



# LAND TO THE WEST OF **MICKLEOVER**

## DESIGN & ACCESS STATEMENT & BUILDING FOR LIFE 12 ASSESSMENT

PREPARED BY PEGASUS GROUP  
(PEGASUS DESIGN)  
ON BEHALF OF RICHBOROUGH ESTATES LTD

**BIR.4643\_12A | AUGUST 2015**







A photograph of a rural landscape. In the foreground, there is a green field with a wire fence. A cow is grazing in the field. In the background, there are several houses with red brick walls and dark roofs. The sky is blue with some light clouds.

# LAND TO THE WEST OF MICKLEOVER

DESIGN & ACCESS STATEMENT & BFL12 ASSESSMENT

“GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING AND SHOULD CONTRIBUTE POSITIVELY TO MAKING BETTER PLACES FOR PEOPLE”

PARAGRAPH 56, NPPF 2012.



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12 ASSESSMENT



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# INTRODUCTION

## PURPOSE OF THE DOCUMENT

THIS STATEMENT HAS BEEN PREPARED BY  
PEGASUS DESIGN ON BEHALF OF RICHBOROUGH  
ESTATES LTD

1





THE  
SITE



# 01 INTRODUCTION

## PURPOSE OF THE DOCUMENT

- 1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Richborough Estates Ltd to accompany an outline planning application for a residential development at land west of Mickleover, Derbyshire. All matters are reserved, save for access.
- 1.2 This statement should be read in conjunction with the following supporting drawings which accompany the application:

**Topographical Survey**

M-EC Consulting Engineers

**Desk Based Archaeological Assessment**

Iain Soden Heritage Services Ltd

**Preliminary Site Investigation Report**

ASL

**Agricultural Land Classification**

ADAS UK Ltd.

**Geophysical Survey Report**

ArchaeoPhysica Ltd

**Arboricultural Survey**

Midland Forestry Ltd

**Landscape and Visual Impact Assessment & Landscape strategy**

Tyler Grange LLP

**Extended Phase 1 Ecology Survey**

WSP Parsons Brinckerhoff

**Bat Activity Survey**

Just Ecology Environmental Consultancy

**Transport Assessment, Travel Plan & Vehicle Tracking Plans**

PTB Transport Ltd

**Flood Risk Assessment & Utilities Report**

BWB Consulting Ltd

**Economic and Sustainability Assessments**

Turley

**Proposed Indicative Masterplan and Site Location Plan**

Pegasus Design

**Planning Statement & Statement of Community Involvement**

Fisher German

- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement. The purpose of this statement is to explain:

**“How the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users”**

**Para. 30, Panning Policy Guidance, March 2014.**

- 1.4 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:
- “(2) An application for planning permission to which this article applies shall be accompanied by a statement (“a design and access statement”) about:
- (a) The design principles and concepts that have been applied to the development; and
- (b) How issues relating to access to the development have been dealt with.
- (3) A design and access statement shall:
- (a) Explain the design principles and concepts that have been applied to the development;
- (b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) Explain how any specific issues which might affect access to the development have been addressed.

- 1.5 This document has been prepared in accordance with:
- BFL12. Building for Life. The Design Council 2012; and
  - Design and Access Statements and how to write, read and use them. Commission for Architecture and the Built Environment (CABE) 2006.

## DOCUMENT FORMAT

- 1.6 Following this Introduction the document sets out the planning policy context for the site. This is followed by an assessment of the site and its context, a summary of consultation and engagement and an overview of the proposal, identifying key principles. A summary of the development and a Building for Life 12 Assessment then concludes the document.
- 1.7 The document is structured as follows:

- Section 1 Introduction;**
- Section 2 Planning policy context;**
- Section 3 Site and contextual assessment;**
- Section 4 Involvement;**
- Section 5 Design Evolution;**
- Section 6 Design proposals;**
- Section 7 Summary; and**
- Section 8 Building for Life Evaluation**

## RICHBOROUGH ESTATES

- 1.8 Richborough Estates Ltd specialises in identifying brownfield and greenfield development opportunities for residential and commercial use. Richborough Estates operates across the UK with a proven track record for successfully delivering many large scale developments. The company works very closely with the landowner, local communities, local planning officers and town councils to create the most mutually beneficial plans.

Further information can be found at:  
*[www.richboroughestates.co.uk](http://www.richboroughestates.co.uk)*

## SITE AND CONTEXT OVERVIEW

- 1.9 The application site (thereafter referred to as 'the site') is located in Mickleover, a predominantly residential suburb situated approximately 5.8 kilometres to the west of Derby. The site borders the boundary of Derby City Council and falls within the jurisdiction of South Derbyshire District Council and Derbyshire County Council.
- 1.10 Mickleover has access to a range of local amenities and services which are located approximately one kilometre south of the site, along Uttoxeter Road. These facilities are within easy access of the site by foot, by cycle or by using the local bus service. On a more local level, a parade of shops is situated a short walk north of the site, on Ladybank Road.
- 1.11 Silverhill Primary School and Mickleover Primary School are located close by, as is Mickleover Community Pavilion, where recreation space and children's play is also available. Murray Park Community School and Littleover Community School are the nearest secondary schools to the site and are situated further afield.
- 1.12 Access to the site can be gained from Greenside Court which is an established residential street that joins Ladybank Road, where bus stops are located. A Public Right of Way leads off Greenside Court and aligns the western site boundary before conjoining with a cycle route which runs along the course of a dismantled railway line.
- 1.13 The site is sustainably located on the western urban edge of Mickleover and is centered upon National Grid reference SK 29852, 34973. Currently used for sheep and cattle grazing, the site is 34.32 acres/ 13.89 hectares in size and comprises five fields of semi-improved grassland. Each field is edged by hedgerows which forms a distinctive 'T shape' in the centre of the site, where tree groups are also present.
- 1.14 The majority of the site has a shallow sloping landform, which falls from a high of 98.50 metres AOD (above ordnance datum) to a low of 90 metres AOD in a south westerly direction. The northernmost field which borders the dismantled railway falls more steeply to a low of 82.00 metres AOD and contains ridge and furrow and a copse known as 'Bean Hole Plantation'.
- 1.15 Swayfield Close, Taplow Close and Whenby Close are residential cul-de-sacs which branch off Ladybank Road and adjoin the site. These streets terminate in front of the eastern site boundary and are aligned with two storey houses and bungalows, some of which have views across the site. Collectively these streets comprise the western urban edge of Mickleover.
- 1.16 Countryside extends beyond the west of the site. Potlocks Farm House (Grade II Listed) and Radbourne Hall (Grade I Listed) are situated further to the north and can be accessed via the wider public footpath network.



## DESCRIPTION OF DEVELOPMENT

1.17 This Design and Access Statement is submitted to accompany the following description of development:

**‘Outline planning permission for residential development (Class C3) with associated access, landscaping, open space and drainage infrastructure at land west of Mickleover, Derby.**

**All matters are reserved, save for access’.**

## DESIGN VISION:

- To produce a new living environment of the highest standard, with a clear and recognisable identity that respects the local vernacular, contextual views and residential amenity and creates a strong ‘sense of place’;
- To create a development which positively assimilates with urban and landscape surroundings;
- To create a sustainable development and balanced community comprising a range of dwelling types and public open space;
- To create safe, attractive and secure neighbourhoods, streets and places which promote social interaction, afford movement priority to pedestrians and link new routes with existing; and
- To create a development that will enhance the attraction of Mickleover as a place to live, incorporating valued aspects of local character, ecology, landscape, visual amenity and biodiversity.





