



## Sustainability and Energy Statement

March 2023

LAND OFF THE HILL, LITTLEBOURNE

Canterbury City Council

## Introduction

This Sustainability and Energy Statement has been prepared in support of an outline planning application for the “erection of up to 300 residential dwellings (including affordable housing and older person accommodation), a new community hub, introduction of structural planting and landscaping, informal public open space and children’s play area and surface water flood mitigation and attenuation. All matters reserved except for access,” at The Hill, Littlebourne, Canterbury.

This application seeks outline planning permission, with layout and design being reserved matters, however this statement demonstrates the sustainability of the proposal in accordance with the adopted Canterbury District Local Plan Policy DBE1 and Table D1.

## Local Policy

All development should respond to the objectives of sustainable development and reflect the need to safeguard and improve the quality of life for residents, conserve resources such as energy, reduce/minimise waste and protect and enhance the environment. The City Council require development schemes to incorporate sustainable design and construction measures, to show how they respond to the objectives of sustainable development.

This Sustainability Statement addresses Policy DBE1 which requires applicants to demonstrate how the proposal has responded to the objectives of sustainable development and had regard to the measures outlined in table D1.

## Policy Response to Issues within Table D1

### 1. Ecology and Landscape

A number of ecological surveys have been conducted on the proposed site and are contained within the Ecological Appraisal prepared by FPCR Environmental Ltd, along with the supporting submitted Arboriculture Impact Assessment, Habitats Regulations Assessment Heritage Environment Assessment and Design and Access Statement (DAS). All of these documents have demonstrated that the scheme will protect and enhance the natural and built environment.

The development has the potential to provide opportunity to enhance the ecological value of the site. Details of the landscape design would be produced as part of the subsequent reserved matters application. The key enhancements and design objectives of the landscape and green infrastructure proposals for the scheme are set out in Section 5.2 and 5.3 in the accompanying Landscape and Visual Appraisal, prepared by FPCR Environmental Ltd.

## 2. Water

The planning application is accompanied by a Flood Risk Assessment, undertaken by RSK Land and Development Engineering Ltd. To summarise, the drainage strategy proposed will discharge to onsite watercourse, limited to the greenfield QBAR rate for the contributing catchment area. Surface water will be attenuated in two basins, the southern basin will be pumped towards the central ditch. The basins will provide surface water storage and attenuation for the 1 in 100 storm plus 45% climate change event including 10% for urban creep. There will be no infiltration within the Groundwater Source Protection Zone, although permeable paving could be used for shared surfaces and driveways. If any works are required near the watercourses consent should be obtained from the LLFA or EA.

Efficient water use and re-use of water would be considered further in the subsequent reserved matters application and has the potential to include consideration technologies such as water efficient taps, low flush toilets and low output showers.

## 3. Materials

The DAS prepared by FPCR Environmental Ltd demonstrates that sustainable design is at the heart of the application with appreciation to the local context, character, vernacular and setting. Specifics in building materials will be evidenced in the subsequent reserved matters application however, conditions may be placed by the local authority to ensure good environmental practices upon the granting of permission.

The supporting Transport Assessment has concluded that the development access point and street pattern will accommodate safely and efficiently the waste and recycling service collection vehicles as operated and provided by Canterbury City Council.

## 4. Energy

Table D1: Energy seeks to promote renewable and low carbon energy sources and reduce energy demand, for example through high levels of insulation.

The proposed development will comply with Building Regulations Approved Document L, Conservation of Fuel and Power, Volume 1: Dwellings as revised 15 June 2022.

The UK Government consulted on changes to the Building Regulations Approved Document L, Conservation of Fuel and Power, Volume 1: Dwellings in 2019. Further to this consultation, UK Government confirmed an interim standard of 31% reduction in carbon emissions to be required from June 2022. This interim standard is a stepping stone on the road to 'net zero ready' homes and is required to give industry time to adapt, and to give supply chains time to mature; paving the way for greater reductions and including the banning of gas boilers and the wider adoption of heat pumps in 2025.

In order to achieve the required 31% reduction in carbon emissions, the development will seek to minimise energy consumption through enhanced insulation to the building envelope, minimising thermal bridging and improving air-tightness.

