

Building for a Healthy Life — Self-Assessment Certificate



www.bhlassessments.co.uk

Project name	Land at Weaver's Field
Site address	Land north of Weaver's Field, Ashcombe, Devon
what3words address	///orchard.rise.melford
Local planning authority	Ashcombe District Council
Assessment reference	ASSESS-00010 · v1

Overall rating & interpretation



9/12 green lights, no red lights

Strong alignment — nine or more green lights, no reds

Nine or more considerations show green, with no red lights raised. The self-assessment suggests strong alignment with the framework; the remaining amber sections identify where further attention could strengthen the scheme.

BHL consideration (2026 edition)	Rating
1. Natural connections	● GREEN
2. Getting around	● GREEN
3. Facilities, services and stewardship	● AMBER
4. Homes for everyone	● GREEN
5. Making the most of what's there	● GREEN
6. A memorable character	● GREEN
7. Well-defined streets and spaces	● AMBER
8. Easy to find your way around	● GREEN
9. Healthy streets	● GREEN
10. Cycle and car parking	● GREEN
11. Green and blue infrastructure	● AMBER
12. Back of pavement, front of home	● GREEN

Declared by	A. Rowan — Project Architect
Date finalised	18 September 2026

A possible next step — Independent Design Review Panel Assessment

An independent and impartial Panel review of your Building for a Healthy Life self-assessment is available separately from The Design Review Panel. The Panel reviews the scheme against the same twelve considerations and issues its own independent and impartial certificate; its findings are reached independently and are not contingent on the outcome recorded here. The National Planning Policy Framework (NPPF) states that local planning authorities should encourage the appropriate use of design review and take into account its outcomes, including any design recommendations made by design review panels; any weight given to a Panel certificate is a matter for the decision-maker.

This document records a self-assessment made by the declarant against the twelve considerations of the Building for a Healthy Life framework (2026 edition). It is not an independent review, endorsement or accreditation, and carries no formal status in the planning process.

Assessed against: Building for a Healthy Life, 2026 edition, as updated 7 August 2026 (GOV.UK HTML edition, controlling text) — <https://www.gov.uk/government/publications/building-for-a-healthy-life/building-for-a-healthy-life-2026-edition-html>

Generated 18 September 2026 at 12:11 UTC · Serial ASSESS-00010 · v1

Self-assessment Project Pack — the recorded outcome with the full consideration-by-consideration record.

1. Natural connections

Integrated neighbourhoods

GREEN

9 green lights · 0 amber · 0 red · 20 criteria answered

1Ga	Streets and footpaths reach every edge of the site, tie into existing routes, and are laid out so they can be carried on into neighbouring land if it comes forward in future.	Yes
1Gb	The layout anticipates where people naturally want to walk and places streets or paths along those lines, keeping routes between everyday destinations as direct as possible.	Yes
1Gc	Generous corridors of planting and water run through the development rather than sitting at its margins.	Yes
1Gd	The internal street network is well connected — predominantly straight or near-straight — and links outward beyond the site boundary to the wider movement network.	Yes
1Ge	Publicly accessible streets run along the site's edges; the perimeter is not given over to private drives that block pedestrian and cycle movement.	Yes
1Gf	Green and blue infrastructure joins existing habitats to new, locally appropriate habitat created within the site.	Yes
1Gg	Retained hedgerows sit within the public realm, where their long-term care, visibility and retention are secured.	Yes
1Gh	Streets and routes are capable of being extended later, protecting long-term connectivity and room for growth.	Yes
1Gi	Adoption is secured up to the site boundary, so that key connections stay available and well maintained.	Yes
1Ra	Green and blue infrastructure is confined to standalone open spaces, separate from the routes people use to move around.	No
1Rb	Streets are designed without green or blue infrastructure in them.	No
1Rc	Pedestrians and cyclists can enter or leave the site at only one point or very few points, making the car the more convenient choice for short local trips.	No
1Rd	Existing natural connections are severed — for example, high-quality hedgerows lost, trapped along back gardens, or kept only in fragments.	No
1Re	Retained hedgerows are left without adequate open space alongside them.	No
1Rf	Good existing trees are not used as the starting point for new movement corridors for nature.	No
1Rg	The surface-water strategy leans heavily on large, engineered attenuation basins.	No
1Rh	Standard highway lighting columns run along retained hedgerows instead of gentler lighting that keeps dark corridors for light-sensitive species.	No
1Ri	The layout disregards existing movement corridors and fails to anticipate pedestrian and cyclist desire lines.	No
1Rj	The street pattern is built around culs-de-sac or private drives that frustrate walking and cycling.	No
1Rk	Streets or paths are dead-ended by design — including through ransom strips — so future connections cannot be made.	No

