

Building for Life 12 Informal Assessment

Land south of Hollincross Lane, Glossop

Question	Category	Description	How the scheme performs against the criteria	Green	Amber	Red
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?	The scheme proposes the retention and sensitive restoration of Redcourt including demolition of modern extensions. Further to pre-application advice, the final scheme integrates well with the historic parkland character and minimises the impact on St James' Conservation Area, nearby Listed Buildings and Redcourt. Pedestrian routes are proposed to increase connectivity to the surrounding area. The scheme is compatible with surrounding land uses which is predominantly residential.			
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?	The scheme is located approximately 600m south of Glossop Town Centre and benefits from a range of shops, facilities and services which are just a short walk away. The development will provide open space that is accessible to the public.			
3	Public transport	Does the scheme have good access to public transport to help reduce car dependency?	Situated close to the town center the site benefits from a good range of public transport links including bus services to Buxton and train services into Manchester.			
4	Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?	The scheme contains a mix of one, two, three and four bedroom homes which will provide homes for up to 4-6 people family units. The mix proposed is driven by the need set out in the High Peak Housing and Economic Land Needs Assessment 2022. Affordable housing is proposed.			
5	Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?	The site responds to and integrates well with the historic parkland character which has been carefully considered to create a development with distinctive character. Re-development of the site will increase permeability access across the site and within the wider area, allowing the special character of the woodland to be better managed and ultimately enjoyed by the local community. Properties will reflect the character and design of properties in the locality.			
6	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?	The scheme has evolved and responded to the extensive technical work principally relating to trees, topography, ecology and biodiversity. The site is divided into two parcels, the rationale for this approach has been driven by the concentration of trees and varied topography within the central part of the site. New dwellings have been purposely focused towards areas which have been previously developed, including redundant building and areas of hardstanding and where trees have been identified as low value. This approach has minimised the potential harm to the woodland character of the site and associated impact on local character within the Conservation Area and St James' Church. Redcourt will be retained and sensitively restored.			
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?	Replacement landscaping and tree planting along with the long-term management of the site is proposed. The Ecological Management Plan details the creation of new habitats within the gardens and soft landscaping of the wider site. Landscaping, informal public open spaces, internal road layouts, access and the positioning of buildings will enhance the street scene and overall quality of the development.			
8	Easy to find your way around	Is the scheme designed to make it easy to find your way around?	The site is easy to navigate and responds to the existing natural features and topology of the site. Dedicated pathways and walkways through the site improve permeability and accessibility within the site and wider area.			
9	Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	New streets have been designed according to the principles outlined in Manual for Streets and the Delivering Streets and Places guidance document to encourage low vehicle speeds and prioritise pedestrian movement. Stretches of the new roads will be shared surfaces.			

10	Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	The proposed development includes parking provision for each dwelling in accordance with the Council's parking requirements. There is also adequate space within the layout to accommodate parking for visitors hence there will be no increase in demand for parking on Hollincross Lane and Slatelands Road. The street scene will be broken up with landscaping and the location of parking bays carefully considered such that parking will not dominate the street scene.			
11	Public and private spaces	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	Public and private spaces will be clearly defined. Private gardens will have appropriate boundary treatments to separate these private amenity spaces from the public. The public open space will be easily navigated. The applicant intends to employ a management company for the public spaces to ensure these will be well managed and maintained. The cost for this will be picked up by future occupier service charge.			
12	External storage and amenity space	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	The movements of a large refuse vehicle can be safely accommodated and dwellings will have access to appropriate levels of car and cycle parking provision. Bin stores are provided.			
TOTALS				12	0	0