



<b>Character and Identity</b>	1. Create places that are distinctive to prevent homogenous 'anywhere' development.
<b>Character and Identity</b>	2. For developments of 20 units and above, provide a number of character areas that have their own distinctive identity and are clearly distinguishable. Developments of less than 20 units will be considered to be one character area, unless they are part of a larger phase of development or masterplan area.
<b>Character and Identity</b>	3. Provide distinctiveness between and in each character area through a combination of measures including variation in urban form, street structure/network, architecture and masonry, accent features (such as porches), surrounds and detailing, materials (buildings and surfaces), colour, boundary treatments, hard/soft landscaping and a variety of approaches to tree species

	and planting that emphasises the hierarchy of open spaces and streets within a cohesive design strategy for the whole development.
<b>Character and Identity</b>	4. Distinctiveness must be reinforced along main thoroughfares, open spaces and places where people may congregate such as shopping/service centres.
<b>Character and Identity</b>	5. Retain, incorporate and/or respond to relevant elements of the landscape such as topography and planted features, natural and historic environment, and provide street naming (in residential developments of 20 units and above, where proposed names are to be submitted with the planning application) to retain and enhance local associations.
<b>Healthier, Safer Environments</b>	1. Designed to prevent crime, fear of crime and anti-social behaviour with good levels of natural surveillance and security using treatments such as low boundary walls, dual frontages (principal rooms) and well-lit routes to encourage social interaction. Unbroken high boundary treatments such as wooden fencing and blank gables onto routes, open spaces and communal areas will not be acceptable.
<b>Healthier, Safer Environments</b>	2. Designed to encourage physical exercise for people of all abilities.
<b>Healthier, Safer Environments</b>	3. Create a distinctive urban form with landmarks, key buildings, vistas, gateways and public art to provide good orientation and navigation through the development.
<b>Healthier, Safer Environments</b>	4. Provide a mix of compatible uses, where indicated within settlement statements, integrated into the fabric of buildings within the street.
<b>Healthier, Safer Environments</b>	5. Prioritise pedestrians and cyclists by providing a permeable movement framework that incorporates desire lines (including connecting to and upgrading existing desire lines) and is fully integrated with the surrounding network to create walkable neighbourhoods and encourage physical activity.

<b>Healthier, Safer Environments</b>	6. Integrate multi- functional active travel routes, green and open space into layout and design, to create well connected places that encourage physical activity, provide attractive spaces for people to interact and to connect with nature.
<b>Healthier, Safer Environments</b>	7. Create safe streets that influence driver behaviour to reduce vehicle speeds that are appropriate to the local context such as through shorter streets, reduced visibility and varying the building line.
<b>Healthier, Safer Environments</b>	8. Provide seating opportunities within streets, paths and open spaces for all generations and mobility's to interact, participate in activity, and rest and reflect.
<b>Healthier, Safer Environments</b>	9. Provide for people with mobility problems or a disability to access buildings, places and open spaces.
<b>Healthier, Safer Environments</b>	10. Create development with public fronts and private backs.
<b>Healthier, Safer Environments</b>	11. Maximise environmental benefits through the orientation of buildings, streets and open space to maximise the health benefits associated with solar gain and wind shelter.
<b>Housing Mix</b>	1. Provide a wide range of well integrated tenures, including a range of house types and plot sizes for different household sizes, incomes and generations and meet the affordable and accessible requirements of policy DP2 Housing.
<b>Housing Mix</b>	2. All tenures of housing should have equal access to amenities, greenspace and active travel routes.
<b>Open Spaces/ Landscaping</b>	1. Provide accessible, multi-functional open space within a clearly defined hierarchy integrated into the development and connected via an active travel network of green/blue corridors that are fully incorporated into the development and to the surrounding area, and meet the requirements of policy EP5 Open Space and the Open Space Strategy Supplementary Guidance and Policy EP12 Managing the Water Environment and Drainage Impact Assessment for New Developments Supplementary Guidance.