Supporting uploads

File	Size	Uploaded
OS-Location-Plan_Weavers-Field_FICTIONAL.pdf	2 KB	18 September 2026

The PDF and image uploads above are reproduced in Appendix A.

2. Getting around

Integrated neighbourhoods

GREEN

13 green lights · 0 amber · 0 red · 20 criteria answered

2Ga	Street space is allocated even-handedly between people walking, cycling and driving.	Yes
2Gb	Streets meet LTN 1/20 cycle-friendly standards, and pedestrians and cyclists keep both priority and physical protection where they cross junctions and side streets.	Yes
2Gc	At community, leisure and commercial buildings, cycle and cargo-cycle parking is the nearer option — closer to the entrance than any car space — and schools give children somewhere to park scooters and bikes so the youngest can travel actively.	Yes
2Gd	The layout removes the need to drive children to school.	Yes
2Ge	The scheme delivers, or contributes to, a Local Cycling and Walking Infrastructure Plan (LCWIP).	Yes
2Gf	Safe crossing points — zebra, parallel or signalised — are provided where people need them.	Yes
2Gg	Junction and side-street corners are tight — radii under 3 metres — so turning vehicles must slow down.	Yes
2Gh	The densest development gathers around mobility hubs and around public transport connections.	Yes
2Gi	Car clubs, car sharing and demand-responsive transport are all supported.	Yes
2Gj	Short, safe, direct walking and cycling links make reaching public transport easy and appealing.	Yes
2Gk	Park-and-ride is supported — whether by upgrading an existing scheme or helping to create one.	Yes
2Gl	Street design and traffic calming hold vehicle speeds to 20 mph.	Yes
2Gm	Busy streets carry protected cycleways.	Yes
2Ra	The travel plan has no real influence on how people choose to travel.	No
2Rb	New streets rely on shared pedestrian and cycle paths, degrading safety and comfort for both.	No
2Rc	Side-road junctions offer nothing more than dropped kerbs, where continuous raised crossings would keep priority with people walking and cycling.	No
2Rd	Residential street corners are swept wide enough for drivers to turn at speed.	No
2Re	Streets twist and wander purely to slow cars, lengthening walking and cycling journeys in the process.	No
2Rf	Carriageways are wider than they need to be, encouraging faster driving and taking space from people on foot and bike.	No
2Rg	Between development parcels or phases, walking and cycling routes are blocked or diverted into long detours.	No

