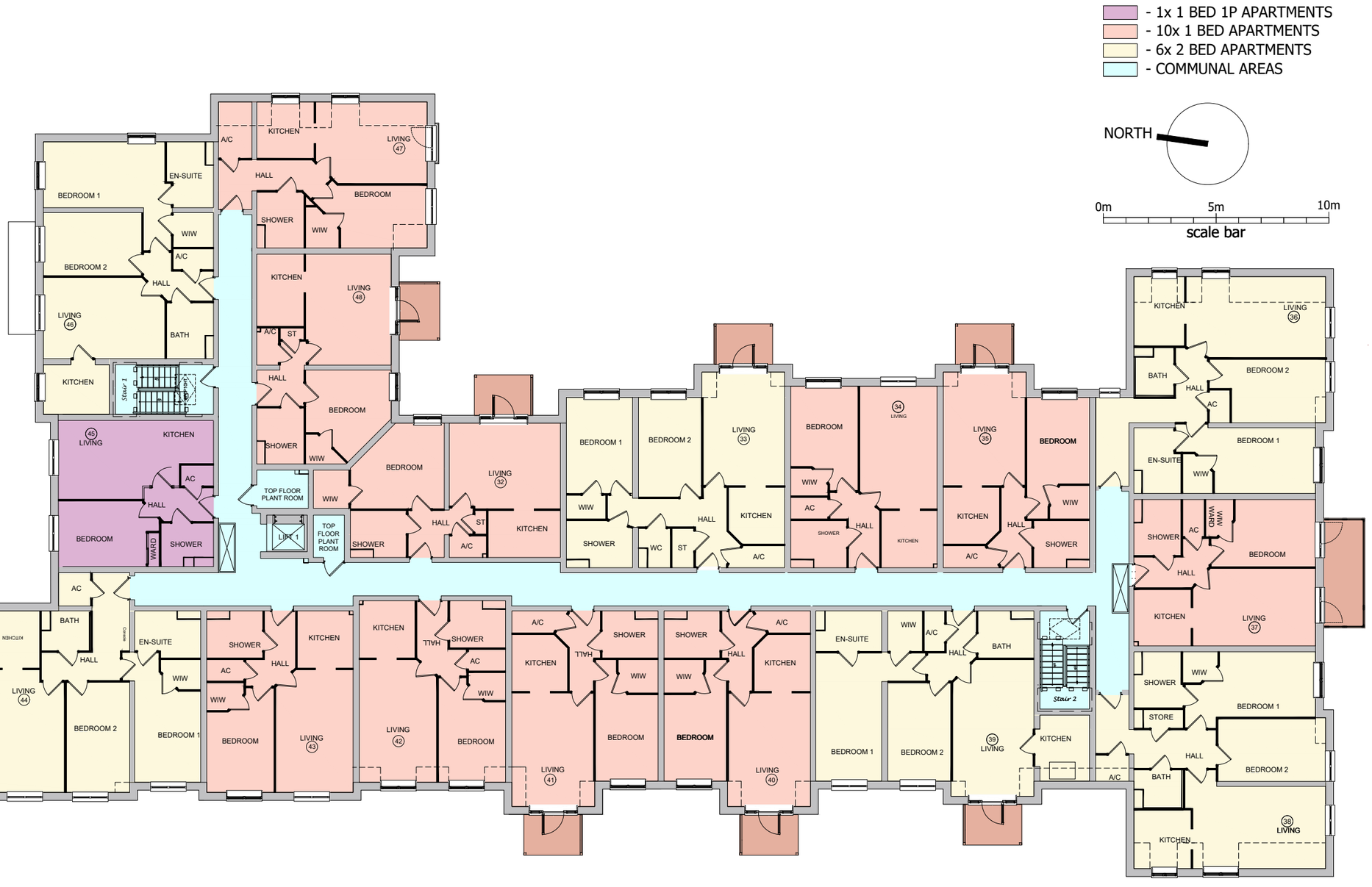
The above views D1 and D2 - Show the proposal from the South Bridge to show the relationship between the proposal and the existing development fronting South Street.

## 5.4 Proposed Apartment Building - Ground Floor Plan

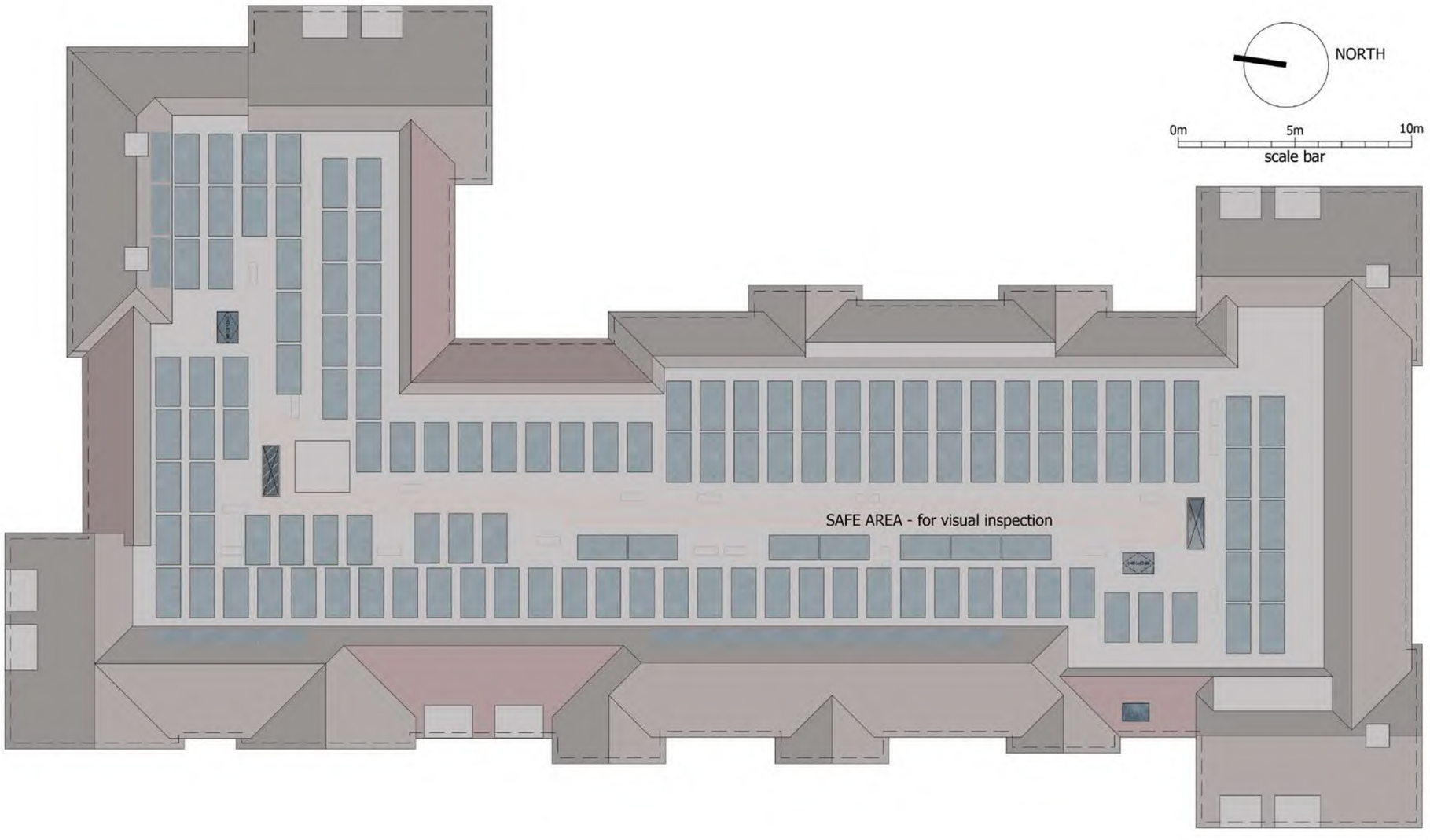
## 5.4 Proposed Apartment Building - First Floor Plan



## 5.4 Proposed Apartment Building - Second Floor Plan



## 5.4 Proposed Apartment Building - Roof Plan




In order to satisfy the requirement for on-site energy generation the flat roof space will accommodate photovoltaic panels (shown blue on the above plan) .

## 5.5 Proposed Apartment Block Elevations


South Elevation

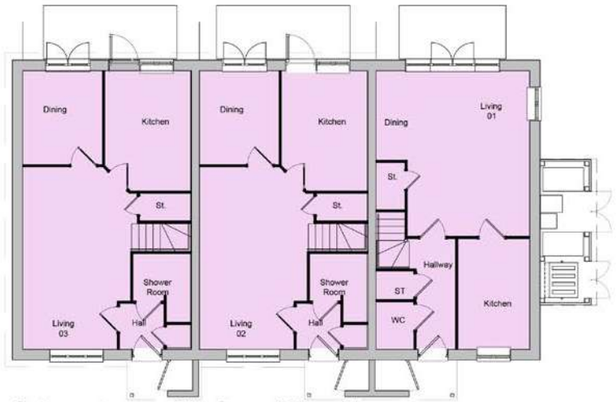
West Elevation

## 5.5 Proposed Apartment Block Elevations

East Elevation

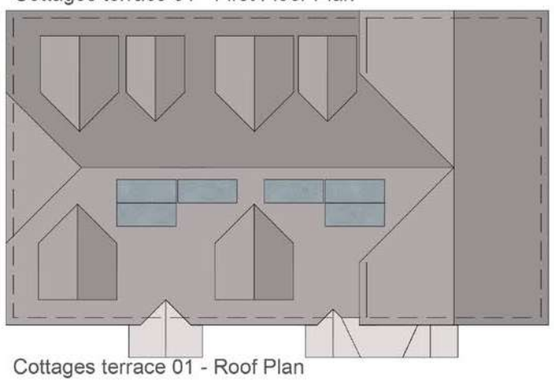
North Elevation

## 5.6 Proposed Cottages - Block 1




Cottages terrace 01 - Ground Floor Plan


Cottages terrace 01 - First Floor Plan



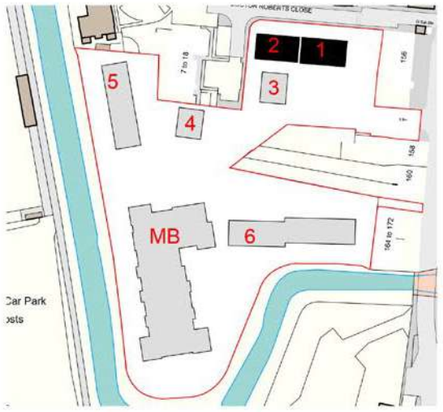
Cottages terrace 01 - Roof Plan

Cottages terrace 01 & 02 - Back (North) Elevation

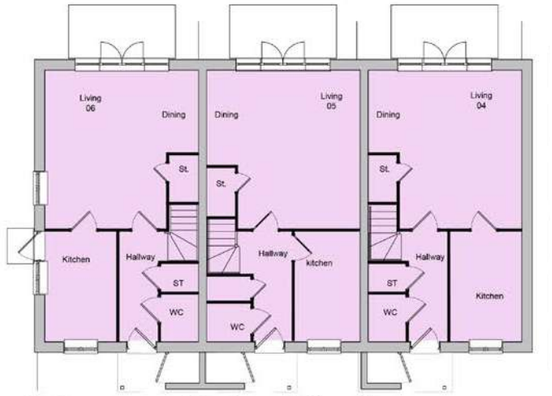
Cottages terrace 01 - Side (East) Elevation

