

6 DETAILED DESIGN

“Design is not just what it looks and feels like. Design is how it works.”

Steve Jobs

6 DETAILED DESIGN

6.1 Typical Apartments

“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

National Design Guide Paragraph 120

The retirement living accommodation the subject of this planning application provides features that accommodate a wide range of people, including older and disabled people.

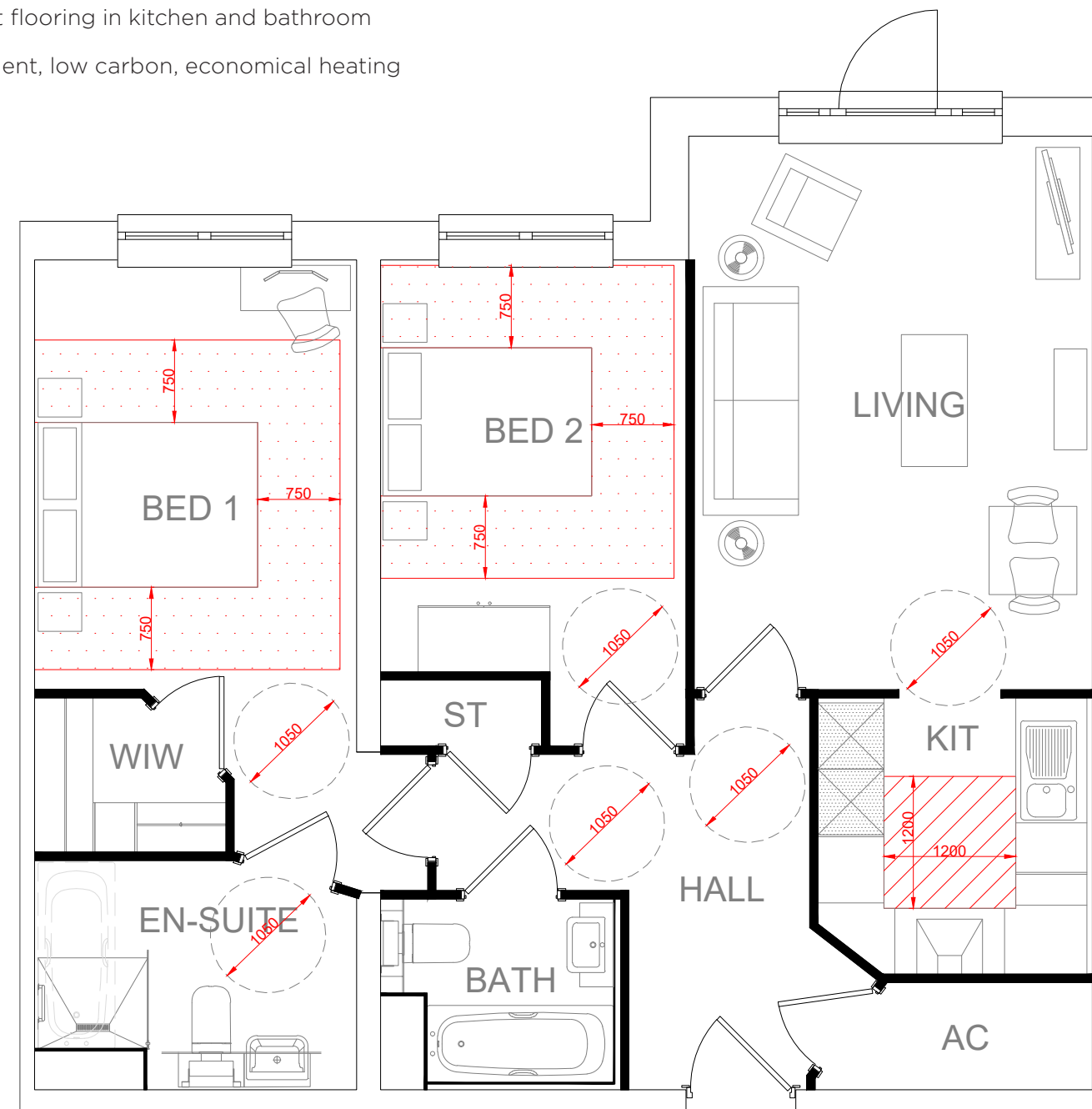
The government has produced a document of **‘Nationally Described Space Standards 2015’** which sets out the requirement for the size of apartments. The proposals have therefore referenced this document and all the proposed apartments meet this requirement.

The internal apartment layouts have been designed to meet residents’ specific needs. CRL’s internal design team continually receives feedback from residents and managers at other CRL developments; thus allowing for periodic review as required. The use of tried and tested standardised apartment designs ensures the needs of owners are met.

The apartment designs include:

- Entrance door is at least 850mm clear width
- Entrance Hallway with sufficient turning space
- All hallways are a minimum of 900mm wide and any localised obstruction, such as a radiator, is located where possible to not occur opposite a doorway or at a change of direction
- All internal doors to habitable rooms have a minimum clear opening of 775mm
- The master bedroom allows 750mm around the bed
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated
- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors
- Storage space that is easily accessible

- All habitable spaces have been designed to have good size windows ensuring a good amount of natural light
- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access
- Waist height oven within the kitchen
- Slip resistant flooring in kitchen and bathroom
- Energy efficient, low carbon, economical heating



6 DETAILED DESIGN

6.2 Servicing and Refuse

“Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future.”

National Design Guide Paragraph 134

Access for refuse trucks will be from Lapwing Lane. Trucks will collect the bins from the internal refuse room, via the car park.

It is worth noting that in Churchill Retirement schemes and in retirement housing schemes in general the occupancy rates are typically 50% lower than open market housing (i.e. a one bed will generally be occupied by 1 person compared with up to 2 in open market and a two bed will only ever be occupied by a maximum of 2 people compared to 4 in open market housing).

Churchill Retirement have developed a detailed understanding of the typical waste requirements attributed to their schemes based on research carried out from operational Churchill lodges across country. The below table below shows waste output and collection details for a number of our lodges of a similar size:

	Middlemarch	Andover	Bournemouth	Beaufort
No. of apartments	42	70	54	46
No. of bins (waste & recycling)	3 + 0 3300L total	6 + 6 7920L total	6 + 6 7920L total	2 + 2 4400L total
Collection frequency	Weekly	Alternative weeks	Weekly, but max 5 + 5 collected	Alternative weeks

Due to the nature of Churchill schemes and its target demographic, the guidance given is far in excess of our typical requirements and this capacity would not be used. The majority of flats are single occupancy and the owners are daily basket shoppers with a low carbon footprint who generate small amounts of waste.

