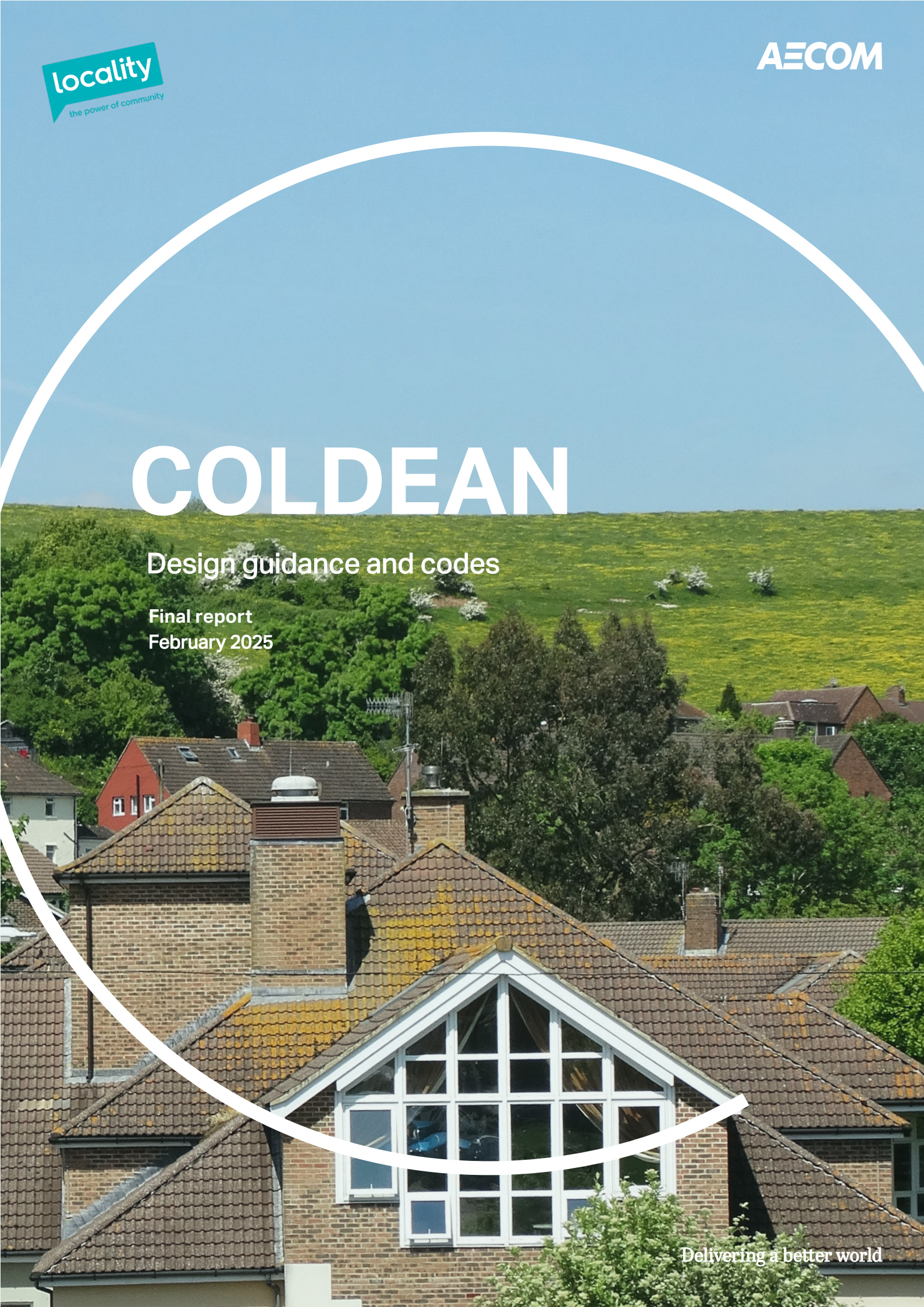

COLDEAN

Design guidance and codes

Final report
February 2025

Delivering a better world

Quality information

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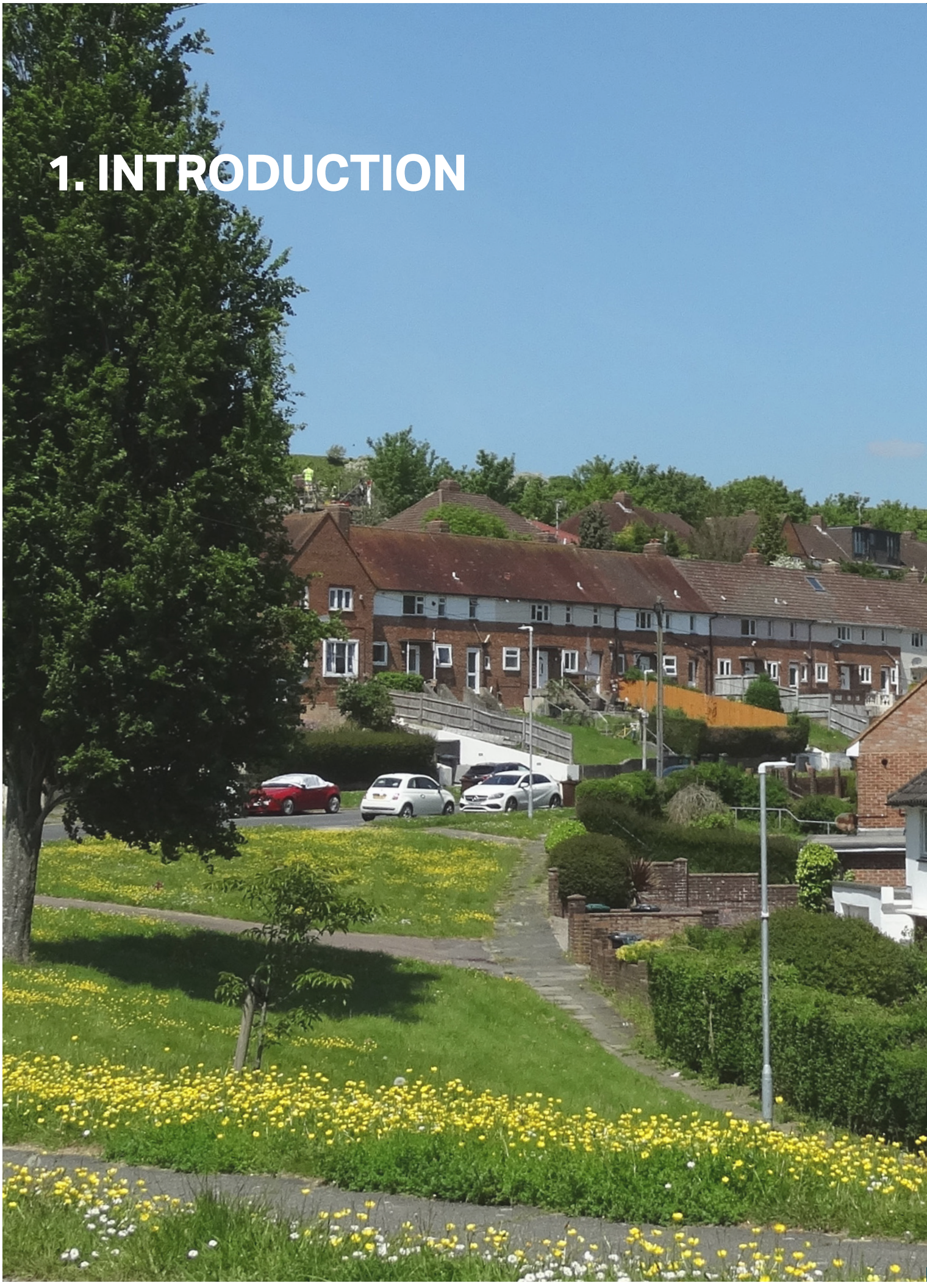
Revision History

Issue no.	Issue date	Details	Issued by	Position
1	25.08.2023	Draft report	Nicholas Pascalli	Graduate Urban Designer
2	18.09.2023	Draft report integrating feedback from Coldean Neighbourhood Planning Forum	Rose Bateman	Senior Planning Consultant
3	27.09.2023	Final draft report for Locality review	Nicholas Pascalli	Graduate Urban Designer
4	29.09.2023	Locality review of final draft report	Madeleine Gohin	Neighbourhood Planning Officer
5	11.10.2023	Final report	Rose Bateman	Senior Planning Consultant
6	01.02.2024	Final report integrating minor changes in response to feedback from Council	Rose Bateman	Senior Planning Consultant
7	03.02.2025	Updates following Reg 14 Consultation	Rose Bateman	Principal Planning Consultant

CONTENTS

1. INTRODUCTION



1.1 PURPOSE

This report forms part of the Coldean Neighbourhood Plan. The special qualities of Coldean are defined in order to provide practical guidance and codes for development within the Neighbourhood Area.