Cottages terrace 01 & 02 - Back (North) Elevation

Cottages terrace 01 - Side (West) Elevation

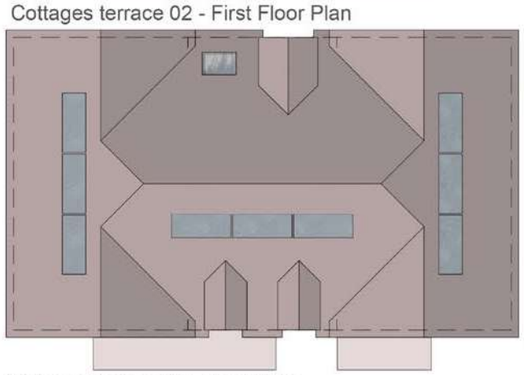


## 5.7 Proposed Cottages - Block 2



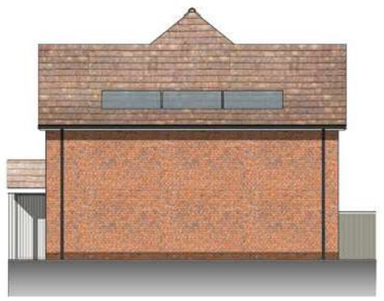

Cottages terrace 02 - Ground Floor Plan


Cottages terrace 02 - First Floor Plan



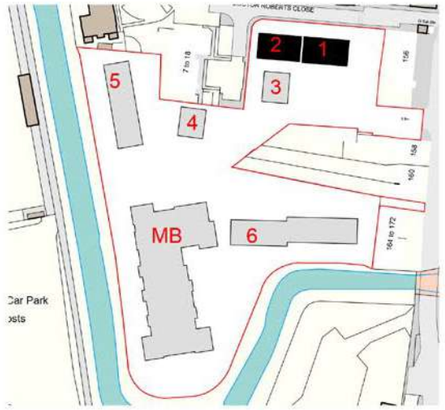
Cottages terrace 02 - Roof Plan

Cottages terrace 01 & 02 - Front (South) Elevation



Cottages terrace 02 - Side (East) Elevation

Cottages terrace 02 - Side (West) Elevation



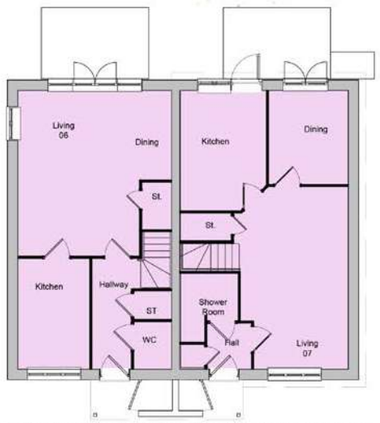
## 5.8 Proposed Cottages - Block 3&4

Cottages terrace 03 - Front (East) Elevation

Key

- Brunswick Farmhouse Mixture Red or similar
- Bexhill Purple Multi or similar
- Brick heads - Surrey County Red or similar
- Marley Duo Edgemere Slate - Smooth Grey or similar
- Marley Duo Edgemere Slate - Old English Dark Red or similar
- Cast stone detailing
- Painted brick

Cottages terrace 04 - Front (East) Elevation

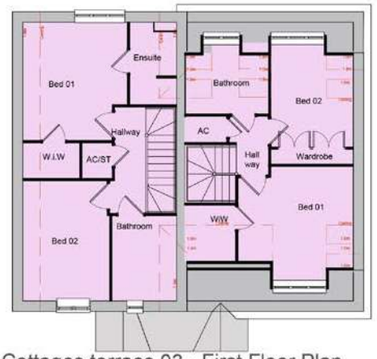



Cottages terrace 03 - Ground Floor Plan

Cottages terrace 03 - Rear (West) Elevation


Cottages terrace 04 - Ground Floor Plan

Cottages terrace 04 - Back (West) Elevation

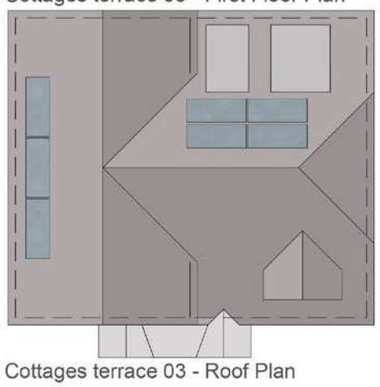



Cottages terrace 03 - First Floor Plan

Cottages terrace 03 - Side (South) Elevation

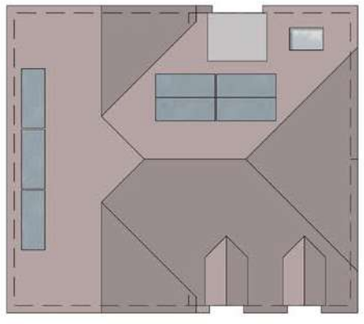

Cottages terrace 04 - First Floor Plan

Cottages terrace 04 - Side (South) Elevation



Cottages terrace 03 - Roof Plan

Cottages terrace 03 - Side (North) Elevation



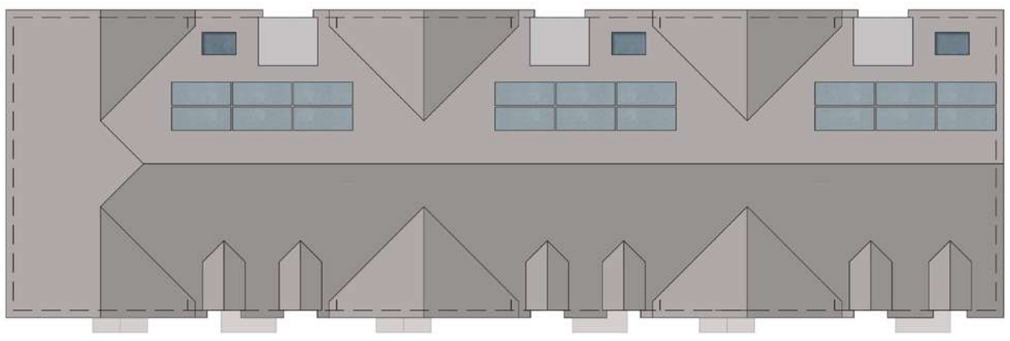
Cottages terrace 04 - Roof Plan

Cottages terrace 04 - Side (North) Elevation

## 5.9 Proposed Cottages - Block 5


Cottages terrace 05 - Ground Floor Plan


Cottages terrace 05 - First Floor Plan



Cottages terrace 05 - Roof Plan

Cottages terrace 05 - Front (East) Elevation

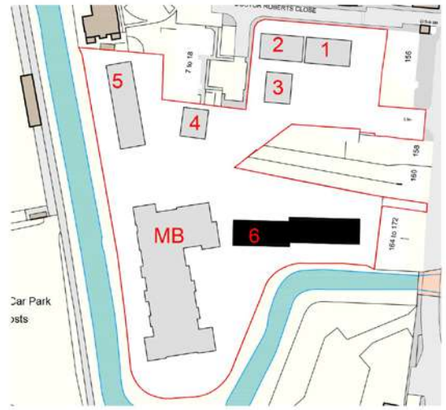
Cottages terrace 05 - Back (West) Elevation

Cottages terrace 05 - Side (South) Elevation

Cottages terrace 05 - Side (North) Elevation

## 5.10 Proposed Cottages - Block 6

Cottages terrace 06 - Front (North) Elevation



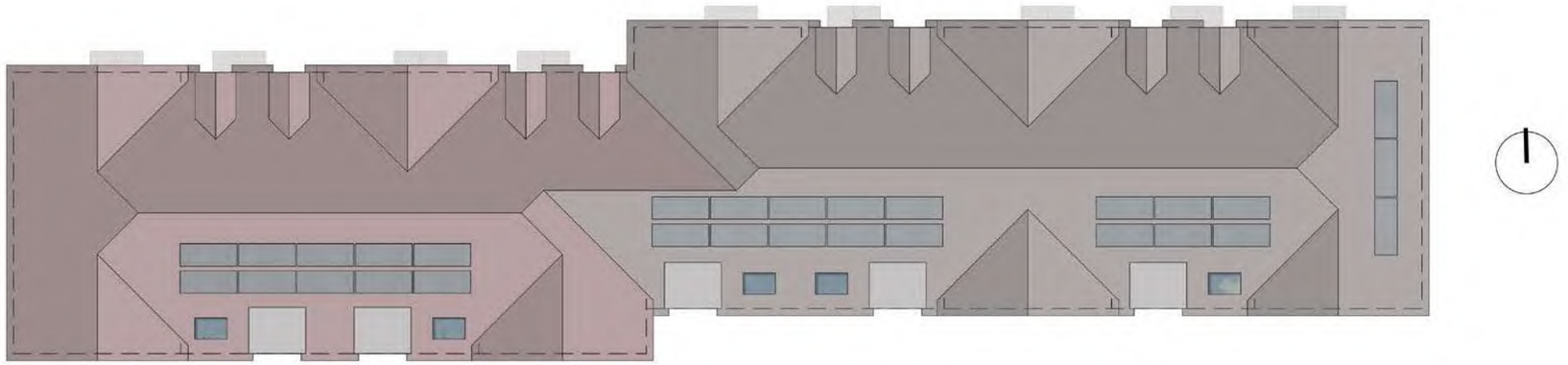


Cottages terrace 06 - Ground Floor Plan


Cottages terrace 06 - First Floor Plan

## 5.10 Proposed Cottages - Block 6

Cottages terrace 06 - Back (South) Elevation



Cottages terrace 06 - Roof Plan

Cottages terrace 06 - Side (West) Elevation

Cottages terrace 06 - Side (East) Elevation

**5.11 Proposed View - C** Shows the proposal looking in a Southern direction from the footpath along the river Brit, next to existing development at Doctor Roberts Close.

**5.11 Proposed Views E** View E is taken from South Street and show the relationship between the proposal and the two buildings flanking the existing site access.

## 5.11 Proposed Views F

View F is taken from proposed path next to the Listed Building 158 South Street and shows the proposed cottages with associated parking.

The proposed cottages with legible front doors as well as windows along the communal areas and paths provide active frontages. Parking areas are arranged into clusters and screened by proposed soft landscaping to minimise their impact.

## 5.11 Proposed Views G

View G is taken from the centre of the site and shows proposed cottages, amenity areas and the main apartment building, which has a well defined main entrance emphasised by a stone portico.  As the building is elevated it can be reached via steps and ramps that are proposed to be integrated into the landscape.

## 5.12 Materials

*"The materials used for a building or landscape affect how well it functions and lasts over time. They also influence how it relates to what is around it and how it is experienced. The scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive. Choosing the right materials can greatly help new development to fit harmoniously with its surroundings."*

National Design Guide Paragraph 30

**Aspiration - Cleals Buildings and**

**2 West Bay Road**

Brick, stone and light coloured render/ painted brick are the most common combination of materials in the wider area. Our site analysis has shown that the render tends to badly stain and therefore requires a lot of maintenance.

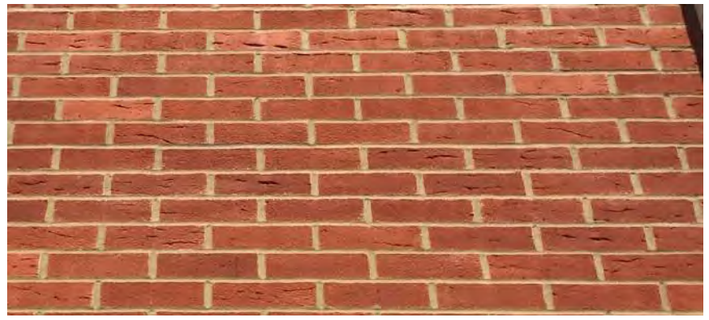
The proposed materials have therefore been rationalised and we have concentrated on a more limited, high quality and self-finished material palette. This includes Ibstock Brunswick Farmhouse Red Mixture brick as a 'base' material with a darker red, Bexhill Purple Multi , to provide contrast.

The warmth, robust nature, character, and varied options as well as historic precedent make brick a natural choice as a primary material for the proposed buildings. Characteristic red facing bricks used in conjunction with decorative contrasting stone detailing or brick arched window heads.

