

**APPENDIX 2**



**Swale Borough Council Building for Life Checklist**

The table below illustrates the relationship between the twelve questions and the NPPF and NPPG.

Building For Life 12 Question	Links with the National Planning Policy Framework (2012)	Links with Planning Practice Policy Guidance (2014) *
<b>Integrating into the neighbourhood</b>		
1. Connections	9, 41, 61, 75	006, 008, 012, 015, 022
2. Facilities and services	38, 58, 70, 73	006, 014, 015, 017
3. Public transport	9, 17, 35	012, 014, 022
4. Meeting local housing requirements	9, 47, 50	014, 015, 017
<b>Creating a place</b>		
5. Character	17, 56, 58, 60, 64	006, 007, 015, 020, 023
6. Working with the site and its context	9, 10, 17, 31, 51, 58, 59, 118	002, 007, 012, 020, 023
7. Creating well defined streets and spaces	58	008, 012, 021, 023
8. Easy to find your way around	58	022
<b>Street and home</b>		
9. Streets for all	35, 58, 69	006, 008, 012, 022, 042
10. Car parking	39, 58	010, 040
11. Public and private space	57, 58, 69	006, 007, 009, 010, 015, 016, 018
12. External storage and amenity	58	040

**Using this checklist**

Please refer to the full Building for Life document (<http://www.udg.org.uk/sites/default/files/publications/BFL12COMPLETED.pdf>) when assessing development proposals.

For each of the criteria and questions listed below you should provide a brief comment as to whether or not the matter has been addressed / considered fully within the submissions.

Not all developments will be able to meet all criteria. This may be due to site-specific circumstances, or matters outside of the applicant’s control. In such instances applicants should explain why criteria can’t be met, and officers can weight their assessment / comment accordingly.

**APPENDIX 2**

**SITE ADDRESS: Perry Court, Faversham**

**APPLICATION NO.: 17/506603/REM**

**1. CONNECTIONS**

ITEM	COMMENT	(SBC use) ✓/✗
1a Where should vehicles come in and out of the development?	The access points were approved at outline stage	✓
1b Should there be pedestrian and cycle only routes into and through the development?	Numerous pedestrian and cycle links are provided within the development, providing internal routes and links to the A2 (via public footpath ZF18, Brogdale Road and Ashford Rd. these have been designed to predict likely desire routes (north towards Faversham)	✓
1c Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?	The main road runs through the site in a design purposefully to avoid rat running. Pedestrian and vehicle links are provided between each housing area and throughout the site. The development connects into existing pedestrian links into the wider neighbourhood, and provides new pedestrian and vehicle links.	✓
1d How should the new development relate to existing development?	The parameters for this were largely set at outline stage. The new development is set back from Ashford Road but does face it. Development fronting Brogdale road has a closer relationship to this. In both cases, due to levels changes and highways issues, houses do not take direct access onto these roads. The development would be much different in scale and layout to existing modest linear development on Ashford Rd, and more sporadic development on Brogdale Road.	✓

**2. Facilities and services**

ITEM	COMMENT	(SBC use) ✓/✗
2a Are there enough facilities and services in the local area to support the development? If not, what is needed?	The site is located close to a secondary school and the railway line / local shops are approximately 0.5 miles away. An on-site local shop was approved as part of the outline permission, but has not come forward to date.	✓
Where new facilities are proposed: 2b Are these facilities what the area needs?	The provision of a local shop will most likely be subject to market conditions and whether the development would be able to support it.	✓/✗
2c Are these new facilities located in the right place? If not, where should they go?	The proposed local shop would be located close to the Ashford Road entrance and adjacent to the residential development. This has potential to pick up passing trade as well as trade from the development itself.	✓
2d Does the layout encourage walking, cycling or using public transport to reach them?	The layout provides good walking and cycling routes within the site – and is close to bus services on the A2 and within walking distance of the train station.	✓