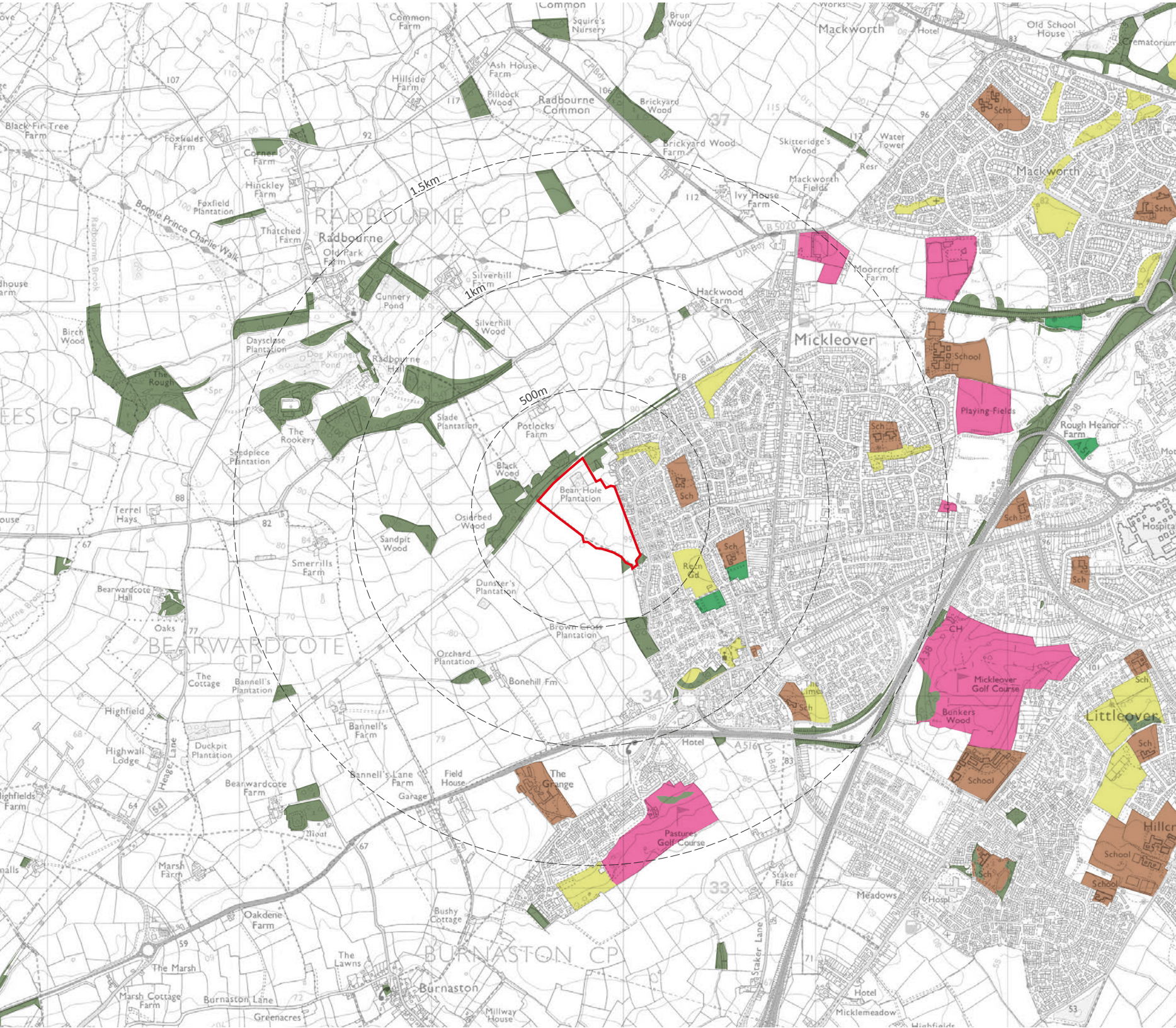
The background of the slide is a photograph of a residential street. On the left, there are brick houses with white window frames and doors. A blue car is parked on the street in front of one of the houses. The street is paved with asphalt and has a grassy verge. The sky is clear and blue. The right side of the slide is covered by a dark blue overlay containing text.

# PLANNING POLICY CONTEXT







2

PROVIDES BACKGROUND INFORMATION  
IN RESPECT OF PLANNING POLICY





**LEGEND**

- |   |                    |   |                      |
|---|--------------------|---|----------------------|
|  | Site boundary      |  | Allotments           |
|  | Woodland           |  | Education            |
|  | Public green space |  | Leisure & recreation |



0 1  
kilometres



# 02 PLANNING POLICY CONTEXT

2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

**“Where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”.**

2.2 In this instance, the current development plan consists of Saved Policies of the South Derbyshire Local Plan (adopted 1998). Relating to design, the following policies are of relevance:

## ENVIRONMENT POLICY 1 DEVELOPMENT IN THE COUNTRYSIDE

2.3 This policy relates to development which lies outside of existing settlements and states that within such areas, development will not be permitted unless “The character of the countryside, the landscape quality, wildlife and historic features are safeguarded and protected”. The policy adds that if development is permitted in the countryside, “it should be designed and located so as to create as little impact as practicable on the countryside”.

## ENVIRONMENT POLICY 8 OPEN SPACES IN VILLAGES AND SETTLEMENTS

2.4 This policy states that “Open spaces, gaps and landscape features which make a valuable contribution to the character or the environmental quality of individual villages and settlements will be safeguarded from development”.

## ENVIRONMENT POLICY 9 PROTECTION OF TREES AND WOODLAND

2.5 This policy states that development which would lead to the loss of areas of woodland or specimen trees of value to their landscape setting will not be permitted.

## ENVIRONMENT POLICY 14 ARCHAEOLOGICAL AND HERITAGE FEATURES

2.6 This policy states that development will not be permitted which would result in any disturbance to Scheduled Monuments, their setting or amenity value and significant disturbance to other known archaeological or other heritage features of major significance.

2.7 The policy goes on to state that where exceptionally there is an overriding need for development which would affect sites of archaeological or heritage importance, measures will be undertaken to minimise its impact and to preserve sites insitu, wherever possible. Where there are known concentrations of important archaeological remains, applicants for planning permission which would involve ground disturbance will normally be required to submit an archaeological evaluation of the site and a statement demonstrating how the archaeological constraints of the site are intended to be overcome.



**HOUSING POLICY 9 AFFORDABLE HOUSING**

2.8 In accordance with Housing Policies 1-5, and Community Facilities Policy 3, this policy states that development will be subject to negotiation between the Local Planning Authority and developers will be required to provide a proportion of affordable housing for rent or for sale.

**HOUSING POLICY 11 LAYOUT AND DESIGN**

2.9 This policy states that proposals for new housing developments will be permitted, subject to them providing:

- A reasonable environment for the public at large;
- Reasonable amenities in terms of light, air and privacy for both existing and new dwellings;
- Safe, functional and convenient layouts;
- Private amenity space, and space for landscaping;
- Adequate public open space; and
- For the development of any suitable adjoining land.

**RECREATION POLICY 4 PROVISION OF OUTDOOR PLAYING SPACE IN NEW HOUSING PROVISION**

2.10 This policy states that in order to meet the needs of the development, new housing development will be permitted provided that adequate provision is made in accordance with the council’s current standards for outdoor playing space.

**RECREATION POLICY 8 PUBLIC FOOTPATHS AND BRIDLEWAYS**

2.11 This policy states that the existing network of footpaths and bridleways will be protected and new development will not be permitted unless established routes are safeguarded or suitable alternatives are provided.

**TRANSPORT POLICY 6 NEW DEVELOPMENT**

2.12 This policy states that major new development should be sited close to the principal road network, linked and served by the appropriate standard of highway. Planning permission will not be granted for development which interferes with the free and safe flow of traffic. All proposals for development should incorporate adequate provision for access (including public transport where appropriate), parking manoeuvring and off street servicing.

**TRANSPORT POLICY 7 PEDESTRIANS AND PEOPLE WITH DISABILITIES**

2.13 This policy states a requirement for new buildings and pedestrian areas to provide “safe, pleasant and convenient conditions for pedestrians”. The policy justification adds that this could include for footpath widening and improvements as required.

**TRANSPORT POLICY 8 CYCLING**

2.14 This policy states that “provision will be made for safe, pleasant and, where possible, networks of segregated cycle routes wherever opportunities arise and resources permit”.