3. Facilities, services and stewardship

Integrated neighbourhoods

AMBER

7 green lights · 1 amber · 0 red · 14 criteria answered

3Ga	Density rises where accessibility peaks — at rail stations, bus interchanges and the other hubs of the public transport network.	Yes
3Gb	The mix of uses keeps places socially active through the day and into the evening.	Yes
3Gc	Land for shops, services and community facilities is reserved in the locations people can reach most easily.	Yes
3Gd	Frontages are active, animating streets and lending public spaces safety and sociability.	Yes
3Ge	Non-residential ground floors have clear (not obscured) glazing, so activity shows and natural surveillance works.	Yes
3Gf	Compatible uses stack vertically — for example, supported accommodation over active ground floors at the heart of the scheme.	Yes
3Gg	Key junctions and meeting points are marked by attractive public spaces — welcoming squares where people can linger.	Yes
3Gh	Benches appear frequently along routes, helping people with mobility difficulties and making walking between places easier for everyone. Comment: Benches are shown at the two squares and beside the play space; the route between the primary school and the local centre has none yet. To be added at reserved matters.	Somewhat
3Ra	The local centre is awkward or unappealing to reach on foot or by cycle, suppressing active travel.	No
3Rb	Non-residential buildings stand as isolated parcels, each behind its own surface car park and set back from the street — a vehicle-dominated, disconnected result.	No
3Rc	Public spaces are oversized, reading as hostile or confusing and hindering movement on foot and by cycle.	No
3Rd	Street edges are inactive — blank walls, street-facing service yards or obscured ground-floor glazing stripping out surveillance and life.	No
3Re	Play and recreation are tucked out of sight instead of standing prominently where they feel safe, build community and draw new and existing residents together.	No
3Rf	Desire lines are ignored — especially between public transport stops and building entrances — leaving routes indirect, inconvenient or unsafe.	No

4. Homes for everyone

Integrated neighbourhoods

GREEN

7 green lights · 0 amber · 0 red · 11 criteria answered

4Ga	Design is tenure-blind throughout: house types, architectural treatment, landscape and parking look consistent whoever owns or rents.	Yes
4Gb	Where apartment tenures are separated by core, every core matches in design quality, materials, entrance treatment and overall character.	Yes
4Gc	The typology mix genuinely reflects local housing need and policy, supporting a balanced, inclusive community.	Yes
4Gd	Homes have flexibility built in, so occupants can adjust them as needs change over time.	Yes
4Ge	Affordable homes are spread through the development rather than clustered or visually set apart.	Yes
4Gf	Apartments and maisonettes have usable outdoor space, including somewhere safe to dry clothes.	Yes
4Gg	Flats have private outdoor amenity — semi-private garden space at ground floor, balconies or terraces above.	Yes
4Ra	Affordable homes are concentrated in a single location (smaller developments excepted).	No
4Rb	Shared places or facilities — play spaces included — are divided along tenure lines.	No
4Rc	Tenure is readable from the street — landscape, access or parking treated differently by tenure, such as bin storage designed in for private-sale homes but not for the rest.	No
4Rd	Land around apartment buildings goes to waste where it could readily form small semi-private amenity spaces for individual ground-floor homes.	No

5. Making the most of what's there

Distinctive places

GREEN

7 green lights · 0 amber · 0 red · 13 criteria answered

5Ga	The site has been walked and understood at first hand, and its distinctive features, views and patterns visibly shape the design.	Yes
5Gb	Existing assets — mature trees, landmark structures, the landform, whatever else the site holds — anchor the scheme, carrying identity and continuity.	Yes
5Gc	Local character is drawn from the underlying structure — plot shapes, urban grain, street patterns, landscape character, building forms — rather than from surface styling.	Yes
5Gd	Where new development meets old, building heights, typologies and tenures step across the shared boundary comfortably and coherently.	Yes
5Ge	SuDS follow all four core principles — water quantity, water quality, amenity and biodiversity — so water and landscape work together usefully, functionally and beautifully.	Yes
5Gf	Existing habitats are protected and enhanced, and new ones created, strengthening the local ecological network.	Yes
5Gg	New back gardens interlock with existing rear boundaries, knitting old and new together without harsh edges or dead space.	Yes
5Ra	The design has been produced without anyone walking the site.	No
5Rb	The default water strategy sends rainwater straight into buried pipes and away.	No
5Rc	Unmanaged left-over gaps stand in for proper privacy design between new development and existing residents.	No
5Rd	Retained hedges are consigned to rear garden boundaries or passed into private ownership.	No
5Re	Buildings are oriented and designed without exploiting assets such as open views.	No
5Rf	The scheme shows no sensitivity to neighbouring properties in its layout, housing typologies or building heights.	No