Stone is also proposed for the portico to emphasise the entrance to the main building and add to legibility of the scheme.

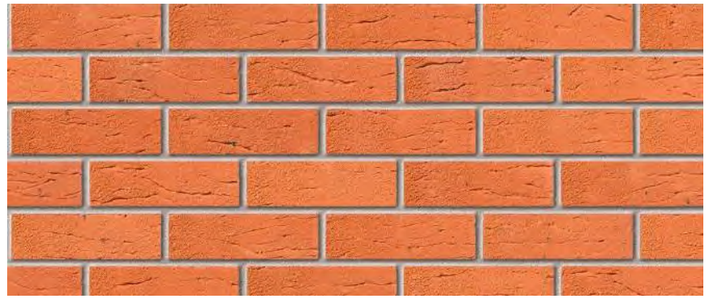
A range of pitched roofs is proposed and therefore Marley Edgemere Interlocking Slates (Anthracite and for contrast Old English Dark Red) are proposed to mimic the traditional roof appearance while providing high quality sustainable material (Green guide rating: A+ BES 6001: Excellent)

Limited amount of painted brick at ground level, for easy maintenance, is proposed to add interest.



1. Brunswick Farmhouse Red Mixture

2. Bexhill Purple Multi with light mortar.



3. Heads and detailing - Ibstock Surrey County Red

4. Painted brick

5. Cast Stone Sill

6.Roof Tiles- Marley Edgemere Slate Effect Roof Tile with white uPVC Fascias and Soffits

7. Dormer Windows - Stormking lead-effect GRP dormers with white uPVC windows inset.

3. Entrance Canopy - Cast Stone Traditional Portico

## 5.13 Landscape and External Amenity

All developments by Churchill Living include high quality external amenity space for the benefit of residents. Landscape design is carried out by a qualified and experienced landscape architect, used to designing for people over 60 years of age.

Planting is considered for longevity, colour all year, seasonal change, maintenance and local native biodiversity.

Opposite are a number of precedent examples from Churchill Living schemes showing focal point patios and pergolas, background border planting, appropriate boundaries and also paths and circulation areas.

Typically the landscaped and amenity areas are for passive exercise and the visual enjoyment of the of the residents, rather than active recreational uses.

The boundary fronting any road or highway is typically bordered by black railings with planting behind (image 1).

Typically, the main amenity space contains a centrally located patio area, with outdoor seating for residents (images 2 & 4).

Areas of lawn are interspersed between the planting, patios, car park, main entrance and paths, providing usable amenity spaces (images 3 & 6).

A small area of communal amenity is also proposed in the centre of the site, to the north of the apartment building. It is a small triangular piazza with trees and benches that creates a meeting place for residents. It next to the proposed pedestrian route across the site, which links with the paths along the South Street and Dr Roberts Close.

1. Railings - 10mm dia. black polyester powder coated hoop-topped metal railings
2. Patio
3. Border
4. Pergola
5. Planting edge border
6. Apartment patios and paths

1.

2.

3.

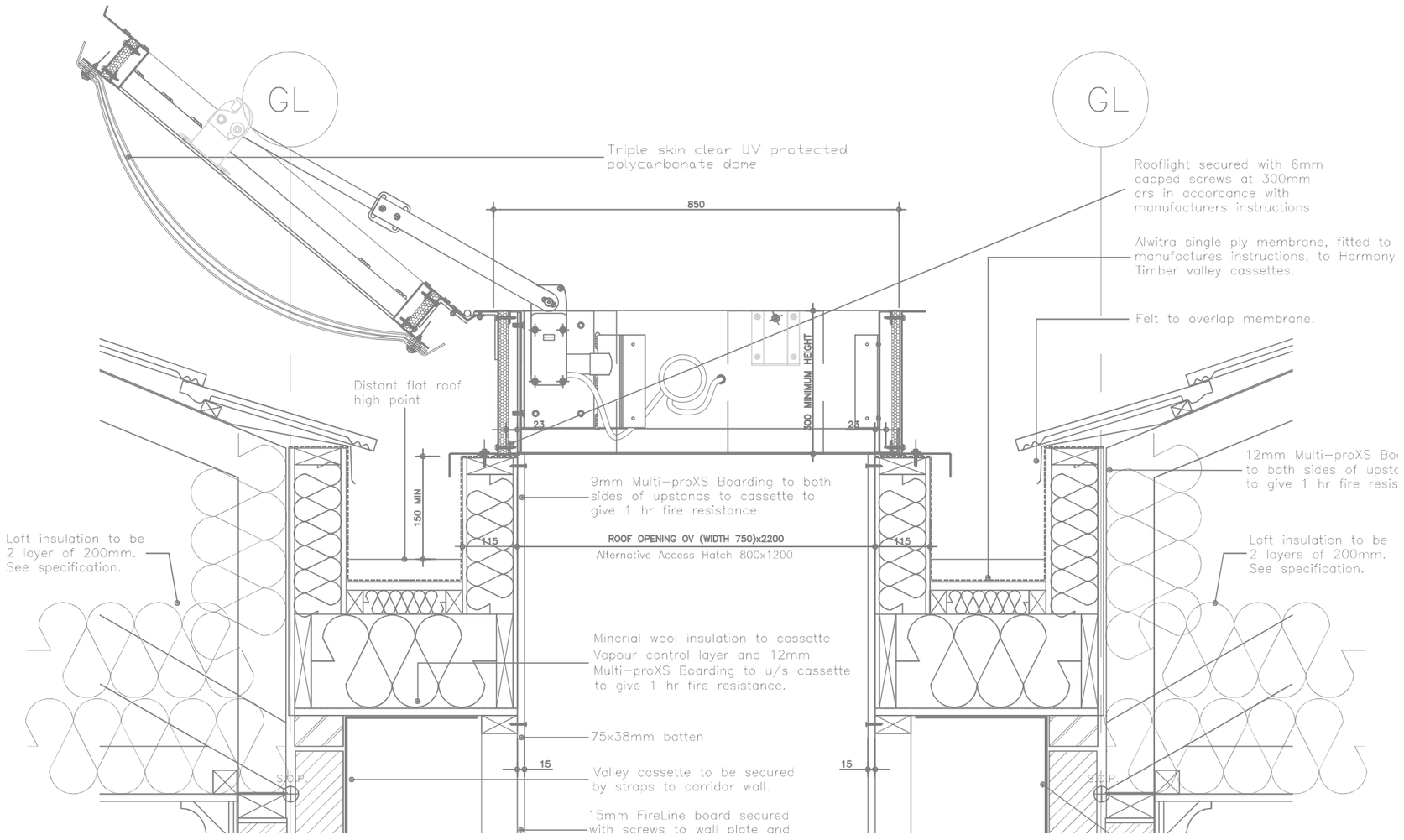
4.

5.

6.

*“Design is not just what it looks and feels like. Design is how it works”*

Steve Jobs



# 6 DETAILED DESIGN

## 6.1 Typical Apartments

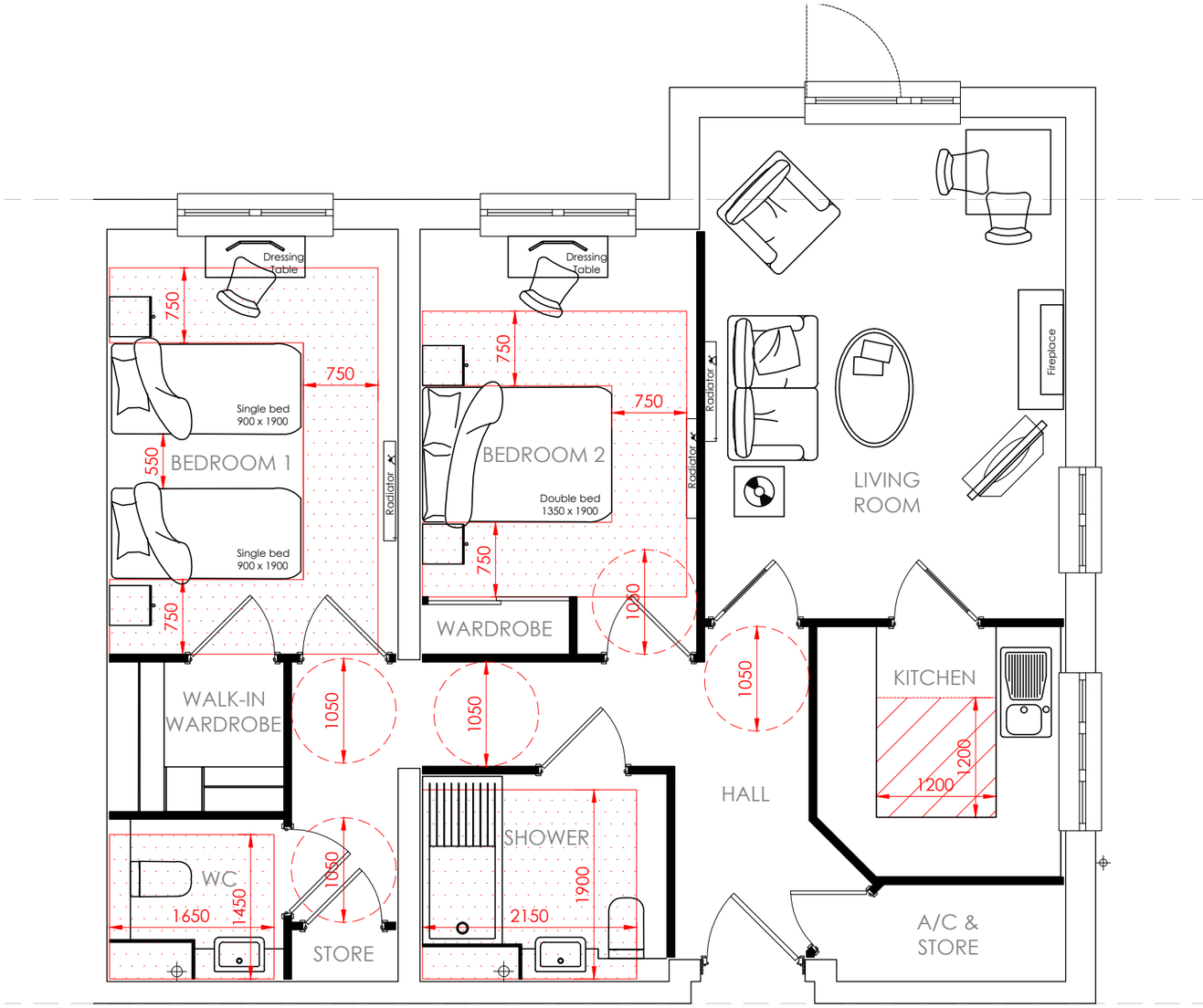
*"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them."* National Design Guide Paragraph 120

The retirement living accommodation the subject of this planning application meets the requirements of 'Accessible and adaptable dwellings'[1]. This provides features that accommodate a wide range of people, including older and disabled people. The internal apartment layouts have been designed to meet residents' specific needs. CRL's internal design team continually receives feedback from residents and managers at other CRL developments; thus allowing for periodic review as required. The use of tried and tested standardised apartment designs ensures the needs of owners are met.

**The apartment designs include:**

- Entrance door is at least 850mm clear width
- Entrance Hallway with sufficient  turning space
- All hallways are a minimum of 900mm wide and any localised obstruction, such as a radiator, is located where possible to not occur opposite a doorway or at a change of direction
- All internal doors to habitable rooms have a minimum clear opening of 775mm
- The master  bedroom allows 750mm around the bed
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated
- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors
- Storage space that is easily accessible
- All habitable spaces have been designed to have good size windows ensuring a good amount of natural light
- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access
- Waist height oven within the kitchen
- Slip resistant flooring in kitchen and bathroom
- Energy efficient, low carbon, economical heating

1 Building Regulations Part M(4)




75.0 m2

Typical apartment

## 6.2 Servicing and Refuse

*"Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future."* National Design Guide Paragraph 134

Access for refuse trucks will be from Dr Roberts Close. Trucks will collect the bins from the internal roads.

