

PERMEABILITY

7.4 The site is highly permeable, offering pedestrian routes throughout and into the proposed open spaces with connections onto the Public Right of Way and enabling the development to tie in with the proposed wider network of pedestrian and cycle movements, whilst the block structure is designed to maximise the connections internally through the proposed development.

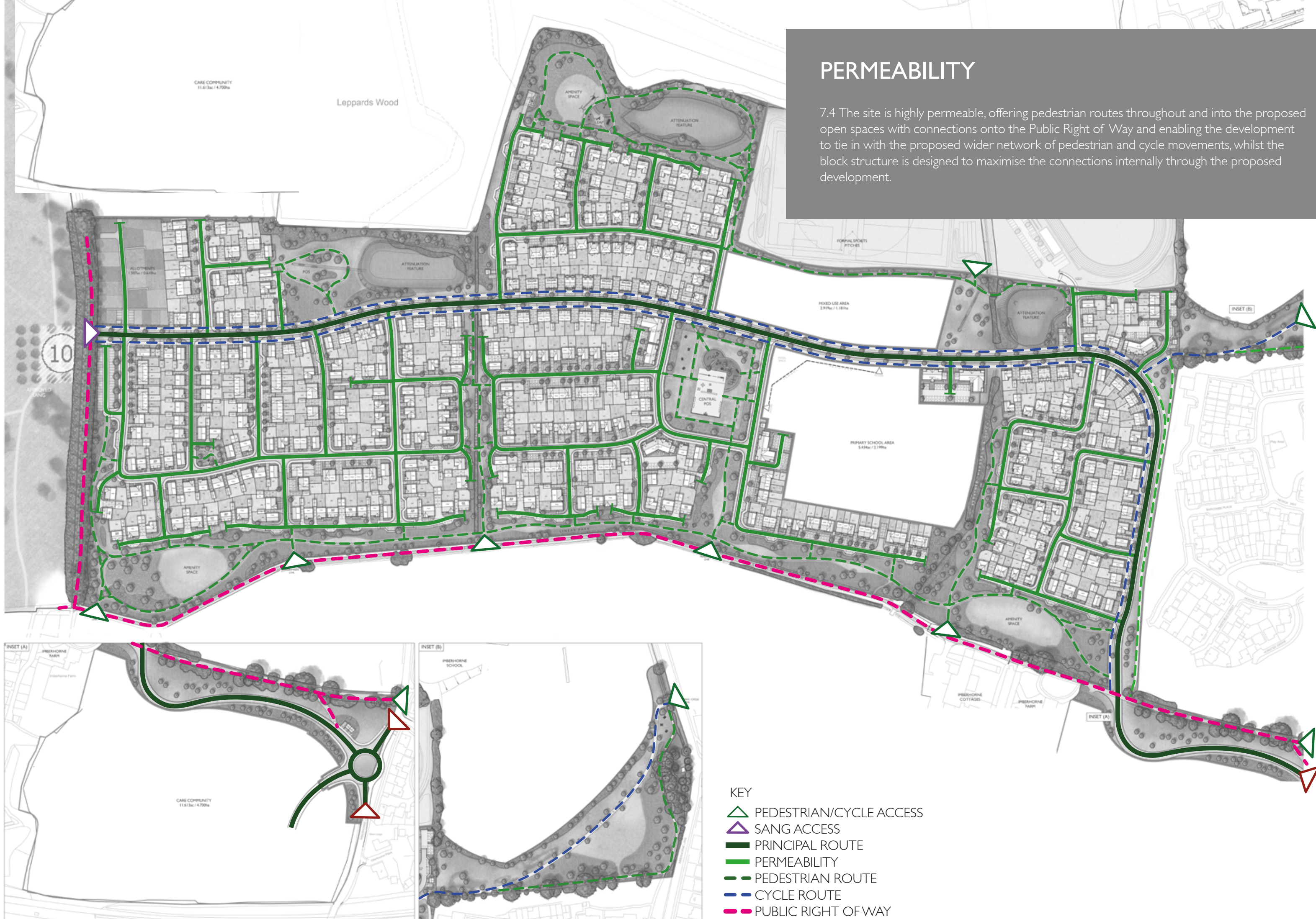


FIGURE 7.2: PARKING STRATEGY PLAN



PARKING

7.5 Parking has been designed to meet and in some cases exceed local standards, as well as to reduce the dominance of parking across the layout with limited use of parking courts and landscaped perpendicular planting. A balance of visitor parking distribution across this development has been undertaken for the convenience of future residents as well as ensuring parking is not a dominant feature with the street scenes. Ardent Consulting have prepared a detailed analysis of the site's parking provision within their Transport Assessment.