6. A memorable character

Distinctive places

GREEN

7 green lights · 0 amber · 0 red · 12 criteria answered

6Ga	A strong hand-drawn concept underpins the design, developed through several ideas and options, and carries a name that articulates the vision and steers detailed design decisions.	Yes
6Gb	Local people have been asked which nearby buildings and landscapes they treasure, and their answers shape the design's inspiration.	Yes
6Gc	Place names carry meaning, signalling the development's character and intent — a descriptive name in the vein of 'Meadow Rise' offers identity where a plot label like 'Parcel 7' conceals it, a distinction that counts most when several developers share a large site.	Yes
6Gd	Inspiration is authentically local — from the area's architecture or landscape — whether expressed in a traditional or contemporary manner, and it responds thoughtfully to context.	Yes
6Ge	Structural landscaping is used with confidence to establish an identity for the place that is memorable and distinctive.	Yes
6Gf	Spaces and building groups are memorable through considered composition rather than architectural detail alone — buildings close vistas, turn corners and hold a clear line to the street.	Yes
6Gg	House types are shaped by the character of the locality, its heritage and any design code in force; most standard types can be adapted, but the changes are managed with care — untested alteration is where structural defects creep in.	Yes
6Ra	The layout is dictated by a pre-set run of house types — designed from the sales mix or coverage rate rather than from the place.	No
6Rb	Standard products take priority over placemaking: house-type ranges arrive unmodified, ignoring local context, heritage and design codes — when re-elevation and bespoke adjustment should be the norm.	No
6Rc	Character is attempted through poor imitations of architectural detail — superficial or inaccurate replication that weakens credibility and reads as pastiche.	No
6Rd	Buildings are arranged with no regard for the street scene, leaving frontages disjointed and incoherent.	No
6Re	Generic, forgettable schemes nearby are held up as the reason to build another one.	No

7. Well-defined streets and spaces

Distinctive places

AMBER

10 green lights · 1 amber · 0 red · 21 criteria answered

7Ga	Streets have active frontages — front doors and windows facing the street rather than blank walls.	Yes
7Gb	Streets and spaces are clearly defined, enclosed by buildings, landscaping, water or a combination of them; a figure-ground drawing bears this out.	Yes
7Gc	Buildings compose coherently and hold consistent building lines along the street.	Yes
7Gd	Front doors face the street or public space they sit on.	Yes
7Ge	Apartment buildings give the street frequent front doors rather than a single entrance.	Yes
7Gf	Apartment buildings are placed to close a view as an end stop, or to bring extra height and enclosure to a public space.	Yes
7Gg	Homes on street corners turn the corner properly, with habitable-room windows on every face that meets the public realm.	Yes
7Gh	The layout is built from perimeter blocks — public fronts to the street, private backs within.	Yes
7Gi	Internal vistas are deliberately resolved, so each view along a street ends on something considered.	Yes
7Gj	Building types are designed to straddle narrow-depth blocks, so shallow blocks still work as perimeter blocks.	Yes
7Gk	The microclimate between buildings has been considered: buildings and landscape enclose public spaces to give shade and shelter, temper wind and air quality, and reduce overheating. Comment: Enclosure and shading of the central green were tested in section. Wind and air-quality effects between the taller apartment blocks on the northern edge have not yet been modelled.	Somewhat
7Ra	Distributor roads run with restricted frontage access — vehicle-dominated corridors in place of active, people-focused streets.	No
7Rb	Perimeter blocks are broken or fragmented — including acute-angled blocks that throw off unusable gardens, awkward left-over spaces and poorly defined corners.	No
7Rc	Streets and public spaces are fronted by blank (or almost blank) walls, so natural surveillance disappears and the scene goes dead.	No
7Rd	Front boundaries, trees and street planting are absent, leaving weak enclosure and a featureless streetscape.	No
7Re	Apartment buildings funnel everyone through one or a few entrance points, reducing street activity, surveillance and the sense of welcome; building shapes vary to excess.	No
7Rf	Building lines stagger inconsistently — the by-product of mixed front and side parking — producing messy, incoherent street edges.	No
7Rg	Corners are fumbled — a blank flank wall, a garage where a building should turn the corner, or back-garden fencing and walling running along the street.	No
7Rh	Where new meets old, buffer strips leave corridor-like left-over space behind back gardens — whether or not anyone can get into it.	No
7Ri	Corner plots carry single-aspect homes, giving up the dual-aspect living, added surveillance and street animation a corner can offer.	No

