

ROYAL HILL ROAD **SPONDON**

DESIGN AND ACCESS STATEMENT
AUGUST 2023



ROYAL HILL ROAD, SPONDON

DESIGN AND ACCESS STATEMENT

Prepared by Pegasus Group on behalf of **Miller Homes**

August 2023

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INTRODUCTION

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- 1.3 THE SITE

INTRODUCTION

This statement has been prepared by Pegasus Group on behalf of Miller Homes and the wider consultant team, to accompany the Outline Planning Application for the development of Land off Royal Hill Road, Spondon.

“Outline planning application for a residential development for up to 90 dwellings including related infrastructure, landscaping and open space. All matters reserved except for access into the site from Royal Hill Road.”

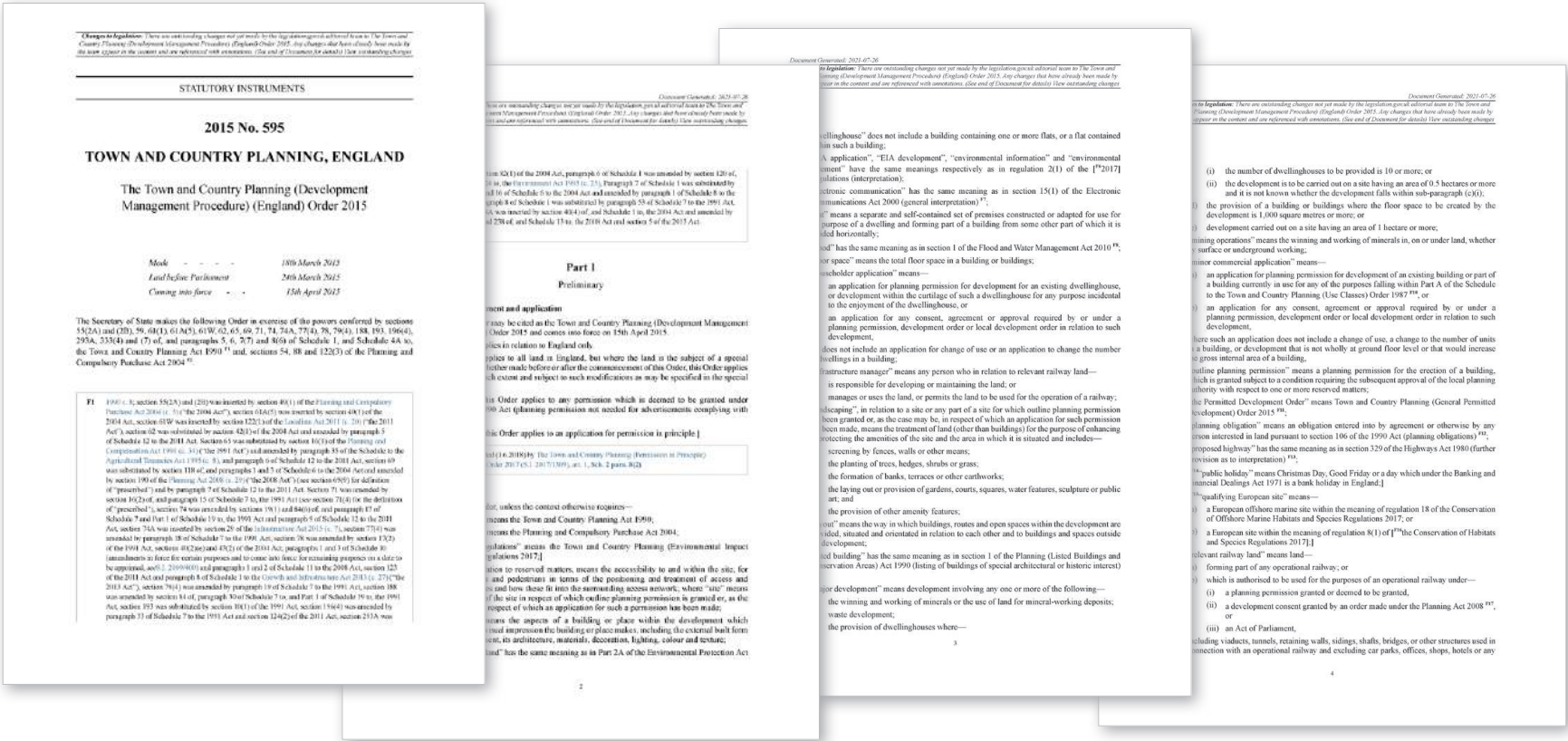
This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The DMPO also states the following requirements:

- “(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:
- (a) the design principles and concepts that have been applied to the development; and
 - (b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how specific issues which might affect access to the development have been addressed.”