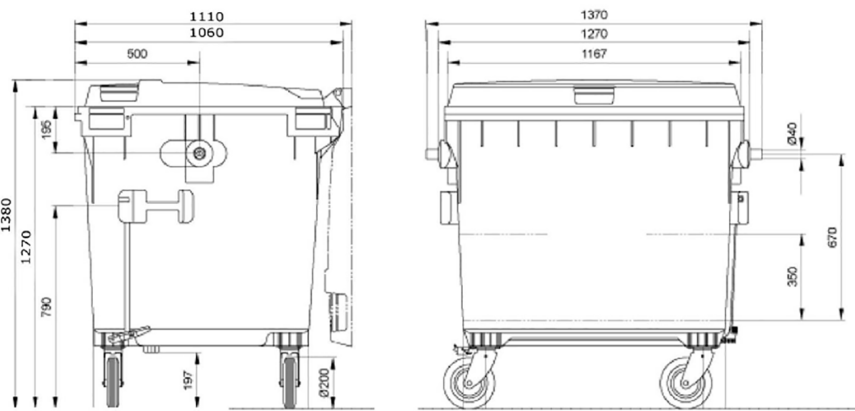
Past negotiations with other Local Authorities have found a reduction on guidance figures to be acceptable upon investigation of other C3 retirement schemes in their districts. Based on our experience and BS5906 we apply a ratio of:

- Total waste generation rate of 100 litres per week for one bed apartments – 24 x 100L = 2400L
- Total waste generation rate of 170 litres per week for two bed apartments – 13 x 170L = 2210L
- The total capacity required would be 4610L and therefore provision of 4 x 1100L (2x mix recyclables’ 2x fibre, 2x residual) bins together with 1 x 240L food bins would be sufficient (4640L capacity).
- The site plan shows provision for a refuse store located internally within the retirement block.

The proposed building, in common with all Churchill Retirement Living developments, will have a communal refuse room. This is located externally close to the main entrance to the building. The room is accessed by residents from a covered area forming part of a bin store.

Within the refuse room small bags of household waste and recycling material from each individual flat can be decanted into larger shared wheeled bins, clearly designated for specific storage. The room has external doors opening onto an adjacent pathway.

The Lodge Manager is responsible for the security of the building and these doors are to be locked at all times when not in use. The Lodge Manager will be responsible for monitoring the refuse and for arranging additional private collection days of required.



6 DETAILED DESIGN

6.2 Servicing and Refuse

“Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability.”

National Design Guide Paragraph 124

Safety and Security is paramount for the occupant demographic. People are usually living alone and are often vulnerable. The presence of a Lodge Manager provides reassurance and support as well as monitoring visitors and residents.

DEVELOPMENT SECURITY

Developments are secured at the boundary with the use of fencing and railings as well as defensible landscaping making clear the public realm beyond and private space that is part of the apartments.

Adequate external security lighting will be provided to illuminate the external doors, car park, driveway and paths and will be controlled by time switches or photo electric cells as appropriate.

Windows from apartments are located on all sides of the proposed development and these will provide passive surveillance from the occupants, many of whom are home for the majority of the day.

The access into the lodge is kept to a single point where possible and this is usually from the car park. The access door is adjacent to the Lodge Manager’s office and the reception allowing passive monitoring of the entrance.

APARTMENT SECURITY

All apartments will have a Careline support system. This is connected to 24-hour support so, in the event of an emergency, residents have direct contact with either the Lodge Manager or a member of a call-centre team 24 hours a day, 365 days a year.

The system provides video door entry with a standard TV, allowing owners to view any visitors on the apartment TV before choosing to let them into the main entrance. An intruder alarm is fitted protecting the front door of the apartments, while ground floor apartments have additional sensors fitted, giving that extra level of security and peace of mind.

DOORS AND WINDOWS

All windows and doors will comply with Part Q and the Disability Discrimination Act requirements.

The main doors are power assisted sliding opening. Access will normally be from a keypad, or opened from within the building.

All ground floor apartments, and any others that might be easily accessible by external means will be fitted with PIR sensors connected to a master intruder alarm panel. Patio and French doors are provided with an external handle, but, to prevent residents from using these as main doors to the apartments, no external means of locking is provided.

Flat entrance doors will be of a solid construction to an enhanced security standard and comply with a 30-minute fire rating. Doors will have intruder alarm contacts, and can be fitted with a security device for visual checking prior to opening.

SAFETY

In addition to the 24 hour careline system, and the Lodge Manager’s presence, fire and smoke detectors are fitted in communal areas and within all apartments for residents safety.



6 DETAILED DESIGN

6.3 Sustainability

“A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.”

National Design Guide Paragraph 136

In terms of planning, addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. It recognises that planning plays a key role in minimising vulnerability, providing resilience and managing the risks associated with climate change.

An effective approach to reducing greenhouse gas emissions from new development is the use of efficient designs and insulation products to achieve high levels of thermal efficiency – the ‘fabric first’ approach. New homes and buildings that benefit from the latest heating systems, very high levels of thermal insulation of walls, floors, ceilings, windows and doors can achieve a substantial reduction of CO2 emissions.

The focus of the design will limit the energy consumption and CO2 emissions through optimising the building performance together with energy efficiency measures following the steps of the energy hierarchy, as set out below. It will meet the requirements of Part L1A and 2A of UK Building Regulations by:

- Using less energy / demand reduction;
- Supplying energy efficiently; and,
- Using renewable energy.

The scheme has been designed to exceed Building Regulation Part L 2013 requirements with respect to the thermal properties of building fabric. The efficiency of the building fabric is the second consideration in the Energy Hierarchy. Materials will be specified to target an A or A+ rating under the Green Guide to Specification, where possible.

The building itself has sized windows to provide good daylight and natural ventilation whilst minimising overheating from excessive glazing.

