

Building for Life. Land off Lidgett Lane/ Pilley Green

Pilley

The Building for Life criteria are a series of 20 questions which are used to evaluate the quality of new housing developments.

In this instance i.e. an outline planning application the majority of these matters are not able to be fully finalised, however in the interests of meeting the checklist the following detail is submitted.

Environment and community	
01.	Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes? YES the Application site is situated in the settlement in the Borough within walking distance of shops schools and a wide range of local services
02.	Is there an accommodation mix that reflects the needs and aspirations of the local community? YES the mix of dwellings is to be aspirational low density high value 4 and 5 bed homes.
03.	Is there a tenure mix that reflects the needs of the local community? YES, family market housing at the higher end as per the LPA's requirements
04.	Does the development have easy access to public transport? YES as detailed in the Design and Access and Transport Assessment, bus stops are located close to the site access (90m) which link to the centre of Barnsley (interchange).
05.	Does the development have any features that reduce its environmental impact? YES SUDS techniques will be used. In addition further consideration will be given to other matters at the reserved matters stage to cut further emissions including the appropriate sustainability codes being met.

Character	
06.	Is the design specific to the scheme? YES several layouts and pre application discussions have been worked through ensuring the layout as now presented has been furthered tailored to the site taking account of the topography of the site.
07.	Does the scheme exploit existing buildings, landscape or topography? YES, the topography has been considered and this has enabled the site to be exploited for the benefit of scheme.
08.	Does the scheme feel like a place with distinctive character? Yes the scheme has a sense of place including well positioned landscaping and a range of modern housing, in this sustainable location.
09.	Do the buildings and layout make it easy to find your way around? YES. clear paths along desire lines lead pedestrians into and across the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.
10.	Are streets defined by a well-structured building layout? YES, the layout exhibits a strong built form with housing suitably addressing the soft edge to the recreation ground and the other adjoining uses

Streets, parking and pedestrianisation	
11.	Does the building layout take priority over the streets and car parking, so that the highways do not dominate? YES, the highway layout has been integrated to enable a comprehensive scheme which is not dominated by private cars but instead utilises design and changes in surface treatments , thereby minimising vehicle speeds letting the built form be the centre of the focus for the scheme
12.	Is the car parking well integrated and situated so it supports the street scene? YES wherever possible cars have been removed from the streetscene with all individual plots having garages and recessed parking to ensure the car does not dominate the scheme. This is further aided by introducing soft landscaping.
13.	Are the streets pedestrian, cycle and vehicle friendly? YES, The use of shared surfaces and separate dedicated pedestrian paths across the site has been included. In addition paths linking through to Pilley Green and the recreation ground ensure good permeability, which are safe and friendly for all users.
14.	Does the scheme integrate with existing streets, paths and surrounding development? Yes, The site links to the existing wider footpaths surrounding the site at the site access and as above
15.	Are public spaces and pedestrian routes overlooked and do they feel safe? Yes, the design has evolved with input from both the applicant and the LPA to ensure that all pedestrian routes have good visibility and safety.
Design and construction	

16.	Is public space well designed and does it have suitable management arrangements in place? YES as shown on indicative layout these areas will be maintained via a management company
17.	Do the buildings exhibit architectural quality? YES careful design of plot locations and the site layout have ensured architectural quality throughout the site, detailed elevations will be able to further enhance the scheme once produced for Reserved Matters
18.	Do internal spaces and layout allow for adaptation, conversion or extension? Yes individual plots will be designed so as to enable future adapted and extension wherever possible. This should be done along homes for life principles to ensure that only minimal alterations are in fact required so as reduce environmental impacts.
19.	Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness? The exact details of this will be finalised at reserved matters but all new plots will look to achieve excellent levels of insulation, SUDS and embrace all suitable advancements in construction technology. In addition to employing new ideas old traditional measure should not be forgotten as these can play a vital role in reducing carbon impacts such a the use of compost bins, washing lines and water butts.
20.	Do buildings or spaces outperform statutory minima, such as building regulations? All buildings will be constructed as to ensure that they meet and exceed wherever possible both building regulations and the relevant codes for homes standards. Full details of these measures will be worked up and submitted to the relevant bodies and where required as part of Reserved Matter plot details.