














# KEY

-  SITE LOCATION
-  INDICATIVE RESIDENTIAL DEVELOPMENT
-  PUBLIC OPEN SPACE
-  BALANCING POND
-  EXISTING VEGETATION
-  PLAY AREA
-  PUBLIC RIGHT OF WAY
-  KEY PEDESTRIAN LINKS
-  NATIONAL CYCLE ROUTE
-  BREAK IN VEHICLE NETWORK
-  KEY FACILITIES



## **STAGE TWO INDICATIVE MASTERPLAN INTERIM DESIGN PROPOSAL**

- 5.2 This indicative masterplan is a simplified and slightly progressed version of the stage one masterplan and was presented to the local community to illustrate key principles in respect of vehicular accesses, key pedestrian routes, street patterns and development zones and public open spaces.
- 5.3 In order to address the required housing mix for South Derbyshire, as identified by the Derby Strategic Housing Market Assessment (SHMA), development quantum increases to approximately 250 dwellings, allowing for a bias towards smaller dwellings. The indicative masterplan also includes an emergency access between the two vehicular access points, thereby limiting the number of dwellings served by Greenside Court.







KEY

 SITE LOCATION  
34.32 ACRES  
13.89 HECTARES

 PROPOSED  
RESIDENTIAL  
DEVELOPMENT

 STORM WATER  
ATTENUATION  
PONDS

 EXISTING  
TREES

 PUBLIC OPEN  
SPACE AND NEW  
TREE PLANTING

 PUBLIC RIGHT OF  
WAY AND NEW  
CYCLE ROUTE

 KEY  
PEDESTRIAN  
LINKS



## STAGE THREE INDICATIVE MASTERPLAN

### FINAL DESIGN PROPOSAL

5.4 The stage two indicative masterplan is revisited to consider the findings of technical and assessment work and to address feedback from South Derbyshire District Council and the local community.

5.5 The scheme is progressed to a final indicative masterplan as follows:

- Development quantum increases to 252 dwellings with a housing mix which is biased towards the provision of smaller dwellings;
- The southern edge of the development envelope recedes northwards from Greenside Court and is offset behind new woodland planting;
- The north western development envelope is receded from the north and west of the site to achieve a wider green edge; a softer transition to the countryside and greater separation distance from the existing hedgerow;
- Development zones are rationalised to achieve a greater offset each side of existing hedgerows and trees (5 metres each side);

- Separation distances between new and existing buildings are revisited;
- A green gateway or landscaped green is introduced off Swayfield Close to create an attractive entrance into the development and address the residential amenity of existing dwellings;
- Landscape themes are introduced to secondary streets and key pedestrian routes;
- The Public Right of Way is upgraded to a pedestrian/ cycle route; and
- Attenuation ponds are rationalised along the western boundary.

5.6 The stage three indicative masterplan is the proposal to which the outline application relates.



**DESIGN PRINCIPLES AND  
SUSTAINABLE STRUCTURING**

5.7 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

- 5.8 The proposed masterplan is a response to the site assessment, contextual observations and survey information summarised in Section 3. This document defines key design principles and objectives which subject to planning consent, will be used to inform a subsequent Reserved Matters or detailed planning application.
- 5.9 The design principles of the masterplan have been developed to achieve the criteria set out within the NPPF, namely:

## ACCESSIBILITY

**“Developments optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public spaces as part of developments) and support local facilities and transport networks”**

**Paragraph 58, point 3, NPPF 2012.**

- The provision of a principal vehicular access serving the majority of the development via Swayfield Close;
- The provision of a secondary access off Greenside Court serving approximately 24 dwellings;
- The provision of new footways each side of the proposed accesses which connect with the existing footway provision;
- The provision of a network of pedestrian routes that connect with Taplow Close and Whenby Close, promoting sustainable modes of travel and linkages to local amenities, services and recreation spaces;
- Subject to land ownership, a potential pedestrian route through the adjacent woodland off Ladybank Road;
- The retention of the existing Public Right of Way and upgrade to a pedestrian/ cycle route;
- The creation of a clear, legible movement hierarchy of streets which provide easily recognisable, secure and attractive routes that balance the street as a space alongside its function as a movement corridor; and
- The provision of buildings, such as focal point buildings which achieve legibility and assist navigation through the development.

## FUNCTION AND QUALITY

**“Developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”**

**Paragraph 58, point 1, NPPF 2012.**

New development provides opportunities to:

- Create a development which has character and identity whilst positively responding to and integrating with the existing urban fabric and landscape context;
- Provide a range of housing types, tenures and sizes;
- Engender distinctiveness through well designed spaces and built form;
- Create soft development edges which provide a suitable transition from urban context to the countryside;
- Open up public access across the site and provide links to a range of attractive green spaces, including a community green, a green gateway, an ecological corridor and green edges, as extensive public open space;

- Create places which unite new and existing residential communities and encourage social activity;
- Strengthen existing linkages to local facilities;
- Retain and supplement existing trees and hedgerows, providing an attractive and mature setting for passive and active recreation;
- Clearly define the public and private realm;
- Retain landscape features and ridge and furrow;
- Use energy efficient building techniques and sustainable technologies which cater for the requirements of modern day living; and
- Safeguard future passive solar gain through siting and orientation of buildings.





QUALITY OF PUBLIC REALM

“Developments will establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit”

Paragraph 58, point 2, NPPF 2012.

- The provision of a clear hierarchy of connected spaces and places, which are accessible by a variety of users and consider the design of the space as well as its function as a movement corridor;
- The use of linear building lines, housing blocks and route alignment to ensure new streetscapes appear as a continuation of existing streets;
- The use of linear building patterns which continue existing building lines and assist assimilation into the existing residential context;
- The creation of residential patterns which define the public and private realm using built form, boundary and landscape treatments;
- The retention of existing landscape features, predominantly in public open spaces; and
- The provision of new landscape which bolsters existing features, creates themes, softens edges and defines corridors.

RESPONSE TO CONTEXT

“Developments will respond to local character and history, and reflect the identity of local surrounding and materials, while not preventing or discouraging appropriate innovation”  
Paragraph 58, point 4, NPPF 2012.

Integrate new development into the existing built form fabric through;

- The provision of new vehicular accesses into the development via Swayfield Close and Greenside Court, logically extending existing streetscapes;
- The provision of key pedestrian routes which link with existing streets, strengthen links to local facilities and promote sustainable modes of travel;
- The retention and upgrade of the Public Right of Way to a pedestrian-cycle route, connecting with the existing cycle route network to the north;
- Extending the existing urban grain into site from the east;
- The provision of loose grid-like pattern of streets, drawing upon existing contextual residential patterns;

- The creation of a development which assimilates existing residential patterns with new and considers residential amenity;
- The use of a palette of traditional materials which will harmonise with the vernacular of Micklegate;
- The application of a range of house types and designs which cater for a range of household sizes;
- The application of a range of housing densities to engender character and identity;
- The use of some repetitious building lines which create some formal and structured routes that draw upon contextual patterns;
- The provision of higher density housing in the heart of the development to achieve enclosure and well defined spaces;
- The provision of lower density development edges in the west of the site to address the transition from urban fabric to countryside;
- Offsetting the development from the northern area of the site to retain ridge and furrow and Bean Hole Plantation; and
- Offsetting development from Greenside Court and providing new woodland planting to create a soft edges.



## SAFE AND ACCESSIBLE ENVIRONMENTS

**“Developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion”**

**Paragraph 58, point 5, NPPF 2012.**

- The creation of clearly a defined public realm through the provision of continuous building frontages and the enclosure of private spaces; and
- The control of access to private areas, particularly rear gardens.



## A PLACE FOR EVERYONE

- The creation of a new development which allows ease of movement for all types of users and provides equal social, community and recreation opportunities for all; and
- The creation of proposals which consider the relationship between surrounding uses and transport infrastructure, particularly for those with disabilities.









# DESIGN PROPOSALS

6








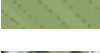

THIS SECTION DETAILS THE INDICATIVE  
DEVELOPMENT MASTERPLAN AND ELABORATES KEY  
DESIGN PRINCIPLES







## LEGEND

-  Site location
-  Public open space
-  Residential development
-  Existing trees
-  New trees
-  Sustainable urban drainage
-  Ridge & furrow
-  Children's play
-  Green gateway

# 06 DESIGN PROPOSALS

6.1 This Design and Access Statement explains the design principles and concepts that have been applied to particular aspects of the proposal in respect of use and amount, access, layout, landscaping and appearance of the development.

## USE AND AMOUNT

This addresses how much development is proposed. For residential development, this means the number of dwellings proposed for residential use, the density and the proposed areas of each associated use.

## ACCESS

This covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning, treatment and types of access. It also includes circulation routes and how these fit into the surrounding access network;

## LAYOUT

This includes the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development;

## LANDSCAPING

This covers the treatment of private and public space which enhance or protect the sites amenity through hard and soft measures, for example through planting of trees or hedges or screening by walls and fences; and

## APPEARANCE

The aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

6.2 This section provides a comprehensive description of the design concepts and principles which underpin the proposed indicative masterplan and are summarised by a series of parameter plans. The level of detail is appropriate to the issues relative to the context and scope of the application for outline planning permission.







USE AND AMOUNT

RESIDENTIAL DEVELOPMENT (CLASS C3)

- 6.3 The proposed indicative masterplan comprises 252 dwellings. The development will comprise a mix of dwelling types including maisonettes and apartments, terraced, semi-detached and detached houses ranging from 1 to 5 bedrooms in size. Subject to consent, the exact housing mix will be discussed with Derby City and South Derbyshire District Council and determined at Reserved Matters or detailed design stage.
- 6.4 The proposed indicative masterplan has been prepared to illustrate how a development could work. It does not preclude alternative layouts or quantum as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of high quality within the built environment remains creative and responsive.
- 6.5 The indicative masterplan seeks to make efficient use of land whilst promoting densities which are appropriate to the local area and will help the development to assimilate into the wider residential context. The proposed density allows for the provision of a range of dwellings of varying sizes and tenures which will offer choice and promote a sustainable, balanced residential community. The creation of new households will help to sustain local facilities and services within Mickleover.

