New Community (based on a "Garden Village" approach)

1. <u>Essential criteria</u> that the LPA <u>should require</u> from developers based on <u>Local Plan</u> 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	Cons
20 minute neighbourhood	
Schools at heart of each community, with	Secondary School is at heart of the site but is
walking distance of 800m maximum to	approx 1000 to 1200m walking distance

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" Village centres are car free apart from essential vehicles (Low Traffic purposes of continuing to work or on wet days 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.	[
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accessible from all villages.	villages	·
<u> </u>	Clyst Valley Regional Park very easily	Decreased density
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The park sits astride the flood risk area		
Food retail store on ring road, encouraging Not central, but to the East		Not central, but to the East
local stores to open within the villages	local stores to open within the villages	
Industrial zone as a continuation of Hill	Industrial zone as a continuation of Hill	
Barton	Barton	

Possible alternative strategies :

1. Ultra Low Emission streets for Village Centres

Pros	Cons

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

Pros	Cons	
All year groups on one campus	Would increase distance to school from	
(Managed under one Multi Academy Trust,	extremities of the villages to 1200m	
including Secondary School)	Diminishes the idea of a village "community"	
	No MUGAs in each village, reducing facilities	
	locally	