Town and Country Planning (Development Management Procedure) (England) Order 2015

1.1 PURPOSE OF THE STATEMENT

The purpose of this Design and Access Statement is:

“...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.” (para. 029, PPG, Reference ID: 14-029-20140306)

This document achieves this within the following sections:

<div>SECTION1</div> <div>INTRODUCTION</div> <div>Outlines the purpose of this document.</div>	<div>SECTION2</div> <div>PLANNING POLICY</div> <div>Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy.</div>	<div>SECTION3</div> <div>CONTEXT</div> <div>Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context.</div>
<div>SECTION4</div> <div>DESIGN DEVELOPMENT</div> <div>Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution.</div>	<div>SECTION5</div> <div>DESIGN PROPOSALS</div> <div>Presentation of the key design proposals including the Uses, Built Form, Identity, Movement, Nature, Public Spaces, Homes and Buildings, Resources, and Lifespan.</div>	<div>SECTION6</div> <div>CONCLUSION</div> <div>This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.</div>

This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.

INTRODUCTION



1.2 ABOUT MILLER HOMES

Miller Homes is one of the nation's most respected home builders having built around 100,000 homes since they were established in 1934. They operate across nine regions from Scotland down to Central Southern England delivering to all sectors of the market, from apartments, and family homes to affordable housing and regeneration schemes.

Miller Homes create connected communities in sustainable developments that reflect the high-quality design they are known for delivering, as well as adding value to the existing community. The strong emphasis on quality design provides an ongoing legacy, while their planning delivery expertise and community led development approach makes us the developer of choice

From failing employment land to longer-term garden village proposals and greenfield sites, they source all types of land and each has a specific promotional strategy to engage with the planning system and ensure delivery effectively.

When preparing applications Miller homes actively engage with local authorities and communities to address concerns.

The expertise of Miller Homes development teams allows for solutions to challenging technical issues. The planning system can be difficult to navigate at times, however Miller Homes have the ability to co-ordinate large complex schemes giving certainty to local authorities and their partners.

INTRODUCTION



1.3 THE SITE

The site is located to the north-west of Spondon, a suburb of Derby. The application site area is 4.51 hectares (Ha) and is currently used as paddock for horse grazing.

The site is edged on the eastern boundary by Royal Hill Road and the boundary fence of two adjacent dwellings. The southern boundary of the site is bound by existing trees and vegetation. Beyond this, outside the site boundary, Public Right of Way (PRoW) Spondon 7 runs parallel to the southern boundary. This route provides access from Royal Hill Road to Springfield Primary School and continues further south to West Park Community School.

The north and west boundaries are defined by mature hedgerows and several trees. The very northern point of the site meets Longley Lane, a small track which is also a PRoW (Spondon 6). To the north of the site is a disused reservoir which is covered and enclosed by a grassed embankment with an adjacent building. Two telecoms towers sit just off-site adjacent to the reservoir embankment.

It occupies four rectilinear agricultural fields that are currently grazed. To the east of the Site is the wider settlement of Spondon, with the urban/rural western edge of the suburb continuing to the south. Boundaries are defined by hedgerows (or gappy hedgerow sections) or post and rail fencing, with scattered hedgerow trees. Some fields are subdivided into paddocks by fences.

1. View Across Site (East to North-West)
 2. View Across Site (East to South-West)



2

PLANNING POLICY

- 2.1 NATIONAL PLANNING POLICY FRAMEWORK
- 2.2 PLANNING PRACTICE GUIDANCE
- 2.3 NATIONAL DESIGN GUIDE
- 2.4 NATIONAL MODEL DESIGN CODE
- 2.5 LOCAL PLANNING & DESIGN GUIDANCE
- 2.6 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS
- 2.7 ALLOCATION

PLANNING POLICY

The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (July 2021), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

2.1 NATIONAL PLANNING POLICY FRAMEWORK

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development.

The three key objectives are:

- A **social** objective;
- An **economic** objective; and
- An **environmental** objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11. Section 9: Promoting Sustainable Transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (para. 104(e) NPPF 2021)