AFFORDABLE HOUSING

- 6.6 In accordance with Housing Policy 9 (Affordable Housing), 30% of the development (quantum) is proposed to be offered as affordable housing. This equates to 75 dwellings, which will be dispersed across the development in clusters generally comprising between 10 and 15 dwellings.
- 6.7 As appropriate, affordable dwellings will be designed to meet the standards of Design and Quality standards, such as Lifetime Homes and Secured by Design.
- 6.8 Affordable housing will comprise affordable rent, social rent and shared ownership tenures, the percentage provision of which will be informed by the Derby HMA Strategic Housing Market Assessment (SHMA). Subject to consent, the final housing mix will be determined through a Reserved Matters or detailed application.

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

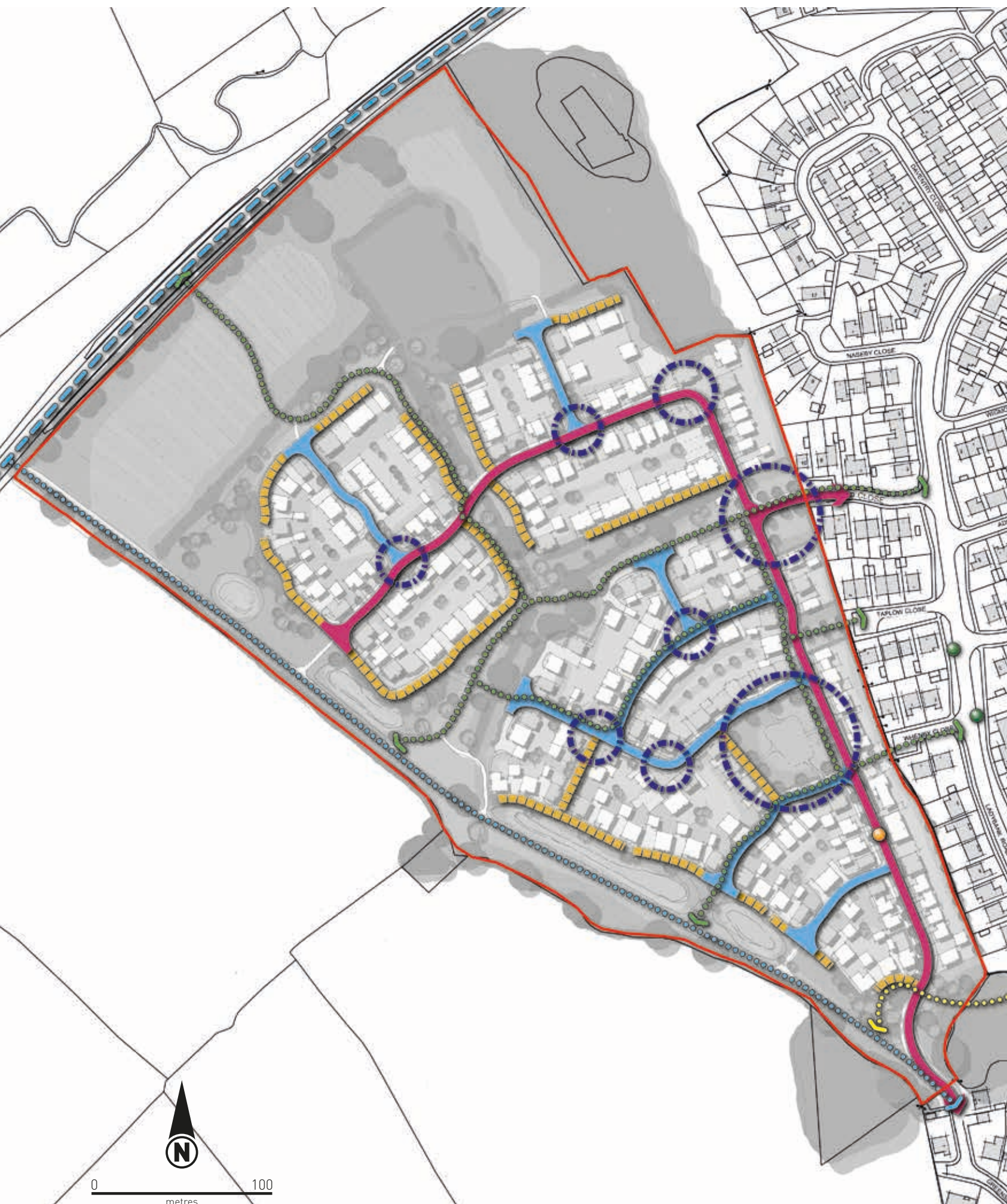
- 6.9 The overall amount of Public Open Space has been designed in accordance with Recreation Policy 4 (Provision of outdoor playing space in new housing provision). The on-site requirement has therefore calculated using the following indicative housing mix:

DWELLING SIZE	NO.	OCCUPANCY LEVEL	TOTAL OCCUPANCY
1 bed	24	1	24
2 bed	59	2	118
3 bed	115	3	345
4 bed	49	3.5	171.5
5 Bed	5	3.5	17.5
Total proposed occupancy			676no.

- 6.10 The on-site requirement is therefore calculated as follows:  
  
Outdoor children’s play space:  
0.3 hectare x 6.76 = 0.20 hectares  
  
Casual/ Informal play space:  
0.5 hectare x 6.76 = 0.34 hectares  
  
Youth/adult play space:  
1.6 hectare x 6.76 = 1.08 hectares  
  
**Total requirement: = 1.62 hectares**

- 6.11 The development proposes 6.56 hectares of public open space\*. This equates to an over provision of 4.94 hectares.

\*Excluding storm water attenuation ponds.



#### LEGEND

-  Site location
-  Principal street
-  Secondary street
-  Tertiary street
-  Key pedestrian routes
-  Potential pedestrian route
-  PRoW & cycle route
-  Existing cycle route
-  Key space
-  Existing bus stops
-  Emergency access controlled with bollards



## MOVEMENT AND ACCESS

- 6.12 The indicative masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed to ensure that all areas of the development are easy to navigate, safe and secure.
- 6.13 The indicative masterplan proposes a vehicular access point into the site via Swayfield Close, which will be the principal entrance into the development. The access will take form as a 5.5 metre wide carriageway and will read as an extension of the existing street.
- 6.14 A second vehicular access is proposed off Greenside Court and will serve the southern area of the development. This route will also be 5.5 metres in width and serve approximately 24 dwellings.
- 6.15 The two accesses will be separated by an emergency access with demountable bollards.

- 6.16 A linear street will connect together the two entrances into the development and run parallel with Ladybank Road in a north-south direction. The street will be the principal route through the development and will underpin a street hierarchy. The importance of each street type will vary within the hierarchy; such that streets will be defined by the building layout and buildings dominate rather than roads or cars.
- 6.17 The principal street will be aligned with a grassed verge and trees, drawing upon the characteristics of Ladybank Road. Chicanes or 'build-outs' will be provided to create a series of pinch-points along the course of the route. Each street juncture will be demarked with contrasting surfaces, focal point buildings and some reduced building separation distances in order to create a series of 'key spaces'. Key spaces will be dispersed along the course of the principal street, which will terminate in the west of the site.

- 6.18 The principal street will have a structured and formal avenue character. Buildings will be arranged in linear patterns each side of the street to achieve enclosure and definition. Setbacks will vary little. Car parking will be generally set to the side of dwellings engendering an uncluttered frontage.

### BUILDING FOR LIFE 12:

1A. Where should vehicles come in and out of the development?

1C. Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

1D. How should the development relate to existing development? What should happen at the edge of the new development site?





**TYPOLOGY ONE:**  
AVENUE WITH CAR PARKING SET TO THE SIDE



**TYPOLOGY TWO:**  
AVENUE WITH FRONTAGE CAR PARKING

**PRIMARY ROUTE: AVENUE**

Carriageway width:	5.5 metres
Pedestrian footway provision:	1.8 metres
Verge provision:	2 metres where provided
Services:	Within carriageway
Centreline radius:	Defined by tracking
Visibility at junction and bends:	25 metres
Turning head radii:	7.5 metres
Characteristics:	<ul style="list-style-type: none"><li>• A direct route linking the two development entrances via an emergency access</li><li>• Formal character achieved by linear tree planting, grassed verges and linear building lines</li><li>• Key junctures demarked with contrasting surfaces (some shared), building patterns and street furniture</li></ul>
Parking typology:	<p>Generally on plot, set to the side. Use of integral garages and frontage parking will be limited to achieve an attractive, uncluttered streetscape</p> <p>Parking spaces and garages will be sited so that there is sufficient room for users to enter and exit the vehicle and adequate length to ensure parked cars do not protrude in front of the building line</p> <p>Parking courts will be set perpendicular to the street and limited to a maximum of 15 spaces.</p>
Boundary treatments:	<p>Front and side curtilages to be defined by hedgerow planting. All frontages to have defensible planting at back of pavement</p> <p>Use of low level walls will be avoided. Use of railings will be permitted at key spaces such as squares and junctures where surfaces are 'shared'</p>
Street furniture:	Street signage, lighting & use of some timber bollards to define key spaces
Servicing:	<p>Refuse collection will be from the adopted highway. Refuse vehicle tracking accompanies the application</p> <p>Refuse, recycling and cycles storage will be provided to apartments buildings and set perpendicular from the street. No provision for refuse storage will be located on frontages</p> <p>Turning heads in accordance with county requirements</p> <p>Buildings will be placed within 45 metres (top storey) of the adopted highway (including vertical distance)</p>



**TPOLOGY ONE:**  
GREEN STREET



**TPOLOGY TWO:**  
SHARED SURFACE/ MEWS

- 6.19 Secondary streets will branch off the principal street in a staggered arrangement and lead westwards into the development. The geometry and disposition of secondary streets will form a loose grid-like pattern which will be defined by housing blocks. Secondary streets and building lines will be placed to continue existing streetscenes and maintain views across the site towards new public open spaces.
- 6.20 The transition between principal and secondary streets will be legible. Buildings will be placed closer across the street cross section and gaps between them will be narrower. A greater degree of enclosure and definition in the street will be achieved.
- 6.21 Some secondary streets will incorporate 'key pedestrian routes' as conduits between the Public Right of Way and existing streets. These streets will have landscaped frontages and tree planting to create landscape themes. These streets are termed 'Green streets'.

