

APPENDIX A**APPENDIX 5****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)*
Integrating into the neighbourhood		
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
Creating a place		
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
Street and home		
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 A**APPENDIX 5****SITE ADDRESS: Land at Wises Lane, Borden****APPLICATION NO.: 17/505711/HYBRID****1. CONNECTIONS**

ITEM	COMMENT	(SBC use) ✓/✗
1a Where should vehicles come in and out of the development?	There are multiple access points, including two new accesses on Borden Lane and Chestnut Street, and existing access points on Wises Lane (north and south)	✓
1b Should there be pedestrian and cycle only routes into and through the development?	There are a network of cycle and pedestrian routes proposed through the site, with potential links to existing paths, Maylam Gardens, and potential for pedestrian / cyclist friendly measures to Cryalls Land and Riddles Road.	✓
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 development will provide a new east-west link specifically designed for use by the wider neighbourhood, although care needs to be taken through detailed design that the link does not become a barrier to non-car users.	✓
1d How should the new development relate to existing development?	It fronts existing development on Wises Lane, and would be likely to face existing development on Cryalls Lane. As Dental Close backs onto the site, a back-to-back arrangement is considered appropriate here.	✓

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?	There are nearby shops and a PH on the A2, and a PH in Borden. The scheme proposes to accommodate a retail unit, and another flexible use commercial building. A primary school is required and forms part of the scheme. The scheme will make financial contributions towards secondary schools, the NHS and other infrastructure.	✓
Where new facilities are proposed: 2b Are these facilities what the area needs?	A primary school is required under the policy. The policy also specifies commercial floor space (including potential neighbourhood facilities). The flexible commercial floor space sought would cover a range of potential uses. The rugby clubhouse would meet a need for Sittingbourne rugby club and has potential to double for elements of community use.	✓
2c Are these new facilities located in the right place? If not, where should they go?	The school and retail / commercial building are shown to be located close to the junction between the Wises Lane and the new spine road in a relatively central location. The proposed retail / commercial uses would benefit from being located close to the spine road.	✓
2d Does the layout encourage walking, cycling or using public transport to reach them?	There are footpaths and cycle routes within the development. The spine road needs to be designed to allow pedestrians / cyclists to cross easily. It would be close to the proposed bus route through the site.	✓

APPENDIX A**APPENDIX 5****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?	It provides the ability for a bus route to be diverted through part of the site.	✓
3b Where should new public transport stops be located?	The route will be between Chestnut Street and Wisers Lane. A bus stop should be sited close to this junction.	✓

4. Meeting local housing requirements

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 SHMA sets out that new owner-occupied accommodation should be principally 2 and 3 bed units, but supporting text under Policy CP3 states that south Sittingbourne is seen as more prosperous / desirable where the existing housing offer should be reinforced to protect / enhance existing characteristics of the 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?	Yes, there is a need on a site of this size to provide a range of housing types to provide a mixed / balanced community. Up to 81 units would be secured as affordable housing.	✓
4c Are the different types and tenures spatially integrated to create a cohesive community?	This will generally be considered at reserved matters stage, although the indicative housing mix is swayed towards larger housing as per commentary in 4a.	✗/✓

5. Character

ITEM	COMMENT	(SBC use) ✓/✗
5a How can the development be designed to have a local or distinctive identity?	The detailed part of the scheme has been designed with its own distinctiveness and sense of place based on the more contemporary style of buildings and strong landscape framework.	✓
5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?	The closest built form is on Wisers Lane / Dental Close / Cryalls Lane. Housing styles are mixed with no distinctive character. The style of historic buildings in Borden has been considered to be the wrong approach for a volume housebuilding development.	✓

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?	Yes, the land is open and very visible from some locations, although these are mainly close views with Sittingbourne town in the backdrop. The southern edges of the site are more sensitive as it lies closer to Borden. There are a number of listed buildings and conservation areas nearby and careful consideration has been given to their setting.	✓
6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?	Most of the site is open arable fields. Some trees and hedgerows will need to be removed, but many are shown for retention with additional planting to replace / strengthen this by the new site access points.	✓

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6c Should the development keep any existing building(s) on the site? If so, how could they be used?	N/A	
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7. Creating well defined streets and spaces

ITEM	COMMENT	(SBC use) ✓/✗
7a Are buildings and landscaping schemes used to create enclosed streets and spaces?	Yes, within the detailed scheme, buildings shown to face onto tree-lined spine road. Main junction through site between Wises Lane and Spine road would accommodate taller buildings to give emphasis to townscape.	✓
7b Do buildings turn corners well?	Yes	✓
7c Do all fronts of buildings, including front doors and habitable rooms, face the street?	Where appropriate	✓

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?	Details to be confirmed through subsequent reserved matters applications. Strong parameter plans re distribution of built form, landscaping and open space set a good base for this.	✓
8b Are there any obvious landmarks?	Wises Oast next to the site, and Wises Lane runs through the site. The proposed local centre / school. The tree lined spine road. Buildings at focal points to be designed as landmarks.	✓
8c Are the routes between places clear and direct?	Subject to RM approval. Some conflict with direct access onto spine road, which may mean vehicles have to travel a more convoluted route.	✓

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?	Main spine road to be tree lined with pedestrian and cycle lanes. Spine road designed to strike balance between road function and pedestrian / cycle friendly facilities.	✓
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?	Many beyond spine road and Wises Lane will be lightly trafficked, with options for informal social space.	✓

10. Car parking

ITEM	COMMENT	(SBC use) ✓/✗
10a Is there enough parking for residents and visitors?	To be considered with each RM application. Sufficient parking for phase 1A.	✓
10b Is parking positioned close to people's homes?	Yes, for phase 1A	✓
10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well	Yes for phase 1A	✓

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overlooked by neighbouring properties?		
10d Are garages well positioned so that they do not dominate the street scene?	Yes – set back into rear gardens.	✓

11. Private and public spaces

ITEM	COMMENT	(SBC use) ✓/✗
11a What types of open space should be provided within this development?	There is a significant range of open space provision to cover and exceed policy requirements.	✓
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?	Three play areas are proposed through the development.	✓
11c How will they be looked after?	Likely to be a mix of Council and management company.	✓

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?	Yes for flats in phase 1A. Other units generally detached family housing with space for bins within gardens.	✓
12b Is access to cycle and other vehicle storage convenient and secure?	Yes, cycle storage provided to each property.	✓