**EMERGING SOUTH DERBYSHIRE  
LOCAL PLAN: PRE-SUBMISSION  
LOCAL PLAN PART 1 (MARCH  
2014)**

2.15 South Derbyshire District Council submitted the South Derbyshire Local Plan Part 1 to the Secretary of State for independent examination on 8 August 2014 in order to establish its soundness. The Plan sets out the vision and objectives and allocates strategic development sites for the District up to 2028. Relating to design, the following policies are of relevance:

**POLICY H22 HOUSING BALANCE**

2.16 This policy states that the Council will seek to provide a balance of housing that includes a mix of dwelling type, size and density. The density of any site will be considered individually as there is no evidence to support a set density across all sites. Any housing development would be expected to make the most efficient use of the land whilst taking into account what is appropriate for the surrounding local environment. The Council will also promote a mix of housing that is suitable and adaptable for different groups of people such as single occupiers, people with disabilities, people wanting to build their own homes and the ageing population of the District.

**POLICY H23 AFFORDABLE HOUSING**

2.17 This policy states that the Council will seek to secure up to 40% of new housing development as affordable housing as defined in the NPPF on sites of over 15 dwellings or 0.5 hectares.

**POLICY SD4 FLOOD RISK**

2.18 This policy states that the Council will take a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. Suitable measures to deal with surface water (including SuDS) will be required on all sites in order to minimise the likelihood of new development increasing flood risk locally.

**POLICY SD8 AMENITY**

2.19 This policy states that the Council, in consultation with other agencies, will support development that does not lead to adverse impacts on the environment or amenity of existing and future occupiers within or around proposed developments.

**POLICY BNL1 DESIGN EXCELLENCE**

2.20 This policy states that all new development will be expected to be well designed, embrace the principles of sustainable development, encourage healthy lifestyles and enhance people’s quality of life by adhering to the following design principles;

- **Community safety** - new development shall be designed to ensure that people feel comfortable and safe by minimising opportunities for crime and anti-social behaviour, providing good natural surveillance and clear-cut territories and demarcations between public and private areas;
- **Street design, movement and legibility** – streets shall be designed to relate to their context, with a balance being struck between place-making needs and vehicle movement needs. Streets shall be attractive, well used, pedestrian and cycle friendly and meet the needs of all users. New development shall be well connected, compact and walkable, easy to understand and to move through;
- **Diversity and community cohesion** – new development shall be designed to be diverse, vibrant, possess a sense of place and encourage social interaction, with a mix of housing types, tenures, land uses and a public realm designed to attract a variety of different people;
- **Ease of use** – new development shall be fit for purpose, accessible to all user groups, well managed, easily maintained and should be able to adapt to changing social, environmental, technological and economic conditions, including the needs of an ageing society;

- **Local character and pride** - new development shall create places with a locally inspired character that respond to their context and have regard to valued landscape or townscape characteristics;
- **Visual attractiveness** – new development shall be visually attractive, appropriate, respect important landscape/townscape views and vistas, contribute to achieving continuity and enclosure within the street scene and possess architectural quality;
- **Neighbouring uses and amenity** – new development shall not adversely affect the privacy and amenity of existing nearby residents or occupiers. Similarly, the occupiers of new development shall not be negatively affected by neighbouring land uses;
- **Cross boundary collaboration** – new areas of growth that span administrative, land ownership, developer parcel or phase boundaries shall be considered and designed as a whole through a collaborative working approach; and
- **Sustainability** – new development shall address environmental and social sustainability issues, including sustainable construction methods, water and energy efficiency, sustainable waste management, protecting and enhancing biodiversity and improving people’s health and wellbeing.

2.21 The policy also requires all proposals for major development to perform highly when assessed against current best practice guidance and standards for design, sustainability, and place making.

### POLICY BNL4 LANDSCAPE

- 2.22 This policy states that through careful design and sensitive implementation of new development the character, local distinctiveness and quality of South Derbyshire’s landscape will be protected and enhanced.
- 2.23 Developers will be expected to retain key valued landscape components such as mature trees, established hedgerows and topographical features within developments sites and demonstrate that close regard has been paid to the landscape types and landscape character areas identified in The Landscape Character of Derbyshire. Proposals should have regard to the woodland and tree planting, landscape management and habitat guidance set out in this document and demonstrate all mitigation proposals are appropriate to the character of the landscape.

### POLICY I2 SUSTAINABLE TRANSPORT

- 2.24 This policy states that the Council will seek to minimise the need to travel, seek to encourage modal shift away from the private car and road based freight toward walking, cycling, public transport and rail freight and, support transport measures to address accessibility, safety, amenity, environmental and economic needs, both current and forecast. This will be achieved by:
- Encouraging patterns of development that enable travelling distances to be minimised and that make best use of existing transport infrastructure and services;
  - Seeking the provision of new or enhanced walking, cycling, public transport and rail freight services and infrastructure and, where needs cannot be fully met by the aforementioned means, highway and car/ lorry parking infrastructure; and

- Seeking the use of soft measures and improved communication to encourage travel on foot, by cycle and by public transport, rather than by private car.

- 2.25 The policy also states that planning permission will only be granted for development where appropriate car parking provision is made having regard to:
- Minimum residential and maximum non-residential parking standards (to be published as a Supplementary Planning Document);
  - The need to ensure that development would not have a detrimental impact on pedestrian and cyclist movement and safety nor on the safe and efficient operation of the highway network through inappropriate on-highway parking;
  - The need to make the most efficient use of land; and
  - The need to encourage travel on foot, by cycle and by public transport in preference to the private car.

### POLICY I6 COMMUNITY FACILITIES

- 2.26 This policy states that South Derbyshire District Council will require development that increases the demand for community facilities and services to make appropriate contributions towards providing new facilities or improving existing facilities. It also states that the Council will facilitate the efficient use of community facilities and the provision of multi-purpose community facilities that can provide a range of services to the community at a single, accessible location.



**POLICY I7 GREEN INFRASTRUCTURE**

- 2.27 This policy states that the District Council will seek to conserve, enhance and wherever possible extend green infrastructure in the District by working with partners to:
- Secure development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and to increase provision of, and access to, green infrastructure; and
  - Support the development of the Green Infrastructure Network as proposed by the 6Cs Green Infrastructure Strategy.

**POLICY I9 OPEN SPACE, SPORT AND RECREATION**

- 2.28 This policy states that the Council will work with partners to provide sufficient high quality green space and recreation facilities including, woodland creation, and publicly accessible natural green space to meet the needs of new residential development and, where possible, to meet the needs of the existing population.
- 2.29 Wherever possible the Council will expect new open spaces to connect to existing Green Infrastructure in order to improve accessibility across and between sites and enhance the biodiversity.
- 2.30 The weight to be given to all policies from the adopted and emerging plans is set out in the supporting Planning Statement by Fisher German.

**SUPPLEMENTARY PLANNING GUIDANCE**

- 2.31 Relevant to design, the evolution of the masterplan has consulted the following:

**NATIONAL GUIDANCE**

- BFL12. Design Council/CABE. (2012);
- Manual for Streets (DoT/DCLG,2007);
- Manual for Streets 2. (DoT/DCLG,2010);
- Urban Design Compendium 1&2. (English Partnerships and the Housing Corporation, 2000); and
- New Homes 2014. ACPO Secured By Design. (2014)

**LOCAL GUIDANCE**

- The 6C’s (Highways )Design Guide;
- Housing Design & Layout Supplementary Planning Guidance, South Derbyshire District Council, 2004;
- Better Design for South Derbyshire. South Derbyshire District Council, March 2010;
- Provision of Outdoor Playing Space in New Developments, South Derbyshire District Council, 1999;
- Affordable Housing Provision in South Derbyshire. A Guide to delivery. South Derbyshire District Council. March 2008;
- Townscape Character Assessment: Mickelover Ward. Derby City Council; and
- Derby HMA Strategic Housing Market Assessment (Update 2013), GL Hearn.









