

FAO

DM Officers; designers and other interested parties

Address

Application No.

Proposal



Building for Life 12 (BfL12) summary / template (see info below) – for residential (led) schemes

Core Strategy Policy 17 states – “*The design of new buildings will be expected to take account of the character and appearance of the local area, including the following... (I) achieving Building for Life rating of good or very good*”. Also adopted in CL Design Guide SPD

Building for Life updated (BfL12) – Design council Cabi. (3rd edition launched Jan 2015.)

<http://www.designcouncil.org.uk/our-work/CABE/Localism-and-planning/Building-for-Life/>

- In September 2012 Design council Cabi launched an updated version of Building for Life called Building for Life 12 (BfL12)
- **These guidelines form the industry standard, endorsed by Government for well-designed homes and neighbourhoods.**
- Building for life is run by the Home Builders Federation, Design for Homes and Cabi at the Design Council.

B u i l d i n g f o r L i f e 1 2 : T h i r d e d i t i o n - J a n u a r y 2 0 1 5

30/01/2015

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Website provides:

- An overview of Building for Life 12 (BfL12)
- New chapter on using BfL 12 in urban locations – with alternative questions/rationale (see text extracts at end).
- Introduction to the Built for Life award and how to apply

File ref: I:\ES\Planning\Planning Design\DC Responses\Matthew Edwards\DESIGN SPD summary (DAS etc) & BfL12\Annex B - BfL12 template (3rd edition).doc

30/06/2017

Assessment method (suggest 12 below for outline; detailed sub questions further below for full and reserved matters schemes)

- BfL12 comprises of 12 questions (summarised and then expanded further below).
- Assessment is based on a simple 'traffic light' system (red, amber and green) and recommends that new developments aim to: Secure as many 'greens' as possible, Minimise the number of 'ambers' and; Avoid 'reds'.
- The more 'greens' the better a development will be.
- A red light gives warning that an aspect of a development needs to be reconsidered.
- **These principles could be usefully integrated into the Design & Access Statements (DAS) for residential (led) schemes.**

Integrating into the neighbourhood

1. **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?
2. **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?
3. **Public Transport** – Does the scheme have good access to public transport to help reduce car dependency?
4. **Meeting local housing requirements** – Does the development have a mix of housing types and tenures that suit local requirements?

Creating a Place

5. **Character** – Does the scheme create a place with a locally inspired or otherwise distinctive character?
6. **Working with the site and its context** – Does the scheme take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimate?
7. **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?
8. **Easy to find your way around?** – Is the scheme designed to make it easy to find your way around?

Street and Home

9. **Streets for all** – Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10. **Car parking** - Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street.
11. **Public and private spaces** – Will public and private spaces be clearly defined and designed to be attractive, well-managed and safe?
12. **External storage and amenity space** – Is there adequate external storage space for bins and recycling, as well as vehicles and cycles.

BfL12 CRITERIA (See full doc for all guidance)	Suggestions, changes and information required (please reference / summarise all key information)	SCORE? GREEN – Good AMBER – concerns RED - unacceptable
<i>Integrating into the neighbourhood</i>		
1. CONNECTIONS		
1a Where should vehicles come in and out of the development?	<ul style="list-style-type: none"> • Please provide full information or references for all of the detailed sub questions here/below. See full guidance document via links above for further information. • If the proposal is an urban development (eg. where new streets aren't proposed) – then please see the supplement and replacement questions at the end of the BfL12 guide – pgs. 18-19 (text extracted at end of this doc). Alternative questions cover :-1; 8; 9; 10; 11; 12: <ul style="list-style-type: none"> 1) Connections and scale 8) Easy to find your way in and around 9) Active Streets 10) Cycle and car parking 11) Shared spaces 12) Private amenity and storage • For North West Preston Masterplan (NWPM) area – please see Policy MD2 and adopted masterplan SPD: www.preston.gov.uk/masterplan 	
1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?		
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?		
1d How should the new development relate to existing development? What should happen at the edges of the development site?		

BfL12 CRITERIA	Suggestions, changes and information required	SCORE?
2. FACILITIES AND SERVICES		
2a Are there enough facilities and services in the local area to support the development? If not, what is needed?		
Where new facilities are proposed: 2b Are these facilities what the area needs?		
2c Are these new facilities located in the right place? If not, where should they go?		
2d Does the layout encourage walking, cycling or using public transport to reach them?		
3. PUBLIC TRANSPORT		
3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?		
3b Where should new public transport stops be located?		
4. MEETING LOCAL HOUSING REQUIREMENTS		
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)?		
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?		
4c Are the different types and tenures spatially integrated to create a cohesive community?		
<u>Creating a place</u>		
5. CHARACTER		
5a How can the development be designed to have a local or distinctive identity?		

