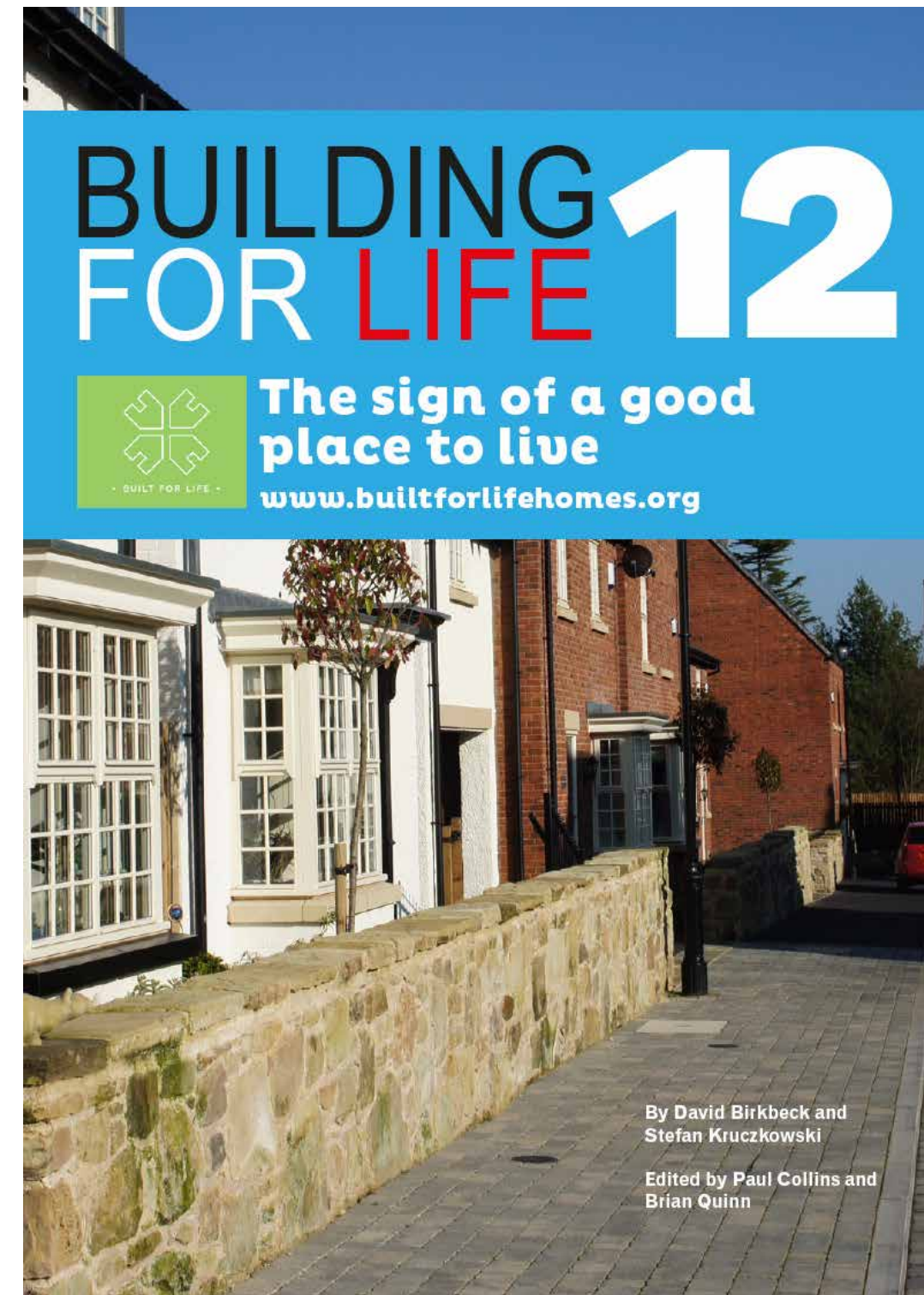






This section is organised in accordance with the Building for Life 12 tool. It is structured to illustrate the specific design response to this site, using the key factors outlined for the delivery of good places to live in Building for Life 12. This in turn is a direct response to the NPPF guidance on design quality and is informed by the Government's commitment to build more homes, better homes and places, and to involve local communities in planning them. The underlying objective is to create a place that is attractive, functional, sustainable and durable.