Significant weight will be given to development that reflects the local design policies and Government guidance on design, taking into account this report. Other sustainable or high-quality designs may also be given weight when reflective of the overall form and layout of their surroundings.[1]

1 Refer to the National Planning Policy Framework (**NPPF**), Chapter 12 Achieving Well Designed Places (December 2023) for further information.

1.2 PROCESS

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM was commissioned to prepare this report.

In a collaborative effort with the Coldean Neighbourhood Planning Forum (the Group), who supported AECOM throughout the process, this report was produced through the process summarised below.

Steps undertaken to produce this document.

1.3 HOW TO USE THIS REPORT

Section 3 of this report provides design guidance and codes, supported by contextual information, for development within the Neighbourhood Area. The guidance and codes have been grouped under these key themes:

- Settlement pattern

- Local vernacular

- Environment and landscape

- Street scene

- Sustainable development

Development is considered to be well-designed where it reflects the guidance and codes of this report and other relevant policy and guidance documents (refer to **Section 1.4**).

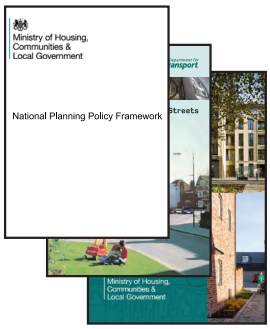
Section 4 outlines how this report may be used by various stakeholders involved in the design and evaluation of development. A checklist is also provided, which will assist stakeholders to evaluate good design.

1.4 POLICY AND GUIDANCE

This design guide has been prepared with reference to key national and local policy and guidance. This report builds on, and does not repeat, existing design policy and guidance.

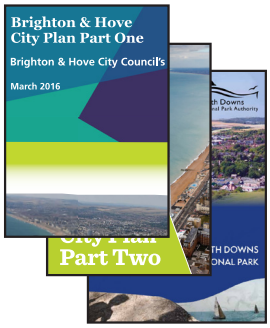
Development must consider all relevant design policies and guidance (as adopted or amended) alongside this report. The National Model Design Code (DLUHC) provides a useful reference point to other relevant urban design and placemaking guidance documents.

The **Summary** below provides a brief overview of the key policy and guidance documents available at the time of preparing this report.



National Policies and Guidance

- National Planning Policy Framework (2023), DLUHC
- Planning Practice Guidance (various dates), DLUHC
- National Design Guide (2021), DLUHC
- National Model Design Code Part 1 & Part 2 (2021), DLUHC
- Buildings for a Healthy Life (2020), Homes England
- Streets for a Healthy Life (2022), Homes England
- Manual for Streets (2007), Department of Transport
- Green Infrastructure Framework (2023), Natural England
- Active Design (2023), Sport England
- National Character Area Profiles (2014), Natural England



District and National Park Policies and Guidance

Brighton & Hove City Council

City Plan Part One (2016) provides strategic planning policies to guide sustainable development through to 2030. A review of City Plan Part One was under way at the time of preparing this report.

City Plan Part Two (2022) was adopted to support the role out, implementation and delivery of policies within Part One.

Several Supplementary Planning Documents (SPDs) and Guidance support City Plan. Of particular relevance to the design of development in Coldean is the Urban Design Framework (SPD17).

South Downs National Park

South Downs Local Plan (2019) sets out the development plan within through to 2033. It applies to areas within Brighton & Hove's boundary that also fall within the South Downs National Park.

Several Supplementary Planning Documents and Technical Advice Notes support the Local Plan, including a Design Guide (2022).

2. OVERVIEW OF COLDEAN


MICRA

2.1 COLDEAN NEIGHBOURHOOD AREA

Within Brighton's suburban periphery lies Coldean, a small settlement approximately 5 kilometres northeast of Brighton's city centre. Coldean has a quiet residential feel with a sprawl of low-density, low-rise residential development. Surrounding the built-up area of Coldean is a diverse range of natural assets, including nature reserves, woodland and open green spaces set within the South Downs National Park. In contrast to this, the Neighbourhood Area is also surrounded by key activity hubs associated with the city of Brighton. These include the University of Sussex, the Brighton University Falmer Campus and the AMEX Stadium.

Coldean benefits from good transport and road links sustaining critical access to a wide range of services and facilities. Falmer and Moulsecomb railway stations lie approximately 3 kilometres from Coldean, running regular services to Brighton, Eastbourne and Hastings. These enable further rail connections to larger towns and cities throughout the southeast of England, including London, Chichester, and Southampton. Coldean is also well served by access to the A27, an arterial connection along the south coast linking East Sussex, West Sussex and Hampshire.

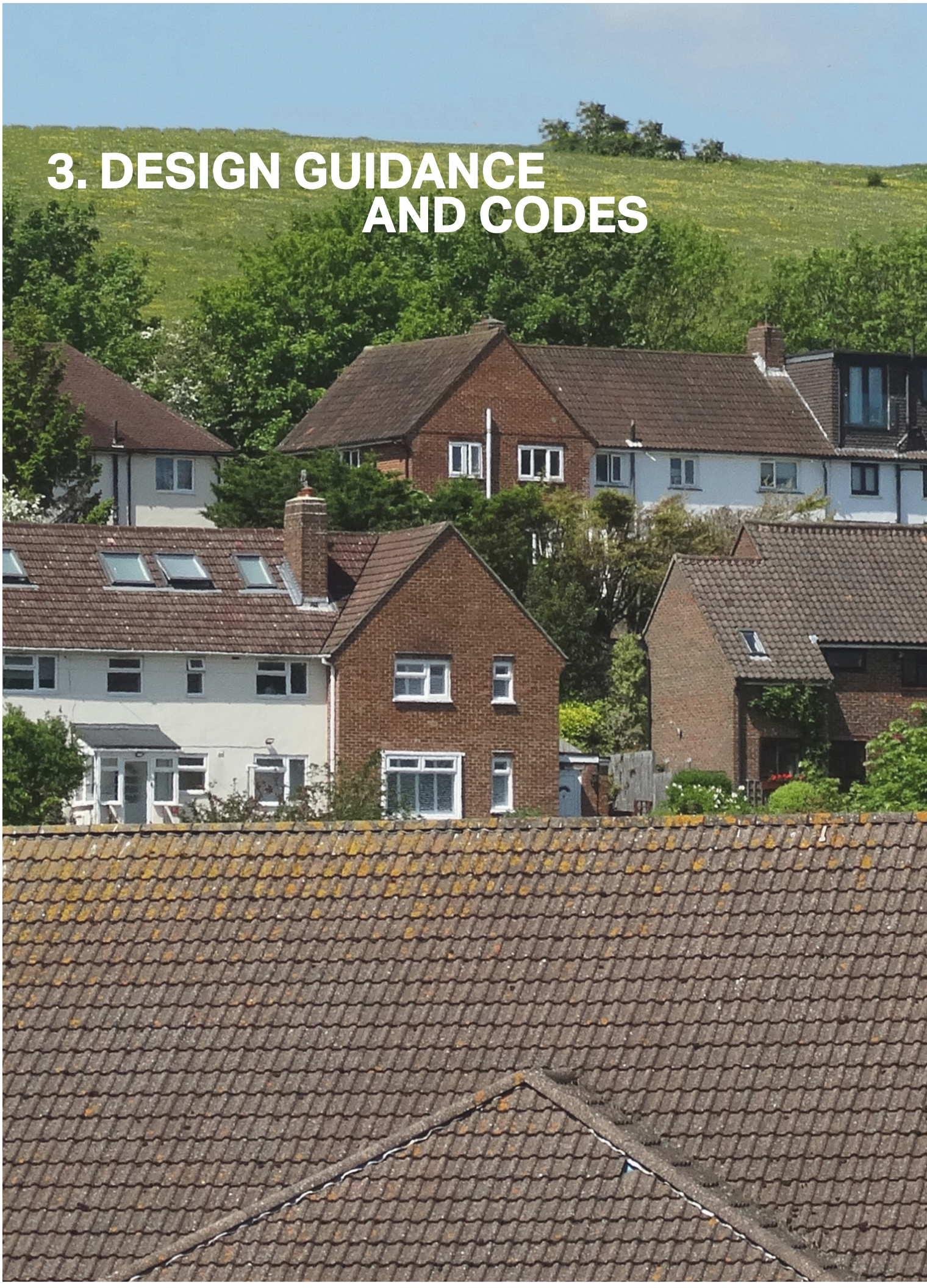
At a local scale, Coldean Lane enables multi-modal access throughout the Neighbourhood Area. The route bounds the eastern edge of the main settlement, providing links to residential streets throughout Coldean and to valued Public Rights of Way (PRoW) routes through surrounding natural assets. Furthermore, Coldean benefits from a regular bus service connecting Brighton's city centre with the neighbouring Hollingbury.

