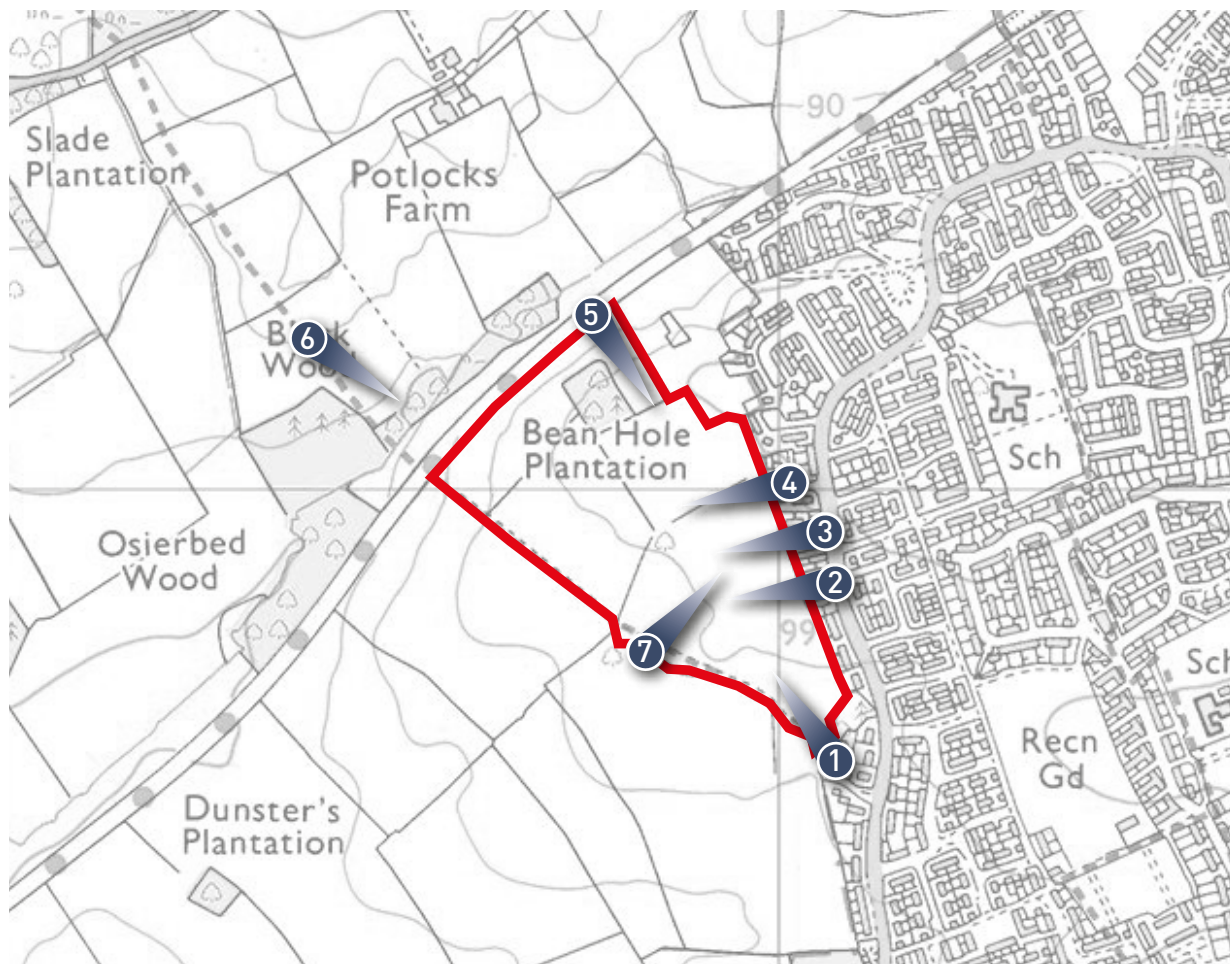


VIEWS OF THE SITE

- 3.61 Views 5 & 6. To the north, visibility is contained by dense tree cover which aligns the cycle route corridor. This creates a principal linear wooded screen in the landscape, which when coupled with the presence of other areas of fragmented woodland, copses and plantations within the wider landscape to the north, heavily screens the site. Where glimpsed views are seen from rising ground to the north, the sloped landform of the site limits visibility to the northern wooded land parcel.
- 3.62 Views 2, 3 & 4. To the east, views are contained to close proximity by the surrounding residential townscape which aligns the eastern site boundary. These views are limited to largely narrowed vistas from the adjoining street scenes.
- 3.63 View 1. To the south, views into the site can be seen at close proximity from the existing gated access off Greenside Court. These views are however fragmented by hedgerow field enclosures and topography. Within longer distance views, the site is screened by intervening residential built form and at greater distances, the site is increasingly screened by intervening trees, hedgerows and scattered rural development.
- 3.64 View 7. To the west, open views across the site are seen across the site are seen from the on-site public footpath Radbourne 8; however longer distance views are truncated and increasingly filtered by the intervening landscape framework and influenced by the urban edge along eastern boundary, which is a backdrop within site-facing views.
- 3.65 For further information, please refer to the supporting Landscape and Visual Impact Assessment by Tyler Grange LLP.