## SECONDARY ROUTES: RESIDENTIAL STREET/ GREEN STREETS & MEWS

Carriageway width:	Minimum 4.8 metres. 5.5 metres at turning heads
Pedestrian footway provision:	1.8 metres where provided
Verge provision:	Where provided, min 1 metre.
Service zones:	1 metre each side of shared surface
Services:	Within carriageway or service strip
Centreline radius:	Defined by tracking
Visibility at junction and bends:	17- 25 metres
Turning head radii:	7.5 metres
Characteristics:	<ul style="list-style-type: none"> <li>Narrower routes which branch from the principal route and serve smaller streets</li> <li>Loose grid pattern of streets. Aligned with outward facing housing frontages, generally set closer across the street cross section</li> <li>Comprises some pavioured surfaces to engender mews style streets</li> <li>Some grouped frontage parking and parallel parking bays integrated into the streetscape</li> <li>Some setbacks and landscape frontages to create distinctive landscape themes; and</li> <li>Use of contrasting materials to define key pedestrian routes</li> </ul>
Parking typology:	<p>Generally on plot, set to the front, some grouped. Where plots form part of a green street, parking will be set to the side to facilitate landscaped frontages</p> <p>Some driveways set to the side will have single storey link structures or car ports to maintain continuity in the building line</p> <p>Limited grouped car parking set to the side of the building line. Grouped car parking will be limited to a maximum of 10 spaces and be located clear of end of street locations</p> <p>Some on-street parallel parking bays incorporated into the streetscene</p> <p>Parking spaces and garages will be sited so that there is sufficient room for users to enter and exit the vehicle and adequate length to ensure parked cars do not protrude in front of the building line</p>
Boundary treatments:	<p>Low level defensible planting along frontages and at back of pavements. Use of some railings and gates</p> <p>Some plots will have extended frontages to achieve landscape themes in green streets</p> <p>All new tree species to be distinctive from Avenue</p> <p>Use of low level walls will be avoided</p>
Street furniture:	Street signage, lighting and use of some timber bollards to define key spaces
Servicing:	<p>Refuse collection will be from the adopted highway. All dwellings will have private access to rear garden spaces where refuse and recycling storage provision will be located. No frontage refuse storage is proposed.</p> <p>Bin collections points will be assimilated into shared surfaces streets</p> <p>Turning heads in accordance with county requirements.</p> <p>Buildings will be placed within 45 metres (top storey) of the adopted highway (including vertical distance)</p>



**TPOLOGY ONE:**  
LANES

- 6.22 Tertiary routes complete the street hierarchy and comprise less formal routes that serve fewer numbers of dwellings.
- 6.23 Tertiary routes will generally be accessed via secondary routes and located on development edges, close to open spaces. The provision of tertiary routes will complement lower density development and downplay the prominence of vehicles close to public open spaces.
- 6.24 Tertiary routes will be aligned with and overlooked by (single sided) housing frontages and will have an open aspect. Routes will be narrower. Parking will be garaged and set well back to the side of plots, to ensure frontages are uncluttered and a landscape theme prevails.

**TERTIARY ROUTES : LANES**

Carriageway width:	4.5- 3.7 metres. 5.5 metres at turning heads
Pedestrian footway provision:	N /A
Verge provision:	None
Services:	Within carriageway
Centreline radius:	Defined by tracking
Visibility at junctions and bends:	17- 25 metres
Turning head radius:	7.5 metres
Characteristics:	<ul style="list-style-type: none"><li>• Narrow routes- some meandering</li><li>• Single sided streets with open aspect with landscape themes</li><li>• Overlooked by housing frontages</li><li>• Serves groups of 3-10 houses</li><li>• Located adjacent to green spaces</li></ul>
Boundary treatments:	Landscaped frontages defined by hedgerows and the avoidance of low level brick walls on frontages
Street furniture:	Some changes in materials Timber bollards to demark refuse collection points Low key external lighting to address lower category nature of route and to downplay development close to green spaces/ ecological areas
Servicing:	Tertiary streets will be of private ownership Each dwelling will have space within rear gardens for the storage of household waste and recycling. No storage facilities will be provided on frontages  Refuse and service access / turning will be from secondary streets. Lanes which exceed 20 metres will incorporate turning areas for emergency vehicles into driveways. Use of bollards to create inter-connecting lanes will negate the requirement for turning provision  Buildings will be placed to achieve fire tender access to all points of the building within 45 metres (including vertical distance) of the turning area

6.25 Street junctures will be addressed with building patterns, changes in materials and elevational design, demarking the transition from one area of the development to another. Overall, changes in surfaces, varying road widths, limitations in forward visibility, build-outs and on-street car parking will help constrain vehicle speeds through the development to 25mph or lower.

## CAR PARKING

6.26 The principle for parking is that it will be designed to the requirements of South Derbyshire District Council's 'Housing Design and Layout' Supplementary Planning Guidance, Manual for Streets (MfS) and Manual for Streets 2 (MfS2).

6.27 Adequate on-street parking will be designed into the scheme, located close to dwellings and distributed efficiently over the site to cater for visitors. On-street parking will contribute to traffic calming through the development.

6.28 The indicative masterplan proposes the following car parking provision:

**1 bedroom dwellings:**

1.5 spaces per dwelling

**2 & 3 bedroom dwellings:**

2 spaces per dwelling

**4 bedroom dwellings:**

Min 2 spaces per dwelling

**5 bedroom dwellings:**

4 spaces per dwelling.

6.29 Garages will form part of the provision and will be internally sized to meet the requirements of the 6C's Design Guide.

6.30 The characteristics of each parking typology is detailed in the proposed street hierarchy (pages 76-78).

## BUILDING FOR LIFE 12:

10A. Is there enough parking for residents and visitors?

10B. Is parking positioned close to people's Homes?

10C. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

12A. Is there enough storage space for bins and recycling, as well as vehicles and cycles?



FOOTPATH AND CYCLE LINKS

- 6.31 The location of the site adjacent to established residential areas, local facilities and public transport connections are positive characteristics on which the provision of a network of new pedestrian routes is hinged.
- 6.32 Provision of new pedestrian footways within the site will be an integral part of the transport infrastructure for the development, allowing users of all ages and abilities to move safely and conveniently between areas of the development and surrounding facilities.
- 6.33 In accordance with Recreation Policy 8 (Public Footpaths) and Transport Policies 7 & 8 (Pedestrians and people with disabilities/ Cycling) accessibility by foot or by cycle is proposed as follows:
- The provision of 1.8 metre wide pedestrian footways which meet the existing footway provision on Swayfield Close and Greenside Court;
  - The provision of ‘1.8 metre wide ‘key’ pedestrian routes which link the existing Public Right of Way to the existing footway provision on Taplow Close and Whenby Close;
  - Subject to land ownership, the provision of a 1.8 metre wide pedestrian footway onto Ladybank Road via the adjacent woodland area to the south;
  - The retention of the existing Public Right of Way which will be upgraded to a 3 metre wide pedestrian cycle/route; and
  - The provision of less formal green routes and mown pathways through public open spaces and ecological corridors.

- 6.34 The proposed pedestrian network will strengthen linkages to the existing bus stops on Ladybank Road. The provision of additional bus stops is therefore considered not to be required.
- 6.35 Movement around the development will be assisted by:
- The careful orientation and geometry of new streets to ensure they read as a continuation of the existing residential area;
  - The disposition of new streets which maintain views into the site and towards new public open spaces;
  - The provision of a loose grid-like pattern of streets which draw upon contextual residential patterns;
  - The provision of a range of street typologies which have distinctive themes and characteristics;
  - The provision of direct, purposeful and inclusive routes which lead to new green spaces and residential streets;
  - The provision of landmark buildings and focal points at street junctures, creating distinctiveness and legibility; and
  - The provision of appropriate signage and crossing points, including dropped kerbs, tactile paving and, as appropriate, guardrails.

BUILDING FOR LIFE 12:

1B. Should there be pedestrian and cycle only routes into and out of the development? If so, where should they go?

1D. How should the new development relate to existing development? What should happen at the edges of the new development site?