<b>Open Spaces/ Landscaping</b>	2. Landscaped areas must provide seasonal variation (mix of planting and colour) including native planting for pollination and food production.
<b>Open Spaces/ Landscaping</b>	3. Landscaped areas must not be 'left-over' spaces that provide no function. 'Left-over' spaces will not contribute to the open space requirements of policy EP4 Open Space.
<b>Open Spaces/ Landscaping</b>	4. Semi-mature tree planting and shrubs must be provided along all routes with the variety of approaches reflecting and accentuating the street hierarchy.
<b>Open Spaces/ Landscaping</b>	5. Public and private space must be clearly defined.
<b>Open Spaces/ Landscaping</b>	6. Play areas (where identified) must be inclusive, providing equipment so the facility is for every child/young person regardless of ability and provided upon completion of 50% of the character area.
<b>Open Spaces/ Landscaping</b>	7. Proposals must provide advance landscaping identified in site designations and meet the quality requirements of policy EP5 Open Space.
<b>Open Spaces/ Landscaping</b>	8. Structural landscaping must incorporate countryside style paths (such as bound or compacted gravel) with waymarkers.
<b>Open Spaces/ Landscaping</b>	9. Maintenance arrangements for all paths, trees, hedging, shrubs, play/sports areas, roundabouts and other open/green spaces and blue/green corridors must be provided.
<b>Biodiversity</b>	1. Create a variety of high quality multi- functional green/blue spaces and networks that connect people and nature, that include trees, hedges and planting to enhance biodiversity and support habitats/wildlife and comply with policy EP2 Biodiversity and Geodiversity and EP5 Open Space.
<b>Biodiversity</b>	2. A plan detailing how different elements of the development will contribute to supporting biodiversity must be included in the design statement submitted with the planning application.

<b>Biodiversity</b>	3. Integrate green and blue infrastructure such as swales, permeable paving, SUDS ponds, green roofs and walls and grass/wildflower verges into streets, parking areas and plots to sustainably address drainage and flooding issues and enhance biodiversity from the outset of the development.
<b>Biodiversity</b>	4. Developments must safeguard and connect into wildlife corridors/green networks and prevent fragmentation of existing habitats.
<b>Parking</b>	1. Car parking must not dominate the streetscape to the front or rear of properties. On all streets a minimum of 75% of car parking must be provided to the side or rear and behind the building line with a maximum of 25% car parking within the front curtilage or on street, subject to the visual impact being mitigated by hedging, low stone boundary walls or other acceptable treatments that enhance the streetscape.
<b>Parking</b>	2. Provide semi-mature trees and planting within communal private and public/visitor parking areas and on-street parking at a maximum interval of 4 car parking spaces.
<b>Parking</b>	3. Secure and covered cycle parking and storage, car sharing spaces and electric car charging points must be provided in accordance with policy DP1 Development Principles.
<b>Parking</b>	4. Parking areas must use a variation in materials to reduce the visual impact on the streetscene.
<b>Street Structure</b>	1. Provide a clear hierarchy of streets reinforced through street width, building density, and street and building design, materials, hard/soft landscaping and variety of approaches to tree planting and shrubs.
<b>Street Structure</b>	2. Streets and connecting routes should encourage walking and cycling over use of the private car by providing well connected, safe and appealing routes.
<b>Street Structure</b>	3. Design junctions to prioritise pedestrians, accommodate active travel and public transport and service/emergency vehicles to reflect the context and urban form and ensure that the street pattern is not standardised.
<b>Street Structure</b>	4. Dead-end streets/cul-de-sacs will only be selectively permitted on rural edges or where topography dictates. These must be short, serving no more than 10 units and provide walking and cycling through routes to maximise connectivity to the surrounding area.
<b>Street Structure</b>	5. Roundabouts, key junctions and accesses from the strategic road network must be designed to create

	gateways and contribute to the character of the overall development.
<b>Street Structure</b>	6. Drawings and statement to demonstrate provision of 'connected' development and proposed street hierarchy which reflects place vs movement, including connection to public transport stops and local facilities out with the site.
<b>Street Structure</b>	7. 'Speed Control' (also part of safer neighbourhoods) drawings and statement to demonstrate how vehicle speeds will be controlled and applicable to street hierarchy within development, reflecting place vs movement.
<b>Street Layout</b>	1. Acceptable swept path analysis for refuse vehicles, buses, cars and emergency vehicles (drawings to be provided by developer)
<b>Street Layout</b>	2. Acceptable visibility splays at internal junctions, forward visibility and site accesses (drawings to be provided by developer)
<b>Street Detail</b>	1. Drainage discharge rates (information to be provided by applicant)
<b>Street Detail</b>	2. SUDs techniques (strategy to be provided by developer, including justification for proposed measures)
<b>Street Detail</b>	3. Utilities Strategy (plan showing how water, electricity, telecoms and gas would be incorporated within street)
<b>Street Detail</b>	4. Key street material palette (statement from developer with examples and justification for choices).