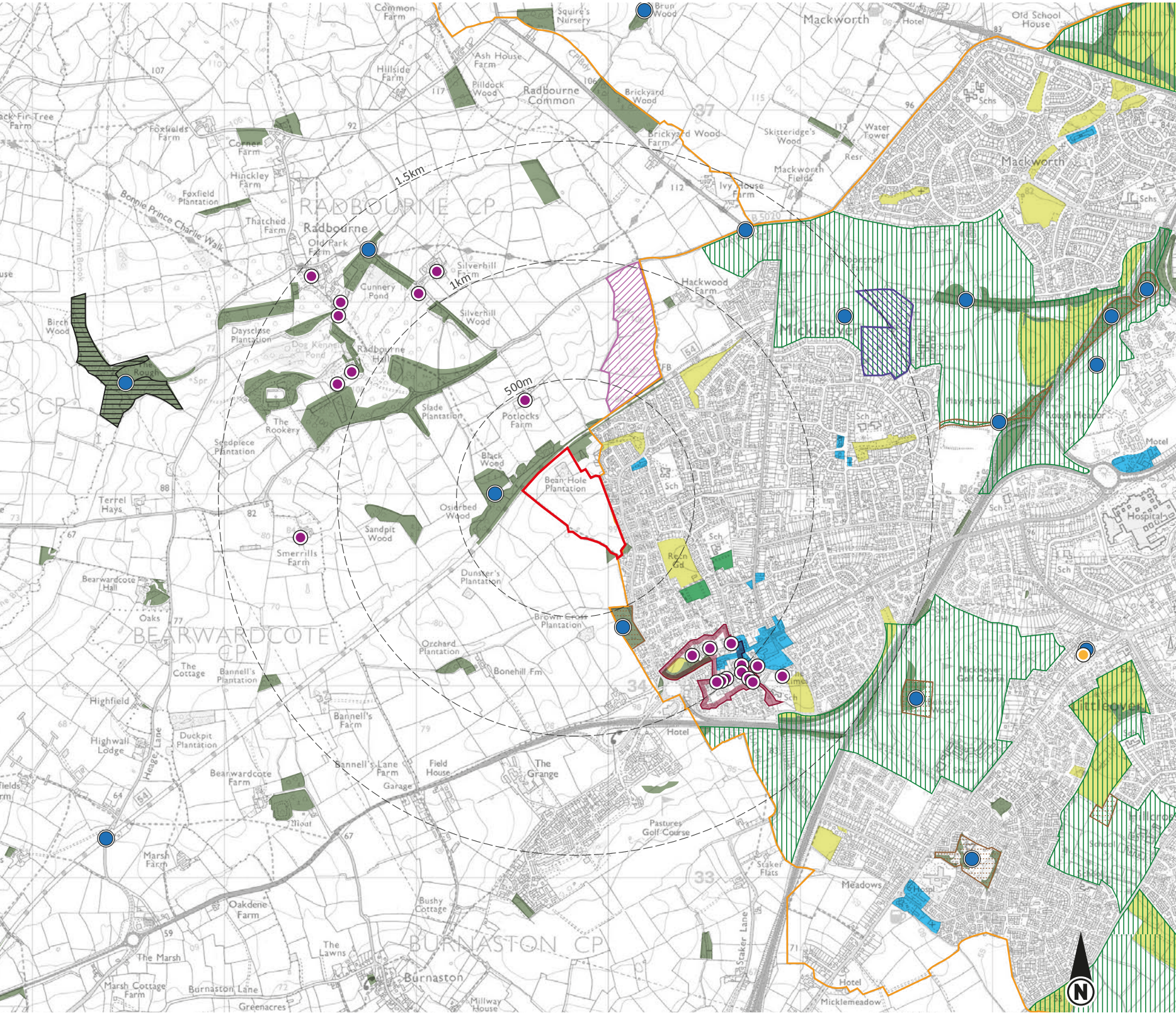

















ARCHAEOLOGY

- 3.66 The site majority of the site has a shallow sloping landform with the exception of the northern area of the site, which slopes northwards fairly sharply towards a small brook beyond the site boundary, where the site edge is demarked by the cutting of the former railway line.
- 3.67 Vestigial earthworks are located in southernmost field of the site, close to Greenside Court and are likely to be the ploughed-out remnants of ridge and furrow cultivation. A grassed-over hollow on the western edge of the field may be the remains of a former marl pit.
- 3.68 Ridge and furrow earthworks are located in the central and northern fields of the site which suggest the site once comprised part of a single furlong as part of a medieval open field system of agriculture. Whilst the Historic Environment Record suggests that these features are present across the entirety of the site, those located in the centre are less defined and have been ploughed out. Ridge and furrow which are best preserved are situated in the northern reaches of the site and align a southeast-northwest axis.
- 3.69 Extensive geophysical surveys were undertaken in July 2015. No features of archaeological significance were identified and the application site is therefore considered to have low potential for below ground archaeological remains.
- 3.70 For further information, please refer to the supporting Archaeological Report by Iain Soden Heritage Services Ltd and the Geophysical Survey Report by ArchaeoPhysica Ltd.





LEGEND

- | | | | |
|--|--|---|--|
|  Site boundary |  Conservation Area |  Local Nature Reserve |  Local Wildlife Site |
|  Woodland |  Green Wedge |  Nature Conservation | |
|  Ancient Woodland |  Shopping Allocations |  Listed Building | |
|  LPA Boundary |  Housing Allocation* |  Scheduled Monument | <p>* South Derbyshire Council Allocation</p> <p>** Information obtained from Derby City Council and South Derbyshire Council local plans, information also obtained from www.magic.gov.uk and www.data.gov.uk</p> |

NATIONAL AND LOCAL DESIGNATIONS

STATUTORY PLANNING DESIGNATIONS

- 3.71 A Public Right of Way (Radbourne 8) runs alongside the western boundary of the site. This route connects Greenside Court to National Cycle Route 54 which runs along the dismantled railway line to the north.

NON-STATUTORY PLANNING DESIGNATIONS

- 3.72 The site itself is not covered by any specific landscape designation that would preclude its use for development. No known recorded Tree Preservation Orders exist within the site.