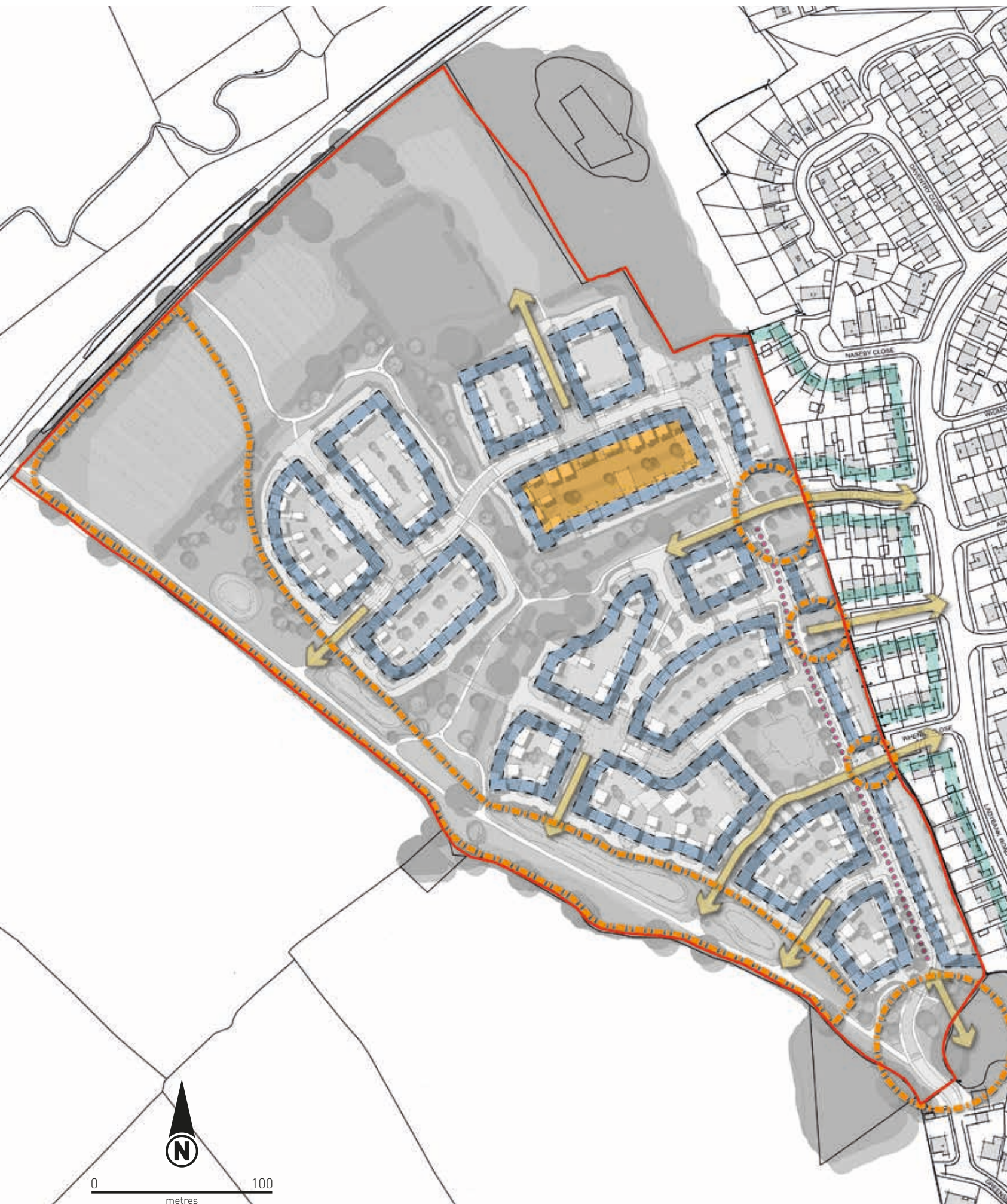
3A. What can the development the development do to encourage more people (both existing and new residents) to use public transport more often?

3B. Where should new public transport stops be located?
















#### LEGEND

-  Site location
-  Outward facing residential frontage to create or complete housing block
-  Existing building line
-  Typical block size in keeping with contextual patterns
-  Key views to context
-  Linear street aligning with Ladybank Road
-  Key offsets

## CONTINUITY AND ENCLOSURE

- 6.36 The proposed indicative masterplan comprises a series of development zones or 'housing blocks' which align routes, create streets and provide frontages. This approach draws upon existing contextual residential patterns.
- 6.37 Outward facing frontages will define the edges of each development zone and the public realm. This approach promotes continuity, creates an active streetscene and achieves a safe, attractive environment.
- 6.38 In accordance with Housing Policy 11 (Layout & Design), the indicative masterplan proposes the development be a continuation of the existing urban area and includes;
- The provision of development zones (or housing blocks) which comprise outward facing frontages and typically comprising 10-30 dwellings. The disposition, scale and alignment of development zones draws upon the block structure of existing residential area;
  - The use of linear residential patterns which mirror the Ladybank Road building line and extend the existing urban grain into the site;
  - Offsetting development from existing dwellings and conservatories to address residential amenity;
  - Use of similar sized building footprints and some repetition to achieve defined, linear building lines;

- The provision of new streets which extend the Taplow Close and Whenby Close streetscapes and vistas into the site;
- Use of dual aspect buildings at junctures so that buildings turn the corner and building lines are continuous;
- The provision housing frontages that achieve natural surveillance and varying degrees of definition to a range of green spaces;
- The provision of themed landscaped greens which address residential amenity, safeguard openness and create an attractive gateway into the development;
- The provision of 'green streets' with distinctive landscape themes that promote key pedestrian routes into and out of the development;
- Offsetting development zones in the south and west of the site to create soft edges;
- Use of some fluid building patterns to emphasise low density edges and address the transition between urban and landscape contexts; and
- The definition of ownerships through the provision of a range of boundary treatments.

- 6.39 Key frontages such as those aligning the community green, ecological corridor and green edge will be key and critical to the appearance and assimilation of the development. Particular attention will be paid to the massing and architectural style of these buildings ensuring all frontages contribute positively to the streetscene and complement landscape themes.

## BUILDING FOR LIFE 12:

1D. How should the new development relate to existing development? What should happen at the edges of the new development site?

5B. Are there any distinctive characteristics within the area, such as building shapes, styles, colours, and materials or the character of streets and spaces that the development should draw inspiration from?

6A. Are there any views into or from the site that need to be carefully considered?

6C. Should the development keep any existing building(s) on site? If so, how could they be used?



## DENSITY

6.40 The indicative masterplan seeks to make efficient, effective use of land and offers a landscape led design. It retains important site features such as ridge and furrow, woodland, trees and hedgerows and responds positively to the existing urban and landscape contexts.

6.41 The proposed indicative masterplan comprises 252 dwellings. The quantum and density has been informed by the Derby HMA Strategic Housing Market Assessment (SHMA) which identifies a housing mix for South Derbyshire with a bias towards 2 and 3 bedroom dwellings. The proposed quantum equates to an average residential density of approximately 38 dwellings per net developable hectare\* and 26 dwellings per net planning hectare.\*\*

6.42 The proposed indicative masterplan has been prepared to illustrate how a development could work. It does not preclude alternative layouts or quantum as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of high quality within the built environment remains creative and responsive.

6.43 The proposed density has also been informed by the following:

- Contextual residential patterns and desire lines;
- Residential amenity of existing dwellings;
- Existing street patterns and views into the site;
- Internal landscape features such as ridge and furrow, woodland, mature trees & hedgerows;
- Site high and low points;
- The Public Right of Way; and
- The wider landscape context.

6.44 This section should be read in conjunction with the supporting Planning Statement by Fisher German.

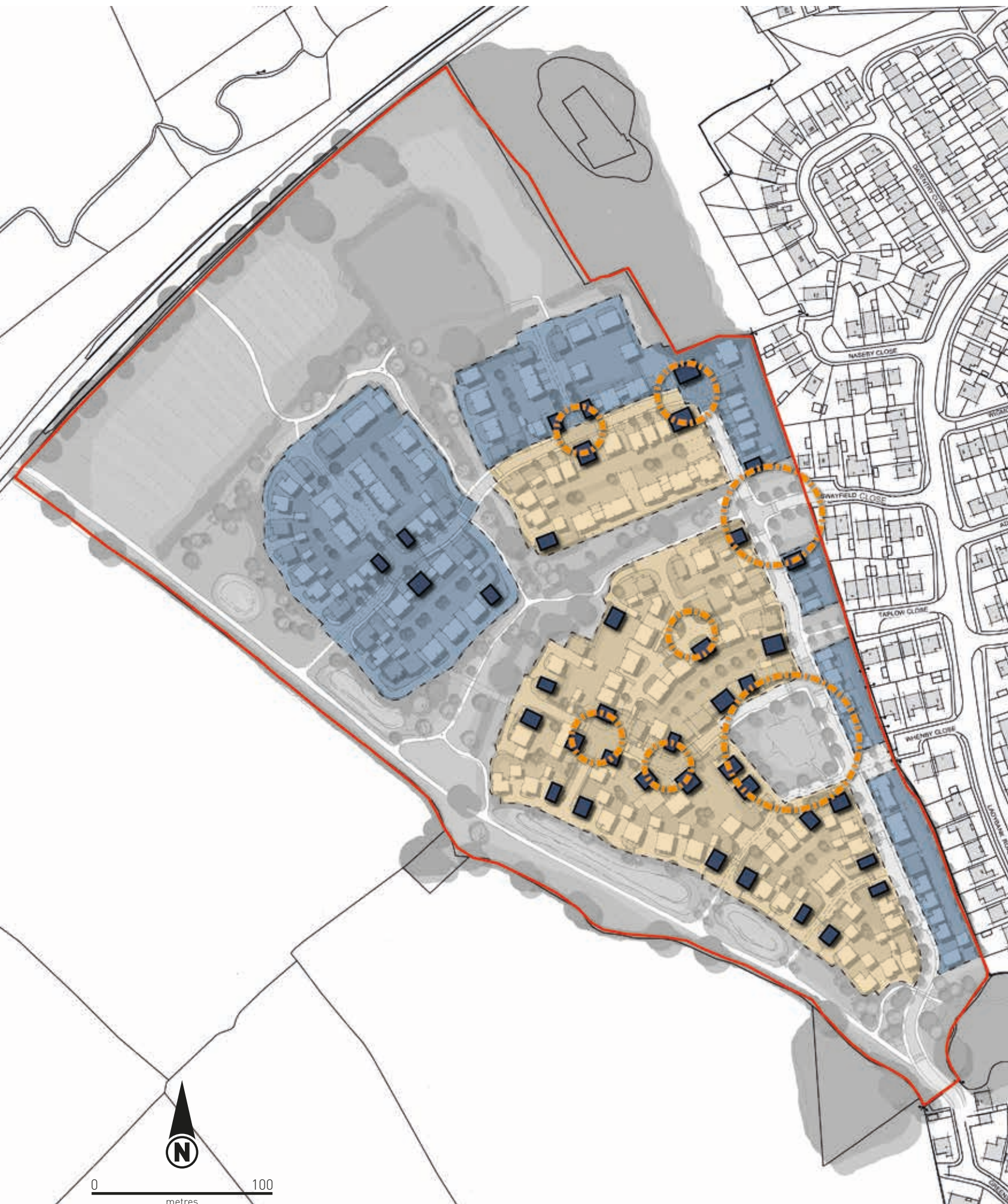
\*Net calculations exclude public open space and SUDs features.