Within the Neighbourhood Area are two clusters of retail, leisure and community facilities which serve the local residents. One is a small row of shops at the intersection of Park Lane and Coldean Lane, including the Ruby Pub, a convenience store, a takeaway and a cafe. These shops form a gateway along chamfered corners and is ideally located to capture passing trade. The other is a small shopping parade along Beatty Avenue located in the upper–centre half of the neighbourhood. This cluster consists of a chemist, a convenience store and a charity office. Furthermore, there is a doctor's surgery, a primary school and a small library in addition to a play area on Wolsley Lane, a community allotment along Coldean Lane, and the St Mary Magdalen Church opposite Chalvington Close.

Large-scale development is currently being constructed within the Neighbourhood Area east of Coldean Lane and the defined settlement boundaries of the built-up area. This development, named Bluebell Heights, will add approximately 250 additional residential units to Coldean through six contemporary apartment block towers six to eight storeys tall. Adjacent to this is another large-scale development, the Varley Park Halls of Residence associated with the University of Brighton. This development features both late 20th and early 21st century buildings containing a total of 976 student rooms. The buildings are approximately three to four storeys in height. These developments have a wide impact on the immediate surrounding environment on Coldean with the buildings rising above the tree line and impacting the views out of the Neighbourhood Area.

Map showing the Neighbourhood Area in context with its surrounding environment.

3. DESIGN GUIDANCE AND CODES



3.1 SETTLEMENT PATTERN

Coldean is primarily made up of sprawling low-rise, low-density housing. The vast majority of dwellings were constructed in the 1950s as part of the Brighton Corporation's post-war slum clearing efforts, owing to the extensive bomb damage to the city's housing stock during the Second World War. While many homes have since been converted, renovated or extended, it still retains a homogeneous character of post-war housing made up of detached, semi-detached or terraced housing typologies with architectural styles typical of the period.

The settlement pattern primarily consists of a single area of post-war urban extension. Despite its location, Coldean is geographically isolated and distinct from other neighbouring Brighton suburbs as a result of infrastructural, topographical and landscape buffers which influence its overall settlement pattern and character.

Bounding the Neighbourhood Area are a series of critical routes forming a distinct edge to the Neighbourhood Area. South of Coldean is Lewes Road, serving as the main link into Brighton's city centre. To the east and north is the A27 Brighton bypass, a major vehicular route and key artery connecting major settlements along the south coast of England.

The surrounding landscape also proves to be influential on Coldean's settlement pattern. It lies within a sweeping valley, with development gently stepped on hillsides in each direction. Furthermore, directly to the east is an area of dense woodland and to the west a steep elevation of open fields. These fall within multiple nature reserves which entirely envelope the Neighbourhood Area as well as the South Downs National Park.

The surrounding landscape is influential to Coldean's settlement boundary and provides a natural physical and visual barrier from nearby settlements.

Low-rise housing along Coldean's undulating topography allows for uninterrupted views of Coldean and supplements the neighbourhood's distinct setting.

Coldean Lane provides the main connection of the neighbourhood to the A27 and Lewes Road. It also forms the eastern boundary to the main settlement pattern of the Neighbourhood Area.

Main built-up area of Coldean (left - yellow) and more recent higher density development (upper right - pink) including Bluebell Heights and the Varley Park Halls of Residence.

Contained curvilinear residential blocks (larger green plots) and cul-de-sac development (smaller orange plots) within the main built-up area.

Example of a curvilinear residential block (upper perimetre - red), a short cul-de-sac development (upper line - yellow) and a mix of the two with multiple tandem infill cul-de-sac developments occurring within a large residential block (lower right).

Dwellings within the main built-up area are predominantly arranged along curvilinear residential routes, many of which form large perimeter blocks. This creates a consistent rhythm of houses along meandering residential streets occasionally punctuated by either small cul-de-sacs, deep grass verges or small greens. Additionally, some blocks feature small parking courts, sometimes with detached garages abutting back gardens.

Along these routes are detached, semi-detached and terraced houses. Both building lines and setbacks along residential routes are varied, owing to the Neighbourhood Area's undulating topography. For example, along Hawkhurst Road, a winding primary route running through Coldean that features short terraces and semi-detached properties with setbacks between 5 and 8 metres.

Much of Coldean is made up of fine-grain residential development. However, some larger plot development stand out from Coldean's wider development. These include an apartment complex within the main built-up area along Woburn Place, a supported living apartment complex along Waldron Avenue and Coldean Primary School. While distinct from the abundant low-density housing, their setting does not disrupt the overall settlement pattern with the plots accommodated within the existing perimeter blocks.

East of the main built-up area are two secluded, high-density residential developments set within an area of dense woodland. These are the Varley Park Halls of Residence, associated with the University of Brighton, and Bluebell Heights which is under construction at the time of preparing this report.

Varley Park Halls of Residence is accessed via Chalvington Close off Coldean Lane. At the main access point is a large car park featuring the Hub, which provides amenities for the resident student population, as well as a small conference centre. Contemporary apartment buildings within the development bound a landscaped internal courtyard with a cul-de-sac meandering through the development.

Bluebell Heights is a contemporary development featuring six apartment block towers that are arranged around a curving residential access route among landscaped areas. However, these are by far the most prominent buildings within the Neighbourhood Area as they contrast heavily in their morphology, density and architectural style with much of Coldean's built environment. Furthermore, their visual impact is widely felt as the apartment block heights of 6 to 8 storeys protrude above the surrounding tree-line and can be seen from many points within the village, further highlighting the contrasting features from Coldean.

Example of detached housing found in Coldean.

Example of semi-detached housing found in Coldean.

Example of terraced housing found in Coldean.

Woburn Place, an apartment complex consisting of three storey blocks located at the intersection of Coldean Lane and Lewes Road.

The roofline of Varley Park Halls of Residence as seen from within Coldean and features a more contemporary design of the red clay pitched rooftops of Coldean.

The roofline of the newly constructed Bluebell Heights goes above the tree-line and features flat rooftops which is not fitting with the established character of Coldean.

Design Guidance and Codes

The theme of these codes will focus on the relationship of dwellings to their surrounding environment. This will ensure that the placement of development maintains a uniformity throughout the Neighbourhood Area and promotes a consistent character, density and amenity provision.

