

2 The Planning Application

This chapter outlines the contents of the application and the key parameters used in the ES as the basis for assessing the impact of the development. Conformity of the proposals with national and local planning policy and the principles of sustainable development are then demonstrated.

2.1 Contents of the Application

The planning application, to which this Development Brief relates, is an outline application with all matters reserved for subsequent approval. The application is for 1,100 houses and 70,000m² of business floorspace together with mixed use, community and commercial facilities, access roads, footpaths, cycle routes, landscaping and public open space. Up to 180 live/work premises could be provided within the employment allocation.

The following documentation was submitted as part of the application:

- East Stour Village: Cheeseman’s Green, Development Brief, WS Atkins Planning Consultants, February 2002 - revised September 2002 and February 2003 (this document);
- East Stour Village: Cheeseman’s Green, Environmental Statement, WS Atkins Planning Consultants, February 2002;
- East Stour Village: Cheeseman’s Green, Transport Assessment Report, The Bellamy Roberts Partnership, February 2002;
- East Stour Village: Cheeseman’s Green, Planning Supporting Statement , DTZ Piedad Consulting, February 2002;
- Addendum to Environmental Statement providing details of updated flood risk assessment as agreed with the Environment Agency and other additional surveys.

2.2 Key Parameters

The applicant has paid careful attention to the need to ensure that the environmental impact assessment (EIA) presented in the ES has been carried out so as to recognise the outline nature of the application and to meet the requirements set out in recent case law regarding the assessment of such outline proposals.

The development which is the subject of the application is one of significant scale and could evolve over a number of years depending upon market demand; thus an element of flexibility is required within the project. In order to ensure that a proper and robust EIA has been carried out having regard to this requirement for flexibility, a number of key parameters were identified for the development.

These parameters, set out in Table 2.1 overleaf, were selected on the basis of their having the greatest potential for either generating or ameliorating the environmental effects of the proposed development. The development, when it is operational, will not exceed those parameters.

Ashford Borough Council, on the grant of planning permission, will be able to impose a condition to ensure that the development, as it evolves during the approval of reserved matters, keeps within the parameters which have been applied for and assessed.



FIGURE 2.1 Principal Features and Place Names

Table 2.1 – Key Parameters of the Outline Planning Application

Group (see Figure 4.1)	Parameter	Purpose
Movement Framework	Location of the main elements of the proposed road hierarchy:	
	<ul style="list-style-type: none"> ■ New junction on the Southern Orbital Road 	To connect the principal access road to the primary road network
	<ul style="list-style-type: none"> ■ Principal access road, including the bridge over the East Stour 	To connect the site, via the new junction on the Southern Orbital Road, to the primary road network
	<ul style="list-style-type: none"> ■ Local distributor roads 	To define multi-purpose roads which give access to residential areas and other land uses (and are capable of accommodating buses)
	<ul style="list-style-type: none"> ■ Major access roads 	To define roads which link neighbourhoods and serve non-residential uses (and are capable of accommodating buses)
	<ul style="list-style-type: none"> ■ Bus only, with cycle and pedestrian facilities 	To link the site to Park Farm East and the proposed rail halt on the Hastings line
	<ul style="list-style-type: none"> ■ Emergency access only on to Church Road 	To ensure that traffic generated by the development does not have direct access to the surrounding minor rural roads and does not travel through existing local settlements
	Existing public rights of way retained within the development or subject to diversions	To maintain, wherever possible, the alignment of existing public rights of way
	Location of main proposed footpaths/cycleways	To create a network of footpaths and cycle routes throughout the development
Location of proposed footbridge over the Hastings railway line instead of a bridge over the Southern Orbital Road	This revision was proposed at one of the Planning and Design workshops and would connect the site to the existing footpaths/ cycleways serving Park Farm	
Urban Form and Community Facilities	Distribution of major land uses: <ul style="list-style-type: none"> ■ Employment/mixed use area ■ High Street with related community facilities ■ Residential ■ Community/commercial facilities Density of development	To create a type and form of development that meets the requirements of the Ashford Borough Local Plan and conforms to current planning/design guidance – particularly that set out in PPG1, PPG3, PPG6 and Kent Design The location, form and nature of the community facilities grouped along a High Street was a major output of the Planning and Design workshop process to address concerns about vitality and viability
	Maximum building heights	To limit adverse visual impact
Landscape and Open Space	Location of major areas of proposed woodland planting	To mitigate the impact of the Southern Orbital Road and help provide a countryside setting for the development
	Land to remain in agricultural use	To maintain agricultural activity and help provide a countryside setting for the development
	Location of proposed flood compensation measures including retention ponds and sustainable drainage	To compensate for the incursion of the principal access road into the floodplain and to attenuate surface water run-off
	Existing woodland, hedgerows and watercourses retained within the development	To maintain, as far as possible, existing features of nature conservation interest and landscape importance, especially Captain's Wood
	Location of proposed public open space	To meet the requirements of the Ashford Borough Local Plan

