

9.0 | Summary - Biodiversity Mitigation and Drainage

BIODIVERSITY MITIGATION

ECUS Environmental Consultants have produced a Biodiversity Mitigation and Enhancement Measures document in support of this submission which includes details of Mitigation, Enhancement and Management Works and Future Management. Extracts from this document are shown below:

“Mitigation, enhancement and management works can be divided into the following broad categories:

- control and treatment of invasive species;*
- retention and protection of existing hedgerow and scattered trees and semi-improved neutral grassland, where practicable;*
- incorporation of features to enhance the value of the site for specific species groups; and*
- nesting”*

“The site should be maintained in accordance with the landscaping maintenance schedule. Responsibility for ensuring that bat and bird boxes remain in place should also fall to the contractor.”



DRAINAGE

Eastwood and Partners have produced a Drainage Statement in support of this submission, extracts from this document are shown below:

“Infiltration type SuDS such as soakaways and infiltration basins are not considered viable on the site.

“It is considered that there would be a risk of groundwater seepage affecting neighbouring properties and the nearby railway line if infiltration SuDS were used in this area.”

“There are no watercourses in the vicinity; surface water disposal will be to the public sewer.”

“There is a public surface water sewer in Honeywell Lane. The site will drain by gravity to this sewer at a restricted rate ”

“There is a public combined sewer in Honeywell Lane. The site will drain by gravity to this sewer.”



9.0 | Summary - Movement and Access

MOVEMENT

Access does not just relate to an access junction and this section will also make reference to all users and modes of access to and around the development e.g. vehicular, cyclists, pedestrians, and with reference to provision for inclusion of disabled people.

The section will also explain how the proposal relates to and links existing and neighbouring movement networks; roads (including public transport), footpaths and the public realm and open spaces. It will also describe how the design, access points, layout and materials of roads and footpaths has been planned to achieve broader objectives including reducing vehicle speed, and creating places with a particular character.

HIGHWAYS

Vehicular access to the site will primarily be achieved via Honeywell Lane.

FOOTWAYS

New footpaths alongside the new access road will allow safe routes in and out of the proposed development. A second pedestrian only access point is proposed from Carrington Avenue

INTERNAL LAYOUT

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency, potential bus route connection as well as cyclists and all pedestrian needs.



In accordance with national and local transport planning policies, the Applicant is committed to encouraging the use of more sustainable modes of transport. In this regard, the following sustainable transportation measures have been incorporated into the development:

- Car parking that accord with the adopted policy Inc. visitor spaces
- Pedestrian links that will connect the site with the existing transport networks



Primary Vehicle Route



Secondary Vehicle Route



Private Drives



Pedestrian Routes

9.0 | Summary

This statement seeks to establish the most suitable design solution for the development of the site. Below is a summary of the scheme proposals:

- 81 new residential units
- Mixture of 3 & 4 bedroom accommodation.
- Density of 36 dwellings per hectare
- New LEAP on Honeywell Lane
- Predominantly 2 storey dwellings
- Single access point (already approved) from Honeywell Lane
- The Green
- Landscape buffer to railway and Carrington Avenue boundaries
- Pedestrian links