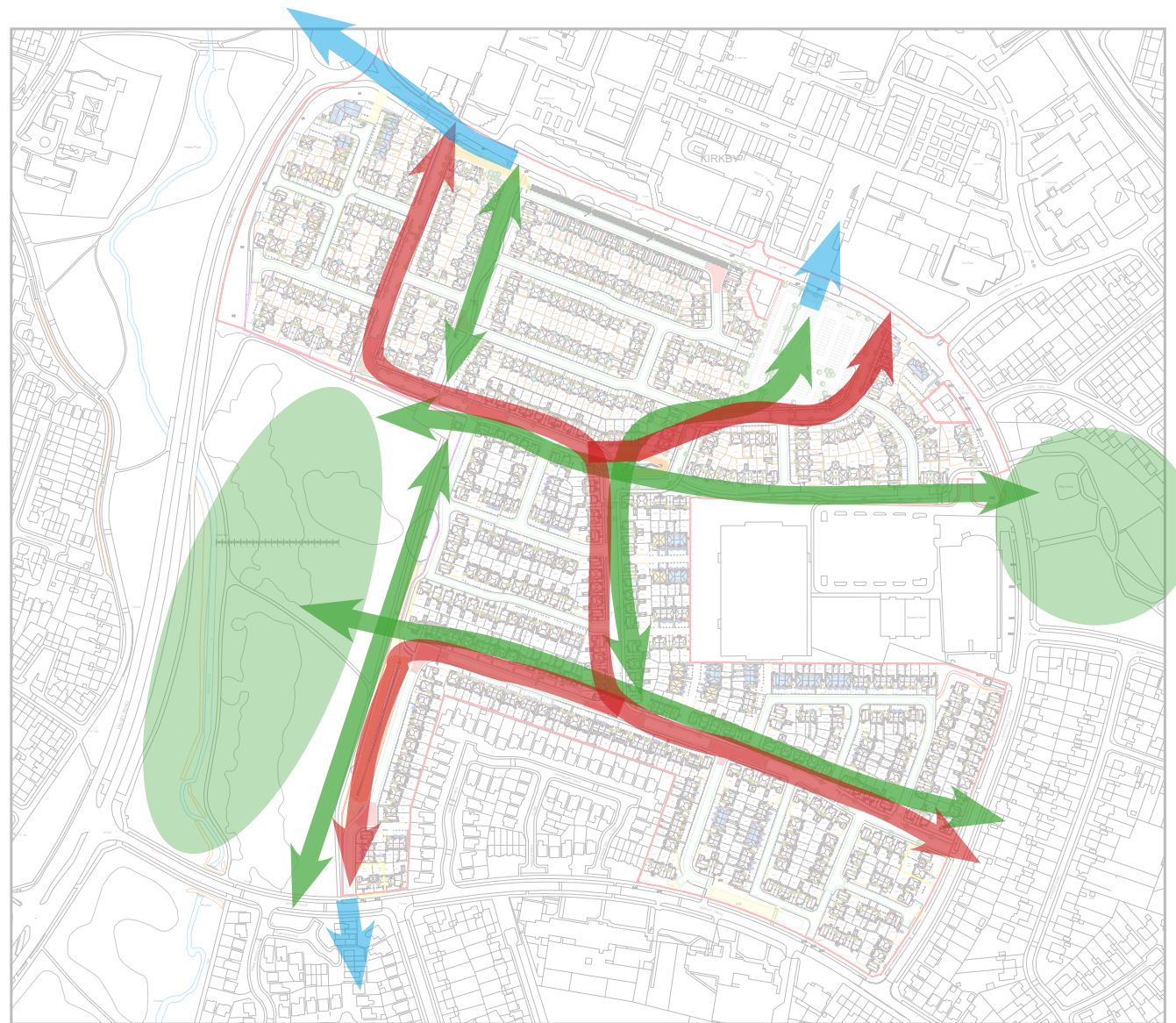
8.0 \ Integrating into the Neighbourhood

8.01 \ 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?