**3. Public transport**

ITEM	COMMENT	(SBC use) ✓/✗
3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?	A travel plan (including public transport incentives) was secured under the S106 agreement as part of the outline permission.	✓
3b Where should new public transport stops be located?	None are provided within the development, as the main transport corridor is on the A2	✓/✗

**4. Meeting local housing requirements**

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ITEM	COMMENT	(SBC use) ✓/✗
4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?	The scheme provides mainly family homes. This will limit the market, but the local plan policy CP3 does encourage the development of family housing in this market area.	✓/✗
4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?	The proposal includes 93 dwellings (30%) as affordable homes – with 70% of these being rented units.	✓
4c Are the different types and tenures spatially integrated to create a cohesive community?	The affordable homes are distributed throughout the site, but are grouped in clusters.	✓

**5. Character**

ITEM	COMMENT	(SBC use) ✓/✗
5a How can the development be designed to have a local or distinctive identity?	The development has adopted a traditional vernacular approach, and uses materials designed to reflect local styles and uses.	✓
5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?	See above. The development creates its own distinct character through the extent of open space provided and way in which the development layout is designed to use the open space as a feature.	✓

**6. Working with the site and its context**

ITEM	COMMENT	(SBC use) ✓/✗
6a Are there any views into or from the site that need to be carefully considered?	The setting of the listed oast house to the north of the site is an important consideration. The site is also visible across the landscape from the south (M2), east and west. The large area of open space to the south provides an open setting to these views.	✓
6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?	The site is generally open but there are boundary hedges and some hedgerows within the site. Some have been / are proposed to be removed due to highways requirements.	✓
6c Should the development keep any existing building(s) on the site? If so, how could they be used?	There are no existing buildings on site.	✓

**7. Creating well defined streets and spaces**

ITEM	COMMENT	(SBC use) ✓/✗
7a Are buildings and landscaping schemes used to create enclosed streets and spaces?	The proposal uses street hierarchy to create a more enclosed primary and secondary street layout. The “rural edge” is more spaced.	✓
7b Do buildings turn corners well?	Yes	✓
7c Do all fronts of buildings, including front doors and habitable rooms, face the street?	Yes – and many face onto the large areas of open space.	✓

**8. Easy to find your way around**

ITEM	COMMENT	(SBC use) ✓/✗
8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?	The layout is roughly based on a grid system, but there are cul-de-sacs and private drives. The primary road layout winds through the site intentionally to deter rat running. Pedestrian and cycle routes are clear.	✓

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8b Are there any obvious landmarks?	The neighbouring listed oast building.	✓
8c Are the routes between places clear and direct?	The pedestrian and cycle links are clear and direct.	✓

**9. Streets for all**

ITEM	COMMENT	(SBC use) ✓/✗
9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?	The road layout is designed to wind through the development with raised tables in places to slow vehicles speeds	✓
9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?	Minor roads would not be subject to significant traffic and all units face the street, to encourage social interaction. Many units face directly onto green space which can be used for play or social space.	✓

**10. Car parking**

ITEM	COMMENT	(SBC use) ✓/✗
10a Is there enough parking for residents and visitors?	The proposal meets the relevant parking requirements for residents and visitors.	✓
10b Is parking positioned close to people’s homes?	Yes	✓
10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?	Some exceed the 5 property threshold, but are well overlooked, and are not separated from the development.	✓
10d Are garages well positioned so that they do not dominate the street scene?	Yes	✓

**11. Private and public spaces**

ITEM	COMMENT	(SBC use) ✓/✗
11a What types of open space should be provided within this development?	A large area of open space (over 11 Ha) would be delivered under this scheme, containing a range of typologies.	✓
11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?	Yes, two play areas are provided within the scheme.	✓
11c How will they be looked after?	Most likely by a management company, although the Council does have the option to take on the open space.	✓

**12. External storage and amenity areas**

ITEM	COMMENT	(SBC use) ✓/✗
12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?	The se details are subject to a condition.	TBC
12b Is access to cycle and other vehicle storage convenient and secure?	These details are subject to a condition	TBC