1.SP.01 Settlement pattern

This code will ensure that the established settlement pattern is adhered to in all new development to prevent development from infringing on the surrounding landscape, heritage features and open space and dramatically increasing the density of the Neighbourhood Area.

1.1 Coldean has a defined settlement boundary formed by Coldean Lane to the east, Saunders Hill to the north, Wolseley Road and Reeves Hill to the west and the Highfields development along Park Road to the south. Development should not branch out of this defined boundary so as to alter the settlement pattern and density of Coldean and infringe on the surrounding landscape.

1.2 If any development is to occur east of Coldean Lane, it must consider its context. At a minimum, this includes a height and scale that is not visually intrusive from surrounding areas, a building vernacular that is complementary to Coldean village, an effort to preserve the existing mature vegetation wherever possible, and a traffic assessment to ensure the existing road network is not overwhelmed (including by on-street parking) and remains safe for all users.

2.SP.02 Building line and setback

This code ensures that new development retains and provides a setback that is uniform with the immediate context and provides adequate space for landscaping, private amenities and on-plot parking.

2.1 The building line along any street should be consistent and orientated to be street-facing. Where new development would require a varied orientation to benefit from solar gain, the street-facing elevation should be active and positively contribute to street scene.

2.2 New development should not infringe on the existing setback established within the surrounding context. Where a standard setback is not established, development should allow between 5-8 metres, as is standard for the wider Neighbourhood Area, and provide adequate space for pedestrian pavement, green verges, front garden space and on-plot parking, as is consistent with neighbouring plots.

New development should follow a consistent building line and orientation as is observed from the immediate surrounding context to form a unified built environment.

3.SP.03 Extensions

This codes focus on extensions to properties that require planning permission. Extensions that are considered 'permitted development' do not require planning permission.[2]

Certain larger single-storey extensions are subject to a neighbour consultation scheme to assess the impact of the proposed development on the amenity of their property. Householders and neighbours are encouraged to refer to these codes when designing and assessing a larger extension proposal.

[2] Source: Planning Portal (2019). Available: https://ecab.planningportal.co.uk/uploads/miniguides/extensions/Extensions.pdf

3.1 Extensions should prioritise making use of neglected or unused space within the residential plot where it:

- Does not result in over-development of the site;
- Maintains adequate and usable garden space for the daily needs and enjoyment occupants;
- Result in loss of car-parking space (or garage), unless replaced elsewhere in the curtilage.

3.2 The original building should remain the dominant element of the property, in terms of scale and form, regardless of the number of extensions.

3.3 Extension placement must complement both the street scene and the immediate surrounding context and neighbouring properties.

3.4 Modern designs using contemporary and sustainable materials are a welcome addition to the Neighbourhood Area where they are integrated successfully into the context. Such approaches, where well designed, can serve to both improve the sustainability of buildings and appearance of the building to the general benefit of the street scene.

However, where inappropriately designed, located and finished, modern designs can be harmful to the character of a building and its surrounds. Modern designs will therefore not always be the most appropriate solution, and in most cases the character and form of the building and its context will demand a more traditional and reserved design approach. In this respect, design approaches that depart from the scale, form, materials and detailing of the primary building will be best located at ground floor level elevations that are not visible from the street.

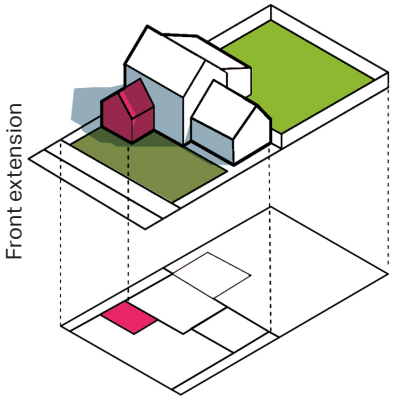
3.5 Extensions that have an unacceptably adverse impact on neighbouring properties are not supported. Some of the main adverse impacts include:

- Privacy - the extension must not result in direct overlooking of rooms in neighbouring properties, nor excessive amounts of overlooking of garden areas;
- Daylight - extension must not reduce the daylight to neighbouring properties to an unacceptable extent.
- Outlook - extensions may be visible from neighbouring properties but must not dominate the outlook. However, the loss of a distant view would not normally be considered to dominate an outlook.

3.6 Different extension types are expected to reflect the following codes:

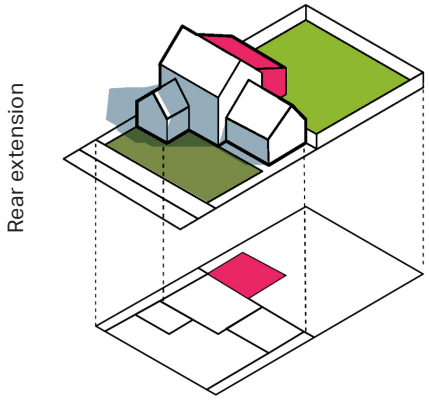
- Front extensions are generally not acceptable. If proposed, front extensions should take the form of the existing building, mirror the roof pitch, replicate or have a lower cornice height, and have a ridge height below the existing ridge. Fenestration should be aligned throughout the street-facing facade.

  The extension can project maximum 2 metres beyond the front façade. However, they must not cover more than 50% of the front elevation or significantly alter the building line and rhythm of gaps between dwellings.

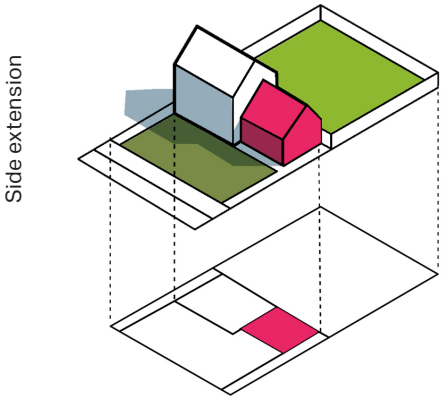


- Rear extensions should be single storey and set below the second storey windows to minimise any effects on neighbouring properties, such as blocking day light.

  Double-storey rear extensions are not common as they usually affect the amenity of neighbouring properties. However, they may be acceptable where size and layout of the site allows for a two-storey extension that does not have a adverse impact on the surrounds.



- **Side extensions** should be aligned to or set back from the existing main building and not disrupt the existing rhythm of gaps between buildings. It's import to retain the proportions of the original building and not exceed its height. The roof of the extension should harmonise with that of the original building, highly complex roof junctures will generally be discouraged. Fenestration should be aligned throughout the street-facing facade.

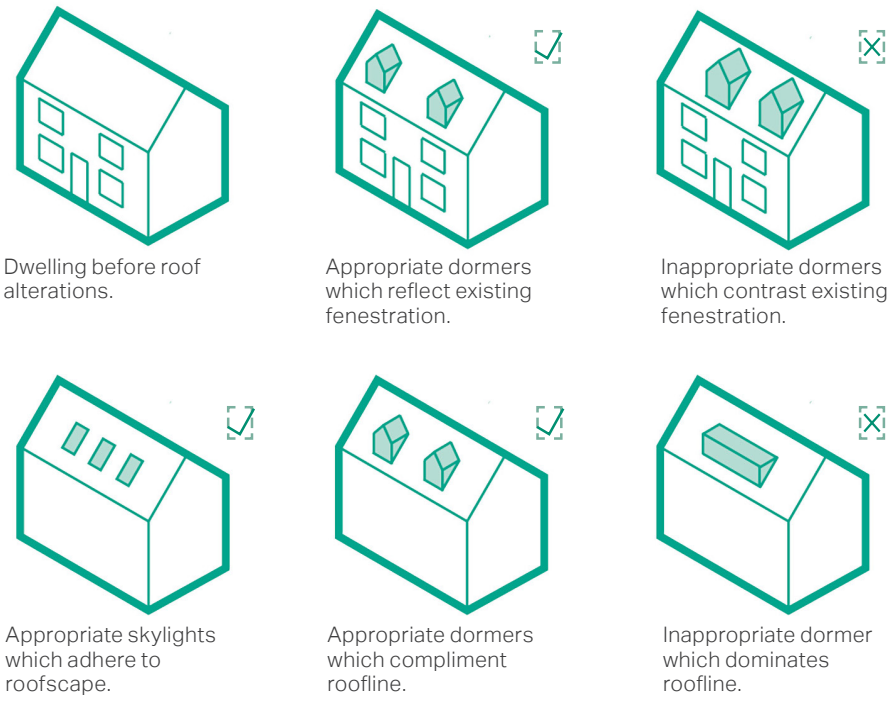


Example of a double-storey side extension (yellow) that complements the height, roof type and materiality and window alignment of the original building.