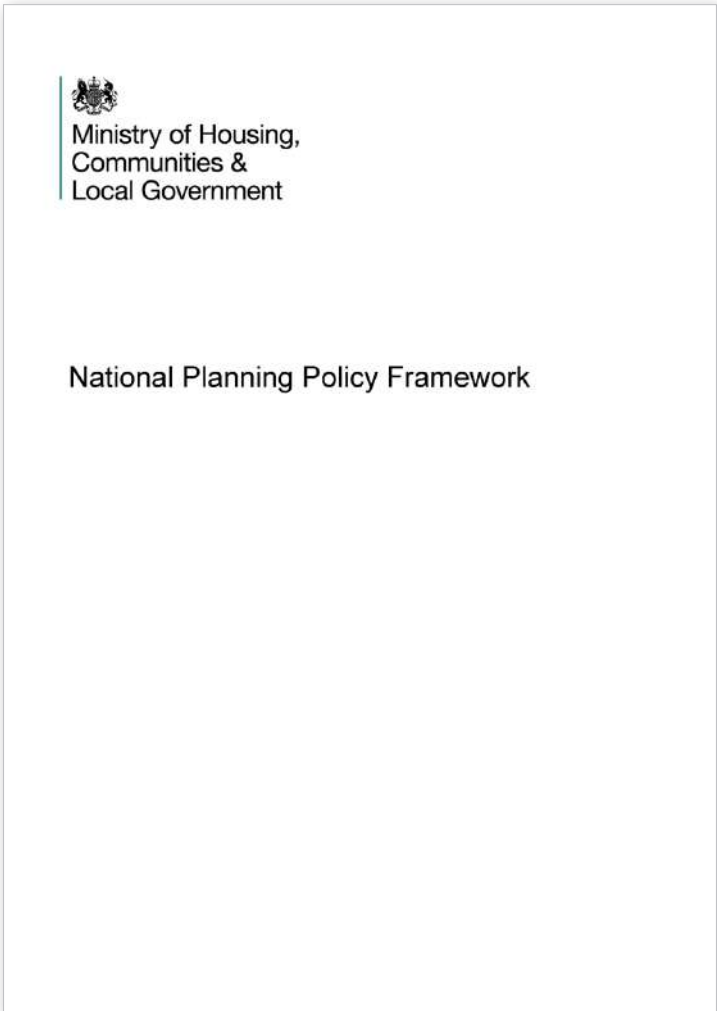
The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places. The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...” (para. 126, NPPF 2021)

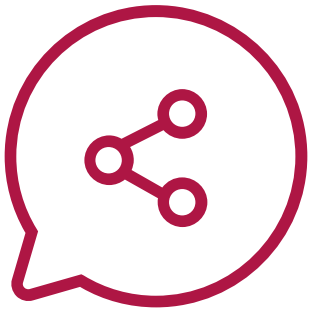
Furthermore, a new test is being introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”. (para. 134, NPPF 2021)

The NPPF is also clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



National Planning Policy Framework, July 2021



SOCIAL

Support strong, vibrant and healthy communities.

Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- "a) 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;*
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*

2.2 PLANNING PRACTICE GUIDANCE

The NPPF is accompanied by the online Government resource Planning Practice Guidance (PPG). The 'Design: Process and Tools' PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage" (para. 001, PPG, ID: 26-001-20191001, October 2019)



ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

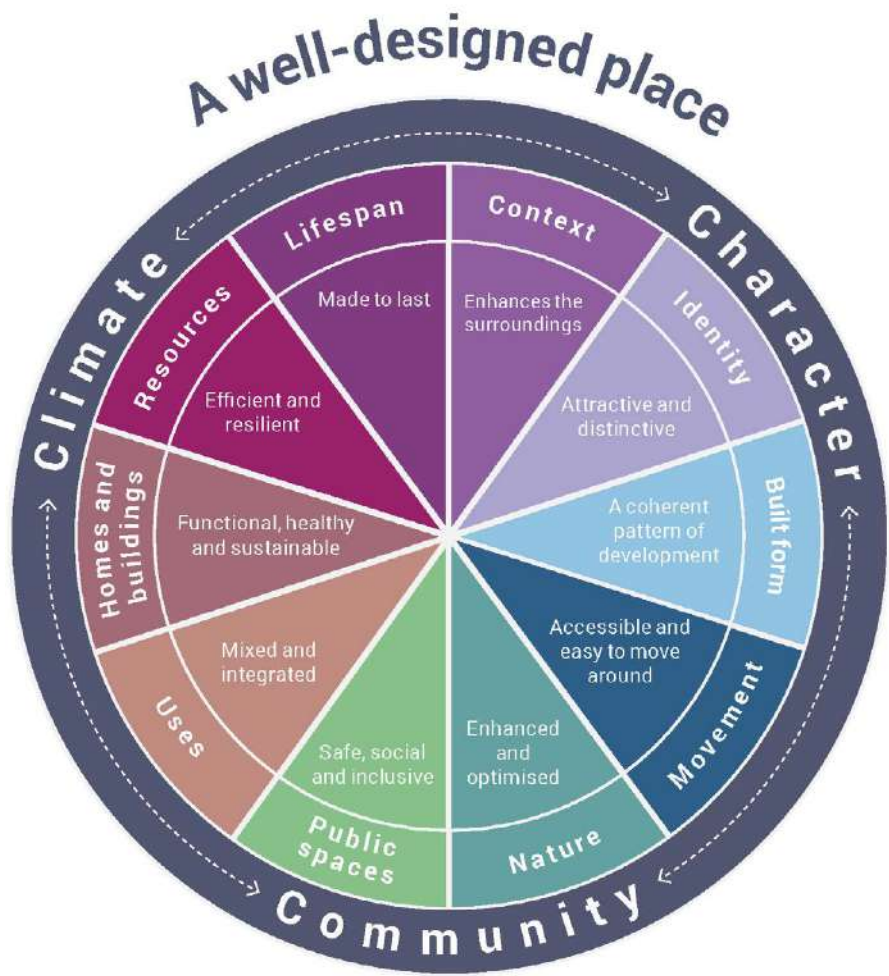
Build a strong, responsive and competitive economy.