STATUTORY HERITAGE DESIGNATIONS

- 3.73 There are no designated heritage assets (World Heritage sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Battlefields or Parks and Gardens) within or adjacent to the site.
- 3.74 The closest designated heritage asset is Potlocks Farmhouse, a Grade II Listed building dating to the mid 18th century which is situated 350 metres beyond the site to the north. Radbourne Hall, a Grade I Listed building is located on Sutton Lane and is situated further to the north. These buildings are screened from the site by intervening landform and vegetation.
- 3.75 The historic core of Micklegate is situated to the south east of the site and comprises the area around Etwell Road, Orchard Street, The Green and The Hollow. This area is a designated Conservation Area and contains thirteen Grade II and Grade II* Listed Buildings including the 14th century Church of All Saints and the 17th century Old Hall. These buildings and the site are separated by modern development and there are presently no views between the two. No direct or indirect impact is therefore envisaged upon the setting of the heritage assets and the Conservation Area.
- 3.76 The site contains a single non designated heritage asset in the form of ridge and furrow, which is best preserved in the northern area. It is evident that this feature encompassed a larger extent of the site, however central areas have since been ploughed out and are considered to be of lower heritage significance.

STATUTORY AND NON-STATUTORY NATURE CONSERVATION DESIGNATIONS

- 3.77 There are no statutory sites designed for nature conservation within 2 kilometres of the site.
- 3.78 Black and Osierbed Woods is a non-statutory site Local Wildlife Site (LWS) and is situated approximately 30 metres to the north of the site, just beyond the cycle route and the dismantled railway line.
- 3.79 Ladybank Wood is also a LWS and is situated adjacent to the southern edge of the site, off Greenside Court. Eggington Greenway and Etwell trail are also non statutory sites and are situated 20 metres to the west.
- 3.80 Micklegate Meadows is the nearest non statutory Local Nature Reserve and is situated approximately 1.5 kilometres from the site to the east.
- 3.81 There are no areas of Sites of Special Scientific Interest (SSSI's) near the site. Eastover Copse, an ancient semi-natural woodland is located approximately 700 metres to the south of the site. Three further areas; Great Wood, Cossical Copse and Stonehanger Copse are situated within 1.5 kilometres to the west and south of the site.

DRAINAGE AND FLOOD RISK

FLUVIAL FLOOD RISK

- 3.82 There are no Environment Agency main rivers in the vicinity of the site. Hell Brook is the nearest main river to the site and is located approximately 1.8 kilometres to the south-east. The South Derbyshire District Council Strategic Flood Risk Assessment (SFRA) identifies no references to any incidents of fluvial or historical flooding in the vicinity of the site.
- 3.83 A minor unnamed watercourse is situated approximately 150 metres to the north of the site. The site is elevated above this watercourse and it is likely that the dismantled railway would interrupt flows from it.
- 3.84 Environment Agency flood mapping identifies the site as being entirely within Flood zone 1 (Low probability). This means that the site has a less than 1 in 1000-year annual probability of river/ tidal flooding.

GROUNDWATER FLOOD RISK

- 3.85 South Derbyshire District Council's SFRA confirms that the Environment Agency has no reports of groundwater flooding across the District.
- 3.86 British Geological Survey mapping shows the site to be underlain by Mudstone (Edwalton Member). This Environment Agency designates this as a Secondary B Aquifer, which comprises predominately lower permeability layers which may store and yield limited amounts of groundwater. As a result of local geological conditions, the risk of groundwater flooding is considered to be low.

FLOOD RISK FROM RESERVOIRS AND LARGE WATERBODIES

- 3.87 Environment Agency mapping shows the site to be located outside the maximum flood inundation zone should a reservoir or waterbody fail.

FLOOD RISK FROM SEWERS

- 3.88 Severn Trent Water Sewer Records indicate that there are no public sewers present on the site however sewers are present in the highways of existing residential areas to the east. As landform in this area falls in a south-westerly direction, flows from surcharging sewers could be directed towards the site.
- 3.89 South Derbyshire District Council's SFRA confirms no incidents of historical flooding in the vicinity of the site. Sewer flood risk is therefore considered to be low.