- **Attic conversions** involving the addition of dormer windows should be in proportion and symmetry to the existing roof and surrounding context and should be aligned with the building's existing windows below or centred in the middle of the roof. The height of the extension should take into consideration the surrounding buildings, tree line and landscape views.

- **Additional storeys** will generally not be acceptable, except in cases where the original structure is single storey and the additional storey does not exceed the height of neighbouring buildings. Additional storeys should be carefully considered with a high quality design.

Example of a side dormer extension (yellow), which is of an appropriate orientation, alignment and scale that complements the original roof.



Guidance for the appropriate alignment and type of dormers on the facade of existing traditional buildings.

3.2 LOCAL VERNACULAR

Coldean's local vernacular is typical of many post-war housing developments, particularly of those built in the 1950s. There is broad homogeneity of architectural styles, materials and roof typologies. Whilst these are consistent throughout the Neighbourhood Area, such features do not provide a distinct overall character to Coldean, and this report offers the opportunity to bring modernity to Coldean that reinforces a village atmosphere distinct from the surrounding settlements.

There are very few examples of historic buildings within Coldean. The most notable example is the St Mary Magdalen Church along Coldean Lane. The building was consecrated in 1955 to serve the growing community that emerged in the post-war years. Prior to its current use, it was built as a barn in the early 19th century and features a flint and rubble walled exterior with red brick decorative features and a clay tile hipped roof. Despite this, the building also features a more contemporary red brick extension with a Dutch gable roof. It stands out as a prominent historic building among the sprawling 1950s housing development. Therefore, without the high presence of historic buildings, more contemporary interventions are welcome to Coldean to add variance to the overall 1950s vernacular that is overwhelmingly present. These interventions, however, should be fitting in village scale to that established in Coldean.

Facade Treatments

The vast majority of houses within the main built up area of Coldean feature red brick facades. These are variably mixed with other treatments such as white or coloured render, clay hang-tiles, roughcast and pebbledash.

A few buildings within the Neighbourhood Area also stand out with unique facade treatments unlikely to be found elsewhere within the settlement. One such example is Hawkshurst Place, a small apartment complex with concrete cladding and granite stone work colonnades.

Increasingly, renovations to properties within Coldean deviate substantially from the standard vernacular. Properties are increasingly found to use a clean white or render, sometimes alongside weatherboarding with a similar hue.

Roof Typologies

Pitched and hipped roofs are the most common roof type within the main built-up area. However, there are some instances of differentiation, often utilising cross-gabled roofs or intersecting gable end houses along longer stretches of terraced housing. Large, side-facing flat roof dormer extensions are also commonly found throughout Coldean and add a welcome variation to the roofline.

The most striking example of variation in roof type locally is among the contemporary buildings within the Varley Park Halls of Residence. These feature predominantly a curved pitched roof which is prominently distinct within the Neighbourhood Area's overall roofscape. Contrastingly, flat roofs such as that within the Bluebell Heights development are considered too much a deviation from the established style.

Facade detailing (such as the exposed timber frame and the brickwork detail on the building corner and fenestration dressing) can enhance the street scene.

Slight variation in facade treatment (such as seen with the bay and bow windows) can create a dynamic street scene while still supporting consistency and uniformity.

Mix of boundary treatment materials with a consistent colour palette. This mix of hard and soft boundary treatment is easier to maintain than a wholly soft boundary treatment and adds variance.

Street-facing roofline has a consistent angle, material and colour palette, chimney placement and rhythm. Flat roof dormers are set behind the building so as not to disrupt the uniform street scene.

Development of multiple buildings sharing a consistent and uniform facade and roof material use and a consistent rhythm of fenestration placement.

Local amenities can feature a design that is distinctive to separate it from residential buildings but that uses a material and colour pattern uniform within the Neighbourhood Area.

COLDEAN MATERIAL PALETTE

Facade

Orange toned red brick with pebbledash

Red brick, white render, red cladding

Light brick with darker accent brick detailing

Cream coloured render

Roof

Overlapping clay Gaelic roof tiles

Interlocking square top concrete roof tiles

Simple red clay roof tiles

Red clay pantiles

Fenestration

Triangular windows aligned to roof pitch

Casement window opening on side and top

Skylight centred with the roof pitch

Diamond pattern muntin detailing

Dormer extension with centred windows

Double-width flat roof dormer

Two-storey bow window from roof to ground level

Bow window (left) aligned with bay window (right)

COLDEAN COLOUR PALETTE

White

Off white / cream

Orange sienna

Burnt red

Dark brown

Sandstone

Material and colour palette of Coldean.

Fenestration

Casement windows with uPVC frames are the most common window typology used within Coldean, with near total application. Some properties do also feature more decorative features such as glazing bars, while contemporary renovations often include grey powder coated aluminum frames.

Along some streets, fenestration is used to add variation to architectural styles within Coldean. Notably, along Rushlake Road and Park Road where properties feature bay and round bay windows, as well as arched portico-style and hipped porches.

Boundary Treatments

Hard boundary treatments such as low brick walls are commonly found throughout Coldean. In many instances, these feature decorative designs and a mix of materials such as red brick and concrete. Additional hard boundary treatments include wooden fences or front gardens with driveway conversions.

However, through many decades of renovations to private gardens, some properties leverage a mix of hard and soft treatments, often using vegetation such as hedgerows or flowerbeds surrounding on-plot parking.

Fenestration using a timber frame or colour that is fitting with Coldean's palette can enhance the street scene.

Low-rise brick and timber boundary wall with a well-defined hedgerow placed adjacent to a green verge. These materials are complementary to the vernacular within Coldean.

Consistent patterned muntins on the top half of the windows consistent throughout the entire street facing facade.

Design Guidance and Codes

The theme of this code is to provide a reference palette for development to refer to at the design stage that will ensure high-quality design, uniformity to the existing environment and a reference point where good design may not be currently present.

4.LV.01 Material and colour palette

This code will provide a reference to the colour palette new development should incorporate and which materials are locally sourced and appropriate within the Neighbourhood Area.

4.1 New materials should be of a high quality and implemented into future building design to reinforce a local distinctiveness for Coldean. Material use has the opportunity to expand beyond the current presence of repeated facade features, such as red brick and weatherboarding, to create a unique residential style associated with Coldean that is fitting still with the context, such as is demonstrated on Pages 26/27. Development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment and complements the existing material use outlined in the Material Palette (Page 26).

4.2 Where colour is applied to a building facade, a muted tone should be used which refers to the outlined Colour Palette (Page 26). There should be a consideration for the application of colours beyond this palette for minor features, such as fenestration detailing, as long as these complement the colour palette of the wider village.

4.3 New development should reference positive examples of contemporary buildings within areas that have a similar context to Coldean. One positive example is outlined in Page 29 which features a mix of materials that is complementary to the existing material and colour palette outlined in Page 26. This includes contemporary additions not currently widely observed in the Neighbourhood Area, such as the wooden paneling, that still complements the red brick, white render and clay roof tiles that are prevalent in Coldean.

5.LV.02 Fenestration

This code will provide guidance on the materiality, style and placement of fenestration.