# SITE ASSESSMENT

# 3

THIS SECTION PROVIDES AN ASSESSMENT OF THE SITE AND ITS SURROUNDINGS. IT SUMMARISES KEY CONSIDERATIONS AND OPPORTUNITIES







1882

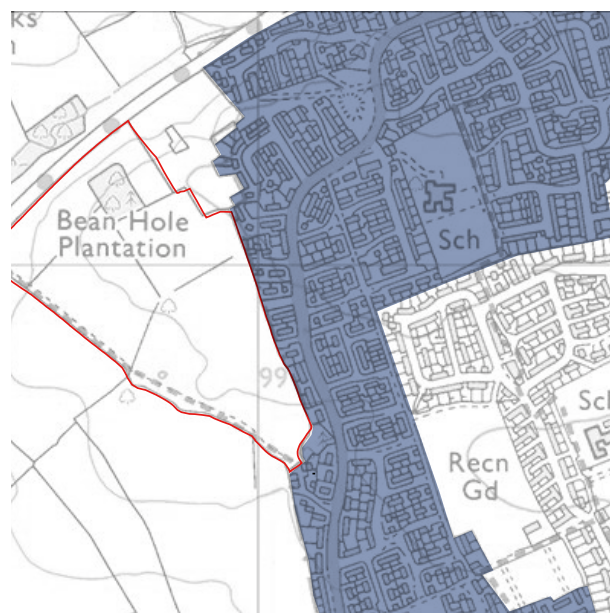


1914 - 1923



1968 - 1972

# 03 SITE ASSESSMENT



2008

## HISTORICAL BACKGROUND

- 3.1 Historical map regression indicates that in the late 18th century, the site once comprised a series of fields (some arable) which sat within an open countryside, far from development. The brook and two copses to the north of the site were also present. A route which ran from Mickleover to Radbourne in a north-south direction aligned the western edge of the site however it did not form part of the site's boundary as it does today.
- 3.2 By the 19th century the field layout within the site had been rationalised and several boundaries were altered or lost as a result. The addition of the Derbyshire and North Staffordshire railway line brought definition to the northern boundary of the site, which formed part of a cutting. The Public Right of Way was an identified route which aligned the western site boundary and extended across fields beyond which today is now Greenside Court. Whilst a scattering of cottages or small farm holdings were located within the landscape to the east, the site continued to sit within an open countryside site.
- 3.3 Mickleover's most significant period of growth began around 1955 and continued until the late 1980's. This growth greatly expanded the settlement edge outwards from the village core which today comprises the Conservation Area that envelops Orchard Street, The Green and Etwall Road. Urbanisation comprised residential development which brought about new school facilities and amenities and initially began to extend northwards along Station Road. Further large scale development formed the Vicarage Road area in the mid 1960's, followed by the addition of Ladybank Road and nearby residential areas to the south, east and west. The extent of growth changed the village to that of a residential suburb.
- 3.4 Today, the eastern and southern edges of the site are contained by urban form in Greenside Court, Ladybank Road, Whenby Close, Taplow Close and Swayfield Close. These residential streets comprise the settlement edge of Mickleover which forms part of Derby's contiguous built up area.



**CHARACTER AREA TWO**

LADYBANK ROAD,  
DAVENTRY CLOSE,  
NASEBY CLOSE &  
SWAYFIELD CLOSE

**CHARACTER AREA ONE**

LADYBANK ROAD  
TAPLOW CLOSE &  
WHENBY CLOSE

**CHARACTER AREA THREE**

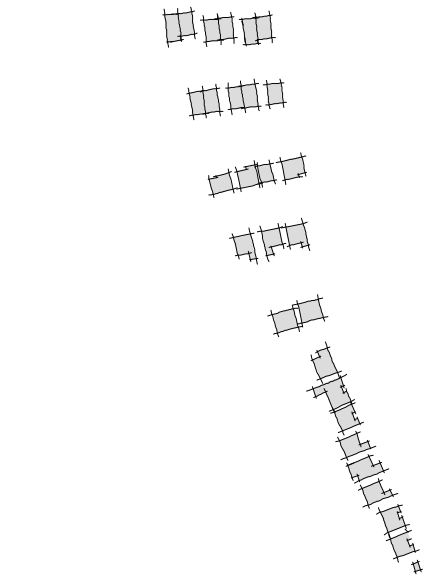
LADYBANK ROAD &  
GREENSIDE COURT



CHARACTER AREA ONE

LADYBANK ROAD, TAPLOW CLOSE AND WHENBY CLOSE

RELATIONSHIP TO CONTEXT	
Approximate age	Mid-late 20th century
Land use	Residential.
Linkages to wider area	Comprises the western settlement edge of Mickleover.
Function in relation to wider area	To provide residential accommodation.
ARCHITECTURE	
Predominant building typologies	Detached and semi-detached houses. Some bungalows.
Materials, colour and texture	Dwellings are constructed of red/ orange and buff colour facing brick with roofs finished in profiled concrete roof tiles. Some dwellings have vertical tile hanging and timber boarding.
Building elements and fenestration	<p>Houses comprise a range of elevational designs using a limited palette of materials, architectural features and building components. Buildings have a distinctive aesthetic.</p> <p>Dwellings have limited ornamentation to their facades. Window styles are mostly casement with vertical proportions – door types vary. Few door and window apertures are defined by features or contrasting materials.</p> <p>Some dwellings have bay windows, projecting porches, garages and front gables which creates some articulation. Most dwellings have entrances facing into the street and some are canopied.</p>
Rhythm and pattern	<p>Dwellings are arranged in linear patterns with similar sized gaps between them and minimal variation in the building line. Building footprint sizes vary little and plot sizes are similar on plan. A degree of repetition and rhythm is achieved.</p> <p>Buildings along Ladybank Road are placed slightly closer together which achieves a greater degree of definition and enclosure in the streetscene.</p>
Roofscape and chimneys	Most dwellings are traditional duo pitched roofs. Some two storey dwellings have front gables and others have roof pitches which 'side-on' to the street and address corner locations. Most dwellings have chimneys.
Parking typologies	Generally on-plot parking situated to the side or front of the dwelling. Where present, garages are set well back to the side. Some dwellings have integral garages at the front or attached to the side of the property.
BUILDINGS AND SPACES	
Layout and form	Residential patterns are structured. Taplow Close and Whenby Close comprise cul-de-sacs with housing frontages each side that create enclosure and channel westward views into the application site. Most end dwellings 'side-on' to Ladybank Road and the site.
Block Structure	Streets comprise patterns of outward facing dwellings forming 'blocks' – some edges are exposed where houses adjoin the eastern edge of the site. Blocks sizes comprise 7-11 dwellings.
Building height and street width	Buildings are predominantly 2 storeys in height with some bungalows located in Taplow Close. Front to front building distances across the (Taplow/ Whenby Close) streetscape range between 25 and 30 metres. Distances along the Ladybank Road streetscape are greater (30-35 metres) due to the provision of grassed verges.
Degree of enclosure	Enclosure is achieved as a result of structured, linear patterns and similar sized building footprints although this is weakened by the wider street cross section and the distance between frontages.
Urban grain and density	Structured, repetitious residential patterns results in a medium to coarse urban grain. The planning density* of this area is estimated to be 21 dwellings per hectare.