House types are plotted with no eye to the site's opportunities — land is wasted, and character, legibility and spatial quality all suffer.

8. Easy to find your way around

Distinctive places

GREEN

7 green lights · 0 amber · 0 red · 12 criteria answered

8Ga	Legibility is designed in at concept stage: the way streets and spaces are structured tells people intuitively how the place fits together and where to go.	Yes
8Gb	Wayfinding rests first on the streets themselves: principal streets read as clearly distinct from minor ones — through spatial proportion, building typology, the building-to-street relationship, landscape strategy and boundary treatment.	Yes
8Gc	Built-in features support navigation whatever a person's visual, mobility or cognitive needs, keeping the environment inclusive for everyone.	Yes
8Gd	Views are framed towards key features, inside and beyond the site, anchoring orientation and reinforcing people's mental map.	Yes
8Ge	Landmarks, focal spaces and distinctive features are established, then strengthened by coordinating the landscape, the placement of buildings, the hard surfacing and the boundaries.	Yes
8Gf	The street pattern is simple and logical — a formal or relaxed grid that supports clear navigation of its own accord.	Yes
8Gg	Crossroads and junctions are treated as placemaking moments — marked by features or spatial cues that help people orient themselves and deepen the character.	Yes
8Ra	Street types show no meaningful variation, leaving people unable to tell main routes from quieter ones.	No
8Rb	The street pattern meanders and disorients, making the place hard to navigate.	No
8Rc	Streets, paths and routes fail to join up, so permeability is poor and detours are forced on people.	No
8Rd	Building types, uses, densities and landscape treatments are undifferentiated — a monotonous environment that gives no reading cues.	No
8Re	Culs-de-sac dominate the layout, frustrating direct movement and weakening legibility.	No

9. Healthy streets

Streets for all

GREEN

8 green lights · 0 amber · 0 red · 18 criteria answered

9Ga	Streets are designed around people first, not just the movement of vehicles.	Yes
9Gb	Design speeds sit at or below 20 mph, held there by formal designation, calming measures and the geometry of the street itself.	Yes
9Gc	Trees line the streets with genuine room to grow, above and below ground, and their long-term care and stewardship are settled.	Yes
9Gd	Corner radii are kept below 3 metres, so vehicles turn slowly and crossings stay short and safe.	Yes
9Ge	Within the street there are places to sit, talk and play — social contact and everyday activity can happen in the street itself.	Yes
9Gf	Pavements and cycleways carry on, unbroken, over side streets and service entrances — priority stays with people walking and cycling.	Yes
9Gg	Routes track real desire lines, taking people by the most direct path from where they are to where they want to be.	Yes
9Gh	A rich, layered landscape gives the street sensory interest — colour, scent, texture and sound — so it stays attractive and engaging all year round.	Yes
9Ra	The network is drawn for the car; people on foot, on wheels or on bikes barely figure.	No
9Rb	The Manual for Streets user hierarchy is inverted — vulnerable users rank below motor traffic.	No
9Rc	Corners sweep at radii of 6 metres or more, inviting high-speed turns and making crossings both longer and less safe.	No
9Rd	Carriageways exceed 6 metres, encouraging speed while landscape, footways and cycle provision fight over what space remains.	No
9Re	Highway engineering makes journeys on foot or by bike longer or more complicated, when its job is to simplify them.	No
9Rf	Street trees are handed to individual householders — risking patchy care, early removal, or trees that simply fail over time.	No
9Rg	Distributor roads carry minimal frontage — homes served instead by private drives — leaving inactive, vehicle-dominated corridors.	No
9Rh	Streets run along the backs of plots — garden fences and parking reached from behind — rather than the fronts of homes.	No
9Ri	Cycle provision amounts to painted white lines, on pavement or carriageway — poor protection that often creates conflict.	No
9Rj	Speed is controlled through exaggerated shifts in street alignment, wasting land, undermining legibility and disorienting everyone.	No