5.1 All fenestration, including windows, dormers, entryways and garages, should be aligned at the same base height on the facade. Fenestration height should reference neighbouring buildings to create consistency and uniformity to its surrounding context.

5.2 Where fenestration is street-facing in new developments, timber or powder coated aluminum with similar profiles and colour fittings to surrounding facades will be preferable to plastic uPVC windows. Blank facades, especially concerning corner buildings, should be avoided for street oriented development.

5.3 Windows and doors in development involving multiple buildings should have a complementary colour palette, thickness of frame, pane detailing and quality of materials across all facades. Slight variations of these can be used to promote an interesting street scene.

Contemporary design within the context of Coldean

Features of the original building are retained in the contemporary design such as the brick chimney and exposed timber frame which has been painted with an accent colour to complement the white render facade.

Wide glazing fenestration references more contemporary usage commonly seen in seaside development such as this dwelling found in nearby Hove. The frame and muntins refer to the original sash windows that are consistently used throughout the facade. All of the fenestration is aligned at the same base and has a uniform rhythm. With these consistencies, the introduction of the wide window into the facade adds an interesting, but complementary, variety to the street scene.

Facade and roof material and colour palette complements the immediate surrounding context and are consistent throughout the facade, such as the black roof tiles, garage, frame colour and external additions of gutters and security cameras.

Fenestration is consistent throughout the facade. This includes a uniform material, colour, frame thickness, proportions and alignment.

Front balcony backed by the wide glazed fenestration adds to an active street scene with contemporary elements that reference design commonly seen in context by the sea.

Boundary treatment complements on-plot parking conditions such as by using the entryway stairs as a wall that can back the vehicle instead of having the vehicle placed in front of the active front facade.

Roof retains the pitch and orientation of the original dwelling while introducing contemporary elements that complement the surrounding context. This includes a white render which is similar to the neighbouring dwelling's cream render. Although the neighbouring dwelling has a more traditional vernacular, this integrates the more contemporary design without a significant clash with the established material and colour palette.

Mix of materials creates for an interesting and detailed facade. These hang-tiles complement the colour palette of the dwelling by referring to the more contemporary use of slate roof tiles and are integrated into the facade by aligning to the retained bay windows.

Examples of contemporary design found within the Neighbourhood Area and surrounding neighbourhoods with a similar context to Coldean.

6.LV.03 Height and roofline

This code will ensure that the existing heights of dwellings is adhered to and that the materiality, pitch and style of the roofline is consistent with the existing dwellings within the Neighbourhood Area.

6.1 Ensure the height of new development responds to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation. Existing buildings are predominantly one to three storeys in height, with some also featuring attic conversions, and new development should follow this precedent.

6.2 Ensure the roof design integrates with the surrounding development, with the style (such as gable and hipped roofs which are commonly found throughout Coldean) referencing neighbouring dwellings. Avoid overly complex and unfitting roof designs by limiting the number of junctions, hips, valleys and dormers to what is observed in the wider Neighbourhood Area.

Consistent roofline between neighbouring dwellings including a uniform dormer extension style.

7.LV.04 External add-ons

This code will provide guidance on the placement of external add-ons to ensure these are fitting and not obtrusive to the street scene and neighbouring dwellings.

7.1 Security systems, external lighting and satellite additions should be placed discretely to minimise their impact on the street scene. The direction and brightness of lighting from external lamps should consider the affects of light pollution on dark skies and wildlife movement at night.

7.2 Gutters should be designed unobtrusively or fitting with the surrounding context and should not detract from the surrounding character.

7.3 PV panels should be integrated into the roof and, where possible, align with roof and facade fenestration.

PV panels integrated into the roof of a dwelling within Coldean.

3.3 ENVIRONMENT AND LANDSCAPE

Despite its suburban context, Coldean is surrounded by multiple high-value natural assets, offering a more rural feel. Furthermore, the Neighbourhood Area's setting among an undulating landscape and within a sweeping valley helps frame key views and emphasise its setting among high-value natural assets.

While the main built-up area falls within Brighton & Hove's contiguous built-up area, the surrounding landscape falls within the South Downs National Park. This includes an expansive area of open fields to the west of the Neighbourhood Area, as well as Coldean Wood to the Area's southeast. Subsequently, planning proposals within these areas will be subject to the South Downs National Park Authority for development control.

Within the surrounding landscape are several Priority Habitats of Principle Importance, specifically good quality, semi-improved grassland to the southwest of the Neighbourhood Area. Additionally, Coldean Wood is designated as ancient and semi-natural Woodland. Additional areas of ancient woodland extend immediately beyond the Neighbourhood Area's boundary, including a stretch of ancient replanted woodland and woodpasture within the Great Wood around Stanmer, and throughout neighbouring Stanmer Park Nature Reserve.

Coldean's topography also heavily influences its overall character. Much of the built-up area, particularly to the south, is set within a low-lying area, approximately 80m above sea level. Moving north, the elevation increases to 108m. This is particularly pronounced to the east and west of the main built-up area, enabling expansive views of the surrounding landscape and neighbouring settlements. These views are most prominent along Ditchling Road and to the north of Coldean along the A27.

Additionally, there is an abundance of open green spaces within the settlement envelope. These are highly valued locally and serve as Coldean's key public realm interventions. The largest of these is the playing field associated with Coldean Primary School, though these lack public access. Of the spaces used by the public, these include the Wolsley Road Play Area, the Wild Park and the green linking Haig Road and Beatty Avenue to the north.

Alongside these are greens and grass verges which add interest to the street scene. While verges and greens can be found throughout Coldean, key examples include the green between Nanson Road and Talbot Crescent, a crescent shaped verge along Hawkhurst Road and another larger green between Middleton Rise and Arlington Crescent.

Map showing the landscape features within the Neighbourhood Area.

Design Guidance and Codes

The theme of these codes is to protect the surrounding landscape and open space from development infringement and to ensure that views into and out of the village, access points to the surrounding landscape and planting within the site is maintained. These codes will also provide guidance on promoting local biodiversity practices.

8.EL.01 Settlement edge

This code will provide guidance specific to development along the edge of the settlement to ensure that the surrounding landscape is not disrupted by promoting landscape buffering and design sensitivity to the development's context.

8.1 The landscape setting of the site must be assessed and the design concept of new development must respond to the specific landscape setting within which it is located. Any new development that threatens the landscape character of Coldean, including the physical and visual connection to the surrounding landscape, should be avoided.

8.2 Edge of settlement development should gradually transition to the surrounding landscape context by utilising comprehensive landscape buffering, or 'green curtains', implemented along the edge of new developments. Abrupt edges to development with little vegetation or landscaping on the edge of the settlement should be avoided.

8.3 Building elevations along the existing edge of the settlement should provide an attractive and positive frontage. Development interfaces with back-to-back or front-to-front relationships should be created across the existing settlement edge, and front-to-back relationships avoided.

9.EL.02 Landscaping and biodiversity

This code will promote enhancing biodiversity and planting, noting the significance of the environmental designations and national park within and surrounding the Neighbourhood Area.

9.1 Consider how the development's layout can create wildlife corridors. For example, the layout of roads, aligning front, back and rear gardens, providing undisrupted gaps to the countryside and connecting green spaces through a green network.

9.2 Provide adequate buffers between development and habitat areas to preserve specific ecological functions. Roadside verges, hedges and trees should be favoured as natural buffers.

9.3 Open space and gardens should be planted and designed with nature in mind, incorporating a range of small-scale biodiversity improvements which may include: nest boxes, bird feeders, bug hotels, hedgehog houses, bat boxes, log piles, pollinator nest sites and wildflower planting. These improvements should be carefully planned and should support native floral and fauna species.

9.4 Landscape design should be layered with a variety of native species suitable for the wildlife, soil conditions and climate. Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping, avoiding limited planting palettes, and integrating sustainable urban drainage features.