FIGURE 7.3: BIN AND CYCLE STORAGE PLAN



BIN & CYCLE STORAGE

7.6 An area of hard standing will be provided to ensure refuse and recycling can be stored within the garden with provision of a side gate to access the street.

7.7 The development will be designed so that a large refuse vehicle can manoeuvre through the street network. Bins will be allocated within a 10m carry distance of refuse vehicles and within 30m of a resident's boundary. Bin collection points (BCPs) will be strategically located where these standards are not achievable.

- KEY
- REAR ACCESS POINT
 - CYCLE STORAGE WITHIN GARAGE OR STORE
 - POSSIBLE LOCATION FOR 1.8M X 1.2M SHED FOR CYCLE STORAGE WITH 'APPROVED' GROUND ANCHOR FOR SECURING CYCLES
 - AREA OF HARDSTANDING FOR REFUSE AND RECYCLE BINS
 - BIN COLLECTION POINT

8. SUSTAINABILITY

SUMMARY

8.1 This section addresses the sustainable design thinking behind the proposed development.

8.2 The broad issues of locational sustainability and accessibility by alternative modes of transport, as well as full ecological impact issues were addressed during the Outline Application stage. The location of the site is sustainable, given the town's range of services and facilities within acknowledged walking distances of the site.

8.3 The Government states that "Good design is a key aspect of sustainable development" (NPPF, 2019) and through the preparation of the Reserved Matters, sustainability principles have continued to be a focus of consideration.

8.4 Vistry Homes and Barratt David Wilson are committed to developing and using sustainable building methods. By minimising the use of non-renewable resources, we can apply effective protection of the environment by being prudent with the use of natural resources. These actions will have a positive impact on the social, economic and environmental conditions of the existing and future residents.

8.5 A consideration of all our projects is the sourcing of local materials and resources. We also look for sustainable solutions and promote the use of SuDS, ecological features and sustainably sourced materials.

8.6 The following principles have been adopted in the detailed design of the layout, landscaping, and houses in order to contribute towards a sustainable form of development.

LAYOUT

- Good solar orientation of properties in order to optimise solar gain.
- Careful site planning to allow topsoil and sub-soil arisings to be retained on site for re-use in the raising of ground levels to accommodate the proposed finished levels and noise acoustic bund.
- Maximum retention of existing trees and hedgerow, as well as extensive vegetation and planting throughout the site.
- Multi-purpose open space that incorporates the proposed attenuation to provide a functional role within the drainage strategy as well as enhancing biodiversity, recreation provision and visual landscape character of the development.
- Provision of resident cycle storage, an accessible network of pedestrian footpaths and cycleways, together with visitor cycle parking within public open spaces, to encourage the use of alternative modes of transport.
- Provision of electric car charging points to all on-plot residential parking spaces.

BUILDING DESIGN

- Fabric-First approach using low-carbon construction technologies in order to meet current sustainability requirements through Building Regulations Part L.
- Dwellings compliant with NDSS requirements.
- Use of low-impact materials, which are non-toxic, sustainably produced or recycled which require little energy to process, where possible.
- Well positioned glazing providing good internal light levels and connection to private external space.
- Thick insulation within the walls, floor and roof, high specification glazing, and effective airtightness and ventilation strategies, to minimise heat loss and use of energy for heating.
- Longer-lasting and better-functioning products which will need to be replaced less frequently, including low energy internal lighting and energy labelled white goods throughout (minimum standard of A+ fridge/freezers, A rated washing machines and dishwashers and A rated tumble dryers), where applicable.
- Low water use sanitary appliances to reduce the amount of water consumed by the development.

LANDSCAPE STRATEGY

- Use of street furniture and play equipment made from sustainable materials from managed sources, where possible.
- Permeable surfacing to be used for areas of hardstanding, such as the roads, footpaths and driveways.
- Consideration of the carbon footprint of materials will be taken into consideration wherever possible when specifying hard materials.
- Use of plant species that are native and of local provenance; all whip planting will be of local provenance, wherever possible.
- The use of plastic will be avoided, wherever possible, and only biodegradable tree guards will be used.
- Ecological enhancements to include log piles or hibernacula located on the margins of grassland and scrub; bird and bat boxes positioned on existing mature trees to the site boundaries; and a bug hotel will also be created within the Public Open Space. Vistry Homes also adhere to the Hedgehog Highways initiative with passing places provided in back garden fences.

