

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	Cons
20 minute neighbourhood	
Schools at heart of each community, with walking distance of 800m <u>maximum</u> to	Secondary School is at heart of the site but is approx 1000 to 1200m walking distance

Primary School. Walking and cycling routes radiate from all schools (Managed under one Multi Academy Trust, including Secondary School)	from the outermost dwellings
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	Attracting retailers
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 Neighbourhood) See: https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-low-traffic-neighbourhood/	Parents cannot drive children to school for purposes of continuing to work or on wet days
Bus routes into all village centres	
Segregated cycle and walking routes in and around the village	
Green spaces are inserted throughout the villages	Decreased density
Clyst Valley Regional Park very easily accessible from all villages. The park sits astride the flood risk area	Decreased density
Food retail store on ring road, encouraging local stores to open within the villages	Not central, but to the East
Industrial zone as a continuation of Hill 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 (Managed under one Multi Academy Trust, including Secondary School)	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