9.5 Streets must incorporate opportunities for street trees, green infrastructure, and sustainable urban drainage. Green verges are a good placement for these and are important to the open feel of the area as well as for pedestrian safety, therefore green verges should be added to all new development streets and the existing green verges along the streets should be retained.

9.6 Preserve existing mature hedges and trees and incorporate them into the new landscape design where possible. When planting new trees, canopy size should be considered in order to have the greatest positive impact, for example reducing the overall number of smaller trees and increasing the size of a single tree. Large trees in particular can be used as a landmark to assist in wayfinding and can also provide shaded spaces.

Views of surrounding landscape viewed from within Coldean's main built-up area.

A significant area of sequestered green space along Reeves Hill.

Elevated grass verges and views of surrounding landscape typical of Coldean's overall character.

3.4 STREET SCENE

Coldean is mainly made up of residential streets, flanked by low density housing. These are regularly curvilinear routes, forming a bounding edge to larger perimeter blocks which enable permeability throughout the settlement envelope.

Additionally, pavements, grass verges and front gardens provide soft landscaping features, underpinning the typical street character of Coldean. Furthermore, other route typologies add variety to the overall character throughout the Neighbourhood Area with each of these discussed below.

Primary Routes

Coldean Lane is the only example of this route category within the Neighbourhood Area. It is a busy vehicular route sustaining traffic in both directions running north–south, enabling access to other streets throughout Coldean.

Detached and semi-detached dwellings front directly onto the route along its western side, providing continuous passive surveillance. Along the southern portion of Coldean Lane, dwellings front directly onto the road, though for much of the route a wide grass verge delineates the main road from a slip road featuring on-street parking with a pavement for pedestrian access.

The opposing side of Coldean Lane is flanked by dense vegetation and mature trees. To its north, each side is bounded by high-quality green infrastructure, enhancing enclosure. Here, pedestrian movement is maintained with a pavement separated by a grass verge from the main road.

Junction between Park Road and Coldean Lane forming a key gateway into the main settlement envelope flanked by active shop fronts.

Narrow country style lanes at the periphery of the main settlement envelope.

Typical character of residential routes through Coldean.

Map showing the movement networks within the Neighbourhood Area.

Residential Routes

Residential routes are by far Coldean's most common route typology. Rushlake Road and Hawkhurst Road are the most prominent of these routes, serving as trunk roads through the main built-up area while also enabling access to other minor residential routes and small cul-de-sacs. These carry multi-directional vehicular traffic and form a part of the 24 bus route through Coldean.

Throughout the Neighbourhood Area, residential routes are flanked on both sides by housing frontages, feature pavements and infrequent instances of on-street parking. This creates a varied street scene with additional interest provided by an often irregular building line and differentiated building setbacks. Substantial grass verges, small greens and landscaping from private front gardens provide softer elements to their street character, improving the quality of movement through the neighbourhood.

Frequent instances of on-street parking obstruct views of the street scene and have a negative impact on the neighbourhood character. Many family homes have insufficient on-plot space for parking and must use the street in front of the dwelling instead. Certain areas are more affected by this than others, such as is seen along Rushlake Road which has a generally higher concentration of parking. This is especially pronounced when there is an event at the nearby AMEX Stadium which brings visitors parking throughout the whole Neighbourhood Area. Additionally, the new Bluebell Heights development has approximately 170 parking spaces for 250 units which may increase street parking on nearby residential routes such as Hawkhurst Road which is opposite the development, meaning the topic of parking needs to be carefully considered by future development.

Additionally, topographical changes mean that properties sometimes front onto the street from an elevated position, or vice-versa, from a lower elevation. These changes in elevation create distinct views of stepped housing moving along the hillside, particularly to the west of the built-up area. These views are regularly visible from residential routes.

Country Lanes

Ditchling Road is the primary occurrence of a country lane within Coldean. It is a narrow road bounded on each side by dense hedgerows and a wild-flower meadow. Owing to its greater elevation within the Neighbourhood Area, the route is abundant in key views across surrounding landscape and into Coldean. Such views emphasise the unique rural elements of Coldean's character, making it distinct compared with other suburban neighbourhoods within Brighton & Hove. Sections of Wolsey Road and Saunders Hill have a similar character. Together they form the bounding edge of the main built-up area, with rows of terraced and semi-detached houses fronting onto the route. However, compared with residential routes within Coldean, these are much narrower and enable expansive views of open fields to the west of the Neighbourhood Area.

Public Rights of Way

Coldean is surrounded by multiple Public Rights of Way routes that link the Neighbourhood Area with the surrounding landscape and nearby settlements, particularly to the east and west. These provide direct access through valued natural assets, particularly through Coldean Wood. Access to this area of woodland is provided by a critical footpath sustaining onward active travel to Stanmer Park and the University of Sussex Campus.

Design Guidance and Codes

The theme of these codes will focus on the street scene to promote a well-connected network, accessibility and safety, to encourage active travel throughout the Neighbourhood Area and to encourage car, scooter and cycle parking provision to relieve the street of an excessive vehicle presence.

10.SS.01 People-friendly streets

This code will focus on promoting street safety for pedestrians through traffic calming measures, adequate pavement and boundary treatments and design guidance for crossing points and junctions.

10.1 Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users.

10.2 Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, and so on. The Department for Transport Manual for Streets (2007) suggests that in lightly used streets, the minimum width for pedestrians should generally be 2m. Where routes are to be shared by pedestrians and cyclists, such as between residential areas, widths should be a minimum of 3m - ideally 4m.

10.3 Traffic calming should be achieved by design, utilising landscaping, parking and building layout. Avoid using forms of engineered traffic calming like humps, cushions and chicanes. Lane width can vary to discourage speeding and introduce a more intimate character.

10.4 Crossing points must be placed at frequent intervals on pedestrian footways and at key nodes and incorporate level paving finishes, dropped kerbs and tactile paving for accessible movement through the village.

10.5 Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines.

10.6 Routes should benefit from natural surveillance and have good sight lines and unrestricted views which make pedestrians feel safer.

10.7 New development must provide adequate lighting within new streets and spaces. Whilst light pollution must be avoided, lighting provides pedestrian safety and encourages active travel.

11.SS.02 Parking provision

This code will outline parking provisions from new development for personal vehicles and cycling. This will ensure that development such as extensions do not infringe on the existing on-plot parking and that an adequate setback for parking within new development is provided.

11.1 There must be sufficient car parking spaces to accommodate for expected demand from residential development. Parking should be integrated on-plot and, where possible, with parking spaces set behind the building line, generally to the side of the plot being advisable. For narrow dwellings it is preferable to retain a small front garden with a boundary wall, as opposed to an open hard surface.

11.2 Ensure maneuvering areas for car on-plot parking does not dominate the street frontage, allowing space for a generous front garden. High-quality and well-designed soft landscaping should be used to improve the aesthetics of parking areas, for instance, aligning the hedgerow adjacent to the parking space.

11.3 Garages should be set behind the building line or to the rear of the plot and should be constructed with the same architectural features and materials as the main building. Provide garages and openings that are of a sufficient size to allow for car parking and bicycle parking with a minimum internal space of 6m x 3m for a single garage and 6m x 6m for a double.

11.4 Parking courtyards and garages accessed by shared rear lanes are discouraged. Parking courts should only be acceptable for small building clusters and permeable paving should be used where possible and must be overlooked by properties to increase natural surveillance.

11.5 Enure any integrated 'on plot' parking spaces are designed with permeable surfacing to reduce surface water run off during wet weather periods.

12.SS.03 Wayfinding and legibility

This code will provide guidance on wayfinding techniques within the neighbourhood to promote more active travel through the Neighbourhood Area.

12.1 Ensure streets are laid out to encourage connectivity, including direct access to key destinations such as to the neighbouring Wild Park. Designers should collaborate with adjacent landowners and provide connections to existing and future development areas, particularly via walking and cycling routes.

12.2 Providing signage around the village showing destinations and travel times for walking and cycling would be beneficial for both visitors and residents. Signage should be made of high-quality material and designed to be fitting within the setting of Coldean.

