

Design Expectations

Validation Requirements (including DEVF1 form)

“The public is more familiar with bad design than good design. It is, in effect, conditioned to prefer bad design, because that is what it lives with. The new becomes threatening, the old reassuring.” Paul Rand

“I never design a building before I’ve seen the site and met the people who will be using it.” Frank Lloyd Wright

*“What if we are wrong about climate change and we create a better world for nothing?”
Anonymous*

“The details are not the details. They make the design.” Charles Eames

“A street is a spatial entity and not the residue between buildings.” Anonymous

“Design is for people and they should not be the last thought just because a policy doesn’t mention them first.” Anonymous

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.” NPPF

Written by John Pateman-Gee



Introduction

Design is a subject of immense debate as there is no definite answer. Design relies on opinion, fashion, and the context of the area or reacts by being the opposite to that context. Good design is requested in many policy documents and the NPPF seeks to avoid poor design, but what is good or poor design?

When we look at a building we know if we like it or not on an individual basis. Appearance is important, but only one element of design. Others include commodity, firmness, function and delight. Design needs to consider the context that the development proposal is located within, as one good design does not fit all. Design needs to consider being deferential, respectful, neutral or even innovative. Design also needs to explore environmental considerations to ensure such design is sustainable, ensures longevity for the occupier and has continued benefits for the environment and reduces cost.

NPPF (As amended)

Applications are judged against the material consideration of the NPPF and it is considered reasonable to require enough information as part of any application to demonstrate the development has considered the NPPF and enable the positive determination of the application on that basis. This document seeks to explore the NPPF's environmental, biodiversity and design considerations for validation. Particular attention is drawn to the following NPPF considerations, these are not exhaustive.

Para 148. This provides that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. We should contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources and support renewable and low carbon energy and associated infrastructure.

Paras 150 and 153 provide that development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change. reduce greenhouse gas emissions, such as through its location, orientation and design. Decision should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Para 170. This provides that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services. Development shall minimise impacts on and providing net gains for biodiversity, including by establishing coherent resilient ecological networks.

NPPF section 12. Achieving well-designed places is sought throughout this section of the NPPF and a few paragraphs are highlighted below:-

Para 124. This provides that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development

acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.

Para 127. This provides that planning decisions should ensure that developments secure a range of criteria. Among other things, this seeks good architecture, effective landscaping, sense of place, considerations of local character while supporting innovation.

Para 130. This ensures that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Local planning authorities should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

How to use this document

This document forms part of the Local Validation requirements for all development proposals. It is designed for use for all development types from extensions, housing estates to commercial development, but will be applied to all Minor and Major development proposals.

The requirement is for all questions provided in this document to be answered.

There may be aspects of this document that are not applicable to the specific proposal and it is acceptable to state this and explain why a limited or no answer has been provided.

The very beginning of the design process.

Where is the site and what are the features, character, constraints to consider? Are there obvious issues that the design must overcome and resolve? It might help to consider the location in respect of the following concepts, but it might be the case that the site is found between areas of different character and needs to fulfil a buffer or transition role.

- 1) Deferential – Where the character of the area is dominate and must be copied
- 2) Respectful – Where the character must be acknowledged and reflected
- 3) Neutral – Where the character is diverse and offers wide scope
- 4) Innovative – Where the character is unsatisfactory and would benefit from change and contrasting style.

Each of these approaches need careful consideration. For example, taking a Deferential approach can be a very subjective and difficult issue. A copy of the surrounding appearance may in itself dilute the historic understanding of the area and/or not be convincing enough and appear overly false.

Sometimes the Deferential approach may be the right one and the proposal follows the clear design principles of an area, but elements such as scale is forgotten and despite being considerate it still overly dominates. This can happen very often as meeting highway and building regulations can lead to standardisation and failure in appropriate scale by default if not considered at an early stage.

Finally, any approach needs to know when to stop and change again. For example an estate can only have so many pretend traditional Suffolk farmhouses types together in one place before the point is lost in the crowd.