PLUVIAL FLOOD RISK

- 3.90 Environmental Agency mapping shows the potential risk of flooding from surface water, which could occur when rainwater fails to drain away through normal drainage systems or to soak into the ground.
- 3.91 A small area on the western boundary of the site correlates with an existing localised topographical depression and is shown to be predominately 'low risk'. The majority of the remainder of the site is shown to be at 'very low' pluvial flood risk. The extent of pluvial flooding correlates with the existing watercourse to the north of the proposed development which partially intrudes onto the site.

- 3.92 The vulnerability of the development to flooding from pluvial, sewerage, groundwater and artificial water bodies, has been assessed and it is considered that subject to proposed mitigation measures, these sources pose a low risk to the development.
- 3.93 In accordance with the National Planning Policy Framework and its associated Technical Guidance, the development is sequentially acceptable and no exception test is therefore required. From a flood perspective, the site is considered to be appropriate for residential development.
- 3.94 For further information, please refer to supporting information by BWB Consulting.

NOISE

- 3.95 There are no known noise constraints on that could preclude development on the site. Surrounding land uses comprise existing residential development to the east and countryside to the north and west. A residential development would be compatible with these adjoining land uses.

UTILITIES

- 3.96 The existing site surroundings appear to be well served by main utility services. Detailed information can be found in the supporting Utilities Assessment by BWB Consulting.

SUMMARY OF ANALYSIS

- 3.97 The findings of the survey, appraisal and technical work completed to date have established that the site is a suitable location for a residential development which could be brought forward without giving rise to significant environmental effects.
- 3.98 There are no constraints associated with providing access to the site by private vehicle and the site can be readily accessed from the local adopted highway network. The site has a sustainable location and is supported by an excellent pedestrian and cycle network. Local facilities, primary schools and recreational and play spaces are within walking distance.
- 3.99 The site is situated adjacent to Ladybank Road, Swayfield Close and Greenside Court, which are established residential streets that comprise the urban edge. The site offers opportunities that will enable a development to positively assimilate with both urban and landscape environments, logically extending the edge of Mickleover.
- 3.100 Visually the site is well-contained by existing built form to the east and southern site boundaries. The site represents settlement edge pasture filtered and partially screened by perimeter vegetation. The site and its context are generally consistent with both national and local landscape character studies with the on-site ridge and furrow and Bean Hole Plantation, considered to represent notable features within SPD. Remaining landscape features are not particularly rare or unique.
- 3.101 The site is relatively unconstrained with regard to nature conservation and ecology. Such nature conservation and ecological value as there is will be protected if hedgerows, trees and woodland areas of the site are retained and suitable mitigation measures are implemented. A proposed program of habitat enhancement and creation will result in a positive impact and net gain for nature conservation and ecological value at the local level, when implemented through an appropriate management regime.



KEY

	SITE LOCATION
	PUBLIC RIGHT OF WAY
	KEY LINKAGES
	NATIONAL CYCLE ROUTE 54
	PRIMARY ROAD
	EXISTING SITE ACCESS
	INWARD VIEWS FROM NEIGHBOURING PROPERTIES
	BUS STOPS
	LOCAL CENTRE
	RIDGE AND FURROW (APPROXIMATE)
	DITCHES
	1M CONTOURS
	EXISTING HEDGEROWS (INDICATIVE)
	EXISTING VEGETATION (INDICATIVE)
	WATERCOURSE/ PONDS
	APPROXIMATE SURFACE WATER FLOOD ZONE (FROM EA FEB 2015)
	LOCAL FACILITIES
	CONTEXTUAL GREEN SPACES
	WIDER LANDSCAPE CONTEXT
	DECIDUOUS WOODLAND

SITE CONSIDERATIONS

- Site high and low points;
- Existing landscape features (hedgerows, trees and woodland);
- Ridge and furrow and steeply sloping landform in the north of the site;
- Presence of bats and nesting birds; and
- The residential amenity of existing houses along the eastern site boundary.