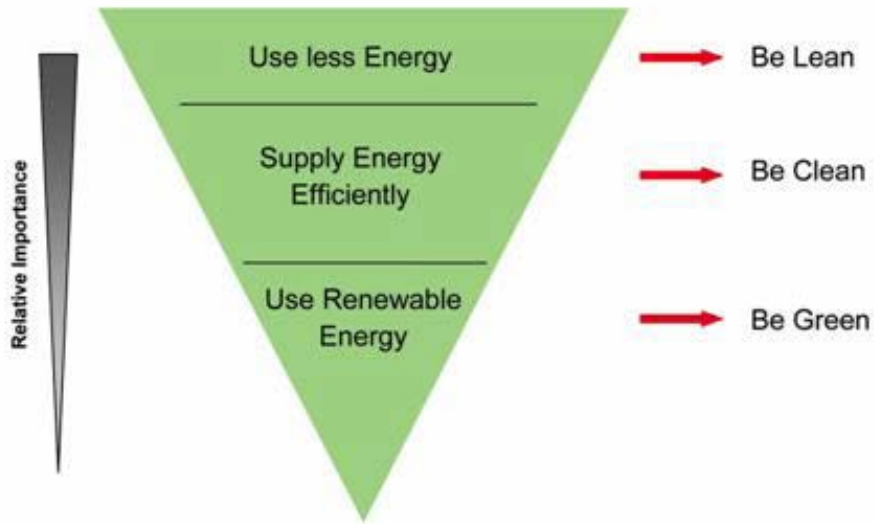
Finally appropriate building services design, efficiencies and controls and the incorporation of renewable and low carbon technologies are proposed. These include:

- Solar photovoltaic systems (PV’s) will be installed on the roof. Electricity produced by solar cells is clean and silent and solar energy is the most appropriate locally available renewable resource
- Energy efficient appliances, fixtures and fittings will be installed to reduce the life cycle energy impact of the building
- Thermostatic heating controls
- All areas of the building internally and externally will be lit using low energy lighting and where appropriate will utilise appropriate daylight and movement sensor controls, reducing energy consumption and light pollution.
- Efficient electric heaters

Other sustainable characteristics proposed are:

- All apartments are fitted with water flow restrictors, aerated taps and dual flush WCs to reduce potable water usage. Typically water efficiency standards are in excess of 22% less water than average UK households
- On-site communal recycling facilities are provided
- Sustainable means of travel are promoted, including a mobility scooter store with electric charging points, cycle store & reduced level of car parking provision compared with open market housing
- Home Shopping’ scheme, which allows residents to order their food shopping collectively and have it delivered, reduces the carbon footprint of the residents by combining deliveries and cutting down on individual shopping trips
- The majority of construction waste is recycled.

Churchill Retirement Living uses Sustainable Drainage Systems if viable following necessary ground investigations at site clearance and demolition. Paths and other hard standings will be constructed in permeable materials and specification as shown on the landscape strategy. Water butts are routinely installed to collect rainwater for gardening use.



1.



2.



3.

- 1 Energy hierarchy
- 2 Electric mobility scooter store
- 3 Photovoltaic panel array

6 DETAILED DESIGN

6.4 Biodiversity

The existing site contributes very little to the biodiversity of the area, due to the site being dominated by the area of hard standing parking. Existing trees will be retained as shown on the arboricultural and landscape plans.

The proposed scheme incorporates a number of green/planted areas, which will enhance the biodiversity in the locality and promote habitats:

- Landscaped approach to the main entrance
- Soft landscaping to the curtilage of the site at ground floor
- Communal courtyard will provide a range of plant life in the proposed soft landscaping
- Bat/bird/swift boxes are routinely provided
- Planting to encourage pollinators
- Berry rich planting for birds
- Native plant species where possible
- Residents often set up gardening and wildlife clubs

The proposed scheme will enrich biodiversity by implementing a new green space in the local village centre and result in a net biodiversity gain.



1.



2.



3.



4.

- 1 Swift bricks routinely used
- 2 Bat boxes
- 3 Biodiverse landscaping
- 4. Pollinators

6 DETAILED DESIGN

6.5 Materials, Resources and Lifespan

“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”

National Design Guide Paragraph 135

WELL MANAGED AND MAINTAINED

Unlike the case with mainstream house builders, Churchill Retirement Living maintains an interest in the long term success of projects through its sister company, Churchill Estates Management. Ensuring developments are fit for purpose and built for longevity is therefore in the applicant’s interest. Both the building and landscape are designed from the outset to minimise future maintenance requirements and continue to look good and work well in the long term. As and when maintenance is required this is promptly carried out by the management company.

MATERIALS

Materials are selected for their value and appropriateness. By value we mean a balance between their longevity, periods of maintenance, initial cost and aesthetic qualities. Typically construction is traditional load bearing cavity wall with concrete slabs which have proven to be tried and tested robust forms of construction. Bricks are usually selected to be appropriate for the local area. Windows are typically uPVC because of their low maintenance and high Green Guide rating.

At the end of their life most developments materials will be able to be reused or recycled.

A SENSE OF OWNERSHIP

Developments are owner-occupied. Owners contribute towards an annual service charge which ensures communal areas, the building fabric and the landscape are all well maintained. By contributing to the communal upkeep both apartment owners and the freeholder have an interest in maintaining the development to as a high a standard as possible.



1.



2.



3.



4.

- 1 Robust materials
- 2 Well managed and maintained
- 3 Owners' Lounge
- 4 Communal Amenity Space

6 DETAILED DESIGN

6.6 Landscape and External Amenity

“Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy.”

National Design Guide Paragraph 129

Homes for Later Living developments are located within or very close to town and local centres, where due to the size of the site it is not always possible to provide extensive external amenity space. Minimal amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Retirement Living housing. The extent of amenity space provision on site derives from the need to provide adequate and attractive external space for residents but also to provide a building with an appropriate townscape response.

There is no specific government guidance as to the appropriate level of amenity space to be provided within a Retirement Living development. Notwithstanding this, Local Planning Authority design policies should be aimed at promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes, rather than applying strict space area standards.

Access to amenity space is a matter to consider when assessing the overall design quality of a proposed development. Churchill Retirement Living is well experienced in providing for the recreational needs of the elderly owners within its developments. The company employs a qualified Landscape Architect to design every development and prides itself on the quality of its landscaped treatment.

The most important amenity space for the older owners is not in fact found to be outside the building but is the Owners' Lounge.

In developments where there are large garden areas, the residents tend to use the area immediately outside their patio door if they live on the ground floor or outside the Owners' Lounge. Even on hot summer days, when people might be expected to sit out enjoying the sun, one finds the occupants rarely taking advantage of an communal garden.

Active use of external amenity space tends to be relatively limited and mainly involves sitting out for those few owners who occasionally choose to do so.

The proposed design includes sufficient space around the building for residents to sit outside at ground floor level. Should owners seek other space for sitting out, they are likely to make use of the patio areas adjacent to the Owners' Lounge, and this is the location which the residents of upper floors are most likely to utilise. There is, of course, nothing to prevent owners of upper floors making use of any area of amenity space, all areas of garden being in communal control.

