The Building for Life 12 standard is the national benchmark for well-designed housing and neighbourhoods in England. It is developed around 12 criteria that look at all aspects of house and urban design. The criteria and the approaches being adopted on this site are expanded upon below.

Q1. Connections.
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Yes. (as far as is applicable) Only one point of access is possible due to the existing railway line along the western boundary and the proximity of the railway bridge to this single point of access. The development will be accessed by extending the road recently constructed by Gleeson for their adjoining development. There is neither the opportunity nor need for cycle or pedestrian only routes. Careful consideration has been given to the relationship between the new and existing development and the edges of the development site.

Q2. Facilities and services.
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Yes. All facilities are located close to the site and a new play area is being provided in a central location within the development site. It has been sensitively located to ensure good natural surveillance but far enough away from the overlooking dwellings to avoid conflict.

Q3. Public transport
Does the scheme have good access to public transport to help reduce car dependency?

Yes. The railway station is within 200m of the site and the bus route is within easy walking distance. These enable easy, convenient access for residents by public transport to the major centres and surrounding areas.

Q4. Meeting local housing requirements.
Does the development have a mix of housing types and tenures that suit local requirements?
Yes
4a. What types of homes, tenure and price range are needed in the area?
There is a diverse range of house and sizes to cater for local needs. Gleeson always aim their developments to be affordable to local people and provide schemes to help aspiring customers to achieve home ownership.
4b. Is there a need for different types of home ownership(such as part buy & part rent) or rented properties to help people on lower incomes?
Gleeson have a total of 7 innovative schemes to help aspiring home owners to achieve their goal. Additionally, Gleeson also provide their own shared equity product to help those on lower incomes which, together with other shared equity units delivered through "Help to Buy" accounted for 35% of all sales in the last year.

Q5. Does the scheme create a place with a locally inspired or otherwise distinctive character?

Yes. The street format has a strong active frontage and distinctive double aspect houses are used to turn corners. Single, 1½ and two storey forms are used varying ridge and eaves heights creating an upper level edge. Features such as projecting gables and bay windows add interest to the street scene. The development also mirrors the aesthetics currently approved/being built by Gleeson on the adjacent site.

Q6. Working with the site and its context
6a. Are there any into or from the site that need to be carefully considered?
6b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?
6c. Should the development keep any existing building(s) on the site? If so how should they be used?
The houses on the eastern edge face out to overlook the open land to the east of the site.

In terms of the re-use of existing buildings, there are none. The site is mainly flat and featureless. The design has responded to the flatness of the site by the introduction of variety in the eaves and ridge heights to add interest to the streetscape and upper level edge. The design also respects the scale, positioning and massing of the existing surrounding dwellings.

Q7. Creating well defined streets and spaces.
7a. Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?
Yes. The buildings are used to frame the spaces created. Some streets are open ended to open up views into and out of the development.
7b. Good buildings 'turn' corners. Do buildings turn corners well?
Yes. House designs incorporating strong dual aspect facades are used on corner plots.
7c. Do all fronts of buildings, including front doors face the street?
Yes. In every case, although in this context some 'streets' are private shared driveways.

Q8. Easy to find your way around.
Is the development designed to make it easy to find your way around?

Yes. This is not a large development. There is also a simple rationale to the road hierarchy and the built form. This and the scale of the scheme make it easy to navigate.

Q9. Streets for all.
Are streets designed in a way that encourages low vehicle speed and allows them to function as social places?
9a Are the streets pedestrian friendly and are they designed to encourage cars to be driven slower and more carefully?
Yes. The roads have been designed to keep vehicle speeds low to ensure the safety of all users.
9b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?
Yes. The scheme incorporates some short culs-de-sac and private drives. These provide safe places for children to play and positively encourage social interaction.

Q10. Car Parking
10a. Is there enough parking residents and visitors?
Yes. The scheme provides a minimum of 200% on plot car parking spaces.
10b. Is car parking positioned close to people's homes?
Yes. All parking spaces and garages are on plot to ensure maximum security, natural surveillance and convenience.
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?
N/A. Gleeson's policy is to avoid the use of parking courts. They are unpopular with their customers and are an unsightly magnet for anti-social behaviour.
10d. Are garages well positioned so that they do not dominate the street scene?
Yes. Generally, garages are set back behind the main building façade so that they are discreet and do not overpower the street scene.

Q11. Public and private spaces.
11a. What types of open space should be provided within this development?
Good sized rear gardens are provided to all plots and all plots have front gardens that contribute to the overall visual amenity of the development. In addition an area of public open space is included in the scheme, which compliments those approved on the adjacent scheme.
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. An equipped play area for children has been provided as part of the previously approved phase of the development. This remains easily accessible to this third and final phase.