

6

6.1

DO YOU INCORPORATE GREEN/BLUE INFRASTRUCTURE AS PART OF YOUR PROPOSAL?

GREEN INFRASTRUCTURE

A detailed pack of landscaping plans accompany this application specifying the types and provision of trees and planting across these sectors and within the public realm.

ECOLOGY

An Environmental Impact Assessment was carried out and in light of the findings, swift boxes, bee blocks, bat boxes and hedgehog routes have been provided as set out in the adjacent diagram.

BLUE INFRASTRUCTURE

The proposals include a large open space basin, swales, and the extensive use of permeable paving within private driveways and shared access routes, all of which are detailed within the submitted application.

INCORPORATING GREEN AND BLUE INFRASTRUCTURE

Figure 7: CG Fry & Son ecology plan





SUSTAINABLE DRAINAGE

7.1

FOR MAJOR DEVELOPMENTS: DO YOU INCLUDE SUSTAINABLE DRAINAGE MEASURES AS PART OF THE PROPOSAL?

The proposed surface water management will provide surface water attenuation and infiltration through the use of Sustainable Drainage Systems (SuDS) to ensure downstream flood risks are not increased whilst also promoting biodiversity, ecology and water quality enhancement.

Foul water drainage will connect to Wessex Water's (WW) existing sewer network. Wessex Water has confirmed that the existing network has capacity to accommodate a development of this size.

A comprehensive drainage maintenance plan has been prepared, setting out the long term management responsibilities and maintenance regimes for the network.