PLANNING POLICY

2.3 NATIONAL DESIGN GUIDE

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.” (para. 13, NDG 2021)



The ten characteristics of a well-designed place (NDG, 2021)

The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical **character**;
- To help to nurture and sustain a sense of **community**; and
- To positively addresses environmental issues affecting **climate**.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

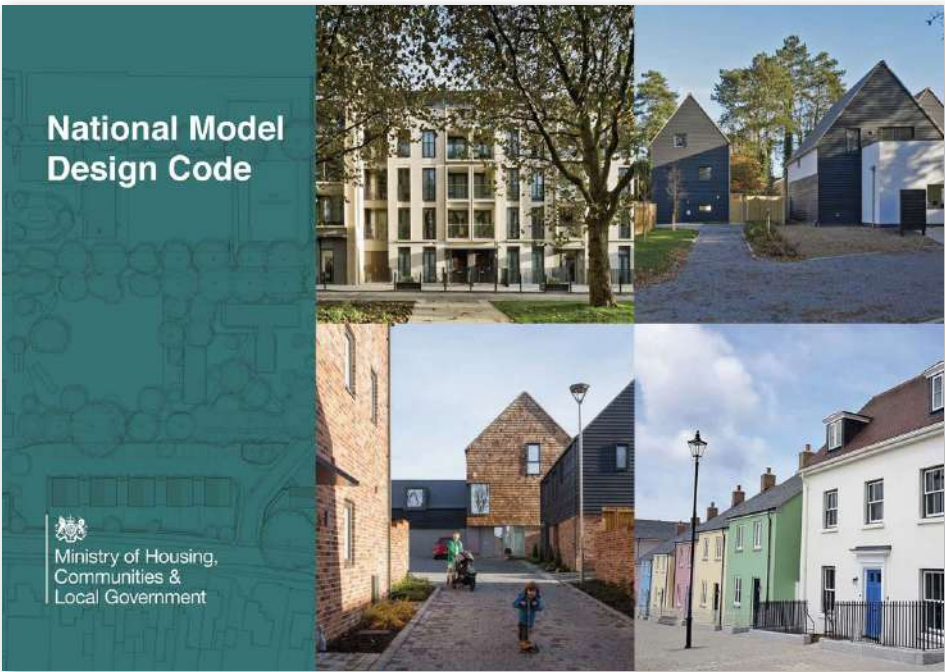
- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.

2.4 NATIONAL MODEL DESIGN CODE

The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.” (para. 1, National Design Code 2021)

The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



National Model Design Code, January 2021

2.5 LOCAL PLANNING & DESIGN GUIDANCE

2.5.1 The Development Plan

The development plan comprises of the following policy documents:

Derby City Local Plan Part 1 – Core Strategy (2017)

This is the key planning document for the city which sets out a long-term strategy for the spatial development of Derby to 2028 provides a framework for promoting and managing development.

Saved Policies of the City of Derby Local Plan Review (2006)

These development plan documents were adopted prior to the revised NPPF. In order for policies to be considered to be up to date they must be in general conformity with the policies contained within the NPPF.

The applicable development plan policies are set out below, please note the policies are not repeated verbatim, the relevant requirements are extracted for reader ease.

2.5.2 Derby City Local Plan Part 1 – Core Strategy (2017)

The Derby City Local Plan Part 1 – Core Strategy was adopted on 25th January 2017, the relevant policies are:

- Policy CP1a – The Presumption in Favour of Sustainable Development – identifies that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).
- CP2 Responding to Climate Change – identifies that the Council is committed to tackling the causes and effects of climate change, ensuring that all development takes account of opportunities to reduce greenhouse gas emissions and minimise the impacts caused as a result of a changing climate. Specific focus is given to Sustainable Design and Construction and Flood Risk and Water Management
- CP3 Placemaking Principles – highlights that the Council will expect high-quality, well-designed developments that will help raise the overall design standard of the city, particularly in the City Centre and other areas of significant change. Proposals of all scales should embrace the principles of sustainable development and take account of current best practice guidance.
- CP4 Character and Context – requires all proposals for new development will be expected to make a positive contribution towards the character, distinctiveness and identity of our neighbourhoods.
- CP6 – Housing Delivery – identifies that the Council wishes to enable the delivery of a minimum of 11,000 new mixed tenure, high quality homes in the City between 2011 and 2028 by allocating land in its Local Plan (Parts 1 and 2) and by setting out a development framework which facilitates the delivery of housing on appropriate sites.
- CP7 Affordable and Specialist Housing – requires the provision of a maximum of 30% affordable housing on residential developments on sites of 15 or more dwellings. A mix of tenures to include social rent, affordable rent and intermediate housing will be agreed by the Council on a site-by-site basis having regard to the most up to date Strategic Housing Market Assessment and any other relevant evidence.
- CP16 Green Infrastructure – requires that development needs to minimise and mitigate impacts and overall decline of biodiversity and, where possible, provide net gains. The policy also seeks to ensure that new residential development provides improvements to the public

green space network either through new provision or improvements to existing spaces.