12.3 Landscape features, distinctive trees and open spaces can be used as wayfinding aids as well as providing an attractive street scene and promoting active travel. Additionally, distinctive building features such as towers or chimneys can aid legibility by making more memorable routes.

13.SS.04 Boundary treatment

This code will provide a reference for new boundary treatment development to follow to promote uniformity in colour, materiality and height of boundary treatments and ensure that these do no obstruct physical and visual permeability throughout the site.

13.1 New development must identify existing boundary treatments in the immediate street scene and consider appropriate boundaries for new development to ensure integration with neighbouring buildings.

13.2 Proposed boundary treatments should reflect locally distinctive forms and materials, such as low brick walls. Tall fences that obscure sight lines between buildings and public space should be avoided.

13.3 Physical green boundaries such as hedgerows, bushes and flower beds could be used as a rural, soft landscaping technique to enclose the street and define a clear building line. These should only be implemented if the soft boundary treatment is easy to maintain and is not at risk of infringing on the pavement and restricting active movement.

Integrating off street parking among green verges with segregated channels for different modes such as pedestrians and vehicles.

Hedgerows forming soft boundary treatments and are appropriate for screening where needed.

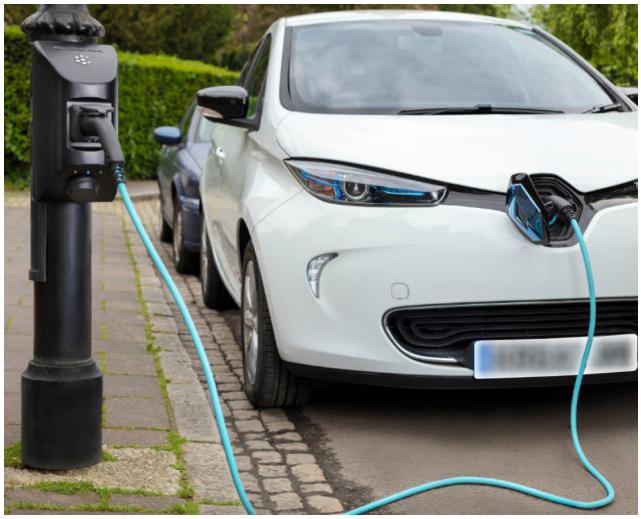
Public Rights of Way to the south of the Neighbourhood Area.

3.5 SUSTAINABLE DEVELOPMENT

Residents of Coldean have expressed their desire to see tangible action to address the climate crisis through development within the Neighbourhood Area. This section presents an array of sustainable design features which are strongly encouraged to ensure that development has a positive impact on the climate and local environment. The implementation of eco-design is important, not only locally but globally, as participation at every level contributes to combat the effects of the climate crisis. In addition to the guidance and codes outlined within this section, all development should also refer to guidance outlined by national and local plans and also the RICS (Royal Institute of Chartered Surveyors) Whole life of carbon assessment for the built environment (2017). This assessment sets out with the objective to mitigate carbon impact on the built environment and provides detailed requirements and guidance on how this can be achieved.

Solar panel retrofit within Coldean.

Example of on-plot electric vehicle charging point within Coldean.



Example of public electric vehicle charging point, elsewhere in the UK with the positioning of the lamppost closer to the street so as to not disrupt the pedestrian paths.

Design Guidance and Codes

The theme of this code is to promote sustainability practices with new development and existing dwellings.

14.SD.01 Passive Design

This code will provide guidance on passive forms of sustainable design such as glazing, orientation and natural shading.

14.1 The five principles central to Passivehaus design and construction, determining the energy efficiency of the buildings, are super insulated envelopes, airtight construction, high performance glazing, thermal-bridge-free detailing and heat recovery ventilation. These principles should be incorporated at the early design stages of development and considered for future modifications to existing buildings.

14.2 The aspect and orientation of a building is crucial to eco-design techniques as it helps maximise solar gain. For that reason, one of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing facades might have a similar proportion of window to wall area to minimise heat loss on this cooler side.

14.3 Minimal passive design actions that can be utilised to achieve energy efficiency include increasing glazing thickness, controlling daylight through louvres or blinds and utilising natural shading and cooling such as through trees and shrubbery.

15.SD.02 New and retrofit net-zero and water efficient housing

This code will provide guidance on how new and retrofit development can integrate sustainable features such as EV Charging and solar panels, and be water efficient.

15.1 By default, new development should adopt a 'fabric first' approach, in line with the governments emerging Future Homes Standard, to attain higher standards of insulation and energy conservation. The retrofitting of existing buildings with eco-design solutions should also be encouraged.

15.2 Solar panels should be designed in from the outset. Every attempt should be made to design the roof so that it is of an alignment that allows for the fitting of solar panels. This applies to all future dwellings whether solar panels are proposed or not to allow for retrospective implementation.

15.3 Ventilation with heat recovery, solar panels, ground and air source heat pumps must be considered alongside smart meters at the early design stages of all new development.

15.4 Mounted charging points and associated services should be integrated into the design of new developments, if possible. Additionally, retrofitting existing public parking spaces to provide EV charging points should be considered.

15.5 All dwellings on new development are to be constructed in accordance with the Building Regulations optional standard for water efficiency. This standard is already adopted within the Brighton & Hove City Plan (policy CP8) and South Downs National Park Authority Local Plan (policy SD48).

16.SD.03 Whole of life carbon assessment

This code will outline the general guidance on assessing quantity of carbon emissions over the life of a built-asset as is described in the RICS Whole life of carbon assessment *(2017)* [3].

16.1 Early stage assessments are recommended to establish a baseline carbon estimate for the project, to integrate whole life carbon into the design process and to identify carbon reduction potential while there is significant capacity to influence decisions. This should be implemented as early as the conceptual design stages.

16.2 As a minimum, a whole life carbon assessment must be carried out before the commencement of the technical design (RIBA Stage 4 or equivalent) of the project.

16.3 At least one other whole life carbon assessment should be conducted for each project after practical completion to represent the 'as built' carbon position. Interim assessments and carbon impact studies should be carried out as appropriate, according to the nature of each project.

17.SD.04 SuDS

This code will provide guidance on Sustainable Drainage Systems for dwellings, such as rainwater collection and gardens.

17.1 New housing should demonstrate how rainwater will be stored and reused as grey water to reduce demand on main supplies, such as through water heating through underground pumps.

17.2 Best practice SuDS schemes link the water cycle to make the most efficient use of water resources. Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources.

17.3 Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network.

17.4 Improve water quality by filtering pollutants to help avoid environmental contamination. Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.

17.5 Ensure the requirements for sustainable drainage measures for future developments comply with Brighton & Hove City Council's SPD16 Sustainable Drainage.

17.6 Existing flow routes and drainage features within the development site should be identified and preserved, for example, ditches, seasonally dry watercourses, and historic points.

17.7 To minimise the risk of sewer flooding and protect water quality, surface water will not be permitted to discharge to the wastewater network.

[3] Source: Whole Life Carbon Assessment for the Built Environment, 1st edition (2017). Available: https://www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/building-surveying-standards/whole-life-carbon-assessment-for-the-built-environment

4. EVALUATING GOOD DESIGN

4.1 CHECKLIST AND DELIVERY

Because the design guidelines and codes in this report cannot cover all scenarios, this concluding section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidelines for new development'. Following these ideas and principles, a number of questions are listed for more specific topics.

This document will be used differently by various stakeholders during the development process, as summarised in the table adjacent.

STAKEHOLDER	HOW THEY MAY USE THIS DESIGN GUIDE
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the guidance and codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The guidance and codes should be discussed with applicants during any pre-application discussions.
Coldean Neighbourhood Planning Forum	As a guide when commenting on planning applications, ensuring that the guidance and codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Stakeholders and how they may use this report.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?

3

Local green spaces, views & character:

- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

3

Local green spaces, views & character:

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivalled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

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