Primarily new footpath / cycle routes are proposed within the site creating connections to the wider areas, linking the town centre to the north to existing housing and schools to the south, as well as connections east / west linking existing green spaces and parks.

Proposed cycle routes connect to the existing cycle network surrounding the site.



 Primary Routes
  Green Links
  Key Links

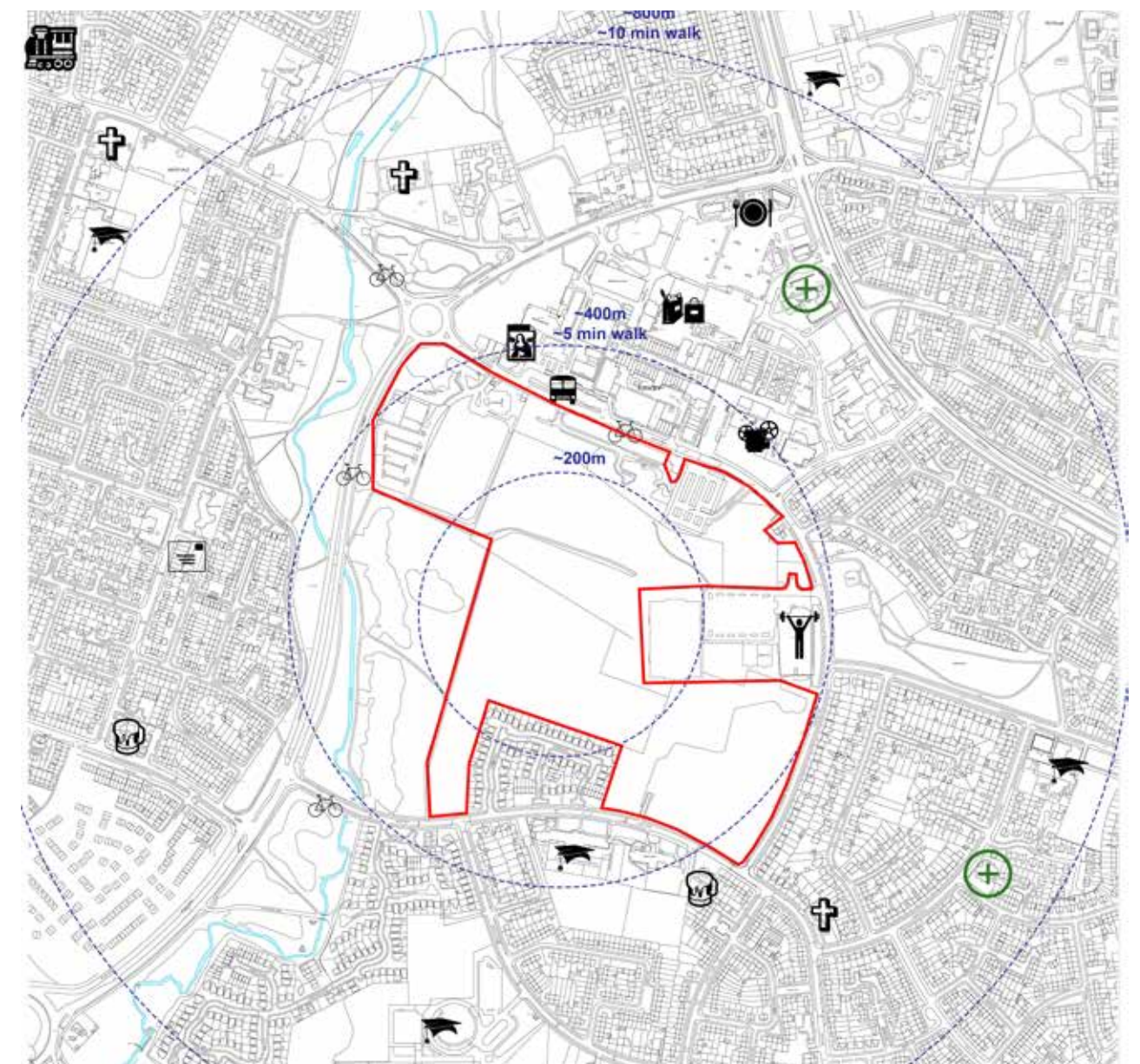
Proposed sketch scheme indicating key connections

8.02 \ 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?