The policy seeks to identify Green Wedges as areas of land that define the City’s neighbourhoods and seek improvements to enhance the wider green infrastructure network.

The policy also seeks to ensure that where new development has an adverse impact on a recognised important element of green infrastructure, that impact should be clearly understood, minimised and any residual adverse impacts mitigated for. As a last resort, the impact should be compensated for, either on-site or off-site. Any opportunities for enhancement and better management of the asset through development should be sought. In assessing the impact of the development, its need and benefit will be weighed against the harm caused to the green infrastructure

- CP17 Public Green Space – identifies that the Council will consider the following when applying the policy. 1) a public green space standard of 3.8 hectares per 1000 people or equivalent financial contributions and 2. accessibility standards set out in Appendix D (which are shown below)

The weight afforded to these policies is discussed in the planning statement

Appendix D: Open Space Standards

Open Space Type	Accessibility
City Parks	10 minute drive time / public transport (circa 8000m)
District Parks	15 minute walk time (roughly 1200m)
Neighbourhood Parks	10 minute walk time (roughly 800m)
Natural and semi-natural green space	10 minute walk time (roughly 800m)
Children’s play areas	10 minute walk time (roughly 800m)
Facilities for young people	15 minute walk time (roughly 1200m)
Allotments	15 minute walk time (roughly 1200m)
Outdoor sports facilities	Not applicable

2.5 LOCAL PLANNING & DESIGN GUIDANCE (CTD)

The Planning Obligation SPD details how the public green space standard can be broken down and applied practicably:

- Amenity green space of 1.4 hectares per 1,000 population
- Major open space of 2.4 hectares per 1,000 population

It also details that the provision of amenity green space will be sought from developments of 10 or more dwellings and that the provision of major open space will be sought from developments of 25 or more dwellings.

- CP18 Green Wedges – states that the Council will continue to identify Green Wedges as areas of land that define and enhance the City’s urban structure, maintain the identity of the different residential neighbourhoods, provide an uninterrupted link to the countryside, form part of the wider green infrastructure network and play an important role in climate change adaptation.
- CP19 Biodiversity – seeks to avoid, minimise and mitigate the impacts on biodiversity and contribute to the City’s ecological and geological resources resulting in a net gain in biodiversity over the plan period
- CP20 Historic Environment – states that development proposals that would detrimentally impact upon the significance of a heritage asset will be resisted.
- CP21 Community Facilities – identifies that The Council will work with strategic partners and developers to provide City wide, high quality, accessible and inclusive facilities and services for the community
- CP23 Delivering a Sustainable Transport Network – highlights that the Council will ensure that people living, working and travelling within Derby will have viable travel choices and effective, efficient and sustainable transport networks which meet the needs of residents and businesses while supporting sustainable economic growth and competitiveness by supporting:
 - greater travel choice and equality of opportunity for all through the delivery and promotion of high quality and accessible walking, cycling and public transport networks
 - initiatives to manage down traffic impacts, promote sustainable transport and the development of accessible sites
 - contribute to better safety, security and health for all
 - development located in accessible locations that are well served by frequent high quality bus services and which help to facilitate walking and cycling
 - development that connects residents to jobs, shopping, leisure, open space, health and educational opportunities
 - development which implements, and/or contributes to, appropriate onsite and off-site measures to

- mitigate the impact of development
- development which contributes to improving public transport, cycle and pedestrian infrastructure and public transport service provision
- MH1 Making it Happen – identifies that through the use of planning obligations, the Council will ensure that new development will be supported by the necessary and appropriate infrastructure, such as:
 - Affordable housing
 - Education facilities
 - Pedestrian, cycle and public transport facilities, disabled people’s access and services
 - Traffic management measures and road improvements
 - Water, sewerage, surface water drainage and flood defences
 - Health and community facilities
 - Provision of green infrastructure, including public green space, sport and recreation facilities
 - Public realm improvements and public art
 - Protection or enhancement of the City’s cultural heritage
 - Any other infrastructure deemed necessary to mitigate the impact of the development