Note: Roads, bus-only links and proposed footpaths/cycleways have been assessed within 20m wide corridors

2.3 Planning Policy Context

National Planning Guidance

Government planning guidance and strategic and local planning policies have had a key influence on the master planning of the new community. The national planning policy framework is provided by a series of Government Circulars, White Papers and Planning Policy Guidance Notes published by the DTLR and its predecessors.

Over the last five years, a number of significant changes have taken place in national planning policy guidance, notably:

- A revised PPG1, General Policy and Principles, which places stronger emphasis on the concept of sustainable development and the encouragement of mixed use developments;
- The White Paper, A Strategy for Sustainable Development for the UK, which sets out the Government's wider objectives for sustainable development;
- A revised PPG3, Housing, which aims to encourage housing development which makes more efficient use of land and considers planned extensions to existing urban areas as being likely to prove the most sustainable option after building on appropriate sites within urban areas;
- An entirely new Planning Policy Guidance Note, PPG25, Development and Flood Risk, which sets out the importance the Government attaches to the management and reduction of flood risk in the land use planning process, to acting on a precautionary basis, and to taking account of climate change;
- A revised PPG6, Town Centres and Retail Developments, which is regarded by Government as a major step in promoting planning policies that will produce more sustainable patterns of development;

- A revised PPG7, The Countryside: Environmental Quality and Economic and Social Development, which gives advice on the role of the planning system in relation to the countryside;
- A revised PPG13, Transport, which seeks to promote more sustainable transport choices and reduce the need to travel, especially by car;
- An Urban White Paper, which embraces a wide range of issues including the work undertaken by The Prince's Foundation and English Partnerships (supported by DTLR and the CPRE) on sustainable urban extensions.

Sustainable Urban Extensions

As demonstrated in this Development Brief, the scheme for East Stour Village has been designed as a sustainable urban extension. Much of the recent planning policy guidance, notably PPG1 and PPG3, lend support to this form of development.

PPG1 states that the planning system can be used to deliver high-quality mixed use developments, such as "urban villages". Built on large sites, usually within urban areas, these villages are characterised by:

- Compactness;
- A mixture of uses and dwelling types, including affordable housing;
- A range of employment, leisure and community facilities;
- Appropriate infrastructure and services;
- High standards of urban design;
- Access to public open space and green spaces;
- Ready access to public transport (para 12).

PPG3 recognises that not all development can take place within urban areas; the extent to which development

should take place outside existing areas being dependent on the overall need for housing land, the capacity of existing urban areas to accommodate additional housing and the efficiency with which land is developed.

Where development has to take place outside urban areas, PPG3 makes it clear that Government is looking to local planning authorities to utilise the most sustainable option. After building on appropriate sites within urban areas, the guidance states (in para 67) that planned extensions to existing urban areas are likely to prove the next most sustainable option, especially where it is possible to utilise existing physical and social infrastructure, there is good access to public transport (or where new public transport provision can be planned into the development) and there is good access to jobs, schools, shopping and leisure facilities.

2.4 The Ashford Borough Local Plan

Aside from national planning policy guidance, the other major policy influence on the design of the new community has been the adopted Ashford Borough Local Plan. In addition to specific policies relating to individual development sites, including Development Site 13, the Local Plan contains a series of Borough-wide policies, many of which are relevant to the proposals for East Stour Village. The purpose of this section is to demonstrate how the proposals are in conformity with these policies.

Table 2.2 summarises the site-specific policies (in part a) and other relevant policies (in part b) and shows whereabouts in the Brief they have been addressed. Further details are to be found in the Planning Supporting Statement, produced by DTZ Piedad Consulting, which accompanies the application.