As owners of Retirement Living tend to spend relatively more time in their homes than traditional houses, it is appropriate that wherever possible, lively and interesting views should be available from the principal habitable rooms. Owners prefer an apartment to enjoy an interesting view rather than to set aside large open areas for active recreation and it is those apartments with views that often sell first. The most favoured apartments are often those on the busiest road frontages or those facing the main entrance and car parking area serving the development. It is the experience of CRL that, to a great extent, this is the way that amenity space in Retirement Living developments is utilised – that is, in a passive manner, with the landscaped area providing some degree of privacy but at the same time allowing substantial opportunity to view daily life in the surrounding area. It is therefore of primary importance when designing schemes that amenity space provides residents with attractive views. The quality of amenity space provided is an important factor for residents when considering whether to purchase an apartment.

Neither the quantity nor quality of amenity space provided is a matter which residents who have purchased a CRL apartment have concerns about. There is no evidence that prospective purchasers are dissuaded from buying an apartment for this reason, and when residents are asked if there is a need for more amenity space, the most common response is no.



6 DETAILED DESIGN

6.7 Sunlight and Daylight

The BRE guide *'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'* by P J Littlefair 2022 recommends that where possible each dwelling should have at least one main living room window that faces within 90 degrees of due south. However the guide acknowledges that this is not always possible when it comes to flats. Whilst the aim is usually to maximise the number of south facing living rooms within domestic dwellings, the BRE guide does not give mandatory sunlight requirements for flats. The guide states that for larger developments, especially those with site constraints, it may not be possible to have every living room facing within 90 degrees of due south.

The BRE guidance BR209 states at paragraph 3.1.7 *"The aim should be to minimise the number of dwellings whose living rooms face solely north.... unless there is some compensating factor such as an appealing view to the north."*

The commercial viability and appropriate density of a site depends on a typical design using double loaded corridors. This leads inevitably to the inclusion within developments of some single aspect apartments, although apartments are always designed to be dual aspect where possible, for example at corners. Ideally single aspect apartments are orientated east or west, but inevitably some north facing flats may be required, although these are minimised.

North facing single aspect apartments are found in almost all Retirement Living flatted developments and these flats consistently sell well. In fact, the choice of aspect is something potential purchaser's value. It would not be viable for developers to build these apartments if they did not consistently sell well.

North facing rooms are the optimum for design and art studios as they provide a consistent and even light with a constant cool value favoured by artists. Tone and warmth is more consistent than with direct sunlight and this is favoured by some residents.

All flats have access to the shared communal lounge and garden. They therefore have the choice to sit in sunlight only a very short distance from their apartment. This is a significant difference to standard open market flats or apartments where no communal space is provided.



7 SUMMARY

“Places affect us all - they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.”

National Design Guide Paragraph 1

7 SUMMARY

7.1 Conclusion

This submission proposal addresses all key issues raised during the design process and positively responds to the aspirations of the development.

The proposal Key benefits of the proposal include:

- Development of a brownfield site with a scheme of much needed retirement accommodation of a density appropriate to its highly sustainable location, as recommended in the National Design Guide and Manchester City Council Policy JP-H4: Density of New Housing;
- Development of the site will enhance the local area by providing an infill scheme to a vacant gap in the townscape with an active frontage onto Palatine Road;
- A design which responds to the character and appearance of its Conservation Area setting being of appropriate scale, mass and height, whilst using consistent materials and details;
- A design that is fully accessible to all, with communal areas that encourage and promote social interaction contributing to the wellbeing of homeowners;
- A proposed high quality landscaping scheme that will retain nearly all the existing trees on site, whilst adding new native trees and planting to increase the biodiversity of the site, and which will be regularly maintained by the Developer's sister company;
- A landscaping scheme that will provide a good amount of useable and accessible amenity space for all homeowners;
- The proposal includes pedestrian access links to the key pedestrian routes to improve access to the town's facilities and public transport minimising the need for car use.



VIEW OF PROPOSAL FROM PALATINE ROAD

NATIONAL DESIGN GUIDE

National Design Guide						
	Characteristic			Summary	Comment	DAS Section
Context	C1	Understand and relate well to the site, its local and wider context	41	Respond positively to features of the site and context	See section 4 on design development and section 5 on proposed design	Section 4
			42	Understanding of context, opportunities and constraints	See section 2 on context	Section 2.6 and 2.9
			43	Character of landscape, built form and architecture	See section 2 on context	Section 2
			44	Innovative and sustainable features	See sections 4.8 materials and 6.4 on sustainability	Section 4.8 and 6.4
			45	How the proposd design relates to context and local character	See section 2 on context and section 4 and 5 for the design response	Section 2, 4 and 5
	C2	Value heritage, local history and culture	46	History of place and evolution of site	See section 2.6 on context analysis	Section 2.6
			47	Reuse or adaptation of existing	Not applicable to this site	N/A
			48	Influenced local heritage assets	Not applicable to this site	N/A
			49	Today's developments will be the quality development of the future.	High quality design is at the heart of the proposal - see Section 7 Summary	Section 7.1
Identity	I1	Respond to existing local character and identity	52	Special features, housing pattern	Use activity and social and cultural importance reviewed in section 1 and 2	Section 1 and 2
			53	Site context analysis revealing identity	See section 2	Section 2
	I2	Well-designed, high quality and attractive places and buildings	54	Visually attractive and range of residents	User type in section 1.3 and final visually attractive design shown in section 5. See also CGI	Sections 1.3 and 5
			55	Appeals to all senses - look, smell, feel, sound.	Landscape planting for all the senses	See landscape strategy
			56	Contirbute to local distinctiveness	See section 4	Section 4
			57	Materials, details and planting selected with care	See section 4.8 Materials, Landscape and details in section 5	Section 4.8 and 5
Built Form	B1	Compact form of development	64	Compact form of development to support local public transport	Proximity to facilities and local services is key to the typology site selection. See sections 2 and 4	Sections 2 and 4
			65	Efficient use of land and appropriate density	Specific typology is efficient use of land. See section 2.7 Building Typologies	Sections 2.7
			66	Appropriate built form	Design development in Section 4	Section 4
			67	Right mix of building types, form and scale, parking and amenity	Design development in Section 4	Sections 4
			68	Built form relationship to context, identity, occupants and resources	For site and context and identity and character see section 2, for occupants lifestyle see section 1.3 and 1.8	Sections 1.3, 1.8 and 2
	B2	Appropriate building types and forms	69	Pattern of streets	Not applicable to this site	N/A
			70	Tall buildings	Not applicable to this site	N/A
			71	Tall or large buildings design implications	Not applicable to this site	N/A
	B3	Destinations	72	Destinations	See sections 2 and 4	Section 2 and 4
			73	Destinations as local character, distinctiveness and community	See sections 2 and 4	Section 2 and 4
74			Local destinations as identity	See sections 2 and 4	Section 2 and 4	
Movement	M1	A connected network of routes for all modes of transport	78	Public transport, walking, cycling and car	See section 2	Section 2
			79	Public realm design	See section 2.6	Section 2,6
			80	Hierarchy of streets	Not applicable to this site	N/A
			81	Higher densities due to transport connections	Not applicable to this site	N/A
	M2	Active travel	82	Priority to pedestrian and cycle movements	The routes for pedestrians, cyclists and those using mobility scooters are prioritised over the use of the private motor car	Sections 1.3, 1.8, 1.5
			83	Design to reduce reliance on the car	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.8. Section 1.5 talks about car ownership	
	M3	Well considered parking, servicing and utilities infrastructure for all users	84	Parking standards and arrangement	See access and movement in section 4	Sections 4.10
			85	Car and cycle provision	Well designed and placed to meet the needs of future residents including mobility scooter store	Section 4.10
			86	Well designed parking	The proposal arrangement and positioning relative to the building limits its impact, whilst ensuring it is secure and overlooked. See the site plan and applicar	Section 4.10
87			Electric vehicle spaces	Spaces can be provided in line with LPA requirements	Section 6.2	
88			Access for servicing and bin store provision considered	See section 6.2		
89	Utilities and infrastructure	These have been carefully considered as part of the overall design. An accompanying drainage strategy is submitted with the application				