2.5.3 Saved Policies of the City of Derby Local Plan Review (2006)

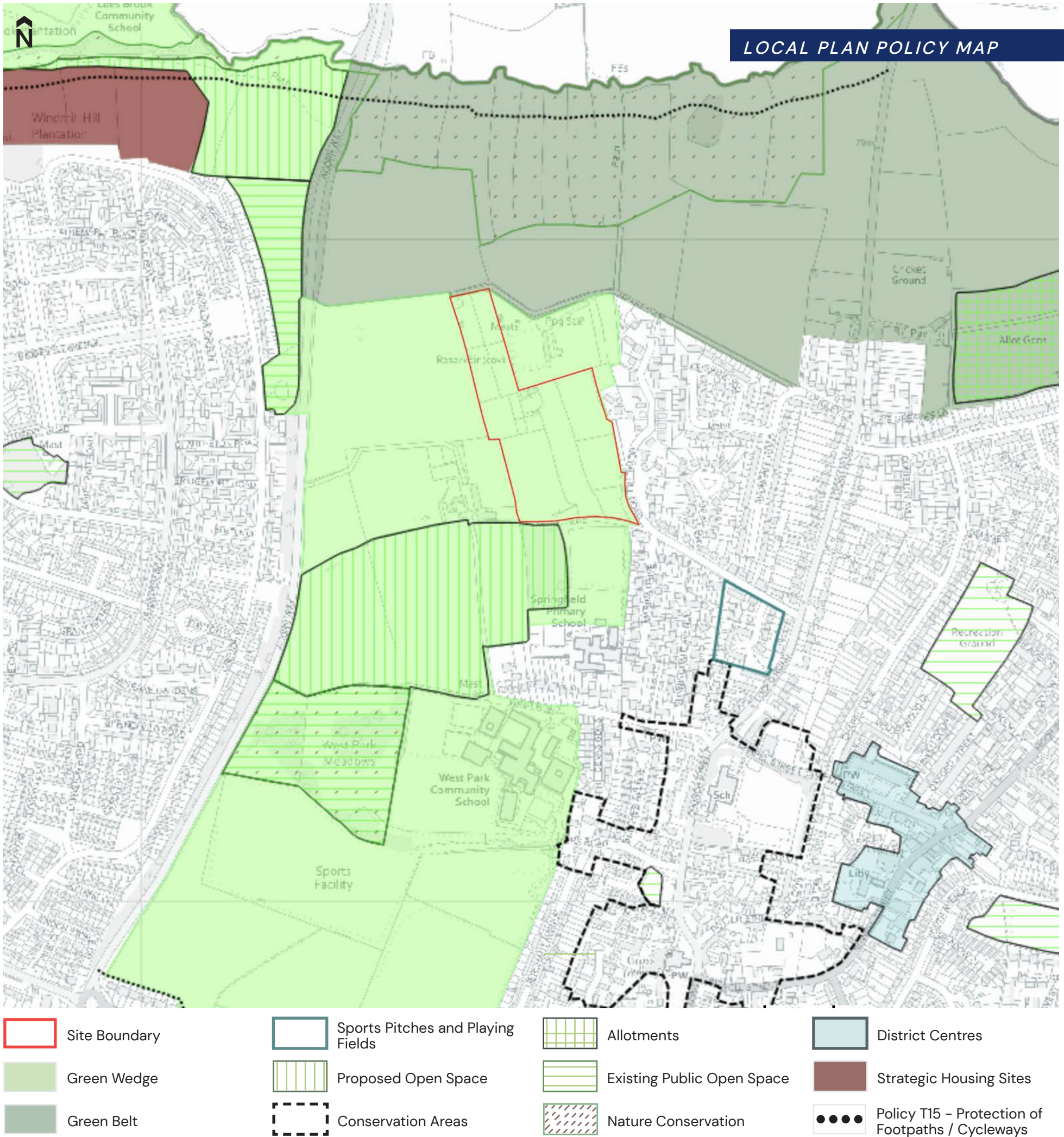
Many of the Saved Local Plan policies have been superseded by the Core Strategy, however there is still an applicable policy in relation to the development.

- Policy H13 – Residential Development – General Criteria identifies that a minimum average density of 35 dwellings per hectare on all developments will be sought, unless there are clear environmental reasons for a lower density

2.6 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS

PLANNING OBLIGATIONS SPD, 2018

The SPD sets out detailed guidance on the Council’s planning obligation requirements including affordable housing and is intended to provide assistance to those considering submitting planning applications for major development in Derby.