Table 2.2 - Conformity with the Ashford Borough Local Plan

Policies Specific to Development Site 13	Cross-Reference to Sections in the Brief
Keep the area of the site within the floodplain of the East Stour free from built development.	2.2 3.2
Establish a mix, density and pattern of land uses and a network of footpaths, cycle routes and public transport facilities which reduce the need for people to travel by car.	2.2 2.5 4.2 6.2 6.3
Create pedestrian and cycle routes through the site which link into the wider network and give easy access to important destinations outside the site including a link over the Southern Orbital Road (to the town centre)*, a link to a local rail halt (on the Hastings line) and to the adjacent development site at Park Farm.	2.2 2.5 6.3
Provide a variety of housing densities and building types, including higher density development near the district centre, with sensitively designed layouts incorporating open landscaped areas which combine to create a sense of place and an attractive living and working environment.	2.2 4.2 7.1 7.2 7.3 7.4 7.5
Create a mixed and balanced community with a variety of housing types ranging from flats to large detached houses.	4.2 8.5
Locate development in a countryside setting, such that significant areas of open space are maintained around the development and provision is made for appropriate levels of access and habitat management.	2.2 5.1 5.2 5.4
Protect existing habitats, including Captain's Wood, mature hedgerows and important trees.	5.1 5.2 5.4
Provide new habitat links such as planted areas, hedgerows and ditches, linking existing habitats and providing routes for wildlife.	5.2 5.4
Produce an ecological strategy, as an integral part of the overall development proposal.	5.2

Policies Specific to Development Site 13	Cross-Reference to Sections in the Brief
Provide community facilities and infrastructure to cater for the impact of and needs arising from the development.	2.2 4.1 8.1 8.2 8.3
Provide affordable housing.	8.5
Protect and enhance the "riverside green corridor" alongside the East Stour and the Ruckinge Dyke.	5.1 5.2 5.3 5.4
Ensure that the development is physically distinct from the existing built-up areas of Ashford and Mersham (a countryside setting).	4.1 5.1
Demonstrate how the scheme can be implemented on a phased basis and how the required infrastructure will be brought forward when needed.	8.1
Encourage alternative modes of transport to the private car.	2.5 6.1 6.2 6.3
Retain and enhance important landscape features, including Captain's Wood, the East Stour River, watercourses, hedgerows and tree groups.	5.1 5.2 5.4
Take particular care with any road link that may have an adverse impact on Captain's Wood.	5.1
Manage public access to Captain's Wood and protect its margins by a buffer zone of new planting of appropriate native species.	5.1 5.4
Recognise the existence of long views along the East Stour Valley from Mersham, the Southern Orbital Road, Church Road, Collier's Hill and Flood Street.	4.2 4.3

* The link was subsequently amended to pass under the existing wide span bridge which carries the Southern Orbital Road over the Hastings railway line

Table 2.2 - Conformity with the Ashford Borough Local Plan

Policies Specific to Development Site 13	Cross-Reference to Sections in the Brief
Reduce the visual impact of buildings in the business park on surrounding areas and long views.	4.5 7.5
Sensitively handle any development towards the east of the area (which is higher and more prominent than the rest of the site), taking account of any impact on the setting of Mersham and the listed buildings at Swanton Court and Swanton Mill.	4.2 5.1
Improve the capacity of the junction on the Southern Orbital Road which provides road access to the site, without resort to a grade-separated scheme which the Borough Council regard as environmentally damaging.	2.2 6.1
Ensure that traffic generated by the development does not have direct access to the surrounding minor rural roads and does not travel through the existing settlements in the area.	2.2 2.5 6.1
Encourage energy efficiency and consider the viability of a combined heat and power (CHP) plant.	2.5
Ensure that the residential area is closely associated with the business area with good footpath/cycleway links, enabling some facilities to be shared (eg local shops and open spaces).	2.5 6.3
Encourage innovation in the detailed design and layout of the development, whilst to some extent reflecting the character of a village in the Low Weald.	3.3 7.1 7.2 7.3 7.4 7.5 7.6
Ensure the main access road from the Southern Orbital Road provides an attractive route and suitable entrance to the development.	5.1

Policies Specific to Development Site 13	Cross-Reference to Sections in the Brief
Ensure building footprints and plot ratios in the business park meet with the standards set out in the Local Plan.	8.6
Borough-Wide Policies Relevant to Development Site 13	
DP1 Design Quality	Chapter 4 5.1 6.1 - 6.3 Chapter 7
DP2 Standard Environmental Requirements	3.3 Chapter 4 6.1 - 6.4 Chapter 7
DP3 Energy Conservation	2.5 8.6
DP4 Designing for Security	7.2 7.3
DP5 Noise Sensitive Development	*
DP6 Noise Generating Development	*
DP7 Habitat Enhancement	5.2 5.4
DP8 Infrastructure and Community Facilities **	4.1 5.1 8.1
DP9 Incorporating Natural Features	5.1 5.2
DP10 Use of Development Briefs	Chapters 2 - 8
EN13 Green Corridors	5.1 5.2
HG2 Design of New Development on Development Sites	2.5 4.2 4.5 6.1 6.3