A APPENDIX

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC			SUMMARY	COMMENT	DAS SECTION
NATURE	N1	Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play	92	Usable green spaces	See amenity section 6.7	Section 6.7
			93	Open spaces high quality, robust, adaptable and maintained	See amenity section 6.7	Section 6.7
			94	Types of open spaces	See amenity section 6.7	Section 6.7
			95	Open to all	See amenity section 6.7 and security section 6.3	Section 6.7 and 6.3
	N2	Improve and enhance water management	96	Integrated system of landscape, biodiversity and drainage.	Water management features identified as part of the drainage strategy submitted separately. See also the landscape design	Section 4.9
			97	Flood design	No flood risk on this site	N/A
	N3	Support rich and varied biodiversity	98	Biodiversity net gains	The site will result in biodiversity net gains- see landscape design, ecological design and also section 6.5	Section 6.5
PUBLIC SPACES	P1	Create well-located, high quality and attractive public spaces	101	Street design	Not applicable to a proposal of this scale	N/A
			102	Accessible streets	Not applicable to a proposal of this scale	N/A
			103	Natural elements in streets	Not applicable to a proposal of this scale	N/A
	P2	Provide well-designed spaces that are safe	104	Public and shared amenity spaces	Landscape design section 4.9 and 6.7	Section 4.9 and 6.7
			105	Feeling of safety	The proposal contributes to passive surveillance of the surrounding public spaces	Section 6.3
	P3	Make sure public spaces support social interaction	106	Public social meeting spaces	The proposal creates a sense of community for residents reducing loneliness- see social benefits section 1.4	Section 1.4
107			Open space connected into the movement network	Connection to The Village.	Section 4.9	
USES	U1	A mix of uses	112	Range and variety of services	N/A	Section 1.3 and 1.8
			113	Mixed use development	N/A	N/A
			114	Ground floor and upper floor arrangements	N/A	N/A
	U2	A mix of home tenures, types and sizes	115	Choice of homes	The proposal contains a range of 1-bed and 2-bed apartments with a mix of sizes, layouts and orientation, and choice of patio or balcony	Section 5.1
			116	Different tenures	Not applicable to this proposal	N/A
			117	Older people's housing choice	See section 1.7.	Section 1.7
			118	Larger scale developments with a range of tenures	Not applicable to this proposal	N/A
U3	Socially inclusive	119	Socially inclusive	The proposal is open to purchase for all who meet the age restrictions. This characteristic really applies to larger developments with a mix of uses and tenure	N/A	
HOMES & BUILDING	H1	Healthy, comfortable and safe internal and external environment	124	Safety, security, amenity, privacy, accessibility and adaptability	See detailed design reviewed in section 6	Section 6.3
			125	Efficient, cost effective and sustainable	See section 1.5 and 6.4 on sustainable features and 1.3, 1.8 and 6.1 on efficient design of development and apartments.	Section 1.5 and 6.4 and 1.8 and 6.1.
			126	Space standards	Proposals are designed in line with the LPA requirements for space standards and include good floor to ceiling heights and storage. Apartment design section 6.1	Section 6.1
			127	Local Plan space standards	These have been met.	Section 6.1
			128	Emergency services access and escape provision	The design has been developed in relation to Part B of the building regulations dealing with fire safety. See also section 6.3 on safety	Section 6.3
	H2	Well-related to external amenity and public spaces	129	External and amenity spaces	Space has been designed with the needs of residents in mind. See section 6.7	Section 6.7
			130	Landscape design	See section 5.4 and 6.7	Section 5.4 and 6.7
			131	Safe, secure and social amenity spaces	See section 6.7 and also 1.4 for the social benefits of retirement living and 1.8 on the typical arrangement of a development with secure amenity space.	Section 6.3, 6.7, 1.4 and 1.8
			132	Private amenity spaces enhance visual amenity	See sections 5.4 and 6.7	Section 5.4 and 6.7
			133	Relationship to public spaces around	See section 2 on context, 4.10 on access and movement and sections 4 and 5 on the proposed design identity	Section 2, 4.10, 4 and 5
	H3	Attention to detail: storage, waste, servicing and utilities	134	Waste storage, management and collection	Refuse and recycling store shown on plans	Section 6.2
			135	External utilities; lighting, water and electric		
			136	External details; drainpipes, meters and gutters		
137			Cycle storage	Section 4.11 Access and movement	Section 4.11	

