

New Community (based on a “Garden Village” approach)

1. **Essential criteria** that the LPA **should require** from developers based on **Local Plan policies**:

- **20 minute neighbourhood**
 1. access to schools,
 2. health facilities
 3. retail/ employment opportunities
- **Policy 65 - Walking, cycling, and public transport**
 1. segregated cycling and walking paths;
 2. public transport location and layout linked to existing public transport services
- **28. Policy – Net-Zero Carbon Development**
- **33. Policy – Heat Networks**
- **35. Policy – Flooding**
- **39. Policy - Housing to address needs**
- **40. Policy - Affordable Housing**
- **62. Policy – Design and Local Distinctiveness**
- **67. Transport Assessment and subsequent Travel Plan**
- **68. Policy – Parking standards**
- **16. Policy – Green infrastructure and the Clyst Valley Regional Park**
- **87. Policy – Biodiversity Net Gain**
- **89. Policy – Ecological Impact Assessment**
- **91. Policy – Ecological enhancement and incorporation of design features to maximize the biodiversity value of proposals**
- **92. Policy – Tree policy**
- **96. Strategic Policy – Access to open space and recreation facilities**
- **97. Policy – Land and buildings for sport, recreation and open space areas in association with development**
- **98. Policy – Location of facilities for sport and recreation, open spaces and allotments**

Garden Villages design:

Pros

20 minute neighbourhood

Schools at heart of each community, with walking distance of 800m maximum to Primary School.

Walking and cycling routes radiate from all schools (Managed under one Multi Academy Trust, including Secondary School)

Potential for use of cargo bikes for deliveries

MUGA attached to each Primary school can be used by the village community, after hours and at weekends / holidays

Retail opportunities in village centres

Health and Leisure centre next to Secondary School

Residential roads radiate **out** from the village to the “ring road”

Cons

Secondary School is at heart of the site but is approx 1000 to 1200m walking distance from the outermost dwellings

Attracting retailers

Village centres are car free apart from essential vehicles (Low Traffic Neighbourhood) See:

<https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-low-traffic-neighbourhood/>

Bus routes into all village centres

Segregated cycle and walking routes in and around the village

Green spaces are inserted throughout the villages

Clyst Valley Regional Park very easily accessible from all villages.

The park sits astride the flood risk area

Food retail store on ring road, encouraging local stores to open within the villages

Industrial zone as a continuation of Hill Barton

Parents cannot drive children to school for purposes of continuing to work or on wet days

Decreased density

Decreased density

Not central, but to the East

Possible alternative strategies :

1. Ultra Low Emission streets for Village Centres

Pros Cons

2. All through 3 – 19 age school at central site

Pros

All year groups on one campus
(Managed under one Multi Academy Trust, including Secondary School)

Cons

Would increase distance to school from extremities of the villages to 1200m
Diminishes the idea of a village “community”
No MUGAs in each village, reducing facilities locally