* Addressed in Chapter 12 of the Environmental Statement ** Educational provision is addressed in Chapter 14 of the Environmental Statement

Table 2.2 - Conformity with the Ashford Borough Local Plan

Borough-Wide Policies Relevant to Development Site 13	Cross-Reference to Sections in the Brief
HG11 Housing Variety in Large Developments	4.2 8.5
HG14 Affordable Housing on Large Sites	8.5
TP2 Traffic Calming	6.1
TP4 Development and Cycle Routes	6.1 6.3
TP6 Cycle Parking	6.3
TP7 Buses and Taxis	6.2
TP17 Rural Roads	2.2 2.5
TP18 Road Accesses	2.2 6.1
TP19 Assessing the Transport Needs of Development Proposals	2.5 Chapter 6
LE5 Equipped Public Open Space	5.3
LE7 Play Facilities	5.3
LE8 Leisure Facilities	5.3
LE9 Maintenance of Open Spaces	5.4 8.4
CF2 Water Supply and Quality	6.5
CF3 Development and Flooding	3.2

Borough-Wide Policies Relevant to Development Site 13	Cross-Reference to Sections in the Brief
CF5 Waste Water Treatment	6.5
CF9 Waste Recycling	2.5
CF21 School Requirements for New Housing Development	8.1
SH7 Provision of Local Shops within New Housing Developments	8.1
ET1 Permission for Employment Uses	4.5 6.2
ET2 Design of New Employment Areas	4.5 7.5 8.6
ET4 Business Parks	8.6
ET6 Working from Home	4.2 4.5

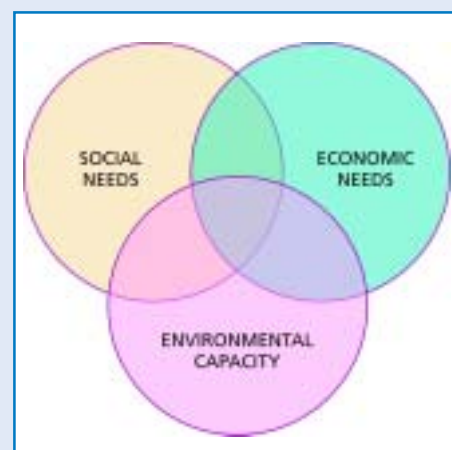
2.5 Sustainable Development

The theme of achieving sustainable development is one which runs throughout the Ashford Borough Local Plan, and underpins “Kent Design”, published by the Kent Association of Local Authorities. The most common definition of sustainable development, and the one used by the Borough Council, comes from the Brundtland Report (1987):

“development that meets the needs of the present without compromising the ability of future generations to meet their own needs”

The concept of sustainable development is based on the assumption that there must be environmental gains within a development to help offset any losses.

As described in “Kent Design”, the issues of sustainable development relate to national, regional and local policy. “Kent Design” outlines the need to marry social, economic and environmental aspects of sustainable design as illustrated in the diagram shown alongside.



There are a number of specific aspects of the proposals for which sustainable design principles have or will be used. These include:

- Transport;
- Energy;
- Water;
- Waste Management;
- Building Design;
- Construction Management.

“Towards Sustainable Housing: Principles and Practice”, sets out the following design principles for achieving sustainable development:

- Compact, medium to high density forms (but not high-rise);
- Mix of land uses based upon overlapping zones of living, working, leisure and shopping;
- Public transport orientated urban design;
- Pedestrian friendly streets;
- Integration of development and nature on site;
- Development patterns dictated by walking or cycle distances.

Transport

The EIA scoping exercise identified the encouragement of transport sustainability as a key issue to be addressed. This issue relates back to the policy context set out in the previous section and the need to achieve a sustainable form of development which will reduce dependency on the private car.

The encouragement of transport sustainability was one of the guiding principles behind the design of the master plan illustrated in Figure 4.1 on page 31. The principal means by which this element of sustainability will be encouraged include:

- The concentration of higher density residential development (at about 50dph) within easy walking distance of facilities;
- The provision of public transport facilities within, or in close proximity to, the High Street and the nearby higher density residential development;
- The location of lower density residential development toward the edges of the scheme, enabling land closest to the High Street to be developed at higher density;
- The provision of an area of mixed use development next to the High Street allowing people to live within walking distance of their work;

- Similarly, the location of the main employment area within close proximity to the higher density residential areas and the provision of pedestrian/cycle links to the adjoining employment sites at Waterbrook and Orbital Park;
- The location of most residential neighbourhoods within 5 – 10 minutes walking distance (about 400 - 800m) of the facilities in the High Street;
- The provision of a pedestrian/cyclist “spine route” which runs throughout the entire scheme, connecting the residential neighbourhoods to the High Street and nearby employment area, and providing a safe route to the primary school and church;
- The provision of other pedestrian/cyclist routes emanating from the above spine route and providing access to areas outside the site, including links to the residential development at Park Farm, the proposed rail halt on the Hastings line, the links across the Southern Orbital Road and on to Ashford’s cycleway network (as illustrated on the Proposals Map to the Local Plan).