- 1. Has the site and its context been appraised, identifying all the factors that contribute to its character and locality, as well as other planned development?**
- 2. Does the development require an Environmental Impact Assessment?**
- 3. Has the local community been consulted and participated in the design and layout process? Can evidence be provided of this involvement and any support given.**
- 4. Has a constraints and opportunities plan been produced and considered in relation to the proposal?**
- 5. Has a conceptual design been prepared, which has taken account of any community consultation and has clearly emerged from the appraisal of the site?**
- 6. Has there been a topographical survey to ensure any design is a true representation of the existing and proposed site levels to ensure design opportunities and constraints of different levels are explored, including understanding of relationships with neighbouring dwellings?**

The natural, archaeological, historic and cultural environment.

A proposal that includes the curtilage or setting of a Listed Building or works to a Listed Building must respond to this significant consideration. The duty imposed by the Listed Buildings Act 1990 imposes a presumption against the grant of planning permission which causes harm to a heritage asset. A finding of harm, even less than substantial harm, to the setting of a listed building must be given “considerable importance and weight*”. (*Bath Society v Secretary of State for the Environment [1991] 1 W.L.R. 1303). A development may also restore/create new views of the historic interest or even better access to it. Does the proposed design dilute, enhance, reflect, match or compete with the historic asset and its contribution? The archaeological value of a site is as important to ensure the future design does not remove any chance to understand the past.

The natural environment as exists and as it might become within the design is of enormous importance to a site and how it feeds into the site from beyond the boundaries. What is lost if a design goes forward? Is that lost worthwhile against the benefit of its replacement?

If the design includes gardens should these be hard lifeless places or do these spaces allow nature in as part of an ecological network. For example, small changes to the standard approach could make a difference, why not plant a wildflower frontage instead of standard grass turf/seed for new occupiers to enjoy. How will new occupiers enjoy the natural environment as part of their home, streetscape and sense of place? Will new owners seek to remove that tree because it removes their light, or does it provide appreciated shade? The smallest detail consideration can achieve a lot for functional design and positive development.



- 7. Have appropriate investigations been undertaken to establish historic and archaeological value?**
- 8. Have steps been taken to ensure the conservation and enhancement of any archaeology, wildlife and habitats found on site and how?**
- 9. Please state if there will be Hedgehog friendly fencing installed, Owl, Swift, Bat or other Bird Boxes and/or Bee Bricks included and how?**
- 10. Will the proposals lead to a 10% or more uplift in biodiversity value and how will this be achieved?**
- 11. Are the proposals a compatible and quality response to landscape/townscape character* including the scale of the buildings, streets, landscape and roofscape? (*Identified in the Landscape Character Assessment, Conservation Area Character Appraisal, Village Design Statement, Neighbourhood Plan)**
- 12. How has the development, including the buildings, streets, roofscape, walls, and open spaces, informed and shaped by the characteristics, identity, history, constraints and opportunities of the site?**
- 13. Have elements contributing to the character and distinctiveness of the location, including landscape, cultural and bio-diversity, been protected and/or enhanced?**
- 14. Is there a coherent response to settlement pattern, views, vistas and topography of the site and its surroundings? Please explain.**

An appropriate use, type and amount of development

Sustainable communities should cater for children, teenagers, adults, the elderly as well as people with disabilities, who require a mix of house types and tenures. They also need safe and easy access to public transport, services, employment and community facilities. An analysis should be undertaken of the proximity of the site to workplaces, services, education, leisure, play, green spaces and public transport within a reasonable walking distance and should your proposal include some of these facilities or facilities to help in the journey? Reasonable distance will depend on the quality of the route; steep gradients, crossing major roads and poor environments at day or night that can discourage people from walking and cycling.

15. Is the use and amount of development appropriate to the site's accessibility to jobs, shops, local services, community facilities and the frequency of public transport service?

16. Where residential development is proposed does the development offer a mix of residential types and tenures that reflect the needs of the locality, including affordable housing, (which is indistinguishable from the general housing)?

17. Does the proposal maximise development potential whilst respecting and enhancing the environment, the physical characteristics of the site, its features and surroundings without prejudice to the existing uses or potential development of adjacent sites and adjoining amenities?

Open space in new development of residential, commercial and industrial use.

Open spaces are related to an attractive realm, parking and landscape design and overlap with these elements or suffer loss as a response to them. All size developments should offer attractive places with a mix of private, semi private and shared space. These can be of a range of forms including private or communal gardens, balconies, roof terrace, streets, play areas, civic squares, parks, formal and informal recreational space and sport pitches. More recently SuDs and potential ecological areas can serve dual purpose as open space with care, but how does the design allow for this? Will the attenuation basin or feature need enclosure and end up being a fenced off hole in the ground of little merit?