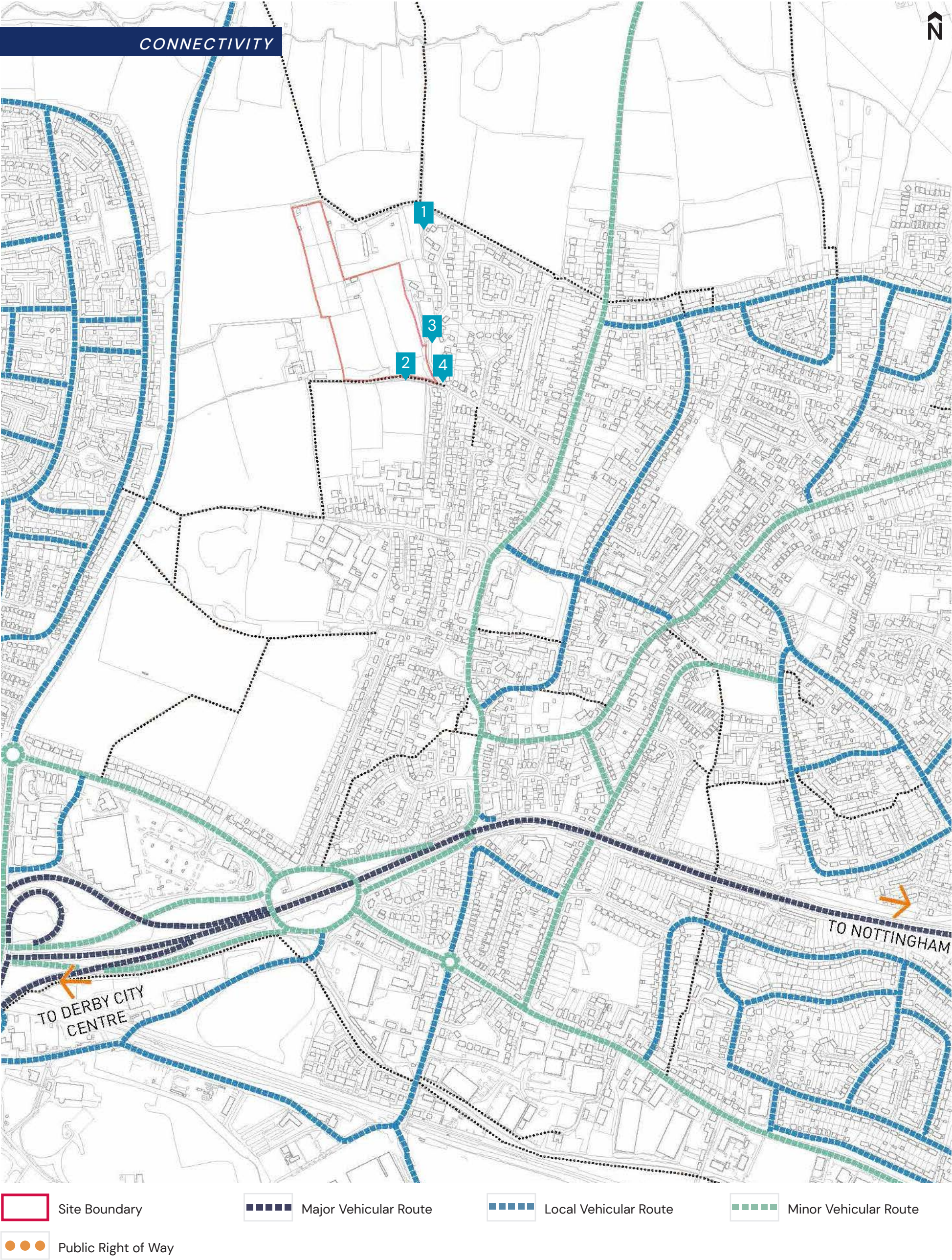


3

CONTEXT

- 3.1 CONNECTIVITY
- 3.2 PUBLIC TRANSPORT
- 3.3 SUSTAINABLE LINKS
- 3.4 LOCAL CHARACTER
- 3.5 LOCAL FACILITIES
- 3.6 FLOODING AND DRAINAGE
- 3.7 HERITAGE
- 3.8 ECOLOGY AND BIODIVERSITY
- 3.9 LANDSCAPE AND VISUAL IMPACT
- 3.10 OPPORTUNITIES AND INFLUENCES

CONTEXT



3.1 CONNECTIVITY

3.1.1 Vehicular Infrastructure

The site is well connected to the surrounding urban area of Spondon and benefits from highway links to major routes and local amenities within close proximity of the site. The plan opposite illustrates the location of the site within the context of the local highways network.

The site is accessed from the Royal Hill Road and only approximately 1km from the A52. This connects the site directly into Derby City Centre, approximately 5km to the west, and Nottingham City Centre , approximately 20km to the east. Whilst, local roads provide direct access to Spondon and local facilities.

3.1.2 Pedestrian & Cycle Infrastructure

The site has a number of pedestrian and shared surface pedestrian/cycle routes in close proximity. The walking routes provide opportunities to access local facilities and services which are shown in more detail in the Local Facilities section.

The adjacent plan shows the existing public rights of way in the vicinity of the site. Spondon 7 is parallel to the southern boundary, whilst Spondon 6 can be accessed from the northern end of the Site. Spondon 7 connects to a Local Cycle Route (LCR66) which provides access via National Cycle Route (NCR6) to Derby city centre approximately 5km away.