BUILDING FOR A HEALTHY LIFE

- 8.7 An initial assessment of the scheme in comparison to the recently introduced Building for a Healthy Life, show the development can achieve all of the established objectives.
- 8.8 BHL comprises of twelve questions, with four under each of the following categories:
- Integrated Neighbourhoods
 - Distinctive Place
 - Streets for All
- 8.9 Based on a simple traffic light system a proposal should aim to:
- Secure as many GREEN lights as possible,
 - Minimise the number of AMBER lights and
 - Avoid RED lights.

BUILDING FOR A HEALTHY LIFE (2020)		ACHIEVED?
INTEGRATED NEIGHBOURHOODS		
I. NATURAL CONNECTIONS		
2. WALKING, CYCLING AND PUBLIC TRANSPORT		
3. FACILITIES AND SERVICES		
4. HOMES FOR EVERYONE		

DISTINCTIVE PLACES		
5. MAKING THE MOST OF WHAT'S THERE		
6. A MEMORABLE CHARACTER		
7. WELL DEFINED STREETS AND SPACES		
8. EASY TO FIND YOUR WAY AROUND		
STREETS FOR ALL		
9. HEALTHY STREETS		
10. CYCLE AND CAR PARKING		
11. GREEN AND BLUE INFRASTRUCTURE		
12. BACK PAVEMENT; FRONT OF HOME		

EV CHARGING PLAN

8.10 Charging points are to be provided for every dwelling. Within shared courtyards, bollards will be provided. Where on-plot, EV-chargers can be located on the side of buildings, seeking to provide access to all vehicles within the household / driveway.

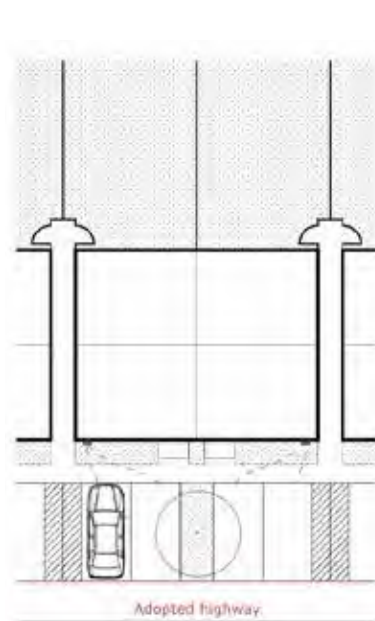


FIGURE 8.1: VISTRY DESIGN GUIDE - SIDE PARKING (WALL CHARGER TO FRONT OF HOUSE)

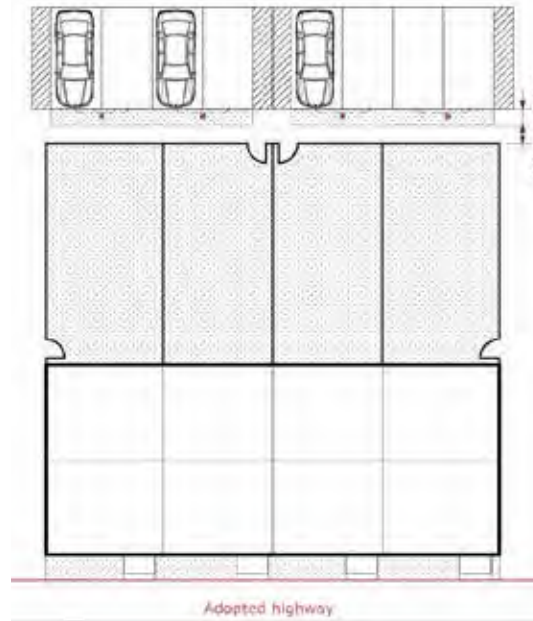


FIGURE 8.2: VISTRY DESIGN GUIDE - REAR PARKING (POST MOUNTED CHARGER)

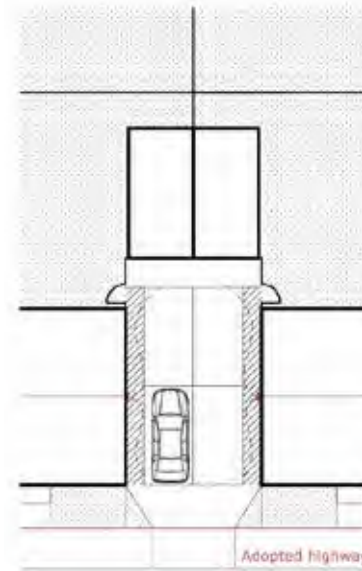


FIGURE 8.3: VISTRY DESIGN GUIDE - SIDE PARKING (WALL CHARGER TO SIDE OF HOUSE)



KEY

- ▲ EV CHARGING POINT
= 374
- EV CHARGING POST
= 151
- TOTAL EV CHARGING POINTS
= 525

FIGURE 8.4: EV CHARGING PLAN