The site is well located to a wide range of local facilities and within a ~10min. walk. New public open spaces are proposed as part of the scheme design and are located adjacent to footpath/cycle networks for ease of access.

A mix of different community facilities exist around the site, and with the proposed new footpath / cycle routes being offered provide easier access to these facilities.

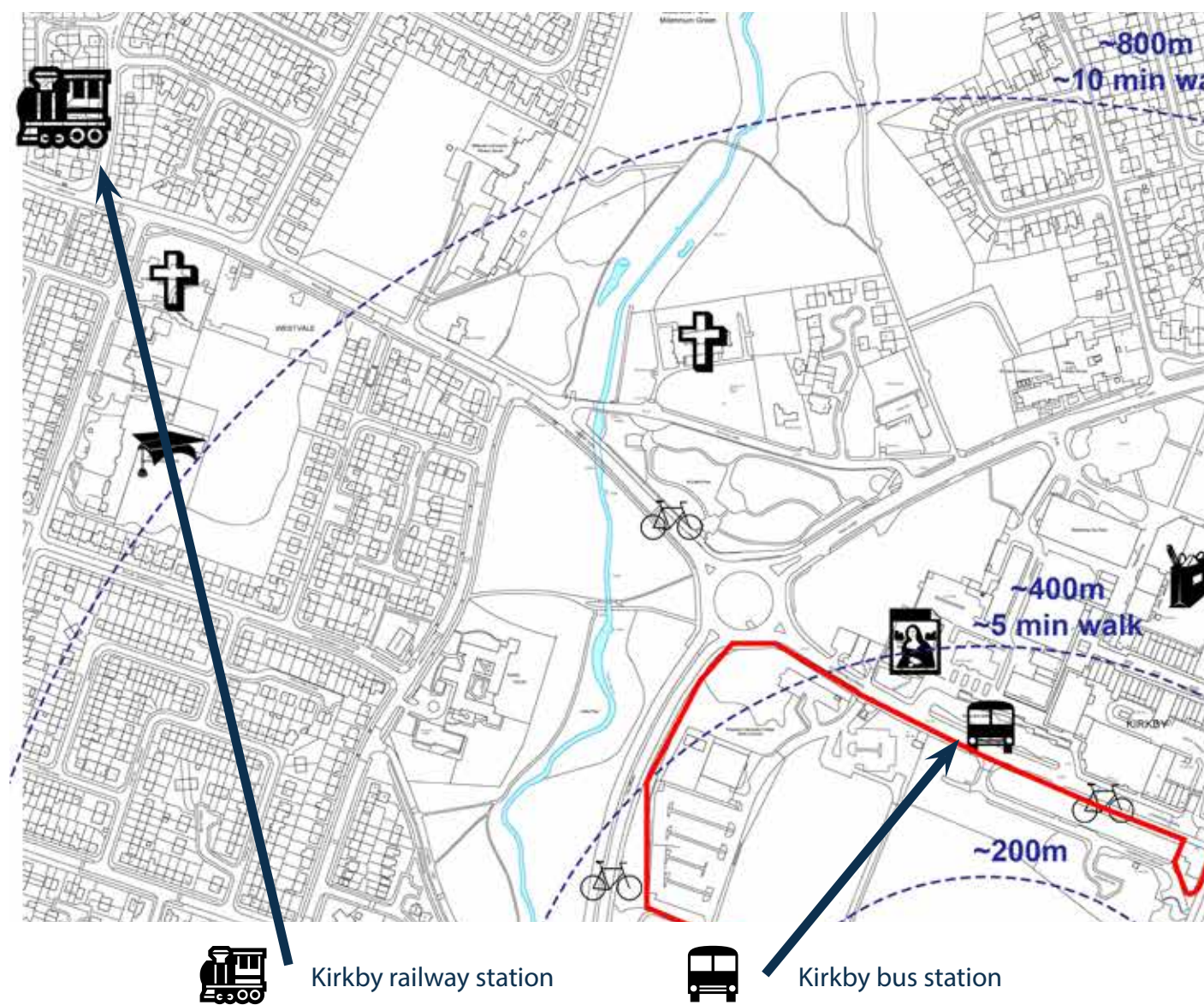


Facilities Plan

8.03 \ \ Public transport

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

The site lies adjacent to an existing bus station, which offer easy access to Kirkby and the wider area, as well as Kirkby railway station (~15 min. walk) which offers access to both Liverpool and Manchester.