\*\*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 location
-  Up to 2 storeys
-  Up to 2.5 Storeys
-  Opportunity for landmark building
-  Key space



## BUILDING HEIGHTS AND MASSING

- 6.45 In response to contextual observations identified in the Section 3 of this document, the proposed massing of new buildings will be predominantly 2 storeys.
- 6.46 Streets which have a linear and formal character, such as the principal tree lined avenue, will be aligned with structured patterns of buildings. Building footprint sizes will have similar widths and depths to create continuous ridge and eaves lines which increase definition of the street and complement the building line.
- 6.47 The occasional 2.5 storey structure is proposed at key locations such as street junctures and at ends of vistas to create focal points and add definition in the building line. In conjunction with a clear hierarchy of routes and intersections, the provision of landmark buildings and focal points will increase the legibility of the development, assisting movement from one space to another. Landmark buildings will be designed to utilise variations in materials, colour, frontage treatment and architectural design and will not always dictate the need for increased height.
- 6.48 Buildings located along the eastern boundary of the site will be restricted to up to 2 storeys in height and be suitably offset to address the residential amenity of existing houses and conservatories. A minimum of 21 metres between the habitable rooms of facing facades will be achieved.
- 6.49 Building heights in the north western area of the site will be offset from the landscape ridgeline and also be limited to up to 2 storeys. Gaps between buildings will be larger and more varied, contributing to lower density development edges. Building orientation will be more varied to achieve fluidity in the building line as will footprint sizes which will in turn create articulated eaves and ridge lines. Views of new building mass will be filtered by existing landscape features, which will be supplemented.
- 6.50 Buildings which align secondary streets will be placed closer together across the streetscene in order to demark the lower category nature of the route. Some 'pinch points' are proposed across the street cross section which will engender mews style spaces. Building footprints will be similar sized so that building massing is unarticulated and eaves and ridge lines are continuous.
- 6.51 The disposition of development zones will enable the development to utilise the natural landform of the site. The development envelope avoids the steeply sloping area to the north and is offset to the north-west and west. This approach negates extensive land re-profiling and retains site low points and valleys for sustainable urban drainage features.

### BUILDING FOR LIFE 12:

6A: Are there any views into or from the site which need to be carefully considered?

8A. Will the development be easy to find your way around? If not, what can be done to make it easier to find?



**LEGEND**

-  Site location
-  Avenue
-  Development core
-  Green edge



## APPEARANCE AND CHARACTER

6.52 The structure of the indicative masterplan has a functional rationale, which has been informed by contextual observations and site constraints identified in Section 3 of this document. Each character area will contain its own individual design elements, which aid it being distinct from other areas and will include built form principles, changes in height, setbacks, landscape treatments, architectural detailing, colour and use of materials. The boundaries between each character area are not prescriptive and will naturally evolve as the detailed design progresses.

## AVENUE

- 6.53 This character area comprises the principal street which will link together the two development entrances and underpin a hierarchy of new streets. It provides a distinctive linear route through the development, broadly running parallel with Ladybank Road.
- 6.54 The Avenue will be a slightly wider street, aligned both sides with outward facing housing frontages offset by landscape. The increased width across the street and the use of structured housing patterns will achieve a formal character which will reinforce the principality of the route.
- 6.55 A grassed verge will flank lengths of the Avenue and be lined by trees. The street will have a distinctive hard and soft landscape theme, its linearity guiding views towards the green gateway, community green and ecological corridor.
- 6.56 Buildings along the avenue will be predominantly 2 storeys; those which align the eastern avenue will be a maximum of 2 storeys. Depth and width proportions of new building footprints will be similar in

order to create similar heights. Eaves and ridge heights will be continuous to achieve increased definition in the street and use of setbacks will be limited in order to avoid dilution of the building line.

- 6.57 Each end of the street will be met with a view towards public open space or a focal point building. This will be achieved through change in material, elevational design or taller building mass, which will be a maximum of 2.5 storeys. Some junctures along the avenue will be addressed with buildings which are placed closer together across the street cross section to create squares or 'key spaces'. These spaces will have contrasting hard landscaping materials, using street furniture to define routes between the public and private realm.
- 6.58 Buildings situated on street junctures will always be dual aspect to ensure the Avenue building line is continuous. Use of blank gables will be avoided.
- 6.59 Gaps between buildings will be structured. Some gaps will be wider to accommodate on plot parking to the side. Use of some single storey link structures in these areas will maintain continuity in the building line.
- 6.60 Two landscaped greens will be situated off the Avenue. These spaces will be strategically placed to provide pedestrian links to Taplow Close and Whenby Close and will create gaps to safeguard views into and out of the development. A larger green will be located adjacent to development entrance off Swayfield Close entrance, across which the avenue of trees will extend.
- 6.61 Parking along the avenue will be generally set to the side to ensure frontages are uncluttered and the landscape theme dominates. Frontage parking and/or

dwellings with integral garages will loosely subdivide the avenue and be limited to clusters of three or four dwellings, avoiding prominent end of vista locations. Grouped parking areas will always be set perpendicular to the avenue allowing the landscape theme to extend in front of them.

## DEVELOPMENT CORE

- 6.62 Located in the centre of the indicative masterplan, the development core addresses the transition between the avenue and green edge character areas.
- 6.63 Buildings within the development core will comprise mainly smaller semi-detached dwellings, terraced houses and apartments, with the occasional detached house. Housing patterns will be structured and comprise linear building lines which align secondary routes. The development core will realise the loose grid-like pattern of streets and will create a character which will be of visual contrast to the formality of the avenue and the softness of green edges.
- 6.64 Building footprint sizes will be uniform in size, as will most gaps between them. Eaves and ridge lines will be continuous; the resulting roofscape will be unbroken which will reinforce linear building lines.
- 6.65 Buildings will be placed closer across the streetscene in order to achieve a greater degree of enclosure and to promote the lower category, more ancillary nature of the route. Buildings will be set close to the back of pavement, which will often be incorporated into a shared, paved surface, engendering a mews character. All dwellings will have low level defensible planting to define to public and private realm.



INDICATIVE VIEW OF THE GREEN EDGE

6.66 'Green streets' located in the development core will comprise secondary streets with distinctive landscape themes. The separation distance between buildings across the street cross section will be greater to create frontage space for landscape, which will comprise hedgerow and shrub planting and ornamental trees. Green streets will be always overlooked by outward facing housing frontages and will include key pedestrian routes which link the Public Right of Way and cycle route to existing streets.

6.67 Use of setbacks in the building line will be limited. All corner buildings will be dual aspect and the use of blank gables avoided. Gaps between buildings will be uniform; those which are larger will accommodate parking to the side of the dwelling and will have the occasional single storey link structure to maintain continuity in the building line.

6.68 Building heights within the development core will be predominantly 2 storeys, with use of 2.5 storeys to address ends of vistas and key spaces such as junctures, courts and the community green. Use of contiguous building lines, symmetry and dual aspect dwellings will be essential in order to achieve good enclosure of streets and definition of housing blocks.

6.69 Car parking will be either set to the front or side of dwellings – some arranged in groups. Secondary streets which have shared surfaces will have a number of allocated and unallocated parallel car parking spaces assimilated into the streetscene.





## GREEN EDGES

6.70 Situated in the southern and western edges of the development, this character area will comprise lower density development and will envelop the development core. Situated adjacent to public open spaces, this character area will provide a soft edge to the development and address the transition between urban and landscape contexts.

6.71 Green edges will be accessed via tertiary routes which will take form as narrow lanes or private drives, generally of private ownership.

6.72 Housing patterns will be outward facing and linear, with some fluidity in the building line. Frontages will always be outward facing and canopied. Gaps between buildings will be larger, with some variation.

6.73 Building footprints will have more variation, as will building orientations, which will use a range of aspects enabling the building line to follow the curvature of lanes. All houses which 'bookend' ends of streets will be dual aspect, enabling the building line to seamlessly turn corners and key pedestrian routes to be overlooked.

6.74 Parking will be on plot. Garages and driveways will always be set well back to the side of dwellings and be subservient to the building line. Frontage parking will be limited to ensure the streetscene remains uncluttered and the presence of vehicles is downplayed next to green spaces.





INDICATIVE VIEW OF THE DEVELOPMENT FROM GREENSIDE COURT

6.75 The green edge character area will generally have an open aspect, situated adjacent to public open space. Some areas will have greater enclosure being set behind tree planting which will filter views of building mass and complement the soft edge. All frontages will have new hedgerows to define the public and private realm.

6.76 Buildings will be detached and predominantly 2 storeys. The application of 2.5 storey buildings will be limited to ends of streets or to add definition in building line and will avoid the north western area of the development.

6.77 Each building will be individual through subtle variations in architectural detailing. Use of changes in materials will complement focal point or landmark buildings and define outward vistas at ends of streets. Eaves and ridge lines will be varied and articulated, incorporating gables, gablets, dormers and hips. Chimneys will regularly punctuate the roofscape.

## CREATING AN OVERALL DEVELOPMENT THEME/ IDENTITY

6.78 Character areas will unified through the use of a palette of traditional building materials and architectural detailing to create an overall development theme which harmonises with the vernacular of Mickleover including:

- Red and orange blended brickwork;
- Buff coloured brickwork;
- Vertical tile hanging;
- Terracotta;
- Reconstituted stone;
- Timber boarding;
- Light coloured render; and
- Green and brown plain and profiled roof tiles.





6.79 Elevational design will be simple, including high quality and robust detailing including:

- Brick plinths;
- Dentil coursing and contrasting brick banding;
- Brick arches and cills, reconstituted stone heads and cills (including keystones)
- A range of door styles complementing character areas;
- Casement and mock-sash windows with glazing bars;
- Single and double height bay windows;
- Timber bargeboards, exposed rafter feet, gables and dormer windows;
- Chimneys; and
- Flat and pitched roof entrance canopies.