A fabric-first approach will be adopted to maximise the performance of the components and materials that make up the building fabric of the individual dwellings. This means making significant improvements to the u-values of the fabric of the building, which are passive and in turn reduce the energy requirement for the services heating the building.

To facilitate this, the individual elements (walls, roof and floor) will be highly thermally efficient and there will be a focus on ensuring air-tightness through high quality construction. The air tightness of a building is important in reducing heat loss and in the prevention of draughts. Thermal bridges will be minimised through the application of design details and products that provide continuous insulation.

This fabric first approach will help reduce the size of the required heating system thus reducing energy use and carbon emissions.

The exact building specification is subject to any future reserved matters application; however the development has the potential to incorporate renewable and low-carbon technologies.

## 5. Site Selection and Layout Design

The supporting DAS explicitly defines the proposal's scale, layout, height, and appearance in relation to the existing built form of Littlebourne to demonstrate that by taking a design-led approach, there is an efficient use of land. Aspects of detailed design, such as the orientation of buildings and optimising natural ventilation, can be secured at reserved matters stage. Some details of tenure, type, design standard and accessibility of dwellings may be secured via planning condition or obligation at the outline application stage.

## 6. Transport

A Transport Assessment, prepared by i-Transport, has been submitted in support of the application which details the implications on the local road network, the access strategy and overall safety of the proposal.

The application seeks to promote the use of sustainable transport and provides access to a number of transport modes. The site has good pedestrian connectivity to existing facilities such as the Littlebourne Primary School; Four Village Stores; Littlebourne Surgery; and Littlebourne Post Office. There are existing footpath links into the settlement which are utilised through the cycle/walkways provided by the scheme. With the location of the existing bus stops, frequency, and journey time of the bus service to Canterbury, it is considered that the existing provision will ensure residents of the site have access to good quality sustainable transport connections to Canterbury, that will help encourage and foster non-car travel.

It is also proposed that an Electric Vehicle hire car club is made available on site to provide 1 vehicle for each 50 homes. It would benefit both new and existing residents by being readily accessible and provide a further appropriate sustainable transport intervention. Gladman will seek to work with Canterbury City Council, Kent County Council Highways and National Highways to agree any CIL-compliant contributions requested, through a Section 106 legal agreement and agree any appropriate planning conditions, for example to secure on-site bicycle storage.

## 7. Pollution

As part of the planning application, Gladman have submitted a Noise Screening Report and an Air Quality Assessment, both undertaken by Wardell Armstrong. Specifications of the development's construction will be agreed through the subsequent reserved matters planning application to ensure emitted pollution is minimised. Gladman will work with the local authority to agree any appropriate planning conditions surrounding pollution upon the granting of permission.

## 8. Health and Wellbeing

The DAS submitted alongside the planning application sets out how health and wellbeing as referenced in Table D1 has been incorporated into the design principles. The provision of a number of footways and cycleways throughout the site will encourage the community to walk and cycle and will promote healthy active living. The creation of quality public open spaces on-site also contributes to the promotion of health and wellbeing, indeed approximately 40% of the site is proposed green infrastructure. The DAS also explores how the proposed development meets the criteria set out within the Building for a Healthy Life criteria.

## Conclusion

This Sustainability Statement has been prepared to demonstrate that the proposed development meets or exceeds the requirements of Policy DBE1 and Table D1 in the Canterbury District Local Plan.

The development proposal is well evidenced to be sustainable, suitable, accessible and deliverable. When the development application is read as a whole, through this statement and the numerous other submitted supporting reports, it is clear that the proposal is in a highly sustainable location. Key local services are accessible from the proposal and facilities further afield can all be accessed via sustainable public transport which will assist in the reduction of car dependency and the associated impacts with air pollution. Canterbury City Council declared a climate change emergency in July 2019. In response, the scheme shall be climate change resilient and provides significant areas of green and blue infrastructure which can help to adapt and mitigate climate change impacts and ensure flood resilience.

Gladman will work with Canterbury City Council to ensure appropriate planning conditions are applied upon the permitting of development as necessary.

The development proposal therefore conforms to all parts of Policy DBE1 and Table D1 within the Canterbury District Local Plan.