The above measures were designed in accordance with various policy documents and design guidelines, including the final report of the Urban Task Force “Towards an Urban Renaissance”, the “Urban Design Compendium” published by English Partnerships, and “Kent Design”. Taken together, these measures will encourage the use of alternative means of transport to the private car and thereby help in achieving the Borough Council’s target for Development Site 13, as set out in the Local Plan, of at least 20% of trips to and from the site being catered for by public transport, walking and cycling by the time the development is substantially underway (para S13.15).

The development will accord with the requirements set out in Ashford Borough Council’s SPG6 which reflects the results of the South of Ashford Transport Study. In order to ensure that the modal split set out in the Local Plan is achieved, the car parking provision for the employment area will be limited to a level of 80% of the calculated free

demand and Green Travel Plans will be required for all developments in the employment area. The development will be laid out to facilitate a high quality bus priority route linking to Waterbrook and Park Farm East and substantial funding will be provided in accordance with SPG6 to ensure that high frequency bus services are provided. Monitoring of the modal split being achieved will be carried out in accordance with a programme to be agreed with Ashford Borough Council, utilising information drawn from the employment area Green Travel Plans and targeted travel surveys.

Another issue raised by the EIA scoping exercise concerns the need to ensure that traffic generated by the development does not have direct access to the



Greenwich Peninsula - sustainable development at one with its wetland setting

surrounding minor rural roads and does not travel through existing settlements in the area. The design of the proposed road network takes account of this issue, by providing a direct connection to the primary road network (Southern Orbital Road), one of the functions of which is to take traffic away from unsuitable roads and residential areas: in addition, access on to Church Road will be restricted to use by emergency vehicles only.

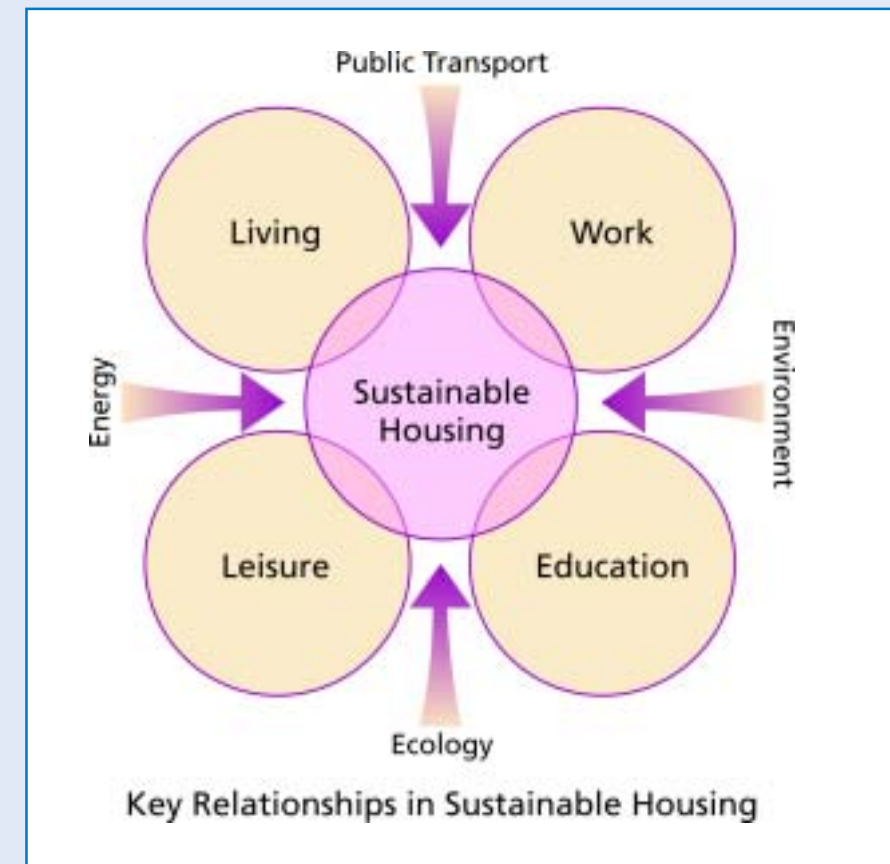
Energy

With respect to Development Site 13, the Local Plan states that the Borough Council encourages innovation in design, especially if this improves the energy efficiency of the development. Reference is made to several key principles which help reduce long term fuel consumption by minimising heat loss and maximising solar gain:

- “Increase the proportions of linked buildings, flats and terraced development in new schemes;
- Use planting creatively to provide a sheltered microclimate for buildings and external spaces;
- Avoid layouts which exacerbate “wind tunnel” effects or create “frost traps”;
- Locate developments so as to avoid exposed positions such as hill crests or frost pockets in valley bottoms;
- Favour sites receiving most sun and generally avoid those sloping north, and design layouts and planting schemes to avoid unnecessary overshadowing;
- Orientate buildings within 45 degrees of south (preferably within 30 degrees) and arrange fenestration to catch light and sun;
- Consider the capacity of buildings and landscape for heat storage” (para 2.22).

Each of these principles has, or will be, taken into account in the design of the new community:

- The proposed development incorporates a high proportion of linked buildings, apartments and terraced houses;



Source: Sustainable Housing - Architecture, Society and Professionalism

- The orientation of the site on a south east/north west axis means that the majority of buildings are orientated within 45 degrees of south, a broad southerly direction being the key to optimising solar potential;
- The proposed built-up area is not located in an exposed position;
- The winding alignment of the internal road network produces a layout which would be unlikely to exacerbate wind funnelling or lead to the creation of frost traps.

The remaining principles concern the role of fenestration and planting in encouraging energy efficiency, matters which will be taken into account at the detailed design stage.

Kent Design sets out objectives to achieve conservation of natural resources, as illustrated on page 15.

Combined Heat and Power System, CHP

The concept of combined heat and power (CHP), which harnesses the heat as a by product of electricity generation has been around since early last century.

The combination of energy shortages and the Government’s domestic goal of a 20% cut in emissions of carbon dioxide (the most important greenhouse gas) below 1990 levels by 2010, has made CHP systems very attractive. With Government support, small highly efficient systems, which utilise as much of the primary energy as possible, are now being developed.

The primary energy, usually gas, produces steam to drive a turbine to generate electricity, with the waste heat utilised locally to provide heating. CHP typically can achieve a 35% reduction in consumption of primary energy use associated with power stations and reduces carbon dioxide emissions. The momentum for use of this formerly commercial system in a domestic context is growing.

Potential exists to explore the application of CHP within the higher density parts of the development at East Stour Village, particularly in and around the High Street.

As CHP is generally worthwhile in buildings which have a heat demand of over 4,500 hours per year, it could take the form of a loop system supplying heat to the health centre, foodstore, retail units and a number of flats grouped within the same perimeter blocks.

CHP will be the subject of a feasibility study, to be undertaken after the grant of outline planning permission, which will determine the physical and economic viability of such systems.

The Commissioners recognise the importance of innovative solutions to the use of energy within a sustainable environment. They seek to ensure that East Stour Village becomes a model of best practice and that such issues are routinely addressed at the design stage of individual buildings and facilities.

Water

Sustainable drainage systems (SuDS) will be used on-site to enable surface water run-off to be retained as near to source as possible, thereby reducing the amount of drainage infrastructure and its high capital and maintenance costs. The systems to be used on-site include detention balancing ponds, into which run-off will be held prior to discharge to receiving watercourses; and which will incorporate biological management measures (such as reed beds) to improve the quality of discharged water. These ponds will ensure that the runoff from the site does not exceed the “greenfield” runoff rate. At the detailed design stage, consideration will be given to the feasibility of linking the detention ponds to the recycling of run-off for the irrigation of planted areas.

The form of the other SuDS techniques to be used on-site, such as permeable paving, filter drains and swales, will also be determined at the detailed design stage, in accordance with current best practice. In addition to site-wide techniques, housebuilders will be encouraged to incorporate water conservation measures, as set out in the detailed design briefs which will accompany applications for full planning permission.