DEVELOPMENT OPPORTUNITIES

- To provide access to the development via the existing road network;
- To create a permeable network of streets and pedestrian/cycle connections, opening up public access across the site;
- To strengthen existing linkages to local facilities, services and green spaces;
- To create a hierarchy of streets which support key routes and underpin development character areas;
- To extend the existing urban grain into the site and continue building lines;
- To create a loose grid-like pattern of streets which draw upon contextual characteristics;
- To mirror building lines, respecting visual amenity at all times;
- To create a series of 'break-out' landscape spaces and strategic gaps which complement key routes, engender character and unite residential communities;
- To create a balanced and sustainable residential development which offers a range of family house types, sizes and tenures;
- To make efficient use of land through the application of appropriate densities which draw upon existing residential patterns;
- To retain and bolster field boundaries, vegetation and trees;
- To offset development from the site ridgeline, woodland and prominent ridge and furrow to the north; and
- To create interlinked green spaces that maintain suitable habitats for ecology whilst promoting habitat creation and biodiversity.



INVOLVEMENT

4

THIS SECTION OUTLINES CONSULTATION UNDERTAKEN AND PROVIDES A SUMMARY OF FEEDBACK.



‘Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take into account of the views of the community. Proposals that can demonstrate this in developing the design of the new community should be looked on more favourably.’

Paragraph 66, NPPF 2012.

This section should be read in accordance with Section 5; Design Evolution.

DERBY CITY COUNCIL

4.1 A pre-application meeting was held with planning, housing, policy and highways Officers at Derby City Council on 20th April 2015. The purpose of the meeting was to discuss the principle of development, in the context of the planning policy framework and the council’s position with regards to their 5 year housing land supply of deliverable housing sites. Initial site and contextual analysis work and the stage one indicative masterplan was presented and facilitated discussions regarding the principal and location of the development access, other committed residential development and anticipated Section 106 requirements.

SOUTH DERBYSHIRE DISTRICT COUNCIL

4.2 A further pre-application meeting was held on site on Wednesday 6th May with Planning Officer Steve Mott and Urban Design Excellence Officer Richard Shaw. The purpose of the meeting was to review the site and its surroundings and to review the stage one indicative masterplan.

4.3 Feedback was as follows:

- The proposed access points into the development via Swayfield Close and Greenside Court were considered logical and the impact of additional traffic should be assessed accordingly;
- The concept of a principal tree lined street was supported in recognition of the scale of the proposed development and the need to create a hierarchy of streets;
- The use of a grid-like block structure of development zones (drawing upon contextual patterns) was supported;
- The proposed disposition of new streets to extend existing streets was encouraged;
- The location of the community green and type of children’s play area (LEAP) was supported, as was the provision of key pedestrian routes;
- The retention of ridge and furrow features in the north of the site were welcomed; and
- Views of the site from Potlocks Farmhouse are screened by intervening landform and vegetation, as are views of Radbourne House.

04 INVOLVEMENT

4.4 The following suggestions were made:

- The Greenside Court access should serve a lower number of dwellings and have a softer development edge. Pedestrian and cycle links should be provided to ensure this area of the development is integrated and inclusive;
- The development envelope to the south should recede northwards and comprise lower density development in order to create a soft edge off Greenside Court;
- New buildings along the eastern boundary should be carefully placed to achieve minimum building separation distances from existing buildings and conservatories;
- Building heights should be predominantly 2 storeys. Use of 2.5 storeys should be limited to define focal points and internal spaces within the development and avoid the eastern site boundary. Use of 3 storey buildings should be also avoided;
- Consideration should be given to the proposed housing density;
- Consideration should be given to the implementation of landscape themes to streets;

- The green corridor along the western edge of the site should deepen to offer a softer transition from the urban fabric to the countryside;
- Thought should be given to the extent of the development envelope in the north west of the site and the landscape treatment along the ridgeline;
- Consideration should be given to upgrading the existing Public Right of Way to a pedestrian/cycle route; and
- Consideration should be given to the feasibility of providing an additional pedestrian link from the development onto Ladybank Road via the adjacent woodland.