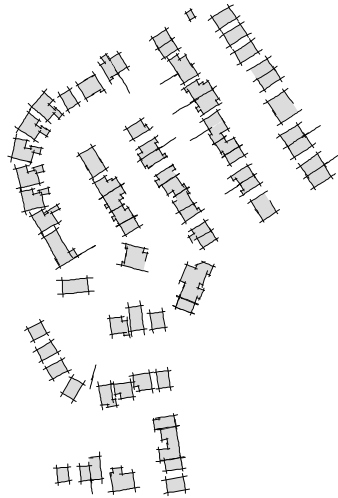




CHARACTER AREA TWO

LADYBANK ROAD, SWAYFIELD CLOSE, DAVENTRY CLOSE AND NASEBY CLOSE

RELATIONSHIP TO CONTEXT	
Approximate age	Mid-late 20th century
Land use	Residential.
Linkages to wider area	Comprises the western settlement edge of Mickleover.
Function in relation to wider area	To provide residential accommodation and links to recreation space.
ARCHITECTURE	
Predominant building typologies	Detached and semi-detached houses. Some bungalows and dormer bungalows.
Materials, colour and texture	Dwellings are constructed of red/ orange and buff colour facing brick with roofs finished in profiled concrete roof tiles. Some dwellings have vertical tile hanging and timber boarding.
Building elements and fenestration	<p>Houses comprise a range of elevational designs using a limited palette of materials, architectural features and building components. Buildings have a distinctive aesthetic.</p> <p>Dwellings have limited ornamentation to their facades. Window styles are mostly casement with vertical proportions – door types vary. Few door and window apertures are defined by features or contrasting materials.</p> <p>Some dwellings have bay windows, projecting porches and garages which creates some articulation. Most dwellings have entrances facing into the street and some are canopied.</p>
Rhythm and pattern	<p>Dwellings are arranged in linear patterns with similar sized gaps between them and minimal variation in the building line. Some gaps between dwellings are narrower or have been infilled as a result of modification (building extensions and garages).</p> <p>Building footprint sizes vary little and plot sizes are similar on plan. A degree of repetition and rhythm is achieved as a result.</p> <p>Few dwellings have features which address corners of streets and have large plots which do not successfully relate to the streetscene or turn the building line. Few buildings are orientated to specifically address vistas.</p> <p>Buildings along Ladybank Road are placed slightly closer together which achieves some increased definition and enclosure in the streetscene although larger single sided corner plots dilute this in places.</p>
Roofscape and chimneys	Most dwellings are traditional duo pitched roofs with minimal articulation in the eaves or ridge line. Some dwellings have large dormer flat roof windows. Most dwellings have chimneys.
Parking typologies	Generally on-plot parking situated to the side or front of the dwelling. Where present, garages are set well back to the side. Some dwellings have integral garages at the front or attached to the side of the property.
BUILDINGS AND SPACES	
Layout and form	Residential patterns are structured. Naseby Close and Daventry Close comprise cul-de-sacs with housing frontages each side that achieve enclosure. Swayfield Close is of a similar make-up with building patterns that channel westward views into the application site. Most end dwellings 'side-on' to Ladybank Road and in places, the site.
Block Structure	Streets comprise patterns of outward facing dwellings forming 'blocks' – edges are exposed where houses adjoin the eastern edge of the application site. Blocks comprise 16-36 dwellings.
Building height and street width	<p>Buildings are predominantly 2 storeys in height with some single storey and dormer bungalows.</p> <p>Front to front building distance across the (Swayfield/ Naseby/ Daventry Close) streetscape ranges between 21 and 28 metres. Distances along the Ladybank Road streetscape area greater (30-33 metres) due to the provision of grassed verges and larger plots at corners of streets.</p>
Degree of enclosure	Enclosure is achieved as a result of structured, linear patterns and similar sized building footprint sizes although this is weakened in some places (usually corners) by the wider street cross section and distance between frontages.
Urban grain and density	Structured, repetitious residential patterns and a higher amount of semi-detached dwellings results in a medium urban grain. The planning density* of this area is estimated to be 27 dwellings per hectare.

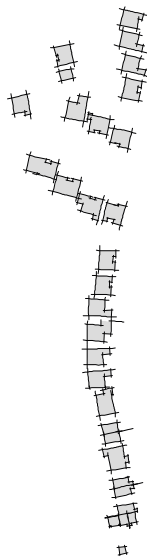


CHARACTER AREA THREE

LADYBANK ROAD, GREENSIDE COURT

RELATIONSHIP TO CONTEXT	
Approximate age	Mid-late 20th century
Land use	Residential.
Linkages to wider area	Comprises the western settlement edge of Mickleover.
Function in relation to wider area	To provide residential accommodation and links to the adjacent Public Right of Way
ARCHITECTURE	
Predominant building typologies	Detached houses.
Materials, colour and texture	Dwellings are constructed of red/ orange and buff colour facing brick with roofs finished in profiled concrete roof tiles. Some dwellings have vertical tile hanging.
Building elements and fenestration	<p>Houses comprise a range of elevational designs using a limited palette of materials, architectural features and building components. Buildings have a distinctive aesthetic.</p> <p>Dwellings have limited ornamentation to their facades. Window styles are mostly casement with horizontal proportions – door types vary. Few door and window apertures are defined by features or materials.</p> <p>Some dwellings have bay windows, projecting porches, garages and front gables which creates some articulation. All dwellings have entrances which face into the street and are either enclose or canopied.</p>
Rhythm and pattern	<p>Dwellings are arranged in linear patterns with some fluidity in the building line. Buildings are larger however gaps between them are smaller than other streets. Building footprint sizes vary little and are setback from the street (Greenside Court) with deeper landscaped frontages.</p> <p>The building pattern (particularly along Ladybank Road) is legible and structured which achieves rhythm.</p>
Roofscape and chimneys	Most dwellings have traditional duo pitched roofs with projecting front gables that achieves some articulation in the eaves line. Roof pitches are lower which creates a more contemporary feel to the buildings. Some dwellings have single storey structures with oversailing eaves that form garages and porches. Most dwellings have chimneys.
Parking typologies	Generally on-plot parking situated to the front or side of the dwelling as an attached or detached garage with a driveway.
BUILDINGS AND SPACES	
Layout and form	<p>Building footprint sizes vary little and building patterns are structured however houses have an increased range of orientations and spaces around turning areas which creates some fluidity.</p> <p>Patterns along Ladybank Road are more structured and again, building footprint sizes are uniform. Gaps between buildings are narrow and streetscenes linear. Provision of grassed verges and tree planting along Ladybank Road engenders a degree of formality and engenders a legible landscape theme.</p>
Building height and street width	<p>Buildings are 2 storeys in height.</p> <p>Front to front building distances across the Greenside Court streetscape range between 23 and 30 metres. Distances along the Ladybank Road streetscape are greater (30-33 metres) due to the provision of grassed verges and large plot sizes at corner of streets.</p>
Degree of enclosure	Enclosure is achieved along Ladybank Road due to structured, regimented patterns of housing, small gaps between buildings, use of similar massing and relatively unarticulated eaves and ridge lines. Greenside Court has some enclosure which is diluted around turning areas and at the end of the street where it adjoins the site.
Urban grain and density	Structured, repetitious residential patterns results in a medium to coarse urban grain. The planning density* of this area is estimated to be 20 dwellings per hectare.

\* Net calculations include access roads within the site, private garden spaces, SUDS, car parking areas, incidental open space and landscaping and children’s play areas. Excludes open space serving the wider area and significant landscape buffer strips.









LEGEND

 Site boundary

Educational Facilities

- 1 Silverhill Primary School
- 2 Mickleover Primary School
- 3 High Grange School
- 4 Brookefield Primary School
- 5 Ravenside Infant & Primary School
- 6 Mickleover Library

Supermarkets/Convenience Stores

- 7 Parade of Local Shops
- 8 Tesco Derby: Mickleover Superstore
- 9 Sainsbury's Local
- 10 One Stop Shop

Healthcare

- 11 Mickleover Surgery
- 12 Mickleover Medical Centre
- 13 Mickleover Square Dental Care
- 14 Old Forge House Dental Care
- 15 Dental Surgery
- 16 Boots Pharmacy
- 17 Burrows & Close Pharmacy
- 18 Morningside Pharmacy
- 19 The Birches Care Home
- 20 Westwood Care Home
- 21 Ivy House Care Home

Leisure and Recreation

- 22 Allotments off Vicarage Road (West)
- 23 Allotments off Vicarage Road (East)
- 24 Playing Field with Children's Play
- 25 Recreation Ground with Children's Play
- 26 Menzies Hotel - Mickleover Court
- 27 Pastures Golf Course
- 28 Lonsdale Swimming Pool
- 29 Mickleover Sports Club

Place of Worship

- 30 Mickleover Methodist Church
- 31 All Saints Parish Church
- 32 Our Lady of Lourdes Catholic Church
- 33 The Parish Church of St. John the Evangelist
- 34 Parish Church, Radbourne