18. Has an appropriate analysis been undertaken of the environmental constraints and opportunities on the site and have the findings informed the development of green infrastructure proposals for the site?

19. Does the development provide private open space and/or communal open space of sufficient size to meet the needs of the future community?

20. Does the development provide and identify accessible locations for a wide range of challenging and imaginative open spaces (including play space), that meet the needs of the future and existing community and are also easily and safely accessible?

21. Where opportunities exist, does the development provide safe routes for pedestrians and cyclists that connect into the wider green infrastructure, and are these appropriately combined with routes to other services and amenities?

22. Where SuDs are to be integrated as part of the public open space does the design allow for safe dual use?

Minimising the use of energy and resources and considerations of waste

In design terms it is very easy to discuss appearance and structures. It is not as straightforward to consider the waste product of development and running cost to the occupier. In the past this was an issue for the new resident when the developer has moved on to another scheme. In the present for a sustainable development and future this issue is considered to hold significant weight and is a growing consideration for future occupiers in the choosing of their new home/business. The smallest changes, for example having designed a compost heap to be part of a scheme will ensure significant cost saving for all when added together. The design of the development can also help to minimise the consumption of energy and natural resources by: passive solar gains; natural ventilation; natural lighting; and grey water recycling. Gardens/Amenity areas are often left bare for new occupiers, but if integrated into the design of the development could often a useful resource in terms of energy generation and water collection.

- 23. Is there an implementable energy strategy that forms part of the design and minimises energy demand for the site through layout, building orientation, landscaping, includes natural ventilation and passive solar design?**
- 24. Can you calculate the residual energy demand for the site and maximises the amount of residual demand which can be provided through on site generated renewable energy?**
- 25. How has provision been made for managing flood risk and water resources (e.g. sustainable drainage systems, harvesting rainwater and grey water recycling schemes) and is there opportunity for betterment in doing more than mitigating net increase of flooding?**
- 26. Is there an implementable waste strategy that: re-uses existing buildings, infrastructure and materials (where appropriate), minimising generation of onsite waste during the construction and lifetime of the development; and integrates bin storage, recycling and composting facilities into the development?**
- 27. How does the development allow for at least three bins per dwelling (each capable of 350litres) and these can be removed easily from street frontage and public view when not bin collection day. Does development allow for Bin collection areas and access of refuse vehicles to take place while ensuring good design is maintained?**
- 28. Does the development ensure the provision of at least one composting area per dwelling?**
- 29. What are your U values, Air pressure test and your thermal bridging targets for the development (part of TFE (Target fabric energy efficiency))?**
- 30. Does the development include on-site energy production from renewable sources, that will reduce CO2 emissions from energy use by users of the buildings?**
- 31. Will the development be assessed and achieve the highest standards of resource and energy efficiency as well as reductions in carbon emissions?**

Permeability, legibility and enclosure

One view on layout is that streets, buildings and open spaces need to be carefully arranged to connect with each other, as well as existing patterns of streets and open spaces. This will help to ensure a development responds positively to the character of an area, make it easy to get to and move through and allow services and public transport to be accessible to all. Another view is that such connections should be avoided for the purposes of crime prevention, speed reduction of vehicles and gaining house value for cul de sac close road layouts.

What is important is the ability to find your way around a place (its legibility) and this can be improved by retaining or creating landmarks, focal points, views, clear pedestrian and cycle routes, gateways to particular areas, lighting, public art and signs. Corner buildings (if a true bespoke statement and not a standard product slightly adapted) and key features are also useful in giving direction and identity. Avenue trees (if highways standards allow), ponds, hedgerows and other landscape features can also contribute to legibility.

Streets and public spaces work well if the public and private areas are clearly defined and are enclosed appropriately. How are pedestrians welcomed to an area within the scheme or would they perceived it is a place for only those who live there? Contrasting enclosure with openness can also be effective to exploit views and vistas as well as respecting the character of the area. Enclosure must therefore be appropriate and, where necessary, varied beyond one type.

32. Will the proposed layout contribute to a network of connected streets and open spaces that also, where opportunities exist, connect to existing patterns of streets and open spaces or is there any reason not to do this?