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC			SUMMARY	COMMENT	DAS SECTION
RESOURCES	R1	Follow the energy hierarchy	138	Reduce need, reduce use, generate	The proposal reduces need by being an efficient form of accommodation (see section 1.5 and 6.4)	Section 1.5 and 6.4
			139	Sun, ground, wind and vegetation	Photovoltaics and increased vegetation are proposed.	Section 1.5 and 6.4
			140	Renewable energy infrastructure	Photovoltaics and increased vegetation are proposed.	Section 1.5 and 6.4
			141	Whole life carbon assessment		
			142	Affordable running costs	Efficient design means low running costs of individual apartments and shared maintenance costs of communal areas keeping cost down and maintenance g	Section 1.5 and 6.4
	R2	Careful selection of materials and construction techniques	143	Material selection; energy and carbon	Section 4.8 Materials and section 6.6 on materials resources and lifespan	Section 4.8 and 6.6
			144	Efficient or locally sourced or high performing materials	Section 4.8 Materials and section 6.6 on materials resources and lifespan	Section 4.8 and 6.6
			145	Re-use and adaptation of buildings	Not applicable to this proposal	N/A
			146	Off-site manufacturing	Not applicable to this proposal	N/A
	R3	Maximise resilience	147	Future climate proof	The proposal is designed to withstand future flood, storm and high and low temperature events.	Section 5.4 and 6.7
			148	Landscape design to mitigate local climate	See section 5.4 on the proposed landscape	
			149	Sustainable drainage	See accompanying drainage strategy design document	
			150	Passive design to minimise overheating	The layout and aspect of internal spaces has been considered to minimise overheating and achieve internal comfort	
LIFESPAN	L1	Well-managed and maintained	153	Good management	The applicant retains an interest in running and maintaining the development and it is in their own interest to ensure good management. See section 6.6	Section 6.6
			154	Future service charges	The design has been developed to be efficient with robust materials ensuring future service charges are kept to an affordable level.	Section 6.6
			155	Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3 and 6.6
			156	Tall building maintenance (eg cladding)	Not applicable to a proposal of this scale	N/A
	L2	Adaptable to changing needs and evolving technologies	157	Adaptable to changing health and mobility needs	The design specifically caters for older people and is designed to cater for their specialist needs	Section 6.1
			158	Data connectivity	Due to the town centre location high speed data connectivity is not anticipated to be an issue	
	L3	A sense of ownership	159	Community participation in design processess	See community consultation section 3 and design development section 4	Section 3 and 4
			160	Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3 and 6.6
			161	Boundaries to private, shared and public spaces	As shown on the site plan and landscape strategy	Section 5.4
			162	Features that encourage users to care for spaces	Communal spaces have a shared service charge and therefore is in the interests of all to take care and maintain. See section 6.6	Section 6.6

BUILDING FOR A HEALTHY LIFE

B APPENDIX

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Integrated Neighbourhoods	Natural Connections	Green	Edge to Edge Connectivity	PASS	The site is private however residents will have access to all areas of the site.	The proposed site is in a highly sustainable location. It is within 400m of the shops and services at the district shopping centre of Burton Road, and there is a local shopping parade on the opposite side of the Lapwing Lane / Palatine Road junction. The site is highly accessible by public transport with bus stops on Palatine Road which provide frequent services to the City Centre and Manchester Airport. The West Didsbury Tram Stop is located circa 60m to the east of the site, which links the site to the Greater Manchester tram network and provides frequent services to locations such as the City Centre, the Trafford Centre and Manchester Airport	1
			Respond to pedestrian and cyclist desire lines	PASS	Internal footpaths are easily accessible with routes from the car park to main entrance/stairs. Footpaths connects the main entrance to pedestrian		
			Connected street patterns	PASS	Infrastrucutre on Palatine Road and Lapwing Lane. There are no cycle routes through the site.		
			Filtered Permeability	PASS	The site connects directly with Palatine Road and Lapwing Lane.		
			Continuous streets	PASS	It is anticipated that the development will produce low vehicular traffic given the close proximity to village centre, thus residents will mainly walk.		
			Connecting existing and new habitats	PASS	All existing pedestrian/cycle routes around the site are to be maintained.		
			Hedgerows	PASS	The site is predominantly hardstanding and the redevelopment will provide landscaped gardens for the benefit of residents. Th site results in a Biodiversity Net Gain of 23.65%. See Landscaping Strategy and Biodiverty Metric Report .		
		Red	Streets and routes that can be extended	N/A	Hedgrows will be retained and supplemented. See Landscaping Strategy and Biodiverty Metric Report .		
			Adoption to site boundaries	PASS	The highway meets the site boundary.		
			Single or limited points of access for pedestrians and cyclists	PASS	The site uses a single access point for security purposes. Private land to east/west limit access for pedestrians.		
			Extensive use of private drives	N/A			
			Pedestrian or cycle routes that are not well overlooked and lit	PASS	All overlooked and lit.		
			Failing to respond to existing or future desire lines	PASS	Desire lines allowed for and considered.		
			No opportunities to connect or extend streets and paths in future	N/A			
	Walking, cycling and public transport	Green	Internal streets and paths that are not well connected / indirect	PASS	Direct connections. Internal footpaths have low-level lighting	The proposal does not include any new streets and the design is limited to the parking area. This has been designed to be shared between pedestrians, cars, cyclists and mobility scooters. The accessible location encourages people to reduce car ownership and this is the strong experience of CRL on similar developments, hence the reduced parking provision compared to open market housing. There are short and direct connections to local amenities making walking an easy option. Overall the proposal preserves or enhances walking, cycling and public transport and is 'Green'.	2
			Hedgerows	PASS	Hedgrows will be retained and supplemented. See Landscaping Strategy and Biodiverty Metric Report .		
			Ransom strips	N/A			
			Share street space fairly between pedestrians, cyclists and motor vehicles	PASS	Within the car parking area.		
			Cycle friendly streets with pedestrian and cycle priority and protection	N/A			
			Nudge people away from the car	PASS	Site is in a highly sustainable location within 70m of a metrolink and on a principal bus route (Palatine Road). The site is also adjacent to a local parade of shops and within 400m of the Burton Rd. shopping area.		
			Provide scooter and cycle parking at schools	N/A			
			Design out school runs dependent on cars	N/A			
			Local Cycle and Walking Strategy Infrastructure Plan	N/A			
			Zebra, parallel and signalised crossing	N/A			
			Tight corner radii (<3m) at street junctions and side streets	PASS	Appropriate visibility is provided at the access to Lapwing Lane. See Tranport Statement .		
			Concentrate new development around transport hubs	PASS	Site is in a highly sustainable location within 70m of a metrolink and on a principal bus route (Palatine Road).		
			Demand Responsive transport car clubs and car shares	N/A			
			Short and direct walking and cycling connections that make public transport an easy choice to make	PASS	Site is in a highly sustainable location within 70m of a metrolink and on a principal bus route (Palatine Road).		
		Red	New or improved Park and Ride schemes	N/A			
			20mph design speeds, designations and traffic calming	PASS	Low speed access to site and signage provided.		
			Protected cycle ways along busy streets	N/A			
	Facilities and services	Green	Travel packs that fail to influence people's travel choices	N/A		The proposal provides a form of accommodation (retirement) where there are usually residents within the building for much of the time. There is therefore good activity and passive surveillance on all sides of the building. The principle communal facility is the communal lounge and associated patio which front onto the west elevation where the building can be appreciated when entering the site. Within the site, external furniture will be provided. Overall the proposal preserves or enhances required facilities and services and is 'Green'.	3
			White line or undivided shared pavement/cycle ways	N/A			
			Pedestrians and cyclists losing priority at side junctions	N/A			
			Oversized radii corners on streets that are principally residential that allow motor vehicles to travel at high speeds	N/A			
			Streets that twist and turn unnaturally	N/A			
			Streets designed around waste collection vehicles	N/A			
			Overwide carriageways	N/A			
		Red	Serviced parcel developments where ped. & cycle connections between phases of development are frustrated	N/A			
			Intensifying development in locations that benefit from good public transport accessibility (train and bus)	PASS	Site is in a highly sustainable location within 70m of a metrolink and on a principal bus route (Palatine Road).		
			Reserving land in the right locations for non-residential uses	N/A			
			Active frontages	PASS			
			Clear windows along the ground floor of non-residential buildings (avoid obscure windows)	N/A			
			Mixing compatible uses vertically, such as placing supported accommodation above active ground floor uses	N/A			
			Giving places where routes meet a human scale and create public squares	N/A			
	Homes for everyone	Green	Frequent benches can help those with mobility difficulties to walk more easily between places	PASS			
			Local centres that are not easily accessible and attractive to pedestrians and cyclists	PASS	The site is adjacent to a local parade of shops and within 400m of the Burton Rd. shopping area.		
			Non-residential developments that are delivered as a series of individual parcels with their own surface level car parks set back from the street.	N/A			
			Where routes converge, avoid creating places that are of an inhuman scale and that frustrate pedestrian and cycle movement.	N/A			
			Inactive street edges, dead elevations, service yards next to the street and obscure ground floor windows.	PASS			
			Play and other recreational facilities hidden away within developments rather than in located in more prominent locations that can help encourage new and existing residents to share a space	N/A			
			Not anticipating and responding to desire lines, such as between public transport stops and the entrances to buildings and other facilities.	PASS			
		Red	Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences	N/A	All units are open market.	The proposed use is a single type providing much needed specialist accommodation to add to the choice available within West Didsbury and South Manchester more generally. It therefore accords with the spirit of this section, even though mixed tenure/typology is not proposed specifically on this site. Overall the proposal preserves or enhances Homes for everyone and is 'Green'.	4
			Apartment buildings might separate tenure by core but each core must look exactly the same.	N/A			
			A range of housing typologies supported by local housing needs and policies to help create a broad-based community	PASS	Site provides specialist Retirement Living apartments for the elderly, for which there is a critical local need. (See Planning Statement)		
	Homes for everyone	Green	Homes with the flexibility to meet changing needs	PASS	All homes are built to Part M4(2) of the Building Regulations.		
			Affordable homes that are distributed across a development.	N/A			
			Access to some outdoor space suitable for drying clothes for apartments and maisonettes	PASS	Communal landscaped gardens are provided.		
			Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor	PASS	Patios provided at ground floor level.		
		Red	Grouping affordable homes in one place	N/A			
			Dividing places and facilities such as play spaces by tenure	N/A			
			Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features	N/A			
		Red	Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments	PASS	Amenity space provided around the apartment block and patios provided for all ground floor apartments.		