Public Houses

- 35 The Masons Arms
- 36 The Vine Inn
- 37 Nags Head: Flaming Grill
- 38 The Great Northern

Community Services

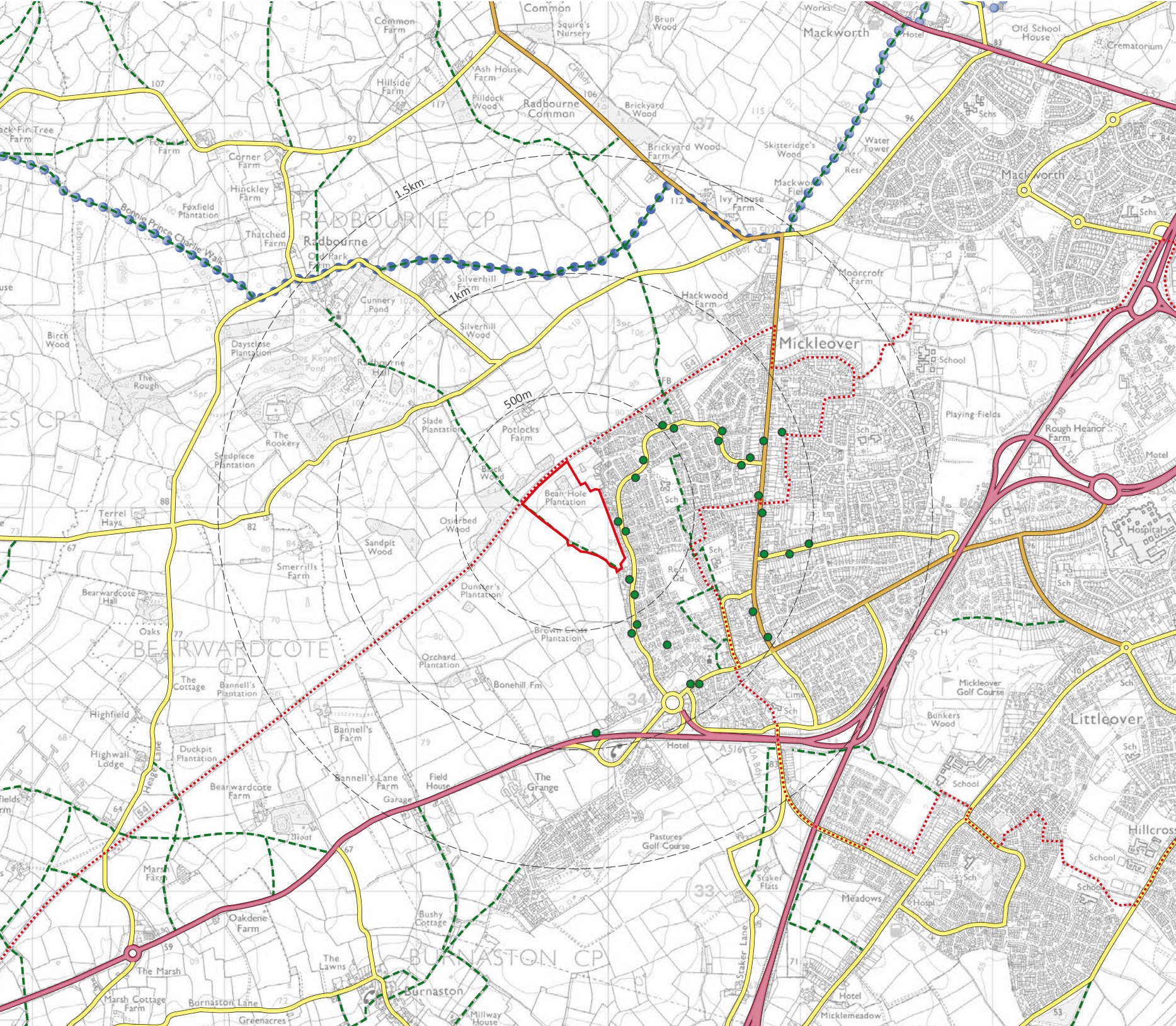
- 39 Mickleover Community Pavillion
- 40 Mickleover Community Centre
- 41 Mickleover / Littleover Children's Centre
- 42 Devonshire Drive Post Office
- 43 Mickleover Post Office
- 44 Esso Petrol Station
- 45 Nationwide Building Society
- 46 Lloyds Bank PLC
- 47 HSBC Bank PLC
- 48 Natwest
- 49 Scarsdale Vet - Mickleover

\* Facilities listed are within a 1.5km radius of the development site









LOCAL AMENITIES AND SURROUNDING CONTEXT

- 3.5 Mickleover is a predominantly residential suburb and has a population of 14,022 (source: 2011 Census). The site is situated adjacent to the Mickleover Ward in Derby City.
- 3.6 The site has good access to range of facilities, amenities and services which are predominantly located in the south of Mickleover, in the vicinity of Uttoxeter Road, Vicarage Road and Station Road. These facilities cater for everyday needs and include banks, post offices, a food store, public houses, dental surgeries, pharmacies and a medical centre and are indicated on the plan opposite. Closer afield, a parade of shops and a convenience store is situated on Ladybank Road, just in front of its junction with Brampton Close.
- 3.7 Silverhill Primary School is situated on Draycott Drive and is within a 500 metre walk from the centre of the site. Mickleover Primary School is situated slightly further away off Vicarage Road. Ravensdale Primary and Infant school and Brookefield Primary School and are situated to the east and south respectively.
- 3.8 Littleover Community (Secondary) School is situated 3.1 kilometres from the site and can be accessed directly by cycle using NCN Route 66. Murray Park Community (Secondary) School is situated 3 kilometres from the site on Murray Road on the northern edge of Mickleover and can be accessed by cycle using quiet residential streets. John Port School and St. Benedict School are situated further afield however are serviced by school buses which stop along Ladybank Road.
- 3.9 Mickleover is well served in terms of community facilities. Mickleover Library is situated to the south, off Holly End Road and Mickleover Community Pavilion, recreation space and a children's play area are situated a short walk to the south east of the site, off Vicarage Road. Allotments are also located within this area.
- 3.10 Further afield, a wider range of facilities and employment opportunities can be found in Derby City Centre, access to which can be gained via the local bus service or the local cycle route network.

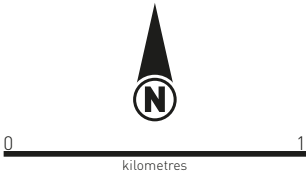




**LEGEND**

- |   |  |   |
|---|--|---|
|  Site boundary       |  A road     |  Cycle route* |
|  Public Right of Way |  B road     |  Bus stop      |
|  Bridleway           |  Minor road |   |

\* Note: Cycle routes shown are National Route 54 & Regional Route 66 - information obtained from [www.sustrans.org.uk](http://www.sustrans.org.uk)





## MOVEMENT AND ACCESS

- 3.11 Ladybank Road is a residential collector road which provides access to the northeast via Station Road and access to the south via Etwall Road and the A516. The A516 provides a link to the A38 which runs in a north to south direction along the western edge of Derby City Centre. Ladybank Road is subject to a 30mph speed limit and is linear in form with a carriageway width of approximately 7.2 metres.
- 3.12 The site is presently accessed via Greenside Court, which is a residential street that joins Ladybank Road via a priority T junction and serves approximately nine dwellings. Greenside Court has a carriageway width that ranges between 5.3 and 5.5 metres and is subject to a 30 mph speed limit.
- 3.13 Swayfield Close, Taplow Close and Whenby Close are also residential cul-de-sacs which branch westwards off Ladybank Road via priority T junctions. The carriageway of Swayfield Close is approximately 5.5 metres in width. Each cul-de-sac terminates in front of the eastern boundary of the site.