33. Is there a clear hierarchy of streets and open spaces, each with a clear 'desired character' (the desired character should inform the road design and not the other way around), which are designed to have appropriate traffic speeds?

34. Will it be easy to direct someone to where 'you' live/work by landmarks, focal points, gateways, public art or views?

35. How do the proposals clearly define public space from private, work or play spaces and these can recognised by clear boundary treatments?

36. Are the streets and/or public spaces appropriately enclosed by buildings, landscape or boundary treatments that are an appropriate height to the width of the street/public space, (or are there open views and vistas that can be exploited or does the existing character of the area inform the proposals)?

37. How are the streets and public spaces enclosed and well defined by active frontage such as front doors, windows, shopfronts etc. that are interesting and varied, that provide supervision as well as respecting each other?

An attractive public realm

The spaces around buildings? This might be the customer/resident car park, the shared drive, the park, garden or the street. This is important space and essentially can be private, semi public or public. Each area should be designed knowing its role and in turn this allows for clear understanding of the functions that might take place. The space is the support to the buildings and can enhance the design of the buildings and should not be designed apart from the buildings. Is the space trying to fit around the remaining gap after a standard house is dropped in or is the house design for the space.

The public realm is one of the most important elements and must be well designed for diverse experiences and users of all ages and abilities. The quality of the public realm is also closely linked to permeability, legibility and enclosure above, as this contributes to vibrancy, overlooking and self policing. It is also necessary to consider how the public spaces can enhance or contribute to the biodiversity and landscape character of an area.

For good reason the local highways authority and other bodies will want to impose standard criteria on street design, including widths, materials, kerbs, street lighting, utility boxes, public art, public seating, street furniture (including litter bins and dog bins). Developers should feel free to challenge some of these design standards, find new solutions to meet the standards set or even surpass them. The street given a character appropriate to the development will increase the land value and amenity of the area. Take any opportunity to explore alternatives that might add significant delight and quality to a space without compromise of safety and functional requirements.



Do we need to see more litter bins being the focal point (see picture) in the future?

38. Do the areas of open space (squares, parks, formal/informal spaces and play areas etc.), together with the streets, form a public realm that is integral to the development and respects and enhances its surroundings?

39. Do the proposals ensure all public open space(s) is useable, not left over space, has clear ownership and maintenance for the lifetime of the development and has an appropriate boundary treatment?

40. Have the ground surfaces, kerbs, changes of levels, lighting, public art, landscape, public seating and street furniture, together with utility boxes, cables, signage and poles, been designed into the street and/or public space to avoid clutter? And do they respect, integrate into and/or enhance the character of the area?

41. Has an opportunity to make a contribution to public art on site been taken?

Accommodating motor vehicles

Space around buildings needs to meet many requirements. Parking is one of these requirements to meet the requirements of a modern functional development. The design should reflect this and be a liveable space, which also accommodates vehicles in a manner that creates an attractive public realm and reinforces the local character and distinctiveness. Instead, the rigid application of highway engineering standards for roads, parking standards, junction separation distances and turning circles can create environments that are unattractive and seem overly familiar from one place to the next reducing a sense of place. Visually available spaces that might have been enjoyed risk becoming drowned in a sea of cars. Road designs are often not appropriate to the settlement pattern, character and identity of an area despite being in accordance with standard.

Roads and parking facilities should be designed to be functional and have appropriate traffic speeds, but they must not dominate at the expense of pedestrian and cycle movement. The road design, surfacing, boundaries and furniture should also be based on the settlement pattern and the intended character of the streets. Expensive solutions for placing parking underground or otherwise hidden can be explored, but using existing levels, raised landscaped areas, bold design for the buildings, rationalising areas can reduce the impact of the car and be as effective. Would a developer consider moving cars and parking away from proposed buildings to achieve a new attractive place for people? The car is not going away and design should not pretend they don't exist on the various plans, especially on the glossy 3d illustrations to support a proposal.

42. Is the proposed development easy to get to and move through for cyclists and pedestrians as a priority?

43. How are the proposed streets designed to have a distinctive character that is appropriate to its hierarchy and the character of the surrounding area?