SUSTAINABLE DRAINAGE

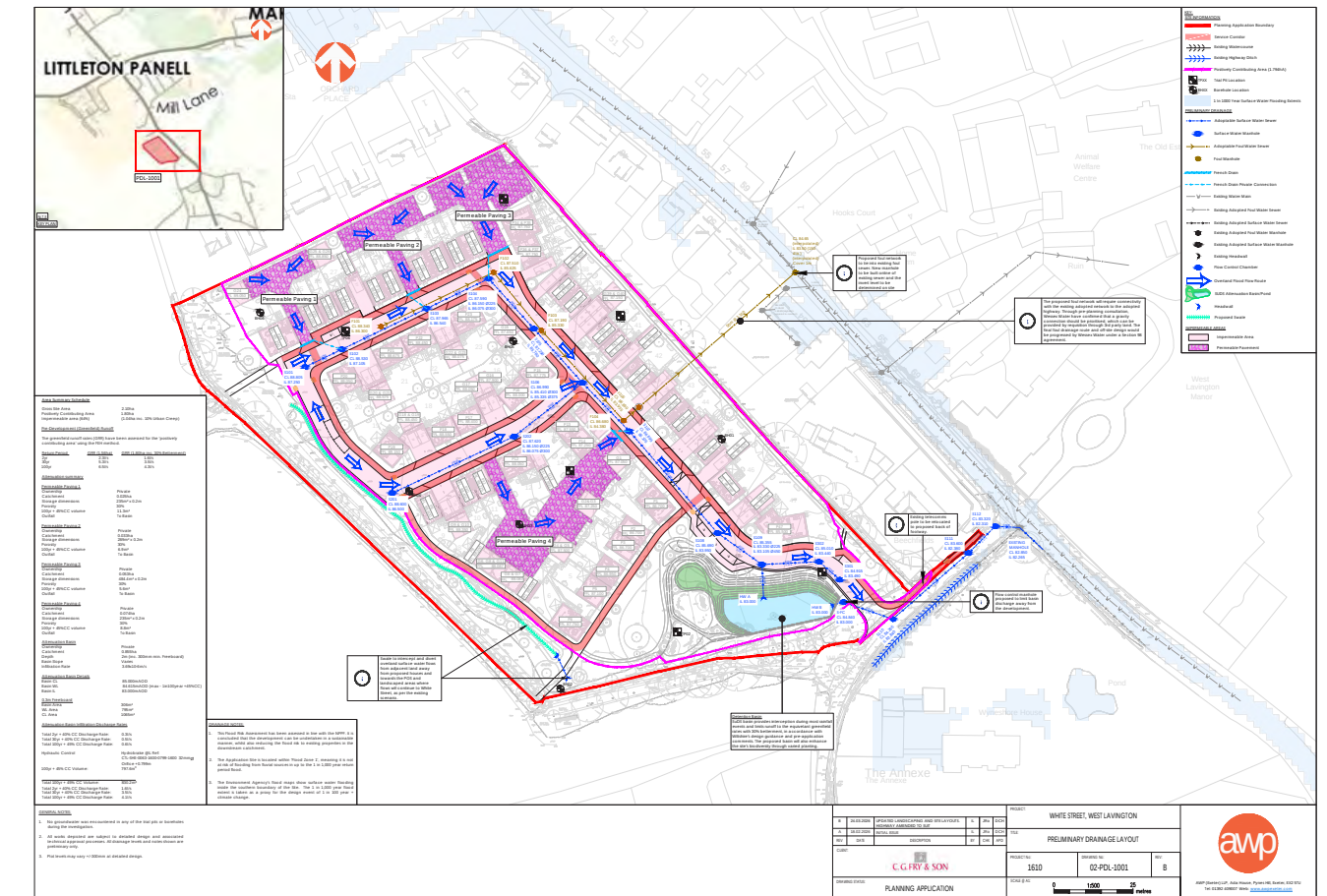


Figure 8: Preliminary Drainage Layout courtesy of AWP



ADAPTION TO CLIMATE CHANGE



HAVE YOU INCORPORATED ANY SITE SPECIFIC CLIMATE CHANGE ADAPTION MEASURES INTO THE PROPOSAL?

All our homes are built to comply with current building regulations and efficiency standards and therefore the proposal incorporates many climate change adaptive measures.

SUMMARY OF CLIMATE CHANGE ADAPTION MEASURES

A detailed analysis of all junctions will be carried out to ensure that thermal bridging and heat loss does not occur.

Traditional masonry cavity wall construction which has been future proofed to include the highest levels of insulation.

Use of bespoke construction details which have been thermally modelled and checked by independent SAP assessors to reduce and eliminate thermal bridging.

Dual aspect rooms and large openable windows where applicable allow for effective cross ventilation to reduce the risk of overheating and aid with future rising temperatures.

Air Source Heat Pumps service houses while exhaust air heat pumps service flats, providing heat and hot water to further cut carbon emissions.

Electric car charging points provided.

PV panels to provide renewable energy are provided on all houses.

Efficient use of materials and materials sourced under our sustainable procurement policy which will also adhere to the Site Waste Management Plan.

Minimising water usage in compliance with Part G of the Building Regulations.

Enhancement of biodiversity with provision of bird/bat/bee boxes.





SUSTAINABLE TRAVEL



9.1

ARE THERE PUBLIC TRANSPORT AND/OR ACTIVE TRAVEL OPTIONS TO AND FROM THE SITE PROPOSED?

The site is well located to support sustainable travel choices, with existing public transport and pedestrian connections readily accessible. Bus stops are located within a short walking distance of approximately 280m (around a 3-minute walk) from the site. These stops provide access to a range of services, including the frequent 2, 2A and X2 routes, which offer connections to Salisbury, Devizes and surrounding settlements.

Rail connectivity is available at Westbury railway station, located approximately 9 miles to the south-west of West Lavington. The station is served by Great Western Railway, providing regular services with direct connections to key destinations including Bristol, Bath and London Paddington, supporting longer-distance sustainable travel options.

The proposals also prioritise pedestrian accessibility. As illustrated on the adjacent plan, the scheme includes enhancements to the local walking network, including a new footway along White Street connecting to the existing provision at the A360 junction, as well as improved crossing opportunities and connections to the existing Public Right of Way (WLAV 10). These measures will ensure safe, convenient and attractive pedestrian routes between the site and the surrounding village, encouraging walking as a primary mode of travel for local journeys.