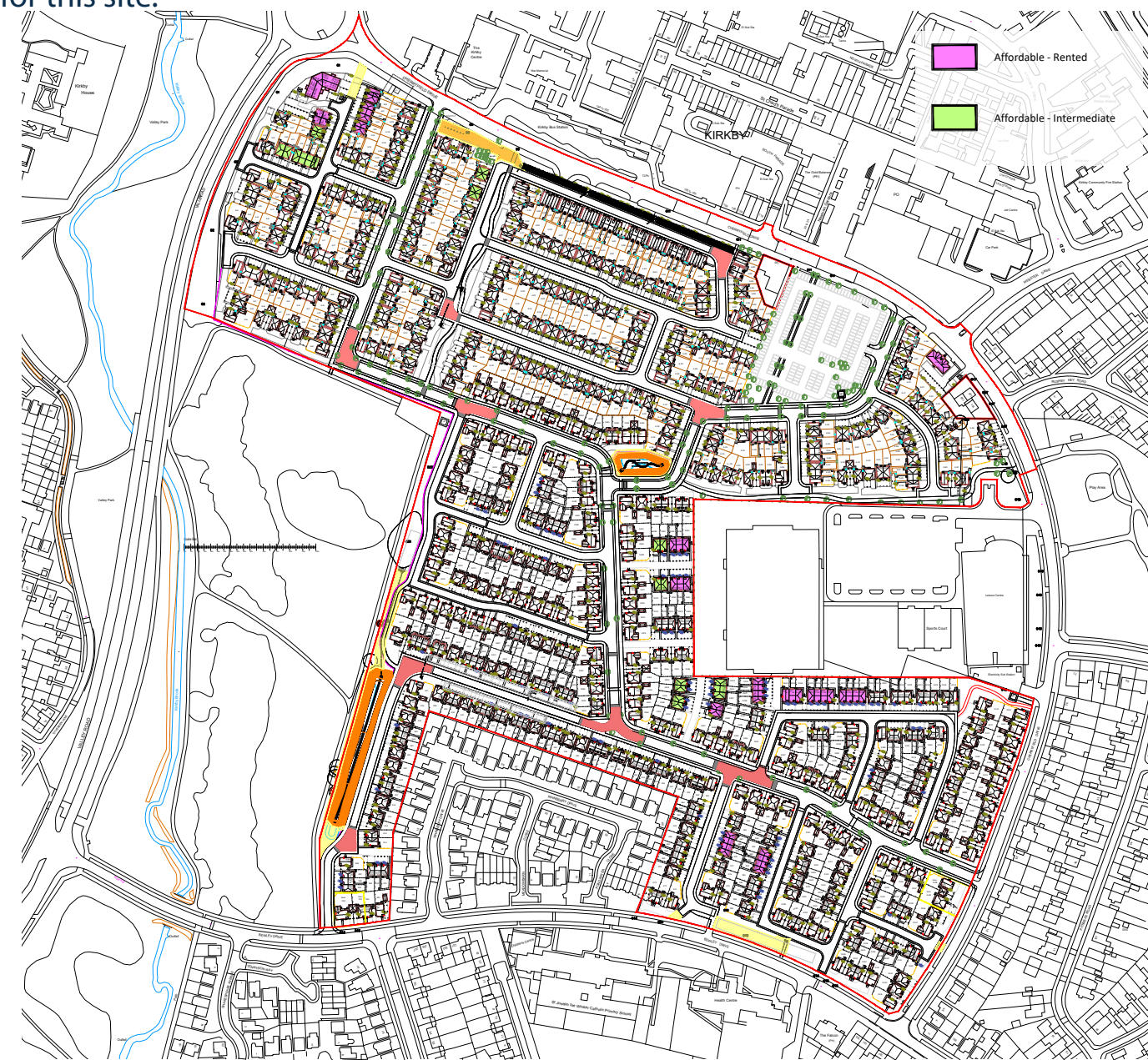
Public Transport Plan

8.04 \ \ Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The proposed scheme will provide 807 Detached, Semi, Townhouse, Terrace, Apartment and bungalow house types.

The housing mix offers a range of 1 to 4 bedroom house types comprising of both private and 10% affordable housing (to include 'Intermediate', 'Social Rent' tenure types with additional Private bungalows) which accords with local authority policy for this site.



Affordable Tenure Plan

9.0 \ Creating a Place

9.01 \ Character

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

Building Style:

The building style will be in keeping with the local and regional vernacular with subtle variations to give variety and interest to the different street types.

Landscaping:

The hard and soft landscaping is a key element of defining characters within a place. Trees, front boundary treatments, and blocks of planting will all contribute to the feel of the place. Green spaces both within and surrounding the site are proposed to retain the rural nature and feel of the site.

Street Elements:

Materials, boundaries, roof details and surface treatments will help to define the overall street character and also at key node points. These have been selected to respond to the local area analysis and to help define public and private spaces within the scheme proposals.



Elevations are defined by local influences

9.02 \ Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

All buildings on the site have either already been demolished or will be demolished.

The topography of the site is predominantly flat, no water features exist on the site. Some green infrastructure exists on the site and key areas will be retained in the eastwest corner.

A number of proposed swales / attenuation ponds are proposed within the scheme design to enhance SUDS features and aid biodiversity.

It is proposed to incorporate some existing 'glacial boulders' found on the site as features within an area of POS and can be used to aid 'natural play'



Extract of proposed feasibility scheme

9.03 \ Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The diagram below shows the pattern of streets and spaces, and demonstrating the basic street hierarchy. It clearly illustrates how the street structure and the definition of the spaces is directly informed by the response to the site itself. It also shows where the opportunities are to create the main character forming features of the design.