B APPENDIX

BUILDING FOR A HEALTHY LIFE ASSESSMENT								
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING	
Distinctive Places	Making the most of what's there	Green	Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as feature	PASS	See CONTEXT AND DESIGN DEVELOPMENT SECTIONS of the DAS.	A comprehensive assessment of the existing identity and character has been carried out. The proposed materials and forms are to be found locally and interpreted in a traditional way. The proposal ensures sensitive transitions in scale will occur. A drainage plan has been proposed based on the site constraints. Open views from the proposed building are maximised where possible. Overall the proposal makes the most of the site and is 'Green'.	5	
			Using existing assets as anchor features, such as mature trees and other existing features	PASS	Existing trees retained where possible and supplemented. See Landscape Strategy .			
			Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character	PASS	See DAS for local context analysis.			
			Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other	PASS	See DAS for review of scale, heights and typologies.			
			Remember the 'four pillars' of sustainable drainage systems	PASS	See Flood Risk and Drainage Technical Note.			
			Protecting and enhancing existing habitats; creating new habitats	PASS	The site is predominantly hardstanding and the redevelopment will provide landscaped gardens for the benefit of residents. Th site results in a Biodiversity Net Gain of 23.65%. See Landscaping Strategy and Biodiverty Metric Report .			
		Interlocking back gardens between existing and new development	N/A					
		Red	Designing without walking the site first	PASS				
			Funnelling rainwater away in underground pipes as the default water management strategy	PASS	See Flood Risk and Drainage Technical Note.			
			Unmanaged gaps between development used as privacy buffers to existing residents	PASS				
			Placing retained hedges between rear garden boundaries or into private ownership	PASS				
			Building orientations and designs that fail to capitalise on features such as open views	PASS				
	Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights		PASS					
	A memorable character	Green	A strong, hand drawn design concept.	PASS	See DAS.	Overall the building has a contextual character interpreted in a traditional way and will sit on the site, knitting into the West Didsbury urban grain.	6	
			Drawing inspiration from local architectural and/or landscape character	PASS				
			Reflecting character in either a traditional or contemporary style	PASS				
			Structural landscaping as a way to create places with a memorable character	PASS				
			Memorable spaces and building groupings	PASS				
		Place names	N/A					
		Red	Using a predetermined sequence of house types to dictate a layout	AMBER	Typical CRL apartments used however organised in a bespoke form suitable to the sites location.			
			Attempting to create character through poor replication of architectural features or details.	PASS				
			Arranging buildings next to each other in a way that does not create a cohesive street scene.	PASS				
			Referencing generic or forgettable development nearby to justify more of the same	PASS				
	Well defined streets and spaces	Green	Streets with active frontages	PASS	Apartments front doors are to the communal corridors internally.	The proposal has an active frontage along Palatine Road, with apartments facing all directions and well defined private spaces with legible front door access. Overall the proposal has well defined streets and spaces and is 'Green'.	7	
			Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces	PASS				
			Cohesive building compositions and building lines	PASS				
			Front doors that face streets and public spaces	N/A				
			Apartment buildings that offer frequent front doors to the street	N/A				
			Dual aspect homes on street corners with windows serving habitable rooms	PASS				
			Perimeter blocks	PASS				
			Well resolved internal vistas	N/A				
			Building typologies that are designed to straddle narrow depth blocks.	N/A				
Red		Distributor roads and restricted frontage access	PASS					
		Broken or fragmented perimeter block structure	PASS					
		Presenting blank or largely blank elevations to streets and public spaces	PASS					
		Lack of front boundaries, street planting and trees	PASS					
		Apartment buildings with single or limited points of access	PASS					
		Apartment buildings accessed away from the street	PASS					
		Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other	PASS					
		Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall	PASS					
		Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not	PASS					
Easy to find your way around	Green	Single aspect homes on street corners	PASS	Level access or ramped access in compliance with Part M. Yes	New streets are not proposed, but the proposal will be legible for access and finding your way around and is therefore 'Green'.	8		
		Bits of left over land between the blank flank walls of buildings	PASS					
		Designing for legibility when creating a concept plan for a place	PASS					
		Using streets as the main way to help people find their way around a place	N/A					
		Navigable features for those with visual, mobility or other limitations	PASS					
	Red	Frame views of features on or beyond a site	PASS					
		Create new legible elements or features on larger developments	N/A					
Simple street patterns based on formal or more relaxed grid patterns	N/A							
		No meaningful variation between street types.	N/A					
		Disorientating curvilinear street patterns.	N/A					
		Disconnected streets, paths and routes.	N/A					
		Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another.	N/A					
		Cul de sac based street patterns.	N/A					