4.5 Further information can be found in the supporting Planning Statement by Fisher German.

PUBLIC CONSULTATION

- 4.6

Richborough Estates held a public exhibition on Thursday 2nd July 2015 between the hours of 4.15pm and 8.15pm at St. John’s Church on Devonshire Drive, Mickleover. The venue was within easy access of the site with parking and cycle facilities available.
- 4.7

The purpose of the exhibition was to present and discuss the emerging proposals with the local community and obtain feedback on the proposed development. The venue was chosen as suitable venue to host the exhibition due its familiar location within Mickleover. The date and time chosen ensured that residents could attend either inside or outside of core working hours and avoided weekends and school holidays.
- 4.8

Visitors to the exhibition were met by a representative of the project team. Representatives of Richborough Estates and members of the design team were on hand to explain the proposals and answer any questions raised.
- 4.9

Approximately 1000 leaflets publicising the event were distributed to residential and local business properties within Mickleover on Thursday 25th June 2015. Details of the event were circulated to Ward Councillors and copies of the leaflet were left with local shops.
- 4.10

The event was well attended and comprised an exhibition display which presented the stage two indicative masterplan. A summary of the proposals in respect of highways, landscape, ecology, drainage and sustainability was also displayed. A copy of the exhibition was made available to view online on a dedicated website page at:
www.richboroughestates.co.uk/projects.asp
- 4.11

A feedback form was provided for attendees to supply their responses at the exhibition. A dedicated email address was also provided enabling residents to submit their responses by Monday 13th July 2015.
- 4.12

A total of 37 responses were received at the exhibition and 8 comments received by email. Of the 45 responses, 42 objected to the proposals and 3 had neutral views. In no order of preference, a summary of the feedback received is illustrated opposite, together with a response.

SUMMARY OF COMMENTS:	
Comments:	Response:
Concerns regarding impact of the proposed development on local amenities, in particular schools and doctors surgeries	<p>Any increased capacity as a result of the development will be secured by way of a Section 106 legal agreement. Pre-application discussions have taken place and are ongoing with relevant local authorities. A meeting with the local NHS Clinical commissioning Group has also recently been requested.</p> <p>An overview of local facilities in Mickleover and their proximity to the site can be found in Section 3 of this document. A Sustainability Assessment also accompanies the application.</p>
Concerns regarding the impact of the development on the existing local highway network	<p>Pre-application discussions with Derbyshire County and Derby City Highway Authorities have taken place.</p> <p>A Transport Assessment accompanies the application, the scope of which has been agreed with Highway Authorities. The assessment takes into account all relevant routes and junctions and nearby committed development. Modelling has also been undertaken to predict the distribution of the amount of traffic from the proposed development. The assessment finds that the proposed development will not make any material difference to the operation of the wider road network and all junctions will continue to operate well within capacity. Further information can be found in supporting documents by PTB Transport Planning.</p>
Concerns regarding the suitability of the proposed access roads into the development and the level of traffic already using roads and junctions	<p>A detailed assessment of existing roads has been undertaken to ensure designs are of a suitable width and technical configuration to accommodate traffic from the development in accordance with Highways Design Guidance requirements.</p> <p>The development proposes sustainable modes of travel. New pedestrian routes will connect with existing streets such as Swayfield Close, Whenby Close, and Taplow Close. The existing Public Right of Way will be retained and upgraded, maintaining and strengthening links between Greenside Court and the existing cycle route network.</p>
Concerns regarding the integration of the proposed development on the South Derbyshire District and Derby City border	<p>Pre-application discussions have been held with the three local authorities of South Derbyshire District, Derby City, and Derbyshire County which have not only considered highways matters but also the need to ensure that Section 106 contributions are appropriately directed to the location where the impact of development will be felt. These discussions are ongoing and will continue through the determination of the planning application.</p>
Concerns regarding the loss of open space	<p>The development proposal design is influenced by the site’s landscape features (hedgerows, woodland, trees and ridge and furrow) and proposes extensive open space which will greatly surpass South Derbyshire District Council’s requirements.</p> <p>The development will open up the site for public use and provide attractive green spaces and children’s play. These spaces will be accessible by a comprehensive network of pedestrian footways which will connect with the existing Public Right of Way.</p>
Concerns regarding the loss of residential amenity – particularly for residents in Swayfield Close, Taplow Close and Whenby Close	<p>Buildings located along the eastern boundary of the site will be distanced to achieve minimum building separation distances as set out in South Derbyshire District Council’s ‘Housing Design and Layout Design’ Supplementary Planning Guidance. In order to address comments regarding privacy, a number of landscaped greens have since been introduced to the indicative masterplan.</p>
Concerns regarding the need for housing Mickleover.	<p>This issue is addressed in the supporting Planning Statement by Fisher German.</p>
The capacity of existing drainage network to support a new development	<p>This issue is addressed in the supporting Flood Risk Assessment by BWB Consulting.</p>
The impact of the development on the existing Public Right of Way	<p>The existing Public Right of Way is proposed to be retained and incorporated into public open space. Low density housing will overlook the public footpath to achieve natural surveillance and will be suitably offset to maintain existing hedgerows and trees.</p>
The ability for new roads to deal with refuse vehicles	<p>New streets have been designed in accordance with The 6C’s Highways Design Guide. Swept path/ tracking for refuse vehicles accompanies the application.</p>
The impact of the development on the site and its surroundings	<p>The development proposes existing hedgerows be retained, save for small sections of removal in order to facilitate access into and around the development. The extent of hedgerow loss will be mitigated with new planting using native hedgerow species.</p> <p>Trees and woodland within the site are proposed to be retained and incorporated into a central ecological area. Development zones will be offset from these features by a minimum of 5 metres.</p> <p>New storm water ponds will have shallow features suitable for wildlife.</p> <p>All green spaces will remain interconnected and continuous to support existing habitats, such as bats and birds and will promote biodiversity and encourage habitat creation.</p>