44. Are the roads designed for low traffic speeds as well as being pedestrian and cycle friendly?

45. Are the parked vehicles well integrated so that they do not dominate the street scene and/or other spaces?

46. Does the development include tandem parking (of three spaces or more)?

47. Is there electric charging points available for each occupier of the development?

Landscape design

Landscape is not something that just fills the gaps at the end of the design process, nor is it just what happens around the edge of the site. Landscape design proposals need to consider the character, biodiversity and heritage of the site and its surroundings as well as respond to an assessment visibility or visual intrusion. Landscape is not just planting, but also includes level changes, kerbing, ground modelling, paving, walls, boundary treatments, 'furniture' such as lighting columns, seats, bollards & cycle stands. Services such as drains, water and cables must be located to accommodate the proposed planting. Landscaping needs to be maintained and how easy it is to maintain should be a consideration. For example, having a thin green strip of land between each car parking space looks good on a plan, but likely to be destroyed by the car users very quickly and is hard to maintain. Having fewer, but much wider strips of green space in the location of parking provides a greater green mass that is more robust and easier to maintain.

48. How do the landscape proposals fit with and enhance the character of the site and its setting, including pattern, layout, materials, and choice of species?

49. How do the landscape proposals mitigate visual impact, and are they in scale with the proposed development?

50. How do the landscape proposals maximise opportunities for biodiversity, sustainable drainage, and reinforce the energy efficiency of buildings?

51. Have the proposals for planting, building layout and service runs been checked against each other to ensure they do not conflict?

52. Are the landscape proposals designed to be robust and survive long term, easy to maintain and have space to grow while avoid conflict with occupiers?

Safe and secure communities

Public spaces, buildings and private spaces can be designed to feel more secure without resorting to visually intrusive measures such as barbed wire, shutters or bollards. Active frontage is a key aspect to ensure people are overlooking spaces and thoroughfares throughout the day and night. Places that have a mix of uses, type and tenure of buildings, an attractive public realm and a distinct character, together with being permeable, legible and appropriately enclosed tend to foster a safe and secure community.

53. Does the overall design and juxtaposition of buildings and spaces ensure that there are no potential entrapment spots, including hiding spaces and secluded areas, where crime and antisocial behaviour could occur?

54. How are the external spaces, parking and thoroughfares appropriately lit, overlooked by the public rooms of buildings (e.g. living rooms, café seating areas) and enclosed by buildings with frequent entrances?

55. How will the specification of the boundary treatments, windows, doors and garage doors, together with their associated locks, secure an area and/or building in a manner that respects and enhances the character of an area?

Good quality building design

The details are the key to quality. Details must be considered as an integral part of the building and not an add-on. Particular care must be given to profiles, corners, roof lines, how the building meets the ground and fits into the landscape, together with the location and detail of building services (such as: plant rooms; lift over-runs; pumping station; sub stations; extract fans; TV aerials; satellite dishes; and meter cupboards), as these will have a significant effect on the overall impression of the building and area.

Access to and around buildings must be easy for all. Why are there steps to the front door when they can they be avoided? Buildings themselves must be designed to allow future adaptation in case of unexpected change in lifestyle.

The smallest change can lift an elevation of a proposed development. For example, recessed windows provide more texture and interruption to mass than windows that are flush against the wall as many modern windows are. Which will your development have and why, or could there be a mix of approach? Sometimes you can have a modern house/building with a very different shape, but the fact it respects details such as an old English brick bond or floor to ceiling heights allows it to be understood and find a place in the local area as being different, but not alien.

Materials or just colour can make an unexpected difference to a design often without significant cost. The qualities and colours of the material need clear understanding. Glass will reflect the environment during the day and show the insides at night and this fluid nature often can provide a transition between historic and new. Brick has great range in a strong and defensive appearance, while render can be soft and may appear as established development instantly. Materials can add vertical or horizontal emphasis to the design even when the shape of the development counters this, especially when combining different materials to break up elements of the design.

56. How have materials been selected and detailed to respect and enhance the local character and be of good quality in themselves

57. What brick bond/s is/are proposed and was there a reason for the choice.

58. Are windows to be recessed or flush or a mix of both approaches?

59. How has the building(s) been designed so that all people can easily access it (eg is the entrance obvious), and easily move within it?

60. Has the building(s) been designed to allow easy adaptation, conversion or extension and allow access for mobility issues?

61. Has the building(s) design (regardless of any name change) been used before in East Anglian the last twenty years. When and where has this taken place and why is it appropriate for reuse in this location in relation to local distinctiveness?