## SUSTAINABLE MODES OF TRAVEL

### BY CYCLE

- 3.14 The site benefits from excellent links to the existing cycle route network. National Cycle Network (NCN) Route 54 runs along the northern boundary of the site, along the course of a dismantled railway line and provides links to Stourport and Parsley Hay via Kidderminster, Dudley, Lichfield, Burton and Derby. On a more local level, this cycle route provides direct links to Derby City Centre and Etwall where it connects with NCN Route 549.

- 3.15 Regional Route 66 can be accessed from the site via Vicarage Road and runs in a north-south direction via NCN Route 54 towards Sinfin Moor. This route also connects with NCN Route 6.
- 3.16 Park Road, Western Road and Uttoxeter new Road are unmarked on-road cycle routes which Derby City Council have identified as more direct and alternative links to the centre of Derby.

### BY FOOT

- 3.17 1.8 metre wide pedestrian footways align both sides of Greenside Court and Swayfield Close. These routes both link eastwards to Ladybank Road, where 1.8 metre wide footways are also present.
- 3.18 Residential streets are arranged in a structured grid-like pattern which branch east and westwards off Ladybank Road at staggered intervals. All streets are aligned with pedestrian footways and those which branch eastwards (such as Dresden Close, Lambrook Close and Cookham Close) converge with a linear green link. The link includes a pedestrian route that leads northwards to the parade of shops off Ladybank Road and southwards towards Mickleover Community Pavilion and recreation/ play area.
- 3.19 Public Right of Way Radbourne 8 runs along the western edge of the site and can be accessed via Greenside Court. The route is a track which sits within a narrow corridor which is separated from the site by a post and wire fence. The track connects with NCN 54 in the northern corner of the site before continuing northwards towards Potlocks Farm and Radbourne Hall.

### BY BUS

- 3.20 Local bus services can be accessed via Ladybank Road. Bus stops are located approximately 170 metres from the site, in the vicinity of the Whenby Road and Greenside Court junctions.
- 3.21 The local service is known as the Mickleover or DC1 service and runs between the site and Derby City Centre throughout the week and on Sundays on a frequent basis. The Saint Benedict Catholic School and John Port Secondary School bus service to also stop on Ladybank Road.
- 3.22 Mickleover's local bus service provides a realistic option for travel to employment locations and offers opportunities for travel for shopping, leisure and education destinations.

### BY RAIL

- 3.23 Peartree Railway is situated approximately 7 kilometres from the site and offers an infrequent service on the Crewe to Derby line.
- 3.24 Derby Railway Station is located approximately 10 kilometres from the site and offers more frequent services to destinations such as London, Birmingham, Nottingham, Sheffield Newcastle and Cardiff. The station is outside realistic walking distance however it may be within a realistic cycling distance for experienced cyclists.
- 3.25 There are realistic opportunities for residents to travel to the station by sustainable means to then continue their onward journey by rail for both commuting and off peak trips.
- 3.26 For further information, please refer to supporting information by PTB Transport Planning Ltd.



## AGRICULTURAL LAND CLASSIFICATION

3.27 Agricultural land is a finite resource. In recognition of this, the National Planning Policy Framework states;

**‘Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.’**

**Paragraph 112, NPPF 2012.**

- 3.28 In agricultural land classification terms, the majority of the site is relatively flat with the exception of the northern area, which is more steeply sloping. Soils are fine loamy over clayey throughout and are slowly permeable, limited by wetness.
- 3.29 Detailed fieldwork undertaken has found that with the exception of Bean Hole Plantation in the north of the site, the site comprises Subgrade 3b agricultural land. The site does not therefore constitute Best and Most Versatile agricultural land.

## TOPOGRAPHY AND LANDFORM

- 3.30 The majority of the site has a shallow sloping landform, which falls from a high of 98.50 metres AOD (above ordnance datum) to a low of 90 metres AOD in a south westerly direction.
- 3.31 The low point of the site is situated in the southern tip of the site, close to Greenside Court. The high point aligns the southern boundary of the northernmost field, which is defined by a tall hedgerow.
- 3.32 The northernmost field which borders the dismantled railway is characterised by a smaller field arrangement and has a more steeply sloping landform which falls to a low of 82.00 metres AOD.
- 3.33 A topographical survey accompanies the application.

## ARBORICULTURE

- 3.34 An arboricultural survey to BS5837:2012 was undertaken in December 2014 by Midland Forestry Ltd to assess the condition of the trees and hedgerows on site. A total of 24 individual trees, 13 tree groups and 9 hedgerows and 4 woodlands were identified as follows:
- 1 tree unsuitable for retention;
  - 3 trees, 1 tree group and 4 woodlands of high quality;
  - 13 trees, 6 tree groups and 6 hedgerows of moderate quality; and
  - 7 trees, 6 tree groups and 3 hedgerows of low quality.
- 3.35 Trees with a retention span of less than ten years for reasons connected with their physiological or structured condition are not a consideration in the planning process. These trees are graded as category U (or as trees unsuitable for retention) and can be generally considered for removal to facilitate development.
- 3.36 Individual tree species noted include Pedunculate oak, Ash, Corsican pine, Sycamore and Silver birch. Tree 15, a veteran Pedunculate oak is situated in the north of the site.
- 3.37 Individual tree species noted in tree groups include Hawthorn, Elder, Pedunculate oak, Corsican pine, Sycamore, Common line, Ash, Silver birch and Norway maple.
- 3.38 Individual tree species noted in Woodlands include Pedunculate oak, Ash, Beech, Corsican pine, Hawthorn, European larch, Silver birch, Holly, Elder and Sycamore.
- 3.39 No known recorded Tree Preservation Orders exist within the site.

## ECOLOGY

- 3.40 An Extended Phase 1 Ecology Survey was undertaken in February 2015. Bat surveys were subsequently undertaken in June and July 2015.
- 3.41 The site comprises semi-improved grassland and a series of species-rich and species-poor hedges with two small areas of standing water and Bean Hole Plantation, a woodland. The following habitats were identified on the site:

### SEMI-IMPROVED GRASSLAND

- 3.42 This forms the primary habitat of the site, which is presently grazed by sheep and cattle. Species present include dandelion, ribwort plantain, creeping thistle, cock's foot, various mosses and Yorkshire fog.

### SPECIES POOR HEDGEROWS AND TREES

- 3.43 The semi-improved grassland is divided into four fields by a number of species-poor defunct hedgerows and trees. Species present include hawthorn, elder, bramble, holly, nettle and blackthorn. Tree species include Pedunculate oak, Ash and Sycamore.

### BROAD LEAVED WOODLAND

- 3.44 Bean Hole plantation is situated in the northern area of the site. Species present include Pedunculate Oak, Ash and Beech, European larch and Corsican pine.

### STANDING WATER.

- 3.45 A small area of standing water is located in the south western area of the site and is approximately 35 square metres in size and 30 centimetres in depth. Species present include rush and fine broadleaved grassland species on fringes.

- 3.46 A further area of standing water is located in the mixed species woodland area in the north of the site and is approximately 20 square metres in size and 30 centimetres in depth.

## PROTECTED SPECIES

### GREAT CRESTED NEWT

- 3.47 The two areas of standing water are not considered to offer ideal breeding habitat for amphibians due to their small size, ephemeral nature and the lack of available habitat for displaying amphibians.
- 3.48 The semi-improved grassland and broadleaved woodland are considered to offer suitable terrestrial habitat for amphibians and great crested newt. Whilst the site is considered to offer some limited habitat for amphibians, the likelihood of great crested newts occurring on site is considered to be low.

