

Transport

- 1. New development should be planned around walkable 20-minute neighbourhoods so every home can walk or cycle to meet their daily needs (including primary schools, local shops and mobility hubs)*
- 2. Active travel should be prioritised over other modes of transport. Walking and cycling should be the safest easiest and most direct forms of transport linking key destinations. The dominance of vehicles on main routes will be reduced and managed through tools such as filtered permeability.*
- 3. The active travel network of pedestrian and cycle routes should incorporate a series of direct commuter routes to key destinations and facilities and slower and more tranquil green routes for recreational trips aligned to a connected green space network.*
- 4. Cycle infrastructure should meet the core design principles and requirements of LTN 1/20 alongside protecting existing and providing new trees and landscape.*
- 5. Public transport stops with a frequent service should be provided in general no more than 400 m from each house*
- 6. Flexible and durable high-quality streets accessible for a wide range of users should be designed to prioritise pedestrians, cyclists and public transport, effectively integrating the design of sustainable waste collection and designed in accordance with the most recent edition of Manual for Streets.*
- 7. Car parking provision should be located so it does not detract from the streetscene and designed to ensure active, public and shared modes of travel remain the most convenient and accessible modes of transport for most people when leaving their home*
- 8. 100% of parking (both on plot and communal) should include a choice of electric vehicle charging informed by site suitability and assessment.*

Community

- 9. Community, education and retail uses and flexible space should be co-located with green space to form community hubs and support social interaction, health*

and well-being and linked trips. These spaces should be provided early on in the development to support community cohesion.

- 10. For larger scale development mobility hubs should be provided to connect multiple sustainable modes of travel with people, such as public transport, electric vehicles, electric bike infrastructure and clubs, delivery service pick-ups alongside other neighbourhood centre facilities (such as food stores, cafes, child care facilities, GP surgeries, home working hubs and community space)*
- 11. Neighbourhoods should be designed with a range of densities that define their character responding to local character and context. Higher densities should be located in and around the neighbourhood centres/community hubs. Lower densities around countryside edges.*

Green Infrastructure

- 12. A connected and accessible multi-functional green space network should be created and distributed across the development carefully combining active travel routes, recreational, play, sport, allotment, sustainable urban drainage and ecological enhancements and achieve the maximum benefits for people, wildlife and the wider environment.*
- 13. The amount, type and location of green space should be informed by the application of the Fields in Trust Standards where sport, recreation and play facilities (including buildings) should be located in prominent and accessible locations so they can serve the community well.*
- 14. Green infrastructure should actively mitigate any unavoidable harmful environmental impacts of development on soil or air quality and minimise light pollution*
- 15. Sustainable urban drainage should use above ground features to manage flood risk, mimic natural drainage patterns, maintain the natural water cycle improve water quality and include measures to enhance habitat creation through aquatic and marginal planting.*
- 16. Existing ecological assets should be retained, protected and enhanced and connected through links, corridors and stepping stones with existing and planned ecological features and networks within and beyond the site boundary to enhance ecological functionality and connectivity*
- 17. New development should deliver at least 10% biodiversity net gain within the site boundary or where this cannot be achieved off site habitat enhancement and creation on land under control by the developer within a local distance to the site or a council owned site in a nature opportunity/recovery area*

18. *All streets should be designed to incorporate nature-rich green and blue infrastructure and connect people with nature, provide urban cooling and sustainably manage surface water.*
19. *All streets should include tree planting that is best able to absorb carbon and airborne pollutants, attenuate surface water run-off, cool the atmosphere and provide shade and shelter*
20. *New development should avoid invasive species and maximise the use of native species in site and plot boundaries streets and green spaces to appropriate to local soil conditions and landscape character, ensuring both species and vegetation diversity*
21. *All new development should utilise domestic scale features to support wildlife such as integral bird nests, bat roosts and invertebrate boxes across the site*
22. *The management and maintenance of green space and other community infrastructure should be agreed in the early stages of planning and design to ensure the proposed condition, quality, functionality and benefits of the green space in the long term.*

Energy & Water

23. *New development should demonstrate how carbon emissions will be minimised and energy efficiency maximised through fabric performance, passive design and using renewable technologies such as photovoltaics, solar thermal, biomass, ground/air source heat pumps, wind and hydro. The choice of renewables should be informed by site assessment and suitability. Achieving standards beyond the minimum requirements of building regulations is strongly encouraged.*
24. *New development should minimise carbon emissions through reducing embodied energy through the selection of construction and building materials and processes. The use of sustainable construction standards such as BRE AAM, Housing Quality Mark and Passivhaus are encouraged to demonstrate processes that are environmentally responsible and resource efficient.*
25. *All new development should meet or exceed nationally prescribed water efficiency standards and include measures to reduce water consumption including water efficient appliances and water recycling systems.*