Developing this block structure into the detailed design involves considering which houses are best suited to the role they will play with particular attention to the houses which terminate street vistas, those which form the corners and landmark buildings within the design. This combined with the character forming elements of the scheme and the relationship with the landscaping design are crucial in the evolution of the final design.



Streets and spaces

9.04 \ Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The scheme has been designed to ensure that gateway features and focal buildings are used to define entrance features and to terminate views. A mixture of key focal buildings and selective materials will be used to aid wayfinding.



KEY:

- * Gateway features
- * Focal building to terminate views

Sequence of distinct spaces at logical points, using buildings as landmarks or gateway features.

Selected plots will have distinctive architectural treatments to aid way finding and to add variety to the street. Particular attention has been paid to the houses at the ends of important streets and vistas

10.0 \ Streets and Home

10.01 \ Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

A mix of contrasting surface treatments and the use of tight bends are used to calm traffic to manageable speeds, whilst offering safe routes for pedestrians.



Streets and spaces for people

10.02 \ Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Car parking is predominantly on plot allocated parking. Walls, railings and hedges in the front gardens are part of the character design, and will also help to screen out parked cars, helping to reduce their visual impact on the street scene.



- A- In-curtilage garage parking set back behind building line.
- B- In-curtilage frontage parking.
- C- Integral garage parking.

10.03 \\ Public and Private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The proper delineation of the public and private spaces will be achieved in a number of ways.

The design follows perimeter block principles which minimises the interface between public and private realm as much as possible. Where this is unavoidable, robust boundary walls or other forms of treatment will be used.

Separating the semi-private spaces at the front of the buildings from the public realm will be achieved with plantings or hedges. Low hedging or knee rails will be used to delineate private drives adjacent to open space areas.