"The Guidance notes for Residential Developments" (October 2022) sets out a requirement for the provision of waste and recycling capacity per dwelling. The same ratio applies for all residential types and sizes, from large, multiple bedroom house for families to a small studio flat for an elderly person.

It is worth noting that in Churchill Living schemes and in retirement housing schemes in general the occupancy rates are typically 50% lower than open market housing (i.e. a one bed will generally be occupied by 1 person compared with up to 2 in open market and a two bed will only ever be occupied by a maximum of 2 people compared to 4 in open market housing).

Churchill Living have developed a detailed understanding of the typical waste requirements attributed to their schemes based on research carried out from operational Churchill lodges across country. The below table below shows waste output and collection details for a number of our lodges of a similar size:

| | Middlemarch | Andover | Bournemouth | Beaufort |
|---|---|---|---|---|
| **No. of apartments** | 42 | 70 | 54 | 46 |
| **No. of bins (waste & recycling)** | 3 + 0<br>3300L total | 6 + 6<br>7920L total | 6 + 6<br>7920L total | 2 + 2<br>4400L total |
| **Collection frequency** | Weekly | Alternative weeks | Weekly, but max 5 + 5 collected | Alternative weeks |

Due to the nature of Churchill schemes and its target demographic, the guidance given is far in excess of our typical requirements and this capacity (21264L) would not be used. The majority of flats are single occupancy and the owners are daily basket shoppers with a low carbon footprint who generate small amounts of waste. Past negotiations with other Local Authorities have found a reduction on guidance figures to be acceptable upon investigation of other C3 retirement schemes in their districts. Based on our experience and BS5906 we apply a ratio of:

- Total waste generation rate of 100 litres per week for one bed apartments - 32 x 100L = 3200L
- Total waste generation rate of 170 litres per week for two bed apartments – 16 x 170L = 2720L
- The total capacity required per week would be 5920L
  For the fortnightly collections, except the food waste, the requirement would be 11000L and therefore provision of:
  - 3 x 1100L general waste bins
  - 6 x 1100L mix recycling bins
  - 4 x 240L mix glass bins
  - 5 x 140L food waste bins

  should be sufficient (11560L capacity).

The proposed building, in common with all Churchill Living developments, will have a communal refuse room. This is located internally within the main building next to the main entrance and close to the access driveway. The room is accessed by residents internally via a ventilated lobby off the Ground Floor corridor area. Within the refuse room small bags of household waste and recycling material from each individual flat can be decanted into larger shared wheeled bins, clearly designated for specific storage. The room has external doors opening onto an adjacent pathway. The Lodge Manager is responsible for the security of the building and these doors are to be locked at all times when not in use. The Lodge Manager will be responsible for monitoring the refuse.

Retirement Cottages will have a similar occupancy to the 2 bed apartments and therefore their waste generation will be similar (170L/week). Due to raised floor levels requirement communal bin storage areas are proposed to serve them. Each, out of the 3 bin stores, will contain:

- 1 x 1100L general waste bins
- 2 x 770L mix recycling bins
- 1 x 240L mix glass bins
- 1 x 140L food waste bins

In addition, 4 cottages (5,6,7,8) will have their individual bins positioned within their own plots.

## 6.3 Safety and Security

*"Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability."*

National Design Guide Paragraph 124

Safety and Security is paramount for the occupant demographic. People are usually living alone and are often vulnerable. The presence of a Lodge Manager provides reassurance and support as well as monitoring visitors and residents.

### Development Security

Developments are secured at the boundary with the use of fencing and railings as well as defensible landscaping making clear the public realm beyond and private space that is part of the apartments.

Adequate external security lighting will be provided to illuminate the external doors, car park, driveway and paths and will be controlled by time switches or photo electric cells as appropriate.

Windows from apartments are located on all sides of the proposed development and these will provide passive surveillance from the occupants, many of whom are home for the majority of the day.

The access into the lodge is kept to a single point where possible and this is usually from the car park. The access door is adjacent to the Lodge Manager's office and the reception allowing passive monitoring of the entrance.

### Apartment Security

All apartments will have a careline support system. This is connected to 24-hour support so, in the event of an emergency, residents have direct contact with either the Lodge Manager or a member of a call-centre team 24 hours a day, 365 days a year.

The system provides video door entry with a standard TV, allowing owners to view any visitors on the apartment TV before choosing to let them into the main entrance. An intruder alarm is fitted protecting the front door of the apartments, while ground floor apartments have additional sensors fitted, giving that extra level of security and peace of mind.

### Doors and Windows

All windows and doors will comply with Part Q and the Disability Discrimination Act requirements.

The main doors are power assisted sliding opening. Access will normally be from a keypad, or opened from within the building.

All ground floor apartments, and any others that might be easily accessible by external means will be fitted with PIR sensors connected to a master intruder alarm panel. Patio and French doors are provided with an external handle, but, to prevent residents from using these as main doors to the apartments, no external means of locking is provided.

Flat entrance doors will be of a solid construction to an enhanced security standard and comply with a 30-minute fire rating. Doors will have intruder alarm contacts, and can be fitted with a security device for visual checking prior to opening.

### Safety

In addition to the 24 hour careline system, and the Lodge Manager's presence, fire and smoke detectors are fitted in communal areas and within all apartments for residents safety.

## 6.4 Sustainability

*"A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution."* National Design Guide Paragraph 136

In terms of planning, addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. It recognises that planning plays a key role in minimising vulnerability, providing resilience and managing the risks associated with climate change.

An effective approach to reducing greenhouse gas emissions from new development is the use of efficient designs and insulation products to achieve high levels of thermal efficiency – the 'fabric first' approach. New homes and buildings that benefit from the latest heating systems, very high levels of thermal insulation of walls, floors, ceilings, windows and doors can achieve a substantial reduction of CO2 emissions.

The focus of the design will limit the energy consumption and CO2 emissions through optimising the building performance together with energy efficiency measures following the steps of the energy hierarchy, as set out below. It will meet the requirements of Part L1A and 2A of UK Building Regulations by:

- Using less energy / demand reduction;
- Supplying energy efficiently; and,
- Using renewable energy.

The scheme has been designed to exceed Building Regulation Part L 2021/2023 requirements with respect to the thermal properties of building fabric. The efficiency of the building fabric is the second consideration in the Energy Hierarchy. Materials will be specified to target an A or A+ rating under the Green Guide to Specification, where possible.

The building itself has sized windows to provide good daylight and natural ventilation whilst minimising overheating from excessive glazing.

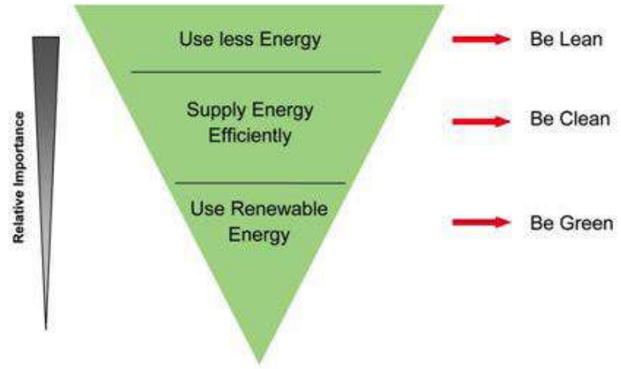
Finally appropriate building services design, efficiencies and controls and the incorporation of renewable and low carbon technologies are proposed. These include:

- Solar photovoltaic systems (PV's) will be installed on the roof. Electricity produced by solar cells is clean and silent and solar energy is the most appropriate locally available renewable resource
- Energy efficient appliances, fixtures and fittings will be installed to reduce the life cycle energy impact of the building
- Thermostatic heating controls
- All areas of the building internally and externally will be lit using low energy lighting and where appropriate will utilise appropriate daylight and movement sensor controls, reducing energy consumption and light pollution.
- Efficient electric heaters

Other sustainable characteristics proposed are:

- All apartments are fitted with water flow restrictors, aerated taps and dual flush WCs to reduce potable water usage. Typically water efficiency standards are in excess of 22% less water than average UK households
- On-site communal recycling facilities are provided
- Sustainable means of travel are promoted, including a mobility scooter store with electric charging points, cycle store & reduced level of car parking provision compared with open market housing
- 'Home Shopping' scheme, which allows residents to order their food shopping collectively and have it delivered, reduces the carbon footprint of the residents by combining deliveries and cutting down on individual shopping trips
- The majority of construction waste is recycled.

Churchill Living uses Sustainable Drainage Systems if viable following necessary ground investigations at site clearance and demolition. Paths and other hard standings will be constructed in permeable materials and specification as shown on the landscape strategy. Water butts are routinely installed to collect rainwater for gardening use.




1.

2.

3.

1 Energy hierarchy
2 Electric mobility scooter store
3 Photovoltaic panel array

## 6.5 Biodiversity

This application is accompanied by a Biodiversity Net Gain Assessment, which:

- Quantifies existing habitats present on site which provide a pre-development baseline biodiversity units and existing hedgerow habitats;
- Quantifies a total existing watercourse habitat providing a baseline watercourse linear units; and
- Confirms that there are no “irreplaceable” habitats;
- Calculates the likely change in biodiversity units for habitats, linear and river units from pre- to post-development to provide an indication of the biodiversity gains offered by the proposed development.

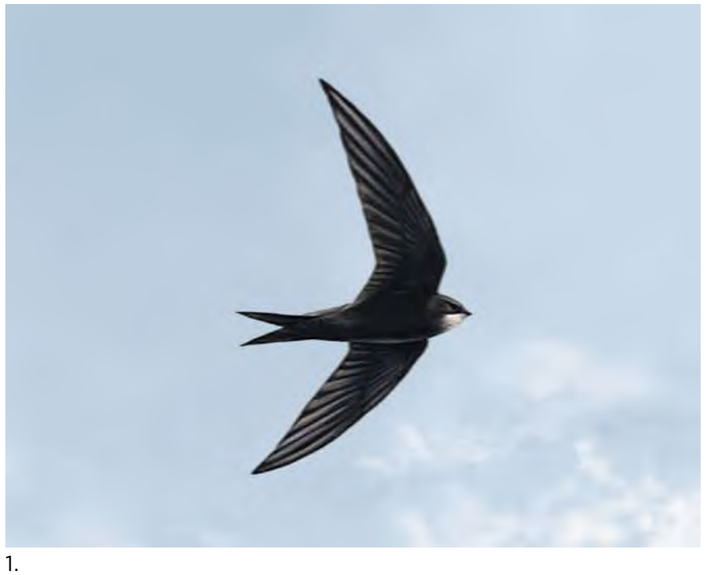
The biodiversity gains will be achieved by implementation of the following features and strategies:

- Retention of existing good quality trees and replacement of poor-quality ones with native species, as shown on the arboricultural and landscape plans.
- Retention, where possible, of existing habitats including Woodland Glade and Dry Grasslands.
- Reduction of hard landscaping and removal of existing buildings and material storage areas.
- Introduction of hedges, wildflower meadows and species rich grassland areas.
- Bat and bird boxes.
- Removal of invasive non-native species.