## **BUILDING FOR LIFE 12:**

5A. How can the development be designed to have a local or distinctive identity?

5B. Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

9A. Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

9B. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?

10D. Are garages well positioned so that they do not dominate the streetscene?
















## LEGEND

-  Site location
-  Public open space
-  Ridge & furrow
-  Existing trees
-  Key new landscape
-  Ecological corridor
-  Sustainable urban drainage
-  Green street
-  Children's play (LEAP 450m2)

## NOTES

-  Green edge
-  Extended woodland
-  Streets with landscape themes
-  Tree lined avenue
-  Green gateway
-  Key pedestrian links
-  Ecological corridor
-  Existing woodland
-  Supplementary landscape
-  Sustainable urban drainage
-  Supplementary hedgerow planting



## LANDSCAPE STRATEGY

- 6.80 Landscape design is a key component for creating a successful, high quality development at land west of Mickleover. Green spaces will be an integral part of the place, providing a strong landscape structure across the site, and connecting with the wider landscape beyond. The provision of new landscape will define public and private spaces and create character whilst adding colour and seasonal interest to the residential environment.
- 6.81 The landscape and urban surroundings of the site have shaped the arrangement of new public open spaces, built form and streets within the development. The design process has drawn upon baseline information, surveys and identified constraints and opportunities to ensure that the scale and character of the proposed development is acceptable in both landscape and visual terms and the provision of housing and green space is landscape led.
- 6.82 In accordance with Recreation Policy 4 (Provision of outdoor playing space in new housing provision), the landscape and visual strategy for the site is founded on the following principles and objectives;
- To conserve and enhance the surrounding landscape character;
  - To retain and make best use of existing landscape elements and features on the site and where necessary, to bolster field boundaries;
  - To open up public access into the development through the creation of a fully accessible, integrated and secure green infrastructure network which caters for a range of users; and

- To implement additional vegetation infrastructure on site which is consistent with, and complementary to the existing local landscape character in terms of scale, disposition and species mix.
- 6.83 Successful green spaces help to create attractive places and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better microclimates and enhancing biodiversity. Design Council CABI outlines the following 8 qualities of successful open spaces:
- Sustainability;
  - Character and distinctiveness;
  - Definition and enclosure;
  - Connectivity and accessibility;
  - Legibility;
  - Adaptability and robustness;
  - Inclusiveness and
  - Biodiversity.
- 6.84 In accordance with Housing Policy 11 (Layout and design), the disposition and design of green space will ensure that existing hedgerows and trees are retained and fully integrated elements of the development. These features will complement new public open spaces and development character areas.
- 6.85 The inter-linked arrangement of green spaces will ensure that public open space is widely accessible from many locations, is easy to access and is meaningful.

6.86 Green infrastructure comprises:

## GREEN GATEWAY

- 6.87 This landscaped space will be situated off Swayfield Close, and will create an attractive green and gateway into the development. The green will be strategically placed to retain views into the development from the existing streetscape and will also ensure that the residential amenity of existing houses is positively addressed.

## LANDSCAPED GREENS AND GAPS

- 6.88 A landscaped green will be located adjacent to Taplow Close. The green will provide a 'gap' in the streetscene which will incorporate a pedestrian link to the existing streetscape and views into the development. A further gap and pedestrian link is also proposed off Whenby Close.

## COMMUNITY GREEN AND CHILDREN'S PLAY

- 6.89 A tree lined community green and an equipped children's play area (LEAP) will be located centrally within the site and be accessible via the pedestrian/cycle route and pedestrian routes which new align streets. The LEAP will be approximately 450 square metres in size and be offset 20 metres from the front curtilage of the housing frontages which overlook it.



INDICATIVE VIEW OF THE GREEN EDGE

## GREEN EDGE

6.90 A corridor of publicly accessible open space will be situated along the western edge of the site. The depth of the corridor will increase as it reaches northwards to ensure built form recedes and the transition between the urban and landscape contexts is gradual. Existing trees and hedgerows will be retained within the green edge, together with the Public Right of Way, which will be upgraded to a pedestrian-cycle route. Existing landscape features will be supplemented with new native tree planting and wildflower meadow planting.

## EXTENDED WOODLAND

6.91 New woodland planting will be located in the southern area of the site to conjoin the adjacent woodland areas. This feature will complement the soft development edge.

## ECOLOGICAL CORRIDOR

6.92 This feature will underpin the overall disposition of public open space and ensures green infrastructure is interconnected and accessible from a range of locations. The corridor will be located in the heart of the site and incorporate the existing valley line, existing hedgerows, woodland and trees.

## SUSTAINABLE URBAN DRAINAGE

6.93 As part of a sustainable urban drainage strategy, storm water attenuation ponds will be situated in the western area of the site, within the green edge. A swale will be located within the ecological corridor utilising the natural valley-like depression of the site. Both features will include features which are suitable for wildlife.

## GREEN STREETS

6.94 Green streets will be secondary routes in the street hierarchy and incorporate key pedestrian linkages that connect the Public Right of Way and cycle route to existing streets. Housing frontages will be extended to accommodate landscape verges and tree planting so that streets have a legible landscape theme.

## TREE LINED AVENUE

6.95 The linear route between the two entrances into the development will be aligned with grassed verges and uniform tree planting to create a distinctive avenue which draws upon the characteristics of Ladybank Road.





## GARDEN SPACES

6.96 All houses will have an enclosed garden spaces situated to the rear which will generally be a minimum of 10.5 metres long, affording the opportunity for new tree and shrub planting. Smaller dwellings will usually have a garden area of not less than 50 square metres. Larger dwellings will be approximately 75 square metres or larger.

## EXISTING LANDSCAPE FEATURES

6.97 Existing hedgerows will be retained. All streets will be positioned to 'slot' between existing landscape features and will be suitably offset to address root protection areas and associated shading arcs.

6.98 Some sections of hedgerow removal will be required to facilitate access points and pedestrian connections – particularly to existing streets. Collectively, the total length of hedgerow removal will be approximately 79 metres. Hedgerow removal will be mitigated by the provision of new or by infilling gaps in existing hedgerows using native species.

6.99 All existing trees will be retained and generally integrated into public open spaces. The veteran tree and Bean Hole Plantation will be retained within public open space.

6.100 Ridge and furrow to the north will be retained within publicly accessible open space.

6.101 Further details can be found in the Landscape strategy drawing by Tyler Grange which supports the application.

## BUILDING FOR LIFE 12:

6A. Are there any existing trees hedgerows or other features, such as streams that need to be carefully designed into the development?

11A. What types of open space should be provided within this development?

11B. Is there a need for play facilities for children and teenagers? If so, if this the right place or should the developer contribute towards an existing facility in the area that could be made better?

## ECOLOGY

- 6.102 The proposed ecology strategy focuses on mitigating the impact of new development on ecological features of the site and creating new features which encourage net ecological gains.
- 6.103 The strategy comprises the following improvement measures:
- Wherever possible, to retain existing hedgerows and trees within public open spaces; and
  - To retain areas of semi-improved grassland in public open spaces.
- 6.104 And the following enhancement measures:
- The retention of interlinked green spaces;
  - The provision of new wildflower seed planting along the green edge to provide resources for foraging;
  - The provision of new landscaping, including a range of native shrubs and species to provide further foraging resources for bats and foraging/nesting refuge opportunities for birds;
  - The provision of native species of local provenance and/ or species with specific nature conservation benefits (such as early-late flowering nectar rich species and fruit bearing species);
  - Offsetting development by a minimum of 5 metres each side of existing hedgerows;
  - Infilling gaps in existing hedgerows with native species to encourage structural diversity and to increase continuity;
  - The provision of new hedgerow planting to promote opportunities for tree and shrub nesting species;
  - The provision of shrub hedge species such as hawthorn, blackthorn, crab apple, hazel, field maple, holly, elder and rowan;

- The provision of log and leaf piles along edges of the western boundary as suitable refuge sites and hibernacula to encourage new wildlife;
- The provision of storm water attenuation pond and a swale with shallow features suitable for wildlife;
- The provision of bat tiles on garages;
- The provision of bird boxes on mature trees within the ecological corridor; and
- Avoiding bright external illumination along the eastern and southern development edges.

## ADAPTABILITY

- 6.105 The development will be flexible enough to respond to future changes in use, lifestyle and demography. This means creating flexibility within living environments, public spaces and considering new approaches to transportation, traffic management and parking. The development proposes:
- A percentage provision of dwellings and car parking spaces designed to the requirements Lifetime Homes, being capable of adaptation to address changing needs or provide for people with disability or mobility problems;
  - Achieving energy efficiency through building design, siting, design and orientation, including insulation levels and varied roof designs which safeguard the future installation of roof mounted energy panels; and
  - Designing roofs with pitches that facilitate future loft conversions.

## SUSTAINABILITY

- 6.106 Sustainable building construction techniques will be used in line with current Building Regulations. The development will seek to:
- Encourage sustainable modes of travel through the provision of a network of pedestrian routes which connect new streets and public open spaces to existing streets, local amenities and local public transport connections;
  - Improve energy efficiency through siting, design and orientation of dwellings and the use of dual aspect dwellings to achieve good levels of natural daylight;
  - Provide flexible living spaces which facilitate working from home;
  - Use water conservation measures such as low flush w.c's, water saving taps and water butts;
  - Use simple traditional construction detailing and materials to achieve fabric efficiency, a robust and high quality build and where possible, use of local and/ or recyclable building materials;
  - Promote habitat enhancement and creation through the retention and supplementation of green spaces, existing trees, woodland and hedgerows; and
  - Provide features such as building offsets, native planting, bird boxes and bat tiles to support existing and new wildlife.

### BUILDING FOR LIFE 12:

6B. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?