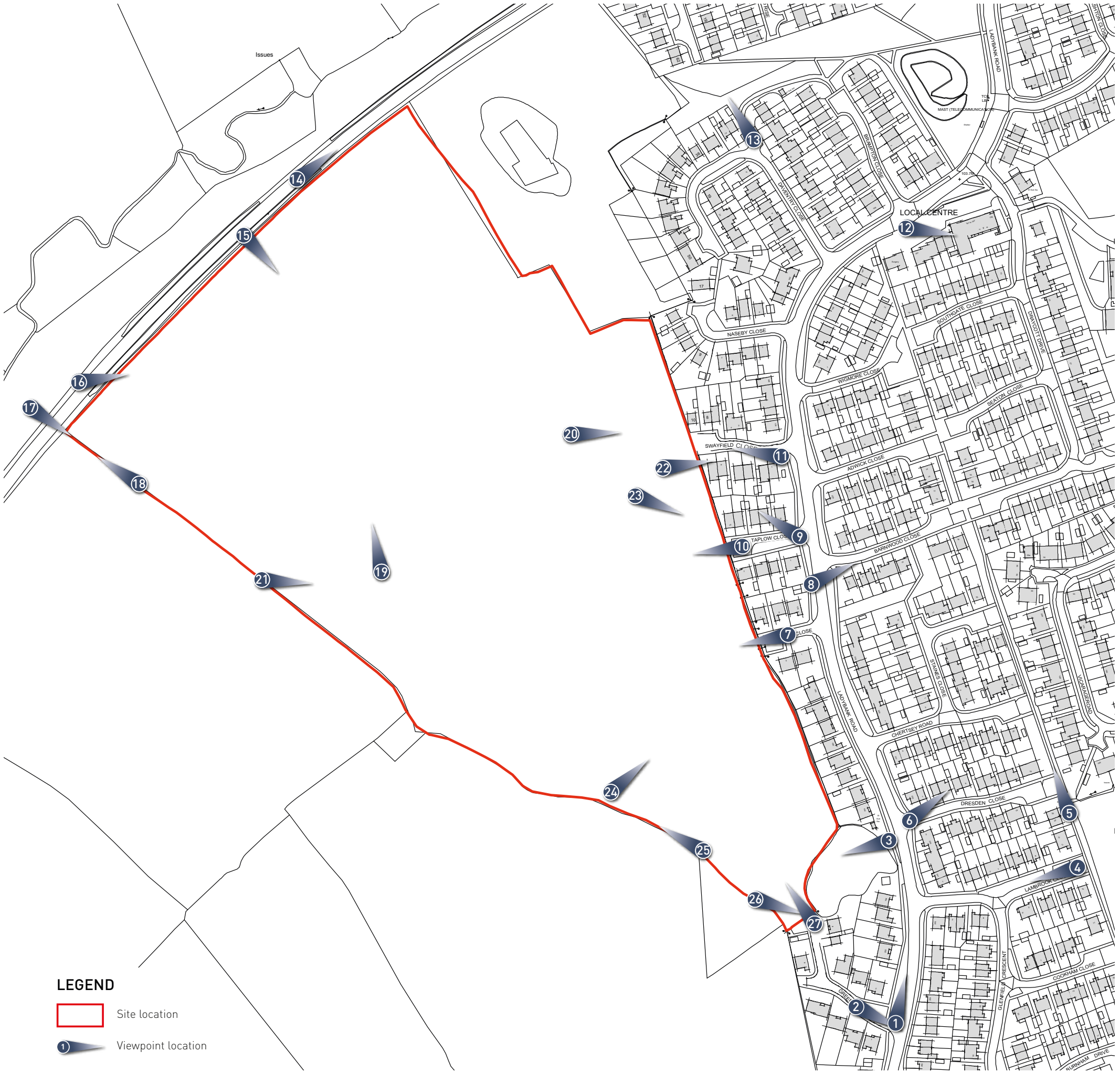
### BATS

- 3.49 Ten trees within the site exhibit features such as cracks in branches, holes caused by fallen deadwood and crevices in tree trunks.
- 3.50 The linear hedgerows and small areas of standing water offer commuting and foraging habitats for bats. The site is well connected to suitable features in the wider landscape such as surrounding woodland, a stream and hedgerows and as such offers medium potential wildlife value for bats.
- 3.51 Static and Transect surveys undertaken indicate that the site is used by both common and also relatively rare bat species. Common pipistrelle has been most frequently recorded however Sporano pipistrelle, brown long eared, Myotis species, Leisler's and noctule have also been documented.



## BIRDS

- 3.52 On site hedgerows, woodland and areas of scrub provide habitat for nesting birds. A considerable amount of bird activity has been noted.





**LEGEND**

-  Site location
-  Viewpoint location









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## LANDSCAPE

### LANDSCAPE CHARACTER OF THE SITE

- 3.53 The site comprises five grazing fields of rough grassland, bound and traversed by hedgerow tree belts at the western edge of Mickleover. Bean Hole Plantation, a small copse, is present in the central northern part of the site which provides a wooded context to the sloping ridge and furrow grassland which occupies the site's northern reaches.
- 3.54 The eastern boundary of the site aligns residential development comprising Daventry Close, Naseby Close, Swayfield Close, Taplow Close, Whenby Close and Ladybank Road. The southern site boundary adjoins residential development at Greenside Court. These areas provide an urbanised backdrop of single and two storey residential buildings in the immediate context of the site.
- 3.55 Public footpath Radbourne 8 runs alongside the western boundary. The footpath sits between a post and wire fence and scattered hedgerow trees. The northern site boundary comprises dense hedgerow tree cover which borders the southern edge of the dismantled railway and cycle route. The cycle route is linear and characterised by dense tree cover.
- 3.56 The landscape to the north of the site comprises rolling mixed farmland (predominantly hedgerow enclosed arable fields), blocks of woodland and scattered farmsteads. Landscape to the west of the site comprises medium to large scale arable and pastoral fields with isolated farmsteads and scattered copses, open grown trees and woodland blocks. The degree of local rurality in the adjoining open countryside to the west of the site is distinctly influenced by the presence of the A516 corridor where intervisibility with residential built form at the outskirts of Mickleover provides a settled and well

vegetated context to the surrounding farmland.

- 3.57 The character of the site is markedly influenced by the proximity to adjacent dwellings and street scenes of single and two storey suburban estates off Ladybank Road. The existing arrangement of on-site green infrastructure, namely the field boundary enclosures of naturalised hedgerows and scattered Oak and Ash hedgerow trees are a characteristic feature of the locality, as identified in "Settled Farmlands" Landscape Character Type (LCT).

### REGIONAL CHARACTER

- 3.58 The East Midlands Regional Landscape Character Assessment (April 2012) identifies the site as being within the "Group 5A: Village Farmlands" LCT. The principal features of this character type are described as:
- "Gently undulating lowlands, dissected by stream valleys with localised steep slopes and alluvial floodplains;
  - Moderately fertile loamy and clayey soils with impeded drainage over extensive till deposits on higher ground and gravel terraces bordering main rivers;
  - Mixed agricultural regime, with localised variations but with a predominance of either dairy farming on permanent pastures, or arable cropping;
  - Small and moderately sized broadleaved woodlands and copses, often on sloping land; extensive new areas of planting associated with The National Forest;
  - Hedgerows and frequent oak and ash trees along hedge lines and streams contribute to well treed character of landscape;
  - Moderately sized well maintained hedged fields across rolling landform create patchwork landscape of contrasting colours and textures; and

- Extensive ridge and furrow and small historic villages linked by winding lanes contribute to historic and rural character of the landscape with a localised influence of large estates".

### LOCAL CHARACTER

- 3.59 The review document associated with the 2003 'Landscape Character of Derbyshire' study identifies the site located within the "Settled Farmlands", Landscape Character Type. The principal features of this character type are described as:
- Gently undulating to rolling lowland with localised steep slopes and permanent pasture;
  - Small woodland blocks and copses associated with steeper slopes;
  - Scattered Oak and Ash trees along hedgerows;
  - Small to medium size, semi-regular and strip fields enclosed by hedgerows;
  - Extensive ridge and furrow;
  - Landscape dissected by minor stream valleys and seasonally waterlogged soils;
  - Localised arable cropping;
  - Network of winding lanes often sunken on steeper slopes; and
  - Small clusters of red brick and Staffordshire blue clay tile farms and cottages.
- 3.60 With the exception of the ridge and furrow and Bean Hole Plantation to the north, the on-site features which are representative of the 'Settled Farmlands' Landscape Character Type are not considered to be particularly notable, rare or unique. The northern area of ridge and furrow and all site boundary vegetation can be retained by ensuring appropriate development offsets and enhanced through management.