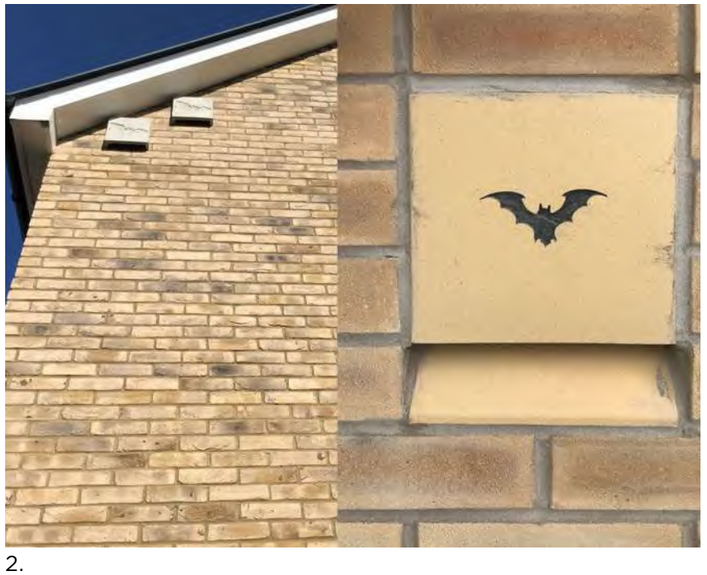
Proposed planting will enhance and expand the existing habitats, encourage pollinators, provide shelter and berry rich planting for animals to feed on, while creating an attractive landscape for residents to enjoy.

Residents of Churchill’s developments often set up gardening and wildlife clubs to actively support the nature.

The proposed scheme will enrich biodiversity and promote habitats by creating a new green space within Bridport and result in a net biodiversity gain.



1.



2.

3.

4.

1 Swift boxe resident
2 Bat boxes
3 Biodiverse landscaping
4. Polinators

## 6.6 Materials, Resources and Lifespan

*"Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050."* National Design Guide Paragraph 135

### Well Managed and Maintained

Unlike the case with mainstream house builders, Churchill Living maintains an interest in the long term success of projects through its sister company, Millstream Management. Ensuring developments are fit for purpose and built for longevity is therefore in the applicant's interest. Both buildings and landscape are designed from the outset to minimise future maintenance requirements and continue to look good and work well in the long term. As and when maintenance is required this is promptly carried out by the management company.

### Materials

Materials are selected for their value and appropriateness. By value we mean a balance between their longevity, periods of maintenance, initial cost and aesthetic qualities. Typically construction is traditional load bearing cavity wall with concrete slabs which have proven to be tried and tested robust forms of construction. Bricks are usually selected to be appropriate for the local area. Render is sometimes proposed where appropriate. Windows are typically uPVC because of their low maintenance and high Green Guide rating.

At the end of their life most developments materials will be able to be reused or recycled.

### A Sense of Ownership

Developments are owner-occupied. Owners contribute towards an annual service charge which ensures communal areas, the building fabric and the landscape are all well maintained. By contributing to the communal upkeep both apartment owners and the freeholder have an interest in maintaining the development to as a high a standard as possible.

1

2

3

4

1 Robust materials
2 Well managed and maintained
3 Owners' Lounge
4 Communal Amenity Space

## 6.7 Landscape and External Amenity

*"Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy."* National Design Guide Paragraph 129

Homes for Later Living developments are located within or very close to town and local centres, where due to the size of the site it is not always possible to provide extensive external amenity space. Minimal amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Homes for Later Living housing. The extent of amenity space provision on site derives from the need to provide adequate and attractive external space for residents but also to provide a building with an appropriate townscape response.

There is no specific government guidance as to the appropriate level of amenity space to be provided within a Homes for Later Living development. Notwithstanding this, Local Planning Authority design policies should be aimed at promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes, rather than applying strict space area standards.

Access to amenity space is a matter to consider when assessing the overall design quality of a proposed development. Churchill Living is well experienced in providing for the recreational needs of the elderly owners within its developments. The company employs a qualified Landscape Architect to design every development and prides itself on the quality of its landscaped treatment.

The most important amenity space for the older owners is not in fact found to be outside the building but is the Owners' Lounge. In developments where there are large garden areas, the residents tend to use the area immediately outside their patio door if they live on the ground floor or outside the Owners' Lounge. Even on hot summer days, when people might be expected to sit out enjoying the sun, one finds the occupants rarely taking advantage of an extended communal garden. Active use of external amenity space tends to be relatively limited and mainly involves sitting out for those few owners who occasionally choose to do so.

The proposed design includes sufficient space around the buildings for residents to sit outside at ground floor level. Should owners seek other space for sitting out, they are likely to make use of the patio areas adjacent to the Owners' Lounge, and this is the location which the residents of upper floors are most likely to utilise. There is, of course, nothing to prevent owners of upper floors making use of any area of amenity space, all areas of garden being in communal control.

As owners of Homes for Later Living tend to spend relatively more time in their homes than traditional houses, it is appropriate that wherever possible, lively and interesting views should be available from the principal habitable rooms. Owners prefer an apartment to enjoy an interesting view rather than to set aside large open areas for active recreation and it is those apartments with views that often sell first. The most favoured apartments are often those on the busiest road frontages or those facing the main entrance and car parking area serving the development. It is the experience of CRL that, to a great extent, this is the way that amenity space in Homes for Later Living developments is utilised – that is, in a passive manner, with the landscaped area providing some degree of privacy but at the same time allowing substantial opportunity to view daily life in the surrounding area. It is therefore of primary importance when designing schemes that amenity space provides residents with attractive views. The quality of amenity space provided is an important factor for residents when considering whether to purchase an apartment.

Neither the quantity nor quality of amenity space provided is a matter which residents who have purchased a CRL apartment have concerns about. There is no evidence that prospective purchasers are dissuaded from buying an apartment for this reason, and when residents are asked if there is a need for more amenity space, the most common response is no.

## 6.8 Sunlight and Daylight

The BRE guide *'Site Layout Planning for Daylight and Sunlight: a good practice guide'* by P J Littlefair 2011 recommends that where possible each dwelling should have at least one main living room window that faces within 90 degrees of due south. However the guide acknowledges that this is not always possible when it comes to flats. Whilst the aim is usually to maximise the number of south facing living rooms within domestic dwellings, the BRE guide does not give mandatory sunlight requirements for flats. The guide states that for larger developments, especially those with site constraints, it may not be possible to have every living room facing within 90 degrees of due south.

The BRE guidance BR209 states at paragraph 3.1.7 *"The aim should be to minimise the number of dwellings whose living rooms face solely north.... unless there is some compensating factor such as an appealing view."*

The commercial viability and appropriate density of a site depends on a typical design using double loaded corridors. This leads inevitably to the inclusion within developments of some single aspect apartments, although apartments are always designed to be dual aspect where possible, for example at corners. Ideally single aspect apartments are orientated east or west, but inevitably some north facing flats may be required, although these are minimised.

North facing single aspect apartments are found in almost all retirement living flatted developments and these flats consistently sell well. In fact, the choice of aspect is something potential purchaser's value. It would not be viable for developers to build these apartments if they did not consistently sell well.

North facing rooms are the optimum for design and art studios as they provide a consistent and even light with a constant cool value favoured by artists. Tone and warmth is more consistent than with direct sunlight and this is favoured by some residents.

All flats with north facing single aspect have access to the shared communal lounge and garden. They therefore have the choice to sit in sunlight only a very short distance from their apartment. This is a significant difference to standard open market flats or apartments where no communal space is provided.

In summary the number of single aspect flats facing with their main living space window greater than 90 degrees from south has been minimised, but even where these are required they prove popular to prospective residents.

## 6.9 Delivering Our Promises

Churchill Living prides itself in delivering high quality developments that are robustly designed, costed and deliverable once planning permission has been obtained.

Two recently completed schemes in Fleet and Basingstoke demonstrate this dependability, and that we build what we get planning permission for and deliver on our promises.

Former Police Station on Crookham Road, Fleet

Former Police Station on London Road, Basingstoke

CGI proposals for the Planning Application

CGI proposals for the Planning Application



Completed Retirement Living development


Completed Retirement Living development

## 6.10 HAPPI

**HAPPI requirements**

Churchill Living's apartments meet the 10 elements of HAPPI2 (*Housing our Ageing Population: Plan for Implementation, November 2012*) as noted below -

> Underpinning these recommendations, the HAPPI Panel stressed the importance of design, identifying ten elements that are critical to achieving age-inclusive housing:
>
> - generous internal space standards
> - plenty of natural light in the home and in circulation spaces
> - Balconies and outdoor space, avoiding internal corridors and single-aspect flats
> - adaptability and 'care aware' design which is ready for emerging telecare and telehealthcare technologies
> - circulation spaces that encourage interaction and avoid an 'institutional feel'
> - shared facilities and community 'hubs' where these are lacking in the neighbourhood
> - plants, trees, and the natural environment
> - high levels of energy efficiency, with good ventilation to avoid overheating
> - extra storage for belongings and bicycles
> - shared external areas such as 'home zones' that give priority to pedestrians

**• Generous internal space standards**

All apartments are designed to exceed National Space Standards of 50sqm for a 1 bed apartment and 70sqm for a 2 bed apartment. Furthermore the development includes a significant percentage of communal GIA.

**• Plenty of natural light in the home and circulation spaces.**

All apartments are designed to allow generous sunlight whilst not overheating. The apartment block will be designed with majority of apartments facing east and west, some southern aspect and minimising north facing apartments with little direct sunlight. Corridors include windows which double up as smoke ventilation for the fire strategy.

**• Balconies and outdoor space, avoiding internal corridors and single aspect flats.**

Balconies and patios will be provided where possible, with Juliet balconies elsewhere.

The communal amenity space will provide outdoor space for all and the communal patio adjacent to the 'Owners' Lounge' is a key part of all CRL schemes. Some apartments will be single aspect and some internal corridors will be required, but these will be minimised as far as possible, whilst providing warm, dry and safe internal circulation.

**• Adaptability and "care aware" design which is ready for emerging assistive technologies.**

All apartments will be linked via intercom to a 24 hours a day care monitoring system that also detects smoke and heat alarms. This provides instant access to help for the residents.

**• Circulation spaces that encourage interaction and avoid an "institutional feel".**

The communal lounge and entrance are designed to promote interaction and also avoid an institutional feel. Attractive coffee bar, within the lounge, provides tea/coffee making facilities and fridge for cold drinks. A communal WC is located close by too.

**• Shared facilities and community hubs where these are lacking in the neighbourhood.**

The facilities are shared between all residents, but kept for residents only in order to provide a safe and secure environment.

**• Plants, trees and the natural environment.**

The site lacks quality landscape and therefore as part of the development landscaping is going to be enhanced with appropriate design, planting and ongoing maintenance.

**• High levels of energy efficiency, with good ventilation to avoid overheating.**

All developments are designed to meet and exceed the latest building regulations by integrating renewable technologies and use of a 'fabric first' approach to energy conservation. Apartment windows are triple glazed and sized to avoid overheating while providing sufficient natural light and ventilation.

**• Flexible extra storage for belongings, including bicycles and mobility scooters.**

Mobility and cycle storage will be provided.

**• Shared external areas such as "home zones" that give priority to pedestrians.**

The scheme proposes attractive landscaped amenity areas and small tree-lined piazza for residents to use and enjoy away from car accessible areas. Paths are proposed to link the proposed cottages with the main building and the communal facilities, as well as providing safe pedestrian access to the rest of the town.

The car parks will be carefully designed to prioritise pedestrians and minimise the need for reversing and turning where possible.

*"Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion."*

National Design Guide Paragraph 1

# 7 SUMMARY

## 7.1 Summary

This Design and Access provides an overview of  the process that lead to the design proposal and explains why it represents an appropriate response to the site's constraints while providing much needed retirement housing.

The proposal is for a traditional design drawing on Bridport architecture generally, and specific architecture of the local context, to propose a 2-3 storey building and 1.5-2 storey cottages that also meet the client's design brief requirements and site's constraints and opportunities. This will ensure a successful scheme for all stakeholders**.**

**Review of the Design Values:**

**Reinforce a sense of composition and balance**

The proposal will create an attractive development that will respect and enhance the character of both the immediate vicinity and the wider area. The proposed design draws on the character of the town and also the semi urban character of the local context proposing a design considered through an understanding of proportion and human scale.