BfL12 CRITERIA	Suggestions, changes and information required	SCORE?
<p>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?</p>		
<p>6. WORKING WITH THE SITE AND ITS CONTEXT</p>		
<p>6a Are there any views into or from the site that need to be carefully considered?</p>		
<p>6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?</p>		
<p>6c Should the development keep any existing building(s) on the site? If so, how could they be used?</p>		
<p>7. CREATING WELL DEFINED STREETS AND SPACES</p>		
<p>7a Are buildings and landscaping schemes used to create enclosed streets and spaces?</p>		
<p>7b Good buildings 'turn' corners. Do buildings turn corners well?</p>		
<p>7c Do all fronts of buildings, including front doors and habitable rooms, face the street?</p>		
<p>8. EASY TO FIND YOUR WAY AROUND?</p>		
<p>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?</p>		
<p>8b Are there any obvious landmarks?</p>		
<p>8c Are the routes between places clear and direct?</p>		
<p><u>Street and Home</u></p>		

BfL12 CRITERIA	Suggestions, changes and information required	SCORE?
9. STREETS FOR ALL		
9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?		
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?		
10. CAR PARKING		
10a Is there enough parking for residents and visitors?		
10b Is parking positioned close to people's homes?		
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?		
10d Are garages well positioned so that they do not dominate the street scene?		
11. PUBLIC AND PRIVATE SPACES		
11a What types of open space should be provided within this development?		
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?		
11c How will they be looked after?		
12. EXTERNAL STORAGE AND AMENITY SPACE		
12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?		
12b Is access to cycle and other vehicle storage convenient and secure?		

BfL12 CRITERIA	Suggestions, changes and information required	SCORE?
	MAX SCORE	/ 12

BELOW – text extracts (see pgs 18-19) of BfL12 guide – with alternative questions which should be used in urban locations (eg. where new streets aren't proposed)

Using Building For Life 12 in more urban locations

Supplementary design prompts were introduced in November 2014 in response to feedback from users about the need to better address design issues in more urban locations.

Building for Life 12's core focus is on street and urban issues in schemes of between about 25-50 homes to the hectare, such as those typical of more suburban or rural locations. This supplement deals with issues found where apartment blocks of three or more storeys create new developments with few, if any, new streets and where key design issues are how blocks respond to their locality, existing streets and movement.

Six of the twelve questions now have an alternative prompt to suit urban situations. Whilst the ethos of each question remains the same the emphasis and considerations reflect better the challenges and considerations associated with more urban locations and higher density developments. We recommend that design teams agree with the local authority which version of the questions are most appropriate to any proposed development.

1 Connections and scale

Does the scheme respond to the scale of its surroundings, respect existing view corridors (or create new ones), and reinforce existing connections and make new ones where feasible?

Design rationale: To emphasise visual connectivity whilst ensuring that where possible, the opportunity is taken to make physical connects that are going to be well-used and of benefit to residents and the wider community.

8 Easy to find your way in and around

Is the scheme designed to make it easy to understand the links between where people live and how you access the building, as well as how you move through it?

Design rationale: To emphasise the importance of creating a well defined entrance(s) to a development. Is it easy to find the front door?

9 Active Streets

Does the development engage with the street so passers-by will understand the movement between the building and the street, and is there an obvious visual link between inside and outside?

Design rationale: To emphasise the importance of creating active edges to a development at street level, carefully consider how the building relates to the street, how vehicle and servicing is designed and to avoid dead elevations.

10 Cycle and car parking

Will the development be likely to support and encourage cycling by providing cycle storage which people can use with confidence? Where parking is provided, is this easy to use? Are accesses to car parking designed not to impact on those not in cars? Are entrances to car parks over-engineered, visually obtrusive or obstructive to pedestrians and cyclists?

Design rationale: To emphasise the modal emphasis on bikes in more urban development where people are more likely to live close enough to work and leisure to cycle. Seeks to also promote well-designed entrances to parking areas whether at grade or underground.

11 Shared spaces

Is the purpose and use of shared space clear and it is designed to be safe and easily managed? Where semi-private or private spaces are created, are these clearly demarcated from the public realm?

Design rationale: To emphasise the importance of designing such spaces to be functional, attractive and well used.

12 Private amenity and storage

Are outdoor spaces, such as terraces and balconies, large enough for two or more people to sit? Is there opportunity for personalisation of these spaces? Is waste storage well integrated into the design of the development so residents and service vehicle access it easily whilst not having an adverse impact on amenity for residents.

Design rationale: To focus on practical balcony sizes and well designed communal waste facilities that are well resolved in relation to building entrances and screened from publicly accessible routes.