The Commissioners will retain the ownership of the land on which the SuDS, ponds, watercourses and other parts of the drainage system is located in order to provide long term management as an integral part of the wider estate management function. This will include the regular cleaning, maintenance and management of drainage ditches and the



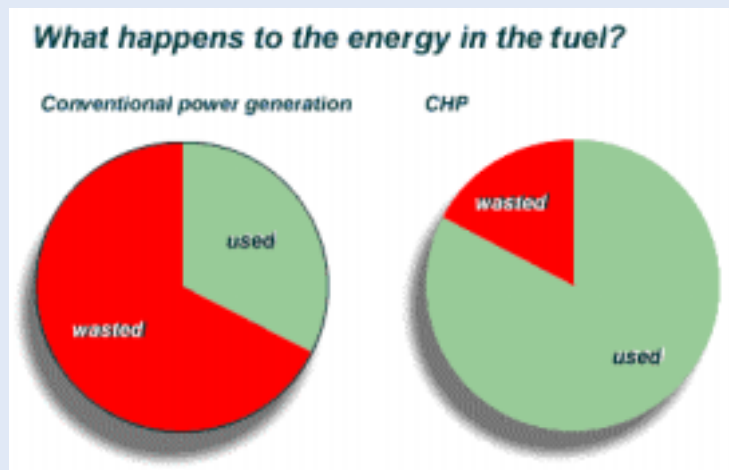
Ecolonia - a model of sustainable development

removal of overhanging vegetation. The Commissioners will incorporate the right to levy a service charge payment on occupiers in the contractual documents to cover the costs of these and other services.

Water recycling and re-use techniques such as rainwater harvesting and greywater recycling will be incorporated into the detailed designs. These techniques re-use water for non potable use, such as toilet flushing and irrigation, thus reducing the volume of potable water required.

Waste Management

Sites for recycling collection facilities will be identified as part of the detailed design of the district centre of the new community, in accordance with the recommendations of Kent County Council’s Waste Management Plan and the Domestic Waste Strategy to be developed by Ashford Borough Council. One particularly likely location will be at the foodstore; supermarkets having been identified as the most successful recycling points in Ashford (Local Plan, para 12.27).