## DRAINAGE AND UTILITIES

### SURFACE WATER

- 6.107 The site is greenfield and currently undeveloped. In order to present a worst case scenario, it is assumed that the site is not positively drained and that the use of soakaway is not appropriate or limited. Subject to consent, further investigation will be undertaken at detailed design stage to understand whether the use of soakaway is a feature which can be implemented. If feasible, full use of this provision will be made of in order to offer additional levels of treatment and a reduction in run-off and will be achieved by the use of permeable paving, filter strips, bio-retention and rainwater harvesting.
- 6.108 Surface water will drain to a series of attenuation ponds or basins situated in the site low point, along the western boundary. These features will be located within public open space. Each of the ponds will be sized to attenuate run-off for return periods up to and including the 100 year with an additional allowance for 30% climate change due to the residential nature of the site.
- 6.109 Surface water run-off from the southern catchment of the development will be accommodated in underground storage tanks, prior to outfalling to the existing surface water system. The balance of run-off will be directed through a series of swales, which will be located along the western boundary. The natural valley line in the centre of the site will be utilised as a minor swale and incorporated into the ecological corridor.

- 6.110 All buildings will be designed with the finished floor level at least 150 millimetres above adjacent external ground levels. The external ground profile around buildings will be designed to divert any flows away from the built environment and towards the nearest drainage point.
- 6.111 In compliance with the requirements of the National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider area as a result of the suitable management of surface water runoff discharging from the site.

### FOUL WATER

- 6.112 A sewer capacity assessment will be required to establish whether the existing network will have capacity to serve the proposed development. Available plans suggest a connection will most likely be made to the existing foul sewer present along Ladybank Road.
- 6.113 The majority of site's landform falls in a south westerly direction, suggesting that some development in the northeast of the site may be able to establish a connection to the existing network via gravity. It is however likely some dwellings will require an on-site pumping station in order to satisfy a connection and this provision is reflected in the proposed indicative masterplan.
- 6.114 Further details can be found in the supporting Flood Risk Assessment by BWB Consulting.



## CRIME PREVENTION

6.115 One of the design objectives within item 58 of the National Planning Policy Framework (NPPF) states that developments should:

**“Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;” (point 5, item 58, NPPF 2012)**

6.116 The design proposals are based on an understanding of best practice and reference has been made to relevant documents including “Manual for Streets” and ACPO Secure by Design ‘New Homes 2014’. The proposed indicative masterplan will create an environment which is well designed, attractive, clearly defined and well maintained. People will be able to take pride in their surroundings, feel comfortable and safe and have a sense of shared ownership and responsibility. The development will be clearly defined with no ambiguity as to which areas are private, which are public, and how the two relate to one another.

6.117 The indicative masterplan is hinged upon the following principles:

- Use of development zones or ‘housing blocks’. Comprising outward facing frontages, housing blocks ensure rear garden spaces are enclosed, secure and overlooked;
- Natural surveillance. New residential streets and open spaces will be overlooked by housing frontages. Provision of dual aspect dwellings at ends of streets will ensure building lines are continuous and corners are turned. Blank gables will be avoided;

- Well defined routes which are overlooked by new development and active frontages. All routes are proposed to be direct and necessary providing access to dwellings and public open spaces. New routes will promote inclusivity and link to existing streets, facilities and services within the wider context;
- No conflicting uses are proposed;
- To provide optimum surveillance, a majority of car parking provided within the curtilage of dwellings. Parking areas will be located predominantly to the side of dwellings. In instances where grouped car parking is proposed, spaces will be visible from the dwellings that they belong to;
- Use of high quality boundary treatments. A range of (screen) walls, fences, railings, hedges/ low level planting and surface treatments are proposed to enhance development character areas, demark ownerships and define public and private realm. Properties will face into streets allowing residents to get to know their neighbours and recognise their cars;
- Security. All buildings will be secured to the relevant standards as set out in Building Regulations or by the Local Planning Authority. Subject to consent, the option to exceed these standards will remain open to the applicant as part of a subsequent Reserved Matters or detailed planning application;

- Lighting. Public open spaces and areas of play are proposed to be appropriately lit (whilst addressing wider landscape areas) and overlooked by new housing frontages that will promote natural surveillance and discourage anti-social behaviour. Frontages will be active, having canopied entrances, external illumination and a mix of habitable and non-habitable room windows at both ground and first floor level;
- Ownership. Dwellings of private ownership will be maintained by the individuals who own or occupy them. Affordable dwellings will be grouped in clusters of approximately 10-15 dwellings facilitating ease of management by public or private companies; and
- Maintenance. The majority of roads and footways will be designed to adoptable standards (based on Manual for Streets and County Guidance). Some lanes will fall within private ownership. Public open space and attenuation ponds will be maintained by an appointed management company or offered for adoption.

### BUILDING FOR LIFE 12:

7A. Good streets and spaces are created by enclosing them with buildings and a strong landscaping theme. Are buildings used to create enclosed streets and spaces?

7B. Good buildings ‘turn corners’. Do buildings turn corners well?

Do all fronts of buildings, including front doors, face the street?





# SUMMARY

7














A SUMMARY OF THE DESIGN PROPOSALS AND KEY  
DEVELOPMENT PRINCIPLES







## LEGEND

-  Site location
-  Public open space
-  Up to 2 storeys
-  Green Edge
-  Existing trees
-  Key new landscape
-  Principal tree lined street
-  Key pedestrian links
-  PRoW & cycle route
-  Green spaces / gaps
-  Ecological corridor
-  Community green & Children's play
-  Emergency access



# 07 SUMMARY

## SUMMARY

- 7.1 This Design and Access Statement details key development principles to ensure a high quality scheme can be delivered. The design philosophy and the rationale behind the proposed indicative masterplan have been communicated through the provision of development parameter plans which, subject to consent, will ensure key principles of the scheme are not lost or diluted in subsequent detailed stages of design.
- 7.2 The masterplan has been prepared within a comprehensive policy and guidance framework provided at National and Local Authority level. The proposed indicative masterplan is founded on the best practice in urban design and sustainable development and will create a townscape that is rich, varied and sympathetic to its environment. The indicative masterplan will create a high quality development with a identity, activity and a 'strong sense of place'.
- 7.3 The site is a logical site to extend the suburb of Mickleover. It has a sustainable location being situated adjacent to existing residential communities with local facilities and services within walking distance.
- 7.4 The proposals can be delivered without having an adverse effect on the existing highway network and will strengthen linkages to the wider area whilst responding to contemporary design requirements.
- 7.5 The development will respect the local character of Mickleover, moving it forward towards a sustainable future through an increase in housing choice.
- 7.6 The indicative masterplan will accord with the requirements of Housing Policy 11 (Layout and design) and Recreation Policy 4 (Provision of outdoor playing space) and will create:
- A development that is well connected, readily understood and easily navigated;
  - A comprehensive and permeable pedestrian and cycle movement network, which will promote sustainable modes of travel and strengthen links to local facilities and services;
  - An integrated residential community which will be compatible with and complementary to surrounding uses;
  - A development which will logically extend the existing urban grain and respond positively to contextual residential patterns and desire lines;
  - A sustainable development, through siting, layout and design;
  - A development which will positively address the transition between urban and landscape contexts;
  - A development which will be a place with distinctiveness, having an identity and character which positively harmonises with the local vernacular;
  - A development which considers the scale and residential amenity of existing buildings and promotes inclusivity through building orientation, height and style;
  - The provision of a mix of house types, sizes and tenures which will offer choice and create a balanced residential community;
  - The creation of a strong, inter-connected green infrastructure network which will greatly surpass minimum open space requirements and provide recreation and children's play space;
  - The retention of landscape features such as trees, hedgerows woodland and ridge and furrow in public open spaces; and
  - The provision of a new ecological corridor to address existing species and habitats to encourage new opportunities for habitat enhancement, creation and management.









# BUILDING FOR LIFE 12 ASSESSMENT

8

THIS SECTION DETAILS OUTLINES KEY PRINCIPLES OF THE INDICATIVE MASTERPLAN IN THE CONTEXT OF THE ASSESSMENT CRITERIA OF BUILDING FOR LIFE 12.

BUILDING FOR LIFE

- 6.1

A Building for Life 12 (BFL12) Assessment has been undertaken for the proposed indicative masterplan to understand the overall design quality of the proposals. BfL12 comprises of 12 questions, with four questions in each chapter:

  - Integrating into the neighbourhood;
  - Creating a place; and
  - Street and home.
- 6.2

Based on a simple ‘traffic light’ system (red, amber and green) new developments should aim to:

  - Secure as many ‘greens’ as possible,
  - Minimise the number of ‘ambers’ and;
  - Avoid ‘reds’.
- 6.3

This Design and Access Statement details the proposed masterplan in the context of each of the BFL12 questions in Section 5. A summary of the key design principles is provided in the table opposite.
- 6.4

The proposal secures 12 out of the possible 12 ‘greens’.