Design Expectations Validation Form 1 (DEVF1)

<p>This document/form applies to all proposals. If you consider a question not relevant, please explain why the question is not relevant as this can be just as informative to the design process. This document does not seek to find a version of what is good design, only that your version of good and sustainable design can be understood better. Take this opportunity to provide the reasoning as to why positive design choices have been made and explain why others have not.</p>
<p>1. Has the site and its context been appraised, identifying all the factors that contribute to its character and locality, as well as other planned development?</p>
<p>2. Does the development require an Environmental Impact Assessment?</p>
<p>3. Has the local community been consulted and participated in the design and layout process? Can evidence be provided of this involvement and any support given.</p>
<p>4. Has a constraints and opportunities plan been produced and considered in relation to the proposal?</p>
<p>5. Has a conceptual design been prepared, which has taken account of any community consultation and has clearly emerged from the appraisal of the site?</p>
<p>6. Has there been a topographical survey to ensure any design is a true representation of the existing and proposed site levels to ensure design opportunities and constraints of different levels are explored, including understanding of relationships with neighbouring dwellings?</p>
<p>7. Have appropriate investigations been undertaken to establish historic and archaeological value?</p>
<p>8. Have steps been taken to ensure the conservation and enhancement of any archaeology, wildlife and habitats found on site and how?</p>
<p>9. Please state if there will be Hedgehog friendly fencing installed, Owl, Swift, Bat or other Bird Boxes and/or Bee Bricks included and how?</p>
<p>10. Will the proposals lead to a 10% or more uplift in biodiversity value and how will this be achieved?</p>
<p>11. Are the proposals a compatible and quality response to landscape/townscape character* including the scale of the buildings, streets, landscape and roofscape? (*Identified in the Landscape Character Assessment, Conservation Area Character Appraisal, Village Design Statement, Neighbourhood Plan)</p>
<p>12. How has the development, including the buildings, streets, roofscape, walls, and open spaces, informed and shaped by the characteristics, identity, history, constraints and opportunities of the site?</p>
<p>13. Have elements contributing to the character and distinctiveness of the location, including landscape, cultural and bio-diversity, been protected and/or enhanced?</p>
<p>14. Is there a coherent response to settlement pattern, views, vistas and topography of the site and its surroundings? Please explain.</p>
<p>15. Is the use and amount of development appropriate to the site's accessibility to jobs, shops, local services, community facilities and the frequency of public transport service?</p>

16. Where residential development is proposed does the development offer a mix of residential types and tenures that reflect the needs of the locality, including affordable housing, (which is indistinguishable from the general housing)?
17. Does the proposal maximise development potential whilst respecting and enhancing the environment, the physical characteristics of the site, its features and surroundings without prejudice to the existing uses or potential development of adjacent sites and adjoining amenities?
18. Has an appropriate analysis been undertaken of the environmental constraints and opportunities on the site and have the findings informed the development of green infrastructure proposals for the site?
19. Does the development provide private open space and/or communal open space of sufficient size to meet the needs of the future community?
20. Does the development provide and identify accessible locations for a wide range of challenging and imaginative open spaces (including play space), that meet the needs of the future and existing community and are also easily and safely accessible?
21. Where opportunities exist, does the development provide safe routes for pedestrians and cyclists that connect into the wider green infrastructure, and are these appropriately combined with routes to other services and amenities?
22. Where SuDs are to be integrated as part of the public open space does the design allow for safe dual use?
23. Is there an implementable energy strategy that forms part of the design and minimises energy demand for the site through layout, building orientation, landscaping, includes natural ventilation and passive solar design?
24. Can you calculate the residual energy demand for the site and maximises the amount of residual demand which can be provided through on site generated renewable energy?
25. How has provision been made for managing flood risk and water resources (e.g. sustainable drainage systems, harvesting rainwater and grey water recycling schemes) and is there opportunity for betterment in doing more than mitigating net increase of flooding?
26. Is there an implementable waste strategy that: re-uses existing buildings, infrastructure and materials (where appropriate), minimising generation of onsite waste during the construction and lifetime of the development; and integrates bin storage, recycling and composting facilities into the development?
27. How does the development allow for at least three bins per dwelling (each capable of 350litres) and these can be removed easily from street frontage and public view when not bin collection day. Does development allow for Bin collection areas and access of refuse vehicles to take place while ensuring good design is maintained?
28. Does the development ensure the provision of at least one composting area per dwelling?
29. What are your U values, Air pressure test and your thermal bridging targets for the development (part of TFEE (Target fabric energy efficiency))?
30. Does the development include on-site energy production from renewable sources, that will reduce CO2 emissions from energy use by users of the buildings?