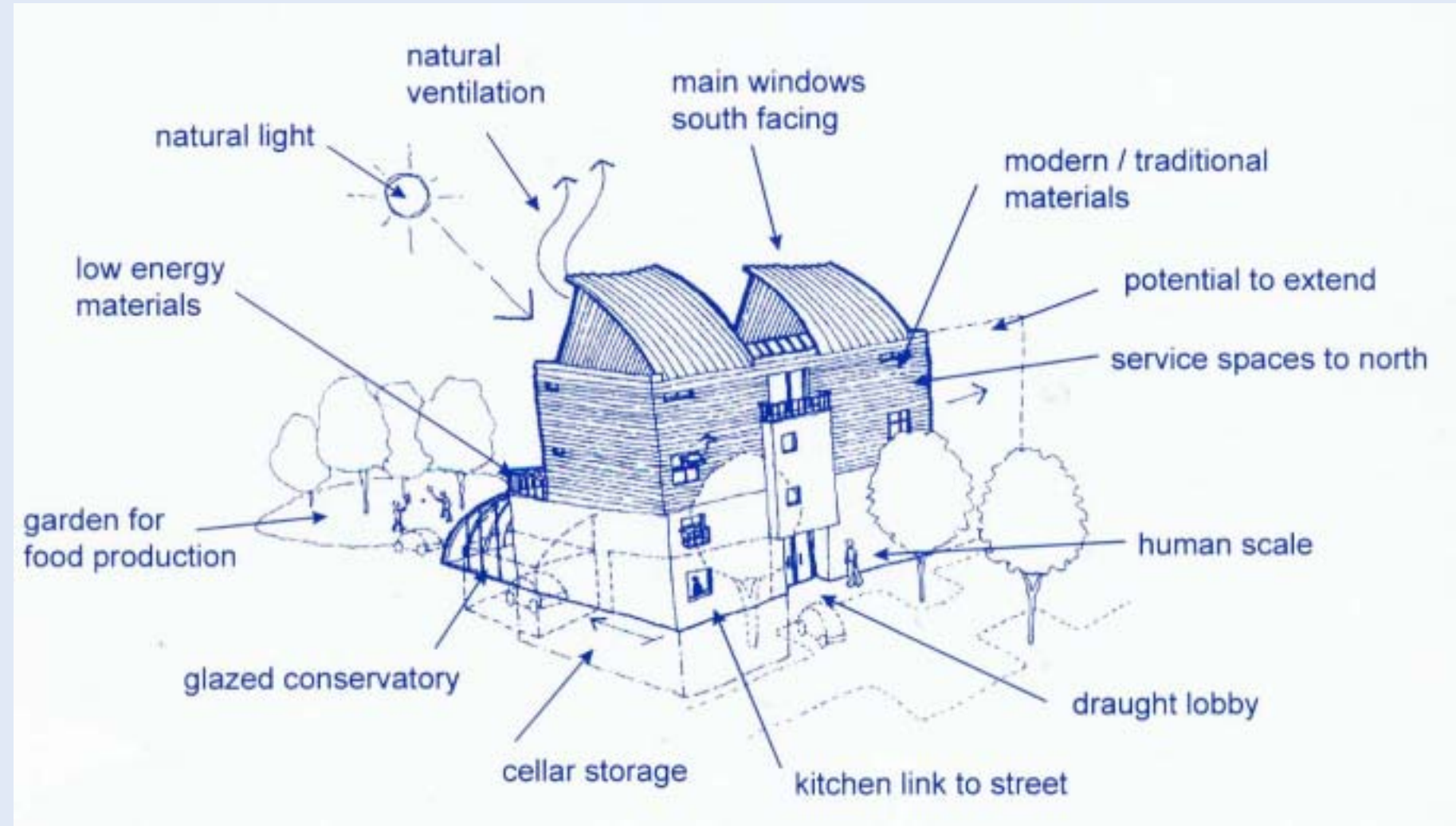
Source: www.heatsave.co.uk

Building Design/Construction Management

A series of other measures, including the environmental sustainability of construction materials and the re-use of topsoil on-site, will be considered as part of detailed proposals for individual phases of development. Drawn from the guidance set out in "Kent Design", the overall objective of these measures will be to conserve natural resources and minimise pollution in the layout, construction and management of the proposed development at East Stour Village.

Kent County Council (KCC), particularly through the Kent Design initiative, provide the framework and back-up to enable sustainable design issues to be key drivers of the development.

The master plan has been verified against current best practice in sustainable development as set out in the publication "Sustainable Communities". This assessment is presented in the checklist in Table 2.3 overleaf, which shows that the master plan already complies with, or is capable of complying with, the criteria which make up the checklist.



*Conservation of Natural Resources in Residential Areas
Source: Kent Design*

Table 2.3 A Sustainability Checklist, Applied to Neighbourhoods

GLOBAL ECOLOGY:	
Energy in transport	<ul style="list-style-type: none"> Locations that minimise trip lengths, and are well served by public transport Design that fosters walking and cycling and discourages car reliance
Energy in buildings	<ul style="list-style-type: none"> Energy-efficient built form and layout Development of community renewable energy
Biodiversity	<ul style="list-style-type: none"> Wildlife refuges and corridors Conservation and enhancement of Captain's Wood Captain's Wood to incorporate controlled access areas to maximise ecological benefits and encourage regeneration of woodland
NATURAL RESOURCES:	
Air quality	<ul style="list-style-type: none"> Traffic reduction and air quality management
Water	<ul style="list-style-type: none"> Local sourcing and demand management Local surface water/sewage treatment Built development outside 1 in 100 year undefended floodplain (+20%) Use of sustainable drainage systems
Land and soils	<ul style="list-style-type: none"> Higher densities to reduce urban land take Local composting/organic recycling schemes Tenant farmer to manage agricultural land with possible wider responsibilities of watercourse management etc
Minerals	<ul style="list-style-type: none"> Locally-sourced and recycled building materials
LOCAL ENVIRONMENT:	
Aesthetic quality	<ul style="list-style-type: none"> Attractive pedestrian-scale local environment
Image and heritage	<ul style="list-style-type: none"> Legible environment with a sense of place Design reflecting distinctive landscape and cultural heritage

SOCIAL PROVISION:	
Access to facilities	<ul style="list-style-type: none"> Accessible, good quality health, educational, community, retailing and leisure facilities
Built space	<ul style="list-style-type: none"> Diverse, affordable good quality housing stock Adaptable, good quality commercial/institutional space Flexible multi-use community buildings
Open space	<ul style="list-style-type: none"> Accessible, well run parks/playgrounds and community woodland Funding to improve quality of neighbouring playing fields and pitches
Infrastructure	<ul style="list-style-type: none"> Adaptable, easily maintained road and utility networks Retained ownership by The Commissioners of the key landscape elements Establishment of a local community trust to give 'ownership' to the emerging community
ECONOMIC SUSTAINABILITY:	
Job opportunities	<ul style="list-style-type: none"> Diverse and accessible job opportunities with good local training services
Economic buoyancy	<ul style="list-style-type: none"> Encouragement for local offices/workshops/live work units, good local training services Provision of employment land
SOCIAL SUSTAINABILITY:	
Health	<ul style="list-style-type: none"> Pollution-free environment facilitating exercise, local food production and mental well-being
Community safety	<ul style="list-style-type: none"> Safe traffic-calmed streets with good visual surveillance Socially balanced neighbourhoods
Equity and choice	<ul style="list-style-type: none"> Access to housing for all social groups All facilities easily accessed by foot or public transport, with special attention to needs of children and the disabled

Source: Sustainable Communities