EVALUATION AND DESIGN PRINCIPLES

5

THIS SECTION DETAILS DESIGN PROGRESSION AND
KEY DEVELOPMENT PRINCIPLES IN THE CONTEXT
OF THE NATIONAL PLANNING POLICY FRAMEWORK



LEGEND

-  Site location
-  Key pedestrian routes
-  Public Right of Way
-  Residential development
-  Central residential street/ focal point buildings
-  Existing trees/ hedgerows
-  Indicative Storm water attenuation
-  Indicative contextual landscape
-  Public Open Space

05 DESIGN EVOLUTION

STAGE ONE INDICATIVE MASTERPLAN

INITIAL DESIGN RESPONSE

5.1 In response to site and contextual observations, this indicative masterplan was prepared at the outset of the project and assisted early discussions with the Local Authorities. The proposal comprised:

- Two points of vehicular access into the site via Swayfield Close and Greenside Court;
- A principal, linear tree lined street linking together the two development accesses;
- Key pedestrian links to Swayfield Close, Taplow Close, Whenby Close and Ladybank Road;
- Retention of the existing Public Right of Way along the western site boundary;
- A loose 'grid-like' pattern of new streets creating development zones or blocks of a similar size and scale to existing residential streets;
- Street patterns which logically extend existing streets and maintain inward and outward views;
- Focal point buildings and greens to address views and create key spaces;
- A range of building heights which vary between 2 and 2.5 storeys;
- A residential development comprising approximately 230 dwellings;
- The provision of a range of housing types, with a bias towards larger dwellings in order to create 'soft' development edges;
- An equipped children's play area, overlooked by housing and within easy access of key pedestrian links;
- A central 'T shaped' corridor of public open space, retaining existing hedgerows and trees;
- Public open space in the north of the site, retaining ridge and furrow and Bean Hole Plantation;
- Landscaped greens along the eastern boundary to address views and residential amenity; and
- A lower density 'soft' development edge along the western boundary, incorporating sustainable urban drainage features.