SUSTAINABLE TRAVEL

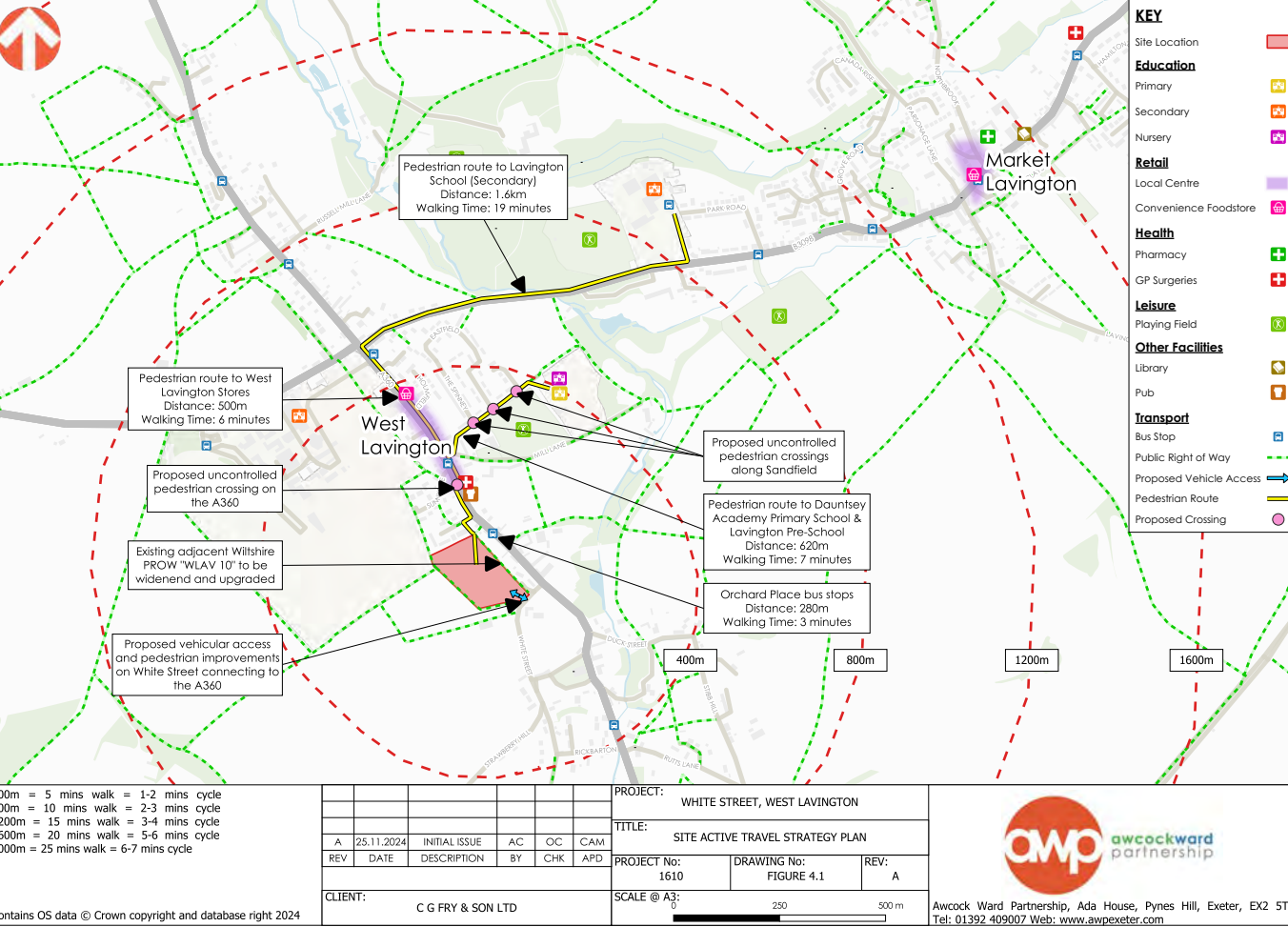


Figure 8: Site Active Travel Strategy Plan courtesy of AWP

Whilst there are no dedicated cycle routes in the immediate vicinity of the site, the surrounding local road network is considered suitable for on-road cycling, particularly for short trips within the village and to nearby settlements. The proposals will support cycle use through the provision of secure cycle storage within residential plots and by promoting a legible and connected street layout, encouraging cycling as a viable and sustainable mode of transport.





CG FRY & SON
DEVELOPMENT

Building a better place to live