31. Will the development be assessed and achieve the highest standards of resource and energy efficiency as well as reductions in carbon emissions?
32. Will the proposed layout contribute to a network of connected streets and open spaces that also, where opportunities exist, connect to existing patterns of streets and open spaces or is there any reason not to do this?
33. Is there a clear hierarchy of streets and open spaces, each with a clear 'desired character' (the desired character should inform the road design and not the other way around), which are designed to have appropriate traffic speeds?
34. Will it be easy to direct someone to where 'you' live/work by landmarks, focal points, gateways, public art or views?
35. How do the proposals clearly define public space from private, work or play spaces and these can be recognised by clear boundary treatments?
36. Are the streets and/or public spaces appropriately enclosed by buildings, landscape or boundary treatments that are an appropriate height to the width of the street/public space, (or are there open views and vistas that can be exploited or does the existing character of the area inform the proposals)?
37. How are the streets and public spaces enclosed and well defined by active frontage such as front doors, windows, shopfronts etc. that are interesting and varied, that provide supervision as well as respecting each other?
38. Do the areas of open space (squares, parks, formal/informal spaces and play areas etc.), together with the streets, form a public realm that is integral to the development and respects and enhances its surroundings?
39. Do the proposals ensure all public open space(s) is useable, not left over space, has clear ownership and maintenance for the lifetime of the development and has an appropriate boundary treatment?
40. Have the ground surfaces, kerbs, changes of levels, lighting, public art, landscape, public seating and street furniture, together with utility boxes, cables, signage and poles, been designed into the street and/or public space to avoid clutter? And do they respect, integrate into and/or enhance the character of the area?
41. Has an opportunity to make a contribution to public art on site been taken?
42. Is the proposed development easy to get to and move through for cyclists and pedestrians as a priority?
43. How are the proposed streets designed to have a distinctive character that is appropriate to its hierarchy and the character of the surrounding area?
44. Are the roads designed for low traffic speeds as well as being pedestrian and cycle friendly?
45. Are the parked vehicles well integrated so that they do not dominate the street scene and/or other spaces?
46. Does the development include tandem parking (of three spaces or more)?

47. Is there electric charging points available for each occupier of the development?
48. How do the landscape proposals fit with and enhance the character of the site and its setting, including pattern, layout, materials, and choice of species?
49. How do the landscape proposals mitigate visual impact, and are they in scale with the proposed development?
50. How do the landscape proposals maximise opportunities for biodiversity, sustainable drainage, and reinforce the energy efficiency of buildings?
51. Have the proposals for planting, building layout and service runs been checked against each other to ensure they do not conflict?
52. Are the landscape proposals designed to be robust and survive long term, easy to maintain and have space to grow while avoid conflict with occupiers?
53. Does the overall design and juxtaposition of buildings and spaces ensure that there are no potential entrapment spots, including hiding spaces and secluded areas, where crime and antisocial behaviour could occur?
54. How are the external spaces, parking and thoroughfares appropriately lit, overlooked by the public rooms of buildings (e.g. living rooms, café seating areas) and enclosed by buildings with frequent entrances?
55. How will the specification of the boundary treatments, windows, doors and garage doors, together with their associated locks, secure an area and/or building in a manner that respects and enhances the character of an area?
56. How have materials been selected and detailed to respect and enhance the local character and be of good quality in themselves
57. What brick bond/s is/are proposed and was there a reason for the choice.
58. Are windows to be recessed or flush or a mix of both approaches?
59. How has the building(s) been designed so that all people can easily access it (eg is the entrance obvious), and easily move within it?
60. Has the building(s) been designed to allow easy adaptation, conversion or extension and allow access for mobility issues?
61. Has the building(s) design (regardless of any name change) been used before in East Anglian in the last twenty years. When and where has this taken place and why is it appropriate for reuse in this location in relation to local distinctiveness?

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