B APPENDIX

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Streets For All	Healthy streets	Green	Streets for people	N/A		No streets proposed therefore this consideration is amber	9
			20mph (or lower) design speeds; 20mph designations	N/A			
			Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.	N/A			
			Tight corner radii (3m or less)	N/A			
			Places to sit, space to chat or play within the street	N/A			
			Pavements and cycleways that continue across side streets	N/A			
			Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between)	PASS	Internal footpaths are easily accessible with routes from the car park to main entrance/stairs. Footpaths connects the main entrance to pedestrian infrastrucutre on Palatine Road and Lapwing Lane. There are no cycle routes through the site.		
		Red	Landscape layers that add sensory richness to a place - visual, scent and sound	PASS	The site is predominantly hardstanding and the redevelopment will provide landscaped gardens for the benefit of residents. Th site results in a Biodiversity Net Gain of 23.65%. See Landscaping Strategy and Biodiverty Metric Report .		
			Roads for cars	N/A			
			Failure to adhere to the user hierarchy set out in Manual for Streets	N/A			
			Wide and sweeping corner radii (6m or more).	N/A			
			6m+ wide carriageways	N/A			
			Highways engineering details that make pedestrian and cycle movements more complex and difficult	N/A			
			Street trees conveyed to individual occupiers	N/A			
	Cycle and car parking	Green	Distributor roads with limited frontage access, served by private drives	N/A			
			Painted white line cycle routes on pavements or on carriageways	N/A			
			Speed control measures that rely on significant shifts in street alignment	N/A			
			At least storage for one cycle where it is as easy to access as the car	PASS	Space within the buggy store to securely store cycles	Car and mobility scooter parking carefully considered for the needs of the future residents and well integrated into the scheme. Experience of developments elsewhere shows that cycle uptake is usually very low and easy walking access to amenities makes this even more so for this site. Provision and good integration for a successful scheme has been considered - therefore is 'Green'	10
			Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities	PASS	Space within the buggy store to securely store cycles - this is closer to the amenities than the car park		
			Shared and unallocated on street car parking	N/A			
			Landscaping to help settle parked cars into the street.	N/A			
			bays or so	N/A			
			Anticipating and designing out (or controlling) anti-social car parking	PASS	Experience of developments elsewhere shows that car ownership is usually low. Sufficient on site parking proposed.		
		Red	A range of parking solutions	AMBER	Only one solution required.		
			Small and overlooked parking courtyards, with properties within courtyard spaces w/ GF habitable rooms	PASS	Parking has passive surveillance.		
			Staying up to date with rapidly advancing electric car technology	PASS			
			More creative cycle and car parking solutions	N/A			
			Providing all cycle storage in garages and sheds	N/A			
			Over reliance on integral garages with frontage driveways.	PASS	None proposed.		
			Frontage car parking with little or no softening landscaping	PASS	Landscape planting to boundaries.		
			Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed	PASS			
			Over-reliance on tandem parking arrangements	PASS	None proposed.		
			Failing to anticipate and respond to displaced and other anti-social parking	PASS			
	Green and blue infrastructure	Green	Views along streets that are dominated by parked cars, driveways or garages	N/A		Excellent landscape design for the site resulting in a net biodiversity gain of native plants with particular emphasis on pollinators and native species with berries etc...	11
			Car parking spaces that are too narrow making it difficult for people to use them	PASS			
			Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and car drop off bays	PASS			
			Relying on garages being used for everyday car parking	PASS			
			Biodiversity net gain	PASS	The site results in a Biodiversity Net Gain of 23.65%. See Landscaping Strategy and Biodiverty Metric Report .		
			Movement and feeding corridors for wildlife, such as hedgehog highways.	PASS	Applicant is open to incorporating wildlife features.		
			Bird boxes, swift nesting bricks and bat bricks may be appropriate				
			Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces	N/A			
			Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction	N/A			
			Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.	PASS	Detailed drainage design based on ground and services investigations.		
		Red	Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass	PASS	See Landscaping Strategy		
			Provide natural surveillance opportunities	PASS			
			A connected and accessible network of public open spaces with paths and other routes into and through	PASS			
			Species rich grasslands	PASS			
	Back of pavement, front of home	Green	Well considered management arrangements whether public or privately managed	PASS		Whilst not onto a street, the principles are adhered to with the proposal	12
			Surface water management by way of a large, steep sided and fenced holes in the ground	PASS			
			Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten	PASS			
			Large expanses of impervious surfaces	PASS			
			Not designing paths and routes through open spaces where it is difficult for people to create distance between themselves and other people when social distancing restrictions are in place	PASS			
			Buildings that turn away from open spaces	PASS			
			Poor quality finishing, detailing and maintenance	PASS			
		Red	Defensible space and strong boundary treatments	PASS			
			Boundary treatments that add ecological value and/or reinforce distinctive local characteristics	PASS	See Landscaping Strategy		
			Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street	PASS			
			Front garden spaces that create opportunities for social interaction	PASS	Amenity space designed to allow residents social interaction.		
			Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas	N/A			
			Consider providing terraces or balconies to above ground floor apartments - these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air	PASS	Balconies where possible.		
			No left over spaces with no clear public or private function	PASS			
			Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed	N/A			
			Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment	PASS			
			Narrow and small grass frontage strips for space between the back of the street and the façades of buildings that are impractical to maintain	PASS			
			Waste storage solutions for terraced homes that rely on residents storing bins and crates in rear garden spaces and instead often sees bins and crates placed next to front doors	PASS			
			Slab on edge	PASS			
			Concrete screed with pebbles	PASS			
			Prominent external pipes, flues and utility boxes	PASS			
			Pieces of left over land between or to the side of buildings with no clear public or private function	PASS			
			Poorly resolved changes in level	PASS			