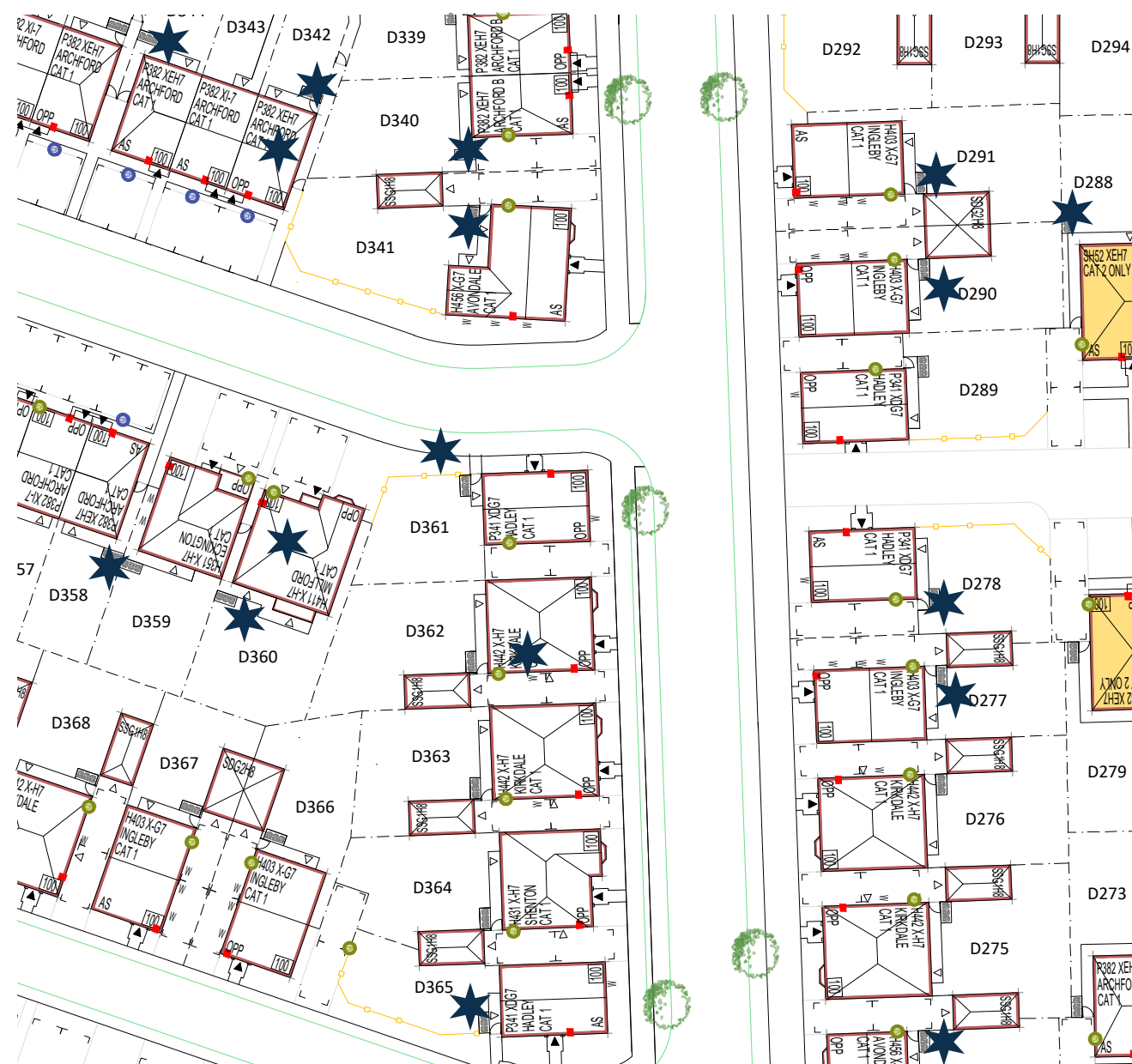
The various boundary elements will combine to form a rich street scene which will clearly define the public realm. The boundary designs will also compliment the traditional character approach.



10.04 \\ External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

All houses will have an area of hard standing allocated for bins storage within their back gardens.





DAVID WILSON HOMES

WHERE QUALITY LIVES