10. Cycle and car parking

Streets for all

GREEN

10 green lights · 0 amber · 0 red · 21 criteria answered

10Ga	Cycle parking is convenient and secure enough that choosing the bike over the car is easy.	Yes
10Gb	At schools, shops and community facilities, secure and well-overlooked cycle parking sits as close to the entrance as any car space or drop-off point, or closer.	Yes
10Gc	On-street parking is shared and unallocated, providing flexible capacity and cutting unnecessary hard standing.	Yes
10Gd	Landscape absorbs parked cars into the street scene, softening their visual impact and lifting overall quality.	Yes
10Ge	Runs of frontage parking are broken by planting at regular intervals — a green bay for every four parking bays is the ideal.	Yes
10Gf	Likely antisocial parking is anticipated and designed out from the outset.	Yes
10Gg	Parking comes in a range of forms, each one matched to its setting, its density and the people using it.	Yes
10Gh	Parking courtyards, where they occur, are small and watched over — habitable ground-floor rooms look into them.	Yes
10Gi	Electric-vehicle provision keeps pace with emerging technology, with infrastructure and layouts able to adapt over time.	Yes
10Gj	Cycle and car parking is handled with creativity and visual care — which matters most where density is high and land is scarce.	Yes
10Ra	All cycle storage is consigned to garages or sheds reached by awkward routes, so cycling loses on both convenience and security.	No
10Rb	Frontage parking is over-used, dominating the street scene and crowding out landscape.	No
10Rc	The parking layout ends up forcing vehicles over footways or marked cycle routes, generating danger and conflict.	No
10Rd	Frontage parking comes bare of soft landscape — the street reads harsh and belongs to the cars.	No
10Re	Parking courts sit behind fencing — unwatched, badly lit and cheaply detailed — so they feel unsafe and look unloved.	No
10Rf	Tandem parking is relied on heavily, despite being inconvenient and often not used as intended.	No
10Rg	Displaced and antisocial parking goes unanticipated, spilling into streets, verges and public spaces.	No
10Rh	The view down the street is dominated by parked cars, garages and driveways, at the cost of character and walkability.	No
10Ri	Bays lack width, or drives lack depth — so cars overhang footways and the spaces go unused.	No
10Rj	The bike ends up parked further from the door than the car — a deterrent to cycling, and the opposite of an active-travel priority.	No

10Rk Garages are assumed to hold the everyday car despite the evidence that they fill with storage — and a cycle cannot squeeze past a car parked inside one.