The proposed palette of materials is limited to bricks with stone and brick detailing, limited amount of painted brick used to break or emphasise some elements, together with slate effect roof tiles. This means the development can be read as one new intervention, but relates to the nearby properties.

The proposed scale of cottages and the main building reflects the height of the neighbouring building. The building's disposition ensures that privacy and daylight of existing properties isn't affected.

This proposal is consistent with this area of Bridport and sits comfortably in this context.

The surrounding mature trees provide screening and softening, restricting the views from Skilling Hill Road.

**Design Details/ Characteristics**

The proposed buildings are of a traditional design, and reflect the architectural style of many historic buildings in the area using similar materials, with sympathetic massing and height, producing an attractive and distinctive development.

The design of the building with independent apartments benefiting from communal lounge and external amenity spaces promotes social interaction and activity.

The site layout and careful positioning of the buildings responds to the urban grain and the public realm, whilst maintaining a safe and secure amenity for residents.

The design maximises the opportunities of the site and uses the site's constraints to create a design solution that benefits the biodiversity and residential amenity by creating soft landscaped areas along the flood wall within the easement area.

**Celebrate Bridport**

The context-led design responds specifically to the location and context as explained through this document. The design is set to be attractive and of a good quality without competing with the listed buildings and structures within its vicinity.

**Craftsmanship**

Churchill takes pride in creating developments that are well designed, detailed and constructed to high standard.

CLL customers appreciate the craftsmanship that goes into creating their developments, which is reflected by the The HBF Customer Satisfaction Survey 5 star' status.

**Looking responsibly to the future**

It is well documented that the UK faces an ageing population, and the need to provide housing for older people is 'critical' (PPG).

The proposal responds to this need for specialist designed residential accommodation on this brownfield site, in close proximity to the town centre, by creating a sustainable development utilising energy efficient design, materials with low carbon credentials together with use of renewable energy.

The proposal will be designed to improve the amount and quality of the soft landscape on the site and provide a minimum of a 10% net biodiversity gain.

**Summary**

The site provides an excellent opportunity to make a meaningful contribution towards housing supply and beyond that a new attractive development within the urban fabric of the Bridport town that will provide social, economic and environmental benefits to the future occupiers and Bridport community.

# *NATIONAL DESIGN GUIDE*

## NATIONAL DESIGN GUIDE

| | CHARACTERISTIC | | | SUMMARY | COMMENT | DAS SECTION |
|---|---|---|---|---|---|---|
| CONTEXT | C1 | Understand and relate well to the site, its local and wider context | 41 | Respond positively to features of the site and context | See section 5 on design response | **Section 5** |
| | | | 42 | Understanding of context, opportunities and constraints | See section 2 understanding of context | Section 2.11-2.12 |
| | | | 43 | Character of landscape, built form and architecture | See section 2 understanding of context | Section 2 |
| | | | 44 | Innovative and sustainable features | See sections 6.4 on sustainable features | Section 6.4 |
| | | | 45 | How the proposed design relates to context and local character | See section 2 understanding of context and section 5 for the design response | Section 2 and Section 5 |
| | C2 | Value heritage, local history and culture | 46 | History of place and evolution of site | See section 2.1,2.2 ,2.7 and 2.8 of DAS for Site description, Character Area and Conservation. Further information available within Heritage Statement | See section 2.1,2.2 ,2.7 and 2.8 and Heritage Statement |
| | | | 47 | Reuse or adaptation of existing | Not applicable to this site | N/A |
| | | | 48 | Influenced local heritage assets | See section 2 for Character area and Heritage and Conservation sections | See section 2.2, 2.9 |
| | | | 49 | Todays developments will be the quality development of the future. | High quality design is at the heart of the proposal - see Section 7 Summary. | Section 7.1 |
| IDENTITY | I1 | Respond to existing local character and identity | 52 | Special features, housing pattern | Section 2 - Site Description, Character Area, Building Heights, site constraints | Section 2 |
| | | | 53 | Site context analysis revealing identity | See section 2.2, Character Area | Section 2.2 |
| | I2 | Well-designed, high quality and attractive places and buildings | 54 | Visually attractive and range of residents | User type in section 1.3 and final visually attractive design shown in section 5. See also sketched views are available. | Sections 5 and 1.3, 1.8 |
| | | | 55 | Appeals to all senses - look, smell, feel, sound. | | |
| | | | 56 | Contribute to local distinctiveness | See section 5 | Section 5 |
| | | | 57 | Materials, details and planting selected with care | See section 5.18 Materials, section 5.2&5.19 Landscape and details in section 6 | Section 4.5, 4.6 and 6.7 |
| BUILT FORM | B1 | Compact form of development | 64 | Compact form of development to support local public transport | Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.6 | Sections 1.3, 1.8 |
| | | | 65 | Efficient use of land and appropriate density | Efficient use of land is typical to CLL developments. See section 1.3 Typology, 1.6 applicant brief, Site Constraints 2.10, Building and Parking Disposition 3.2 | Sections 1.3, 1.6, 2.11;3.2, 3.3 |
| | | | 66 | Appropriate built form | Building and Parking Disposition 3.2 , Proposal Section 5 | |
| | | | 67 | Right mix of building types, form and scale, parking and amenity | Building type section 1.3 and 1.6, Building and Parking Disposition 3.2, Access and Movement 3.3, Proposed Layout 5.1 | Sections 1.3, 1.6, 3.2,3.3,5.1 |
| | | | 68 | Built form relationship to context, identity, occupants and resources | For site and context and identity and character see section 2, for occupants lifestyle see section 1.3 and 1.6 and resources see 1.4 and 6.6 | Sections 2, 1.3, 1.4, 1.6, 6.6 |
| | B2 | Appropriate building types and forms | 69 | Pattern of streets | See section 2.11,2.12 for constraints and opportunities on the site; Building and Parking Disposition 3.2 Access and Movement 3.3, Proposed Layout 5.1 | Section 2.11-2.12;3.2,3.3,5.1 |
| | | | 70 | Tall buildings | Not applicable to this site | N/A |
| | | | 71 | Tall or large buildings design implications | Not applicable to this site | N/A |
| | B3 | Destinations | 72 | Destinations | See section 2.1 and 2.12 | Section 2.11 |
| | | | 73 | Destinations as local character, distinctiveness and community | See section 2.2 | Section 2.7 |
| | | | 74 | Local destinations as identity | See section 2 | Section 2 |
| MOVEMENT | M1 | A connected network of routes for all modes of transport | 78 | Public transport, walking, cycling and car | See transport statement and DAS section 2.1 and 2.12; 3.2 and 3.3 | Section 2.1 and 2.12; 3.2 and 3.3 |
| | | | 79 | Public realm design | Not applicable to this site | N/A |
| | | | 80 | Hierarchy of streets | Not applicable to this site | N/A |
| | | | 81 | Higher densities due to transport connections | See movement section 2.12; 3.2 and 3.3 | Section 2.12; 3.2 and 3.3 |
| | M2 | Active travel | 82 | Priority to pedestrian and cycle movements | The routes for pedestrians, cyclists and those using mobility scooters are prioritised over the use of the private motor car | Section 2.12 |
| | | | 83 | Design to reduce reliance on the car | Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.6. | Sections 1.3, 1.6 |
| | M3 | Well considered parking, servicing and utilities infrastructure for all users | 84 | Parking standards and arrangement | Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.6. Parking provision in Section 5.1 | Sections 1.3, 1.6 and Section 5.1 |
| | | | 85 | Car and cycle provision | Well designed and placed to meet the needs of future residents including mobility scooter store | Section 5.1 |
| | | | 86 | Well designed parking | The proposal arrangement and positioning relative to the building limits its impact, whilst ensuring it is secure and overlooked. See the site plan and applicar | Section 5.1 |
| | | | 87 | Electric vehicle spaces | All Spaces to be provided with an EV connection | |
| | | | 88 | Access for servicing and bin store provision considered | See section 6.2 | Section 6.2 |
| | | | 89 | Utilities and infrastructure | These have been carefully considered as part of the overall design. An accompanying drainage strategy is submitted with the application | |

## NATIONAL DESIGN GUIDE

| | CHARACTERISTIC | | | SUMMARY | COMMENT | DAS SECTION |
|---|---|---|---|---|---|---|
| NATURE | N1 | Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play | 92 | Usable green spaces | See amenity section 6.7 | Section 6.7 |
| | | | 93 | Open spaces high quality, robust, adaptable and maintained | See amenity section 6.7 | Section 6.7 |
| | | | 94 | Types of open spaces | See amenity section 6.7 | Section 6.7 |
| | | | 95 | Open to all | See amenity section 6.7 and security section 6.3 | Section 6.7 and 6.3 |
| | N2 | Improve and enhance water management | 96 | Integrated system of landscape, biodiversity and drainage. | Water management features identified as part of the drainage strategy. See also the landscape design | Section 6.7 |
| | | | 97 | Flood design | See section 5.1 and Flood Risk Report detailing design requirements for flooding | Section 5.1 |
| | N3 | Support rich and varied biodiversity | 98 | Biodiversity net gains | The site will result in biodiversity net gains- see landscape design, BNG assessment and also section 5.2, 6.5 | Section 5.2, 6.5 |
| | | | | | | |
| PUBLIC SPACES | P1 | Create well-located, high quality and attractive public spaces | 101 | Street design | Not applicable to a proposal of this scale | N/A |
| | | | 102 | Accessible streets | Not applicable to a proposal of this scale | N/A |
| | | | 103 | Natural elements in streets | Not applicable to a proposal of this scale | N/A |
| | P2 | Provide well-designed spaces that are safe | 104 | Public and shared amenity spaces | Landscape design section 6.7 , 5.2 | Section 6.7, 5.2 |
| | | | 105 | Feeling of safety | The proposal contributes to passive surveillance of the surrounding public spaces | Section 6.7, 6.3 |
| | P3 | Make sure public spaces support social interaction | 106 | Public social meeting spaces | The proposal creates a sense of community for residents reducing loneliness- see social benefits section 1.4 | Section 1.4 |
| | | | 107 | Open space connected into the movement network | Not applicable to a proposal of this scale | N/A |
| USES | U1 | A mix of uses | 112 | Range and variety of services | The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community | Section 1.3 and 1.6 |
| | | | 113 | Mixed use development | The proposal is near a local centre and will help increase the activity and vibrancy of the place. A mixed use on a site of this scale is not appropriate. | |
| | | | 114 | Ground floor and upper floor arrangements | The access to and use of ground and upper floors has been carefully considered. See the applicant brief at section 1.6 | Section 1.6 |
| | U2 | A mix of home tenures, types and sizes | 115 | Choice of homes | The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community | Section 1.3 and 1.6 |
| | | | 116 | Different tenures | Not applicable to this proposal | N/A |
| | | | 117 | Older people's housing choice | The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community | Section 1.3 and 1.6 |
| | | | 118 | Larger scale developments with a range of tenures | Not applicable to this proposal | N/A |
| | U3 | Socially inclusive | 119 | Socially inclusive | The proposal is open to purchase for all who meet the age restrictions. This characteristic really applies to larger developments with a mix of uses and tenures. | |
| | | | | | | |
| HOMES & BUILDING | H1 | Healthy, comfortable and safe internal and external environment | 124 | Safety, security, amenity, privacy, accessibility and adaptability | See detailed design reviewed in section 6 | Section 6 |
| | | | 125 | Efficient, cost effective and sustainable | See section 6.4 on sustainable features and 1.3, 1.6 and 6.1 on efficient design of development and apartments | Section 1.3,1.6 and 6.4 and 6.1 |
| | | | 126 | Space standards | Proposals are designed in line with the LPA requirements for space standards and include good floor to ceiling heights and storage. Apartment design secti | See section 6.1 |
| | | | 127 | Local Plan space standards | Not applicable to a proposal of this scale | N/A |
| | | | 128 | Emergency services access and escape provision | The design has been developed in relation to Part B of the building regulations dealing with fire safety. See also section 6.3 on safety | Section 6.3 |
| | H2 | Well-related to external amenity and public spaces | 129 | External and amenity spaces | Space has been designed with the needs of residents in mind. See section 6.7 | Section 6.7 |
| | | | 130 | Landscape design | See section 6.7 | Section 6.7 |
| | | | 131 | Safe, secure and social amenity spaces | See section 6.7 and also 1.4 for the social benefits of retirement living and 1.8 on the typical arrangement of a development with secure amenity space. | Section 6.3, 6.7, 1.4 and 1.6 |
| | | | 132 | Private amenity spaces enhance visual amenity | See section 6.7 | Section 6.7 |
| | | | 133 | Relationship to public spaces around | See section 2 on context, 5.1 on the proposed layout | Section 2, 5.1 |
| | H3 | Attention to detail: storage, waste, servicing and utilities | 134 | Waste storage, management and collection | Refuse and recycling store shown on plans | Section 6.2 |
| | | | | External utilities; lighting, water and electric | | |
| | | | | External details; drainpipes, meters and gutters | | |
| | | | | Cycle storage | | |