INTEGRATING INTO THE NEIGHBOURHOOD		
01 CONNECTIONS	<p>The indicative masterplan proposes:</p> <ul style="list-style-type: none"><li>Two points of access into the development (Greenside Court and Swayfield Close), logically extending existing streetscapes into the site;</li><li>An emergency access to ensure the Greenside Court access serves fewer dwellings but remains linked to overall development;</li><li>A loose grid pattern of streets which draw upon contextual patterns;</li><li>A range of street typologies as part of a hierarchy of routes;</li><li>Focal point buildings, key urban and landscape spaces/ themes that create legibility and assist way finding;</li><li>A comprehensive network of pedestrian routes including ‘key routes’ which link new public open spaces and residential areas to Swayfield Close, Taplow Close and Whenby Close;</li><li>A potential pedestrian route onto Ladybank Road (subject to ownerships); and</li><li>Retention of the existing Public Right of Way and upgrade to pedestrian/cycle route, connecting Greenside Court to National Cycle Route 54 and the wider public footpath network.</li></ul>	✓
02 FACILITIES AND SERVICES	<p>The proposal is within walking distance of Silverhill Primary School and Mickleover Community Pavilion which has a recreational area and children’s play located close by. A green link connects these facilities to a parade of shops on Ladybank Road and is situated a short walk to the north of the site.</p> <p>Public transport and school bus connections are located along Ladybank Road. The local bus service offers links to the south of Mickleover, where additional services and facilities are located. This service extends to Derby, which offers a wider range of facilities.</p>	✓
03 PUBLIC TRANSPORT	<p><b>By bus</b></p> <p>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. School bus services to Saint Benedict Catholic School and John Port Secondary School also stop along Ladybank Road.</p> <p>The service offers a realistic option for travel to employment locations as well as shopping, leisure and education destinations. The service can be accessed via Ladybank Road, in the vicinity of its junction with Whenby Close, approximately 170 metres from the centre of the site. Additional bus stops are located in the vicinity of the junction of Ladybank Road and Greenside Court.</p> <p>Due to the proximity of bus stops to the site, the provision of additional stops is not considered necessary. The indicative masterplan proposes a comprehensive network of pedestrian routes to ensure that existing bus stops are easy to access.</p> <p><b>By rail</b></p> <p>Peartree Railway is situated approximately 7 kilometres from the site and offers an infrequent service on the Crewe to Derby Line. 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.</p> <p>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.</p>	✓
04 MEETING LOCAL HOUSING REQUIREMENTS	<p>The indicative masterplan proposes a range of family housing types, sizes and tenures which will offer choice and help to create a sustainable and balanced residential community.</p> <p>The proposed quantum and resultant density is reflective of the 2013 Derby HMA Strategic Housing Market Assessment which identifies the housing mix for South Derbyshire.</p>	✓



# 08 BUILDING FOR LIFE 12

CREATING A PLACE		
05 CHARACTER	<p>The indicative masterplan comprises development zones or housing blocks which have variations in density, housing patterns, building mass, use of materials, elevational design/architectural detailing and landscape design. This will ensure the development has identity and distinctiveness which engenders a development character that can positively contribute to the townscape of Mickleover. Development is influenced by;</p> <ul style="list-style-type: none"><li>Existing (residential) urban form and densities;</li><li>Inward views into the site from existing streets and neighbouring dwellings;</li><li>Land topography; and</li><li>Existing landscape features such as woodland, trees, field patterns and hedgerows.</li></ul> <p>Elements which define character areas will include:</p> <ul style="list-style-type: none"><li>Differing housing patterns and a range of densities which complement existing urban and landscape surroundings;</li><li>Development patterns which include existing landscape features such as hedgerows, trees and woodland;</li><li>Streets which safeguard gaps and views from existing streets (such as Swayfield Close, Whenby Close and Taplow Close);</li><li>A hierarchy of street types;</li><li>Building types, heights and designs;</li><li>Use of a range of car parking typologies;</li><li>The provision of focal point buildings at gateways, ends of streets or at ends of views; and</li><li>Variation in architectural detailing and use of materials (ensuring a common development theme).</li></ul>	✓
06 WORKING WITH THE SITE AND ITS CONTEXT	<p>The indicative masterplan proposes:</p> <ul style="list-style-type: none"><li>The continuation of existing building lines and streetscapes to positively assimilate the development into the wider residential context (as an extension of the existing urban edge);</li><li>Linear streetscapes and a loose grid pattern of streets that draw upon contextual patterns;</li><li>An attractive linear tree lined avenue with similar characteristics to Ladybank Road;</li><li>An emergency access which limits through traffic onto Greenside Court;</li><li>Gaps and landscaped greens that address residential amenity and achieve key links;</li><li>Building offsets that address existing building patterns and conservatories;</li><li>Building mass at predominantly 2 storeys;</li><li>Lower density edges which address the transition from urban to landscape contexts;</li><li>A landscape corridor along the western edge of the site to complement soft development edges;</li><li>New woodland planting;</li><li>Retention of existing hedgerows, trees and woodland into public open spaces;</li><li>Retention of the existing Public Right of Way and upgrade to a pedestrian cycle route;</li><li>Sustainable urban drainage features within the western green edge;</li><li>Retention of ridge and furrow and Bean Hole Plantation; and</li><li>The setback of housing from the landscape ridge line.</li></ul>	✓
07 CREATING WELL DEFINED STREETS AND SPACES	<p>The indicative masterplan comprises a series of housing blocks. Each block is defined by outward facing housing frontages which align a loose grid-like pattern of streets. The size and scale of new housing blocks draws upon the characteristics of the existing block structure to the east and west of Ladybank Road.</p> <p>Use of housing blocks creates strong frontages which define the public realm and protect the residential amenity of existing dwellings. This approach achieves continuity, promotes an active street scene and helps to create a safe and attractive environment.</p> <p>The disposition of the proposed block structure is designed to complement a range of street typologies and character areas. Some blocks are more widely spaced to create formal principal routes with an allowance for landscape features, whereas others are placed more closely together to enclose more ancillary, secondary routes.</p> <p>The indicative masterplan proposes all frontages be continuous through the use of dual aspect dwellings, which will turn corners. Entrances will face into streets and be canopied. Buildings which 'side on' to streets with blank gables will be avoided.</p> <p>Routes within the development will be subdivided into a series of 'key spaces'. These will usually address street junctures and internal vistas within the development. These spaces will be realised through the use of contrasting elevational design and/ or taller building mass. The provision of key spaces will create identity and focal points which in turn will create legibility and assist way finding through the development.</p> <p>Streets which include key pedestrian routes (those linking existing streets to the pedestrian cycle route) will have distinctive landscape themes and be of visual contrast to other streets. All landscaped greens will be overlooked by new and existing housing frontages in order to achieve definition.</p>	✓

CREATING A PLACE

08 EASY TO FIND YOUR WAY AROUND	<p>Legibility and way finding will be achieved by:</p> <ul style="list-style-type: none"><li>• A range of street typologies (such as the tree lined avenue, drives, courts, mews and lanes);</li><li>• New residential streets which logically extend existing streetscapes;</li><li>• Street patterns on a southwest- northeast axis which maintain views across the site;</li><li>• Outward facing housing frontages and canopied entrances which overlook streets;</li><li>• Higher and lower density residential development;</li><li>• Varied building heights and use of materials;</li><li>• Linear building patterns – some with fluidity in the building line;</li><li>• A range of housing types;</li><li>• Key spaces including focal point buildings and contrasting elevational design;</li><li>• Distinctive landscape themes; and</li><li>• Inter-connected green spaces.</li></ul>	✓
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STREETS AND HOME

09 STREETS FOR ALL	<p>The indicative masterplan proposes a movement network which is hinged upon a hierarchy of streets which connect to existing routes and streetscapes. The arrangement of roads will be designed to a 25mph speed limit or lower and be achieved through limitations in forward visibility, tree planting, on-street parking, build-outs or pinch-points, varying road widths and changes in surfaces/ materials. Some vertical alignment may also be used but in limited amounts.</p> <p>Pedestrian footways will align most streets. Where pedestrian footways merge into shared surfaces, use of hard and soft landscaping, narrower roads and tighter building patterns will be used to promote lower vehicles speeds and reinforce the lower category nature of the street.</p> <p>Secondary streets will have shared surfaces, on street parking, landscape and tighter building patterns across the street. These components, together with limitations in forward visibility will encourage lower vehicle speeds and enable the street to have more flexibility – for example, allowing children to play in the street.</p> <p>Low-key lanes will serve development edges and will be narrower. This street typology will downplay the prominence of cars close to public open spaces.</p>	✓
10 CAR PARKING	<p>The indicative masterplan proposes car parking be provided in a variety of forms and avoids a single typology. Car parking types will complement development character areas.</p> <p>The primary car parking typology will be predominantly on-plot, with a garage set to the side. Driveways will be of sufficient length so that parked cars do not obscure the building line. This will be particularly key along the avenue to ensure frontages are uncluttered, building lines are pronounced and landscape themes prevail.</p> <p>The indicative masterplan proposes use of dwellings which have integral garages however these types of houses will be avoided at prominent ends streets or internal vistas. Garages will meet minimum requirements of the 6C’s Design Guide sizes and contribute towards the car parking provision.</p> <p>Grouped courtyard parking will be located directly off the avenue however will be set perpendicular to the streetscene in order to avoid being a dominant feature.</p> <p>Frontage and grouped parking is proposed in the development core to complement higher density patterns of houses. No rear parking courts are proposed. Some spaces will be assimilated into the streetscape – usually as part of a shared surface.</p> <p>Low density development edges will have garages parking set well back to ensure frontages are attractive and uncluttered.</p>	✓



STREETS AND HOME

11 PUBLIC AND PRIVATE SPACES

Existing landscape features have influenced the disposition of housing blocks, which slot between them.

The provision of new green space greatly surpasses South Derbyshire District Council requirements.

Green infrastructure is proposed as follows;

- A landscaped community green including a local equipped children’s play area (LEAP);
- A landscaped green edge of wildflower planting along the southern and western edges of the site retaining the Public Right of Way;
- Sustainable urban drainage features such as swales and ponds, with features suitable for wildlife;
- A central ecological corridor which bisects with the green edge and retains existing hedgerows, mature trees and woodland;
- A landscaped green off Swayfield Close creating a green gateway into the development;
- A landscaped green off Taplow Close, including a key pedestrian route;
- Extension of the adjacent woodland area in the south of the site, complementing a soft development edge in front of Greenside Court;
- Public open space in the north of the site retaining ridge and furrow, the veteran tree and Bean Hole Plantation;
- Grassed verges and tree planting along the avenue; and
- Tree and shrub planting in front and rear garden spaces and public open spaces.

Housing frontages will overlook public open spaces and achieve natural surveillance. Frontages will be defined by boundary treatments and use of hard and soft landscape;

Edges of public open space will be defined by soft landscape and boundary treatments.



12 EXTERNAL STORAGE AND AMENITY SPACE

Rear garden spaces will be of sufficient size to provide space to store refuse and recycling bins. Houses arranged in courts and terraces will private rear alleyways for wheelie bins to be brought to the front of plots for collection.

Along longer and narrower routes and where frontages are limited, wheelie bins collection points will be assimilated into the streetscape.

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