No

11. Green and blue infrastructure

Streets for all



9 green lights · 1 amber · 0 red · 17 criteria answered

11Ga	Biodiversity Net Gain is delivered through real features — species-rich grassland and diverse planting that support pollinators and wildlife.	Yes
11Gb	Wildlife can move and feed through the scheme — swift bricks, bat and bird boxes, hedgehog highways.	Yes
11Gc	Open spaces are named for their character and function — park, woodland, allotments, wildflower meadow — never the generic 'public open space', so everyone knows what a space is for, how it will be cared for, and the standard it is designed to.	Yes
11Gd	Larger developments design in running routes (parkrun-style) and other features that encourage regular, active and sociable time outdoors. Comment: A circular walking loop is designed in; a measured running route is not yet marked and depends on the phase 2 open space coming forward.	Somewhat
11Ge	Water is captured and managed close to where it falls — rain gardens, swales, permeable surfaces — and stays visible and legible enough for people to connect with it.	Yes
11Gf	Habitats form a connected network that brings nature into daily life — wildlife will not thrive on isolated back gardens, plastic lawns and close-mown grass.	Yes
11Gg	Public open spaces are naturally overlooked, so they feel safe and welcoming.	Yes
11Gh	Open spaces form one accessible, connected network, and its paths draw people in — into the landscape, across it and through it.	Yes
11Gi	Sport and play facilities are woven into the wider public realm rather than standing apart from it.	Yes
11Gj	Management and stewardship arrangements are clear and well thought through — public or private.	Yes
11Ra	Surface water is handled in big, steep, fenced-off basins — engineered holes in the ground that no one can safely reach, use or enjoy.	No
11Rb	Scraps of left-over land — typically small patches of grass — do nothing for people or nature, publicly or privately, and soon fall into neglect.	No
11Rc	Impermeable surfacing spreads in large expanses, worsening flood risk, reducing biodiversity and making spaces hotter and less pleasant.	No
11Rd	Open spaces lack clear, usable paths, so people cannot move through them comfortably — nor keep their distance when public health requires it.	No
11Re	Play areas are flat, dull and could be anywhere — with more spent on the fence than on the play equipment inside it.	No
11Rf	Open spaces are backed onto by the buildings around them — dead edges, no watching windows, a landscape that feels unsafe and unloved.	No
11Rg	Finish, detailing or maintenance fall short, rapidly draining the value of the open space and the community's confidence in the place.	No

12. Back of pavement, front of home

Streets for all

GREEN

9 green lights · 0 amber · 0 red · 16 criteria answered

12Ga	Defensible space is achieved with boundary treatments of real quality and presence — private space reads clearly, and the street scene gains from them.	Yes
12Gb	Boundaries do ecological work as well as visual work — a hedge, a mix of planting, materials characteristic of the area — good for biodiversity and the sense of place at once.	Yes
12Gc	Waste storage and utility boxes are integrated into the frontage — positioned discreetly and designed in, not bolted on.	Yes
12Gd	Terraces and town houses expected to keep bins in rear gardens have direct street access to them, so bins do not migrate permanently to the front door.	Yes
12Ge	Front gardens are sociable spaces — room for a household to make the frontage its own, and a natural setting for conversation with neighbours.	Yes
12Gf	Ground-floor apartments open to the street through their own front doors and semi-private terraces, animating the street and easing pressure on internal communal areas.	Yes
12Gg	Upper-floor apartments have terraces or balconies — more eyes on the street, more life in the street scene, and fresh air within easy reach.	Yes
12Gh	No land is left ambiguous: every piece reads clearly as public or private, so the unmanaged gap that drags quality down never appears.	Yes
12Gi	Where it suits the building, apartments are reached by open decks rather than enclosed corridors, enabling cross-ventilation and reducing enclosed shared circulation.	Yes
12Ra	The threshold between pavement and building façade is an afterthought, undermining the street's quality, safety and attractiveness.	No
12Rb	Narrow, token grass strips line the frontage — impractical to maintain and adding nothing of value.	No
12Rc	Terrace bin strategies fail in practice — bins that belong in rear gardens take up permanent residence on pavements and by front doors.	No
12Rd	Thresholds are finished with cheap, low-grade detailing — slab-on-edge borders, pebbled concrete screed — producing cluttered, unattractive results.	No
12Re	Flues, pipework and utility boxes hang prominently off façades, dominating the view and degrading the street's character.	No
12Rf	Slivers of ground beside or between buildings serve no clear purpose, public or private, and are often left to fall into neglect.	No
12Rg	Level changes are poorly resolved, producing awkward access, reduced surveillance or unusable spaces.	No

Declaration

Declared by	A. Rowan — Project Architect
Date finalised	18 September 2026
Assessment reference	ASSESS-00010 · v1
what3words address	///orchard.rise.melford

The declarant confirms that the answers recorded in this pack reflect the scheme as designed at the date of finalisation.