## NATIONAL DESIGN GUIDE

| | CHARACTERISTIC | | | SUMMARY | COMMENT | DAS SECTION |
|---|---|---|---|---|---|---|
| RESOURCES | R1 | Follow the energy hierarchy | 138 | Reduce need, reduce use, generate | The proposal reduces need by being an efficient form of accommodation (see section 6.4) | Section 6.4 |
| | | | 139 | Sun, ground, wind and vegetation | Photovoltaics, heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits. | Section 6.4 |
| | | | 140 | Renewable energy infrastructure | Photovoltaics, heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits. | Section 6.4 |
| | | | 141 | Whole life carbon assessment | | Section 6.4 |
| | | | 142 | Affordable running costs | Efficient design means low running costs of individual apartments and shared maintenance costs of communal areas keeping cost down and maintenance good. | |
| | R2 | Careful selection of materials and construction techniques | 143 | Material selection; energy and carbon | | Section 5.18 and 6.6 |
| | | | 144 | Efficient or locally sourced or high performing materials | | Section 5.18 and 6.6 |
| | | | 145 | Re-use and adaptation of buildings | Not applicable to this proposal | N/A |
| | | | 146 | Off-site manufacturing | | |
| | R3 | Maximise resilience | 147 | Future climate proof | The proposal is designed to withstand future flood, storm and high and low temperature events. | |
| | | | 148 | Landscape design to mitigate local climate | See section 5.2 on the proposed landscape and accompanying Landscape Strategy by JBA | |
| | | | 149 | Sustainable drainage | See accompanying drainage strategy design document | |
| | | | 150 | Passive design to minimise overheating | The layout and aspect of internal spaces has been considered to minimise overheating and achieve internal comfort | |
| LIFESPAN | L1 | Well-managed and maintained | 153 | Good management | The applicant retains an interest in running and maintaining the development and it is in their own interest to ensure good management. See section 6.6 | Section 6.6 |
| | | | 154 | Future service charges | The design has been developed to be efficient with robust materials ensuring future service charges are kept to an affordable level. | Section 6.6 |
| | | | 155 | Community management systems | Shared management of the communal spaces is part of the offer for this type of development. | Section 1.6, 6.3 |
| | | | 156 | Tall building maintenance (eg cladding) | Not applicable to a proposal of this scale | N/A |
| | L2 | Adaptable to changing needs and evolving technologies | 157 | Adaptable to changing health and mobility needs | The design specifically caters for older people and is designed to cater for their specialist needs | |
| | | | 158 | Data connectivity | Due to the town centre location high speed data connectivity is not anticipated to be an issue | |
| | L3 | A sense of ownership | 159 | Community participation in design processes | See community consultation section 4 | Section 4 |
| | | | 160 | Community management systems | Shared management of the communal spaces is part of the offer for this type of development. | Section 1.6, 6.3 |
| | | | 161 | Boundaries to private, shared and public spaces | As shown on the site plan and landscape plan | |
| | | | 162 | Features that encourage users to care for spaces | Atractive soft and hard landscaping managed by Churchill Living | |

# B APPENDIX

*BUILDING FOR A HEALTHY LIFE*

## BUILDING FOR A HEALTHY LIFE ASSESSMENT

| HEADING | CONSIDERATION | | What 'Red' or 'Green' Look Like | | COMMENT | ASSESSMENT | RATING |
|---|---|---|---|---|---|---|---|
| Integrated Neighbourhoods | Natural Connections | Green | Edge to Edge Connectivity | N/A | | The proposed site is bounded by two rivers, Brit and Asker, and therefore natural connections are limited. However the opportunities to connect the proposed scheme to both the existing town and the nearest shops have been taken. the proposed driveway connects to the South Street and Dr Roberts Close allowing the development to be serviced from within the site.<br><br>The proposal responds to pedestrian and potential cyclist desire lines connecting into paths along South Street and Dr Roberts Close.<br><br>The proposal also looks to continue the green margin along the rivers and connect into the existing habitat corridor.<br><br>Overall the proposal preserves or enhances natural connections and is 'Green'. | 1 |
| | | | Respond to pedestrian and cyclist desire lines | PASS | Pedestrian and cycle desire line from main entrance directly to route to town | | |
| | | | Connected street patterns | N/A | | | |
| | | | Filtered Permeability | N/A | | | |
| | | | Continuous streets | N/A | | | |
| | | | Connecting existing and new habitats | PASS | The proposed amenity landscaping is connected to the riverside. | | |
| | | | Hedgerows | N/A | | | |
| | | | Streets and routes that can be extended | PASS | Proposal creates or extends the green corridor along the rivers | | |
| | | | Adoption to site boundaries | N/A | The site boundary adjoins public highway land | | |
| | | Red | Single or limited points of access for pedestrians and cyclists | PASS | Multiple access points | | |
| | | | Extensive use of private drives | N/A | | | |
| | | | Pedestrian or cycle routes that are not well overlooked and lit | PASS | All overlooked and lit | | |
| | | | Failing to respond to existing or future desire lines | PASS | Desire lines reviewed and allowed for | | |
| | | | No opportunities to connect or extend streets and paths in future | PASS | Proposed plan developed to maximise connections within the site and with the surrounding network | | |
| | | | Internal streets and paths that are not well connected / indirect | PASS | Direct connections | | |
| | | | Hedgerows | PASS | new hedgerows proposed and existing to be retained where possible | | |
| | | | Ransom strips | PASS | None | | |
| | Walking, cycling and public transport | Green | Share street space fairly between pedestrians, cyclists and motor vehicles | PASS | Within the car parking area | The proposal is limited to a drive and parking areas. This has been designed to be shared between pedestrians, cars, cyclists and mobility scooters. The accessible location encourages people to reduce car ownership and this is the strong experience of CLL on similar developments, hence the reduced parking provision compared to open market housing.<br><br>The scheme does not contribute to a Local Cycling and Walking Strategy Infrastructure Plan, but existing cycling and walking infrastructure is easily accessible from the proposed site. There are short and direct connections to local amenities making public transport an easy option.<br><br>The use of shared cars is under review by the applicant and may form part of the offer in the future.<br><br>Overall the proposal preserves or enhances walking, cycling and public transport and is 'Green'. | 2 |
| | | | Cycle friendly streets with pedestrian and cycle priority and protection | N/A | | | |
| | | | Nudge people away from the car | PASS | Accessible location and low car ownership demographic | | |
| | | | Provide scooter and cycle parking at schools | N/A | | | |
| | | | Design out school runs dependent on cars | N/A | | | |
| | | | Local Cycle and Walking Strategy Infrastructure Plan | PASS | Already exists | | |
| | | | Zebra, parallel and signalised crossing | N/A | | | |
| | | | Tight corner radii (<3m) at street junctions and side streets | PASS | new site entrance design to tightest corner radi possible for refuse and fire services to navigate. | | |
| | | | Concentrate new development around transport hubs | N/A | | | |
| | | | Demand Responsive transport car clubs and car shares | AMBER | Potential future offer by applicant | | |
| | | | Short and direct walking and cycling connections that make public transport an easy choice to make | PASS | public transport in close proximity of the site and pedestrian links maximised | | |
| | | | New or improved Park and Ride schemes | N/A | | | |
| | | | 20mph design speeds, designations and traffic calming | PASS | Low speed access to site. | | |
| | | | Protected cycle ways along busy streets | N/A | | | |
| | | Red | Travel packs that fail to influence people's travel choices | N/A | | | |
| | | | White line or undivided shared pavement/cycle ways | N/A | | | |
| | | | Pedestrians and cyclists losing priority at side junctions | N/A | | | |
| | | | Oversized radii corners on streets that are principally residential that allow motor vehicles to travel at high | N/A | | | |
| | | | Streets that twist and turn unnaturally | N/A | | | |
| | | | Streets designed around waste collection vehicles | N/A | | | |
| | | | Overwide carriageways | N/A | | | |
| | | | Serviced parcel developments where ped. & cycle connections between phases of development are frustr | N/A | | | |
| | Facilities and services | Green | Intensifying development in locations that benefit from good public transport accessibility (train and bus) | PASS | | The proposal provides a form of accommodation (retirement) where there are high occupancy rates for much of the time and apartments on all elevations. There is therefore good activity and passive surveillance on all sides. The principle community facility is the communal lounge and associated terrace which front onto the main elevation where the building can be appreciated from the public realm giving an active frontage.<br><br>Within the site, external furniture will be frequently provided for sitting allowing pauses during walks.<br><br>Overall the proposal preserves or enhances required facilities and services and is 'Green'. | 3 |
| | | | Reserving land in the right locations for non-residential uses | N/A | | | |
| | | | Active frontages | PASS | | | |
| | | | Clear windows along the ground floor of non-residential buildings (avoid obscure windows) | PASS | | | |
| | | | Mixing compatible uses vertically, such as placing supported accommodation above active ground floor u | N/A | | | |
| | | | Giving places where routes meet a human scale and create public squares | N/A | | | |
| | | | Frequent benches can help those with mobility difficulties to walk more easily between places | PASS | | | |
| | | Red | Local centres that are not easily accessible and attractive to pedestrians and cyclists | PASS | | | |
| | | | Non-residential developments that are delivered as a series of individual parcels with their own surface level car parks set back from the street. | N/A | | | |
| | | | Where routes converge, avoid creating places that are of an inhuman scale and that frustrate pedestrian and cycle movement. | N/A | | | |
| | | | windows. | PASS | | | |
| | | | Play and other recreational facilities hidden away within developments rather than in located in more prominent locations that can help encourage new and existing residents to share a space | N/A | | | |
| | | | Not anticipating and responding to desire lines, such as between public transport stops and the entrances to buildings and other facilities. | PASS | | | |
| | Homes for everyone | Green | Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences | PASS | All apartments identified the same | The proposed use is a single type providing much needed specialist accommodation to add to the choice available within the town. It therefore accords with the spirit of this section, even though mixed tenure/typology is not proposed specifically on this site.<br><br>Overall the proposal preserves or enhances Homes for everyone and is 'Green'. | 4 |
| | | | Apartment buildings might separate tenure by core but each core must look exactly the same. | PASS | | | |
| | | | A range of housing typologies supported by local housing needs and policies to help create a broad-based community | PASS | | | |
| | | | Homes with the flexibility to meet changing needs | PASS | Homes are a specific accommodation type to meet a specific need. Changing needs are likely to mean a move is required. | | |
| | | | Affordable homes that are distributed across a development. | N/A | | | |
| | | | Access to some outdoor space suitable for drying clothes for apartments and maisonettes | PASS | | | |
| | | | Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor | AMBER | Due to flooding and the raised floor slab requirement most ground floor flats and cottages benefit from balconies or terraces rather than gardens; some apartment will only have access to the shared amenity areas. | | |
| | | Red | Grouping affordable homes in one place | PASS | Affordable proposed offsite | | |
| | | | Dividing places and facilities such as play spaces by tenure | N/A | No tenure differentiation | | |
| | | | Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features | N/A | No tenure differentiation | | |
| | | | Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments | AMBER | Due to flooding and the raised floor slab requirement this is not possible for most units. | | |

