

Sustainability Statement

Outline planning application, with all matters reserved, except for access, for the erection of up to 55 dwellings

at

Land to the North of Breach Road, Brown Edge,
Staffordshire

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1. INTRODUCTION

- 1.1 This Sustainability Statement has been prepared by Heatons on behalf of Debbie Evans ('the applicant') to accompany an outline planning application, with all matters reserved except for access, for the erection of up to 55 dwellings at Land to the north of Breach Road, Brown Edge, Staffordshire ('the Site').
- 1.2 The Statement explains and illustrates how sustainability considerations have already, and could further, influence the proposed development. This assessment outlines the approach which should be taken to ensure new development achieves a high standard of environmental sustainability in accordance with the Local Development Plan and National Planning Policy Framework. As the proposal is for an outline application with all matters except for access reserved, this Statement aims to illustrate measures that could be implemented at detailed design stage to ensure for the provision of a highly sustainable development.
- 1.3 This Statement considers the following topic areas:
- Energy efficiency;
 - Water efficiency;
 - Biodiversity and Ecology; and
 - Transport.
- 1.4 This Statement should be read in conjunction with the submitted Planning Supporting Statement (PSS) and Design and Access Statement (DAS).

2. ENERGY EFFICIENCY

- 2.1 As the application is for outline permission with details reserved, energy consumption details cannot be finalised at this time. Nevertheless, the indicative proposed layout as shown on the Indicative Framework Plan, has been designed to minimise energy consumption. There is potential to utilise energy efficient solar design and/or air source heat pump principles within the development. Substantial carbon reduction in comparison with the baseline could be achievable through efficient building design, construction and specification of renewable technologies, such as air source heat pumps. Furthermore, the indicative layout allows for substantial provision of Electric Vehicle Charging Points (EVCP).
- 2.2 The indicative layout allows for the building fabrics to meet the minimum area weighted values as per the notional building defined in Part L of the Building Regulations. Where necessary, the individual elements could be improved beyond the minimum performance levels to assist in reducing the dwelling emission rate. The dwellings could be ventilated via mechanical ventilation with continuous extract ventilation provided to serve all Kitchen, Utility, WC, Bathroom and En-suite rooms as necessary/appropriate. The system could incorporate appropriate attenuation and air filters where necessary.
- 2.3 It is anticipated that the dwellings could be heated through the use of a low temperature hot water system using an air source heat pump (subject to change in technology and regulations to build date). Air source heat pumps (ASHP) are an efficient low carbon technology. ASHP technology requires a condenser unit to be located external to the building, of which space has been provided for. The position of these will be to the rear or side of properties, where they will have less impact visually on the street scene and located as far away to neighbouring properties, as practically realistic. The properties are also designed with sufficient space to accommodate a local hot water cylinder, which could provide instantaneous domestic hot water.

3 WATER EFFICIENCY

- 3.1 Similar to energy efficiency, the design details of the proposed development are to be confirmed at the reserved matters stage. Nevertheless, it is envisaged that the final development will achieve high water efficiency through the specification of low-flow sanitary fittings such as dual flush toilets, low flow taps and showers.
- 3.2 Furthermore, space has been provided for a water meter to be installed on the mains supply to all buildings. These water meters would ensure that water consumption can be monitored and managed; thus, helping to encourage reductions in water consumption. Rainwater harvesting could also be considered for the development.
- 3.3 Implementation of these measures could provide significant reductions in the water use from the proposed development and will reduce the short-term impact on water supply resources in the area.

4. BIODIVERSITY AND ECOLOGY

- 4.1 An ecological appraisal has been undertaken to provide baseline ecological and biodiversity information pertaining to the site, alongside recommendations for mitigation and enhancement as deemed appropriate.
- 4.2 The proposals aim to create a net gain in biodiversity for the site. A biodiversity net gain matrix has identified a 15.01% net gain for habitat units and a 12.69% net gain in hedgerow units, and a 525.29% net gain in watercourse units.
- 4.3 The proposals include for the retention of the majority of habitats identified as being of ecological importance, namely hedgerows and trees.
- 4.4 Modified grassland and hedgerows will be enhanced to improve biodiversity on site. Habitat creation will include ponds, neutral grassland, mixed scrub, and vegetated garden within residential plots.
- 4.5 A proportion to the south of the site would be retained and developed as public open space and landscaping. This will include a Local Play Area (LAP), Sustainable Drainage System (SuDS) in form of a balancing pond at the southmost part of the site, and associated public open space (POS) surrounding.

5 TRANSPORT

- 5.1 The proposed site is well located for a residential development. The village of Brown Edge contains a wide range of day-to-day services. This includes a primary school, day nursery, village hall, three churches, post office, a Morrison's daily convenience store, pub, bakery, vehicle repair garage and a park/play area. In particular, the site is in close proximity to the day nursery, church, convenience store, bakery, post office, pub, car garage and play area; all of which within a 5-minute walking distance of the site.
- 5.2 The closest bus stops located along Breach Road, approximately 50 metres southwest of the site, served by the number 8A bus in both directions. The 8A provides hourly services 6-days a week to Hanley (Bus Station) and Endon via Northwood, Sneyd Green, Smallthorne, Ford Green, Norton in the Moors and Norton Green. Onward bus services can be accessed from both Hanley Bus Station and from Endon into Leek.
- 5.3 It can therefore be seen that the site has easy access by walking or cycling to a range of day-to-day facilities and services within the village; with further distance services easily accessible by regular public transport or cycling. Hence, the site is considered to be in a sustainable location in line with the sustainable transport objectives of the national planning policy framework.
- 5.4 Vehicular access into the site is proposed from the B5051 Breach Road to the south of the site via a simple T-junction.
- 5.5 The indicative layout provides adequate parking spaces for each dwelling. Each property also has space to provide an electric vehicle charging point installed as standard (encouraging, reducing carbon emissions through sustainable travel), which could be agreed at the reserved matters stage.

6. OTHER MATTERS

- 6.1 All other matters are to be considered at the reserved matters stage (materials, pollution, etc).

7 CONCLUSIONS

7.1 This Sustainability Statement assesses the proposed development against relevant sustainability standards, as well as sustainability policies aims and objectives. The key beneficial impacts of the scheme in relation to sustainability can be summarised as follows:

- Efficient use of land;
- Provision of high-quality scheme in an area with access to local services and public transport;
- A projected low-carbon development;
- Good practice environmental design, including good daylight, ventilation and acoustics;
- Provision of a Site that is accessible to all, including the disabled and promotes pedestrian and bicycle access;
- Provision of water efficient sanitary ware;
- Implementation of sustainable urban drainage systems; and
- Provision of biodiversity net gains and ecological enhancements.

7.2 Furthermore, at the reserved matter stage, the following considerations could be investigated:

- Maximisation of recycling and implementation of the best practicable environmental options for non- recyclable residual waste;
- Provision of safe, waterproof bicycle storage; and
- Adherence to sustainable construction site management practices including:
 - Developing and implementing a Site Waste Management Plan (SWMP).
 - Reducing environmental impacts of the construction site.

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- 7.3 This Sustainability Strategy sets out potential measures and commitments that could be incorporated into the design development process, the construction and operation of the buildings to optimise its environmental performance and results in a scheme that can be designed, constructed, and operated in a sustainable way.



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