Disclaimers and references

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Assessed against: Building for a Healthy Life, 2026 edition, as updated 7 August 2026 (GOV.UK HTML edition, controlling text) — <https://www.gov.uk/government/publications/building-for-a-healthy-life/building-for-a-healthy-life-2026-edition-html>

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Appendices

The supporting documents uploaded to this self-assessment are reproduced on the following pages, grouped by consideration in the order they were uploaded. Each page is headed with the consideration it supports, the original filename and the date of upload.

Appendix A — 1. Natural connections

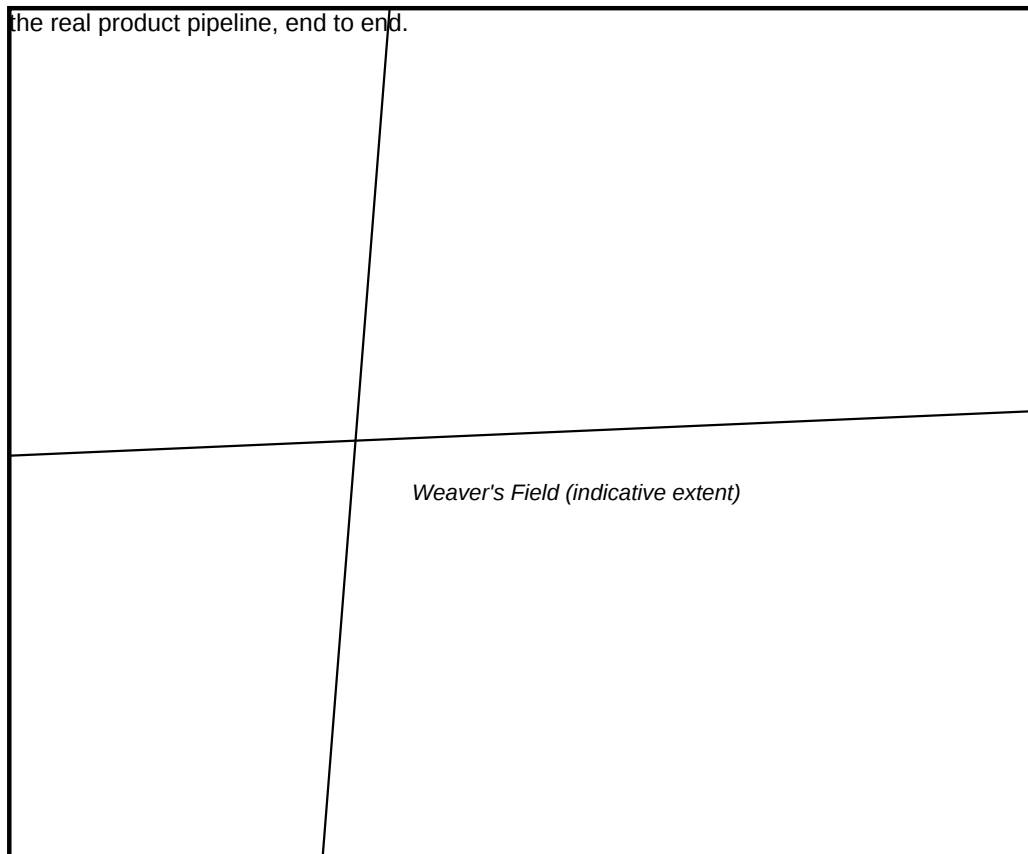
Ref	File	Uploaded	Pack pages
A.1	OS-Location-Plan_Weavers-Field_FICTIONAL.pdf	18 September 2026	Page 19

Ordnance Survey Location Plan (fictional)

Site: Land at Weaver's Field, Ashcombe, Devon

Scale 1:1250 · Sheet WF-01 · Prepared for the BHL Assessments worked example.

THIS DOCUMENT IS ENTIRELY FICTIONAL. The site, plan and parties do not exist.
It exists only so the worked example on bhlassessments.co.uk was produced through
the real product pipeline, end to end.



Fictional example document — not for planning use.