## BUILDING FOR A HEALTHY LIFE ASSESSMENT

| HEADING | CONSIDERATION | | What 'Red' or 'Green' Look Like | | COMMENT | ASSESSMENT | RATING |
|---|---|---|---|---|---|---|---|
| Distinctive Places | Making the most of what's there | Green | Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as feature | PASS | See DAS | An assessment of the existing identity and character has been carried out. The proposal uses existing assets such as the river frontage as anchor elements. The proposed materials and forms are to be found locally. The proposal ensures sensitive transitions in scale will occur. A sustainable drainage plan has been proposed and there will be net biodiversity net gain on the site.<br><br>Open views from the proposed building are maximised to the adjacent rivers, town and countryside.<br><br>Overall the proposal makes the most of the site and is 'Green'. | 5 |
| | | | Using existing assets as anchor features, such as mature trees and other existing features | PASS | Existing trees along the river; flood defence wall; Listed Buildings | | |
| | | | Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character | PASS | See DAS for local context analysis | | |
| | | | Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other | PASS | See DAS for review of scale, heights and typologies | | |
| | | | Remember the 'four pillars' of sustainable drainage systems | PASS | See drainage design | | |
| | | | Protecting and enhancing existing habitats; creating new habitats | PASS | See landscape design and BNG report | | |
| | | | Interlocking back gardens between existing and new development | AMBER | Due to easements and the shape of the site this isn't feasible, but soft landscaping proposed along neighbouring back gardens. | | |
| | | Red | Designing without walking the site first | | | | |
| | | | Funnelling rainwater away in underground pipes as the default water management strategy | PASS | | | |
| | | | Unmanaged gaps between development used as privacy buffers to existing residents | PASS | | | |
| | | | Placing retained hedges between rear garden boundaries or into private ownership | PASS | | | |
| | | | Building orientations and designs that fail to capitalise on features such as open views | PASS | | | |
| | | | Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights | PASS | | | |
| | A memorable character | Green | A strong, hand drawn design concept. | PASS | See DAS | Overall the building has a strong presence from South and West and will sit assuredly at the confluence of the two rivers. From South Street (East) only limited views of the proposal are available | 6 |
| | | | Drawing inspiration from local architectural and/or landscape character | PASS | See DAS | | |
| | | | Reflecting character in either a traditional or contemporary style | PASS | See DAS | | |
| | | | Structural landscaping as a way to create places with a memorable character | PASS | See Landscape Plan | | |
| | | | Memorable spaces and building groupings | PASS | See proposed Site Plan | | |
| | | | Place names | N/A | Applies to large developments | | |
| | | Red | Using a predetermined sequence of house types to dictate a layout | PASS | Bespoke flat types and cottages used extensively within a bespoke design | | |
| | | | Attempting to create character through poor replication of architectural features or details. | PASS | | | |
| | | | Arranging buildings next to each other in a way that does not create a cohesive street scene. | PASS | | | |
| | | | Referencing generic or forgettable development nearby to justify more of the same | PASS | | | |
| | Well defined streets and spaces | Green | Streets with active frontages | PASS | Communal spaces face | The proposal has active frontages with apartments facing all directions and cottages with legible front doors as well as windows along the communal areas and paths. Accesses to the apartment building is well defined and ramps leading to it integrated into the landscape. Parking areas are arranged into clusters and screened by proposed soft landscaping to minimise their impact. | 7 |
| | | | Well defined streets and spaces using buildings, landscaping and/or water to enclose and define spaces | PASS | | | |
| | | | Cohesive building compositions and building lines | PASS | | | |
| | | | Front doors that face streets and public spaces | PASS | The main access points are facing streets and public squares | | |
| | | | Apartments that offer frequent front doors to the street | AMBER | Apartments front doors are to the communal space internally | | |
| | | | Dual aspect homes on street corners with windows serving habitable rooms | PASS | | | |
| | | | Perimeter blocks | PASS | | | |
| | | | Well resolved internal vistas. | PASS | As shown on proposed sketched views | | |
| | | | Building typologies that are designed to straddle narrow depth blocks. | AMBER | Not sure what this means | | |
| | | Red | Distributor roads and restricted frontage access | PASS | | | |
| | | | Broken or fragmented perimeter block structure | PASS | | | |
| | | | Presenting blank or largely blank elevations to streets and public spaces | PASS | | | |
| | | | Lack of front boundaries, street planting and trees | PASS | | | |
| | | | Apartment buildings with single or limited points of access | PASS | | | |
| | | | Apartment buildings accessed away from the street | AMBER | Site is set back from the adoptable road | | |
| | | | Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other | PASS | | | |
| | | | Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall | PASS | | | |
| | | | Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not | PASS | | | |
| | | | Single aspect homes on street corners | PASS | | | |
| | | | Bits of left over land between the blank flank walls of buildings | PASS | | | |
| | Easy to find your way around | Green | Designing for legibility when creating a concept plan for a place | PASS | Legible route to proposal | | 8 |
| | | | Using streets as the main way to help people find their way around a place | N/A | No new streets created | | |
| | | | Navigable features for those with visual, mobility or other limitations | PASS | Level access or ramped access in compliance with Part M. | | |
| | | | Frame views of features on or beyond a site | PASS | Yes | | |
| | | | Create new legible elements or features on larger developments | N/A | Not a larger development | | |
| | | | Simple street patterns based on formal or more relaxed grid patterns | N/A | No new streets created | | |
| | | Red | No meaningful variation between street types. | N/A | | | |
| | | | Disorientating curvilinear street patterns. | N/A | | | |
| | | | Disconnected streets, paths and routes. | N/A | | | |
| | | | Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another. | N/A | | | |
| | | | Cul de sac based street patterns. | N/A | | | |

## BUILDING FOR A HEALTHY LIFE ASSESSMENT

| HEADING | CONSIDERATION | | What 'Red' or 'Green' Look Like | | COMMENT | ASSESSMENT | RATING |
|---|---|---|---|---|---|---|---|
| Streets For All | Healthy streets | Green | Streets for people | N/A | | No streets proposed therefore this consideration is amber | 9 |
| | | | 20mph (or lower) design speeds; 20mph designations | N/A | | | |
| | | | Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place. | N/A | | | |
| | | | Tight corner radii (3m or less) | N/A | | | |
| | | | Places to sit, space to chat or play within the street | N/A | | | |
| | | | Pavements and cycleways that continue across side streets | N/A | | | |
| | | | Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between) | N/A | | | |
| | | | Landscape layers that add sensory richness to a place – visual, scent and sound | N/A | | | |
| | | Red | Roads for cars | N/A | | | |
| | | | Failure to adhere to the user hierarchy set out in Manual for Streets | N/A | | | |
| | | | Wide and sweeping corner radii (6m or more). | N/A | | | |
| | | | 6m+ wide carriageways | N/A | | | |
| | | | Highways engineering details that make pedestrian and cycle movements more complex and difficult | N/A | | | |
| | | | Street trees conveyed to individual occupiers | N/A | | | |
| | | | Distributor roads with limited frontage access, served by private drives | N/A | | | |
| | | | Painted white line cycle routes on pavements or on carriageways | N/A | | | |
| | | | Speed control measures that rely on significant shifts in street alignment | N/A | | | |
| | Cycle and car parking | Green | At least storage for one cycle where it is as easy to access as the car | AMBER | Space within the buggy store to securely store cycles | Car and cycle parking carefully considered for the needs of the future residents and well integrated into the scheme - therefore is 'Green' | 10 |
| | | | Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities | PASS | Space within the buggy store to securely store cycles- his is closer to the amenities than the car park | | |
| | | | Shared and unallocated on street car parking | AMBER | Shared and unallocated parking but not on street | | |
| | | | Landscaping to help settle parked cars into the street. | N/A | No street parking | | |
| | | | bays or so | N/A | No frontage parking | | |
| | | | Anticipating and designing out (or controlling) anti-social car parking | N/A | Residents only parking | | |
| | | | A range of parking solutions | N/A | Only one solution required, although car share is being considered | | |
| | | | Small and overlooked parking courtyards, with properties within courtyard spaces w/ GF habitable rooms | PASS | | | |
| | | | Staying up to date with rapidly advancing electric car technology | AMBER | Electric spaces not currently proposed but could be incorporated if required | | |
| | | | More creative cycle and car parking solutions | PASS | | | |
| | | Red | Providing all cycle storage in garages and sheds | PASS | No garages or sheds proposed | | |
| | | | Over reliance on integral garages with frontage driveways. | PASS | None proposed | | |
| | | | Frontage car parking with little or no softening landscaping | PASS | Landscape planting to boundaries | | |
| | | | Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed | PASS | | | |
| | | | Over-reliance on tandem parking arrangements | PASS | None proposed | | |
| | | | Failing to anticipate and respond to displaced and other anti-social parking | PASS | | | |
| | | | Views along streets that are dominated by parked cars, driveways or garages | N/A | | | |
| | | | Car parking spaces that are too narrow making it difficult for people to use them | PASS | | | |
| | | | Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and car drop off bays | PASS | | | |
| | | | Relying on garages being used for everyday car parking | PASS | | | |
| | Green and blue infrastructure | Green | Biodiversity net gain | PASS | | Excellent landscape and blue infrastructure design for the site. | 11 |
| | | | Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate | PASS | | | |
| | | | Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces | N/A | | | |
| | | | Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction | N/A | | | |
| | | | Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water. | PASS | | | |
| | | | Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass | PASS | | | |
| | | | Provide natural surveillance opportunities | PASS | | | |
| | | | A connected and accessible network of public open spaces with paths and other routes into and through | PASS | | | |
| | | | Species rich grasslands | PASS | | | |
| | | | Well considered management arrangements whether public or privately managed | PASS | | | |
| | | Red | Surface water management by way of a large, steep sided and fenced holes in the ground | PASS | | | |
| | | | Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten | PASS | | | |
| | | | Large expanses of impervious surfaces | PASS | | | |
| | | | Not designing paths and routes through open spaces where it is difficult for people to create distance between themselves and other people when social distancing restrictions are in place | PASS | | | |
| | | | Buildings that turn away from open spaces | PASS | | | |
| | | | Poor quality finishing, detailing and maintenance. | PASS | | | |
| | Back of pavement, front of home | Green | Defensible space and strong boundary treatments | PASS | | Whilst not onto a street, the principles are adhered to with the proposal | 12 |
| | | | Boundary treatments that add ecological value and/or reinforce distinctive local characteristics | PASS | | | |
| | | | Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street | PASS | | | |
| | | | Front garden spaces that create opportunities for social interaction | N/A | | | |
| | | | Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas | AMBER | Not possible due to raised slab for flooding | | |
| | | | Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air | PASS | | | |
| | | | No left over spaces with no clear public or private function | PASS | | | |
| | | | Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed | AMBER | Considered | | |
| | | Red | Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment | PASS | | | |
| | | | Narrow and small grass frontage strips for space between the back of the street and the façades of buildings that are impractical to maintain | PASS | | | |
| | | | Waste storage solutions for terraced homes that rely on residents storing bins and crates in rear garden spaces and instead often sees bins and crates placed next to front doors | PASS | | | |
| | | | Slab on edge | PASS | | | |
| | | | Concrete screed with pebbles | PASS | | | |
| | | | Prominent external pipes, flues and utility boxes | PASS | | | |
| | | | Pieces of left over land between or to the side of buildings with no clear public or private function | PASS | | | |
| | | | Poorly resolved changes in level | PASS | | | |