1. Public Right of Way (Spondon 6)

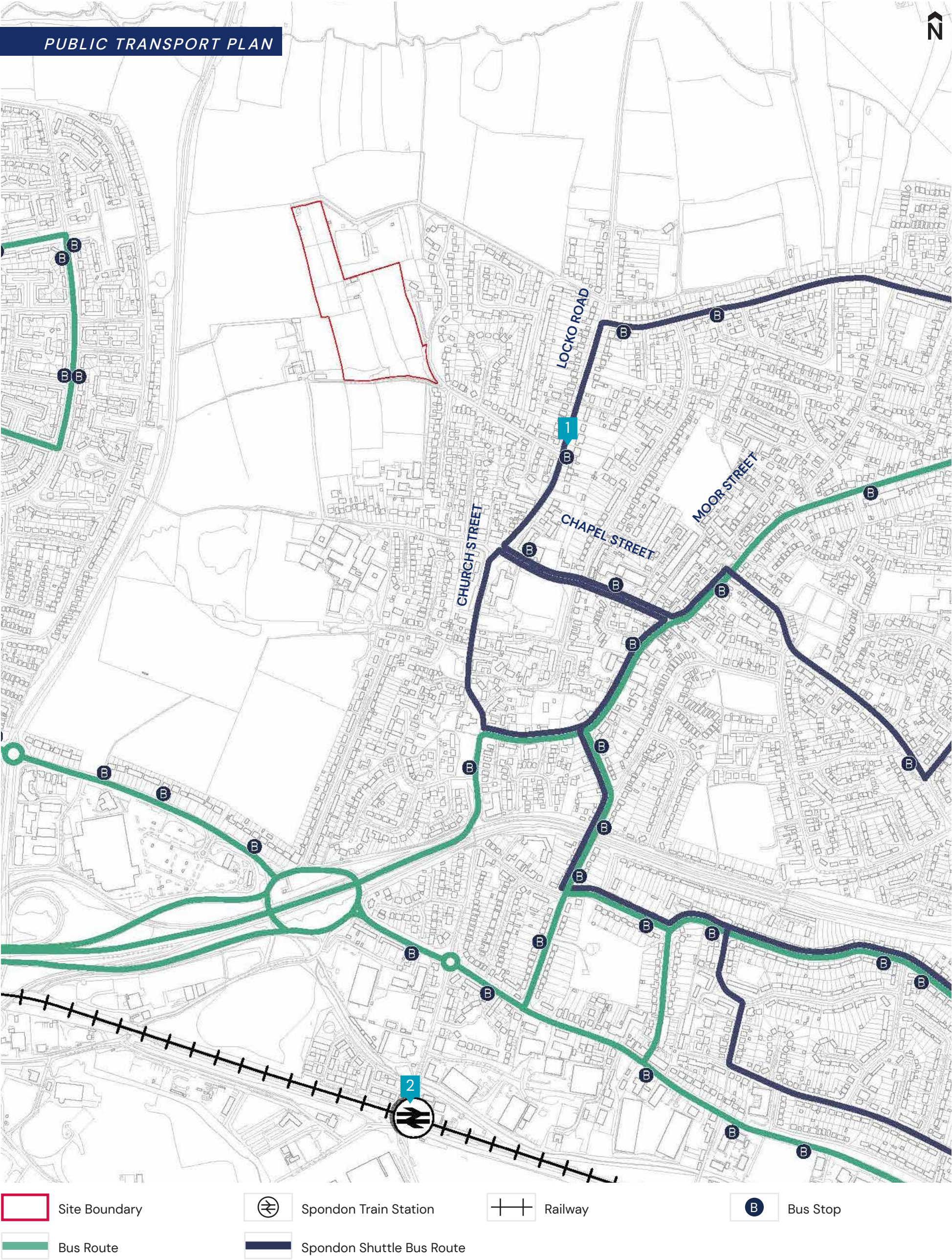
2. Public Right of Way (Spondon 7)

3. Site Access off Royal Hill Road

4. Royal Hill Road



CONTEXT



3.2 PUBLIC TRANSPORT

3.2.1 Bus Connectivity

The nearest bus stops to the site are located on Locko Road at its junction with Royal Hill Road approximately 350 metres walk from the site. However, the buses which served these stops have recently been re-routed or cancelled. Therefore, the nearest bus stop is now located on Moor Street, approximately 850 metres from the site, where Bus Route 9 stops, providing a public transport link to Derby.

Two small buses operated by Derbyshire Community Transport have been undertaking a 3 month trial run within Spondon from April-June. This trial was extended for a further 3 months and is continuing free of charge to passengers. These buses are called the Spondon Shuttle Buses (route S1 and S2) and only operate within Spondon, with the aim to reconnect local residents with the existing businesses and facilities in Spondon. The S2 shuttle bus routes nearest to the site, routing and calling at stops on Church Street and Chapel Street, which lies approximately 500 metres to the south of the site.

The Ilkeston Flyer, running along Moor Street, is a regular service which routes between Cotmanhay and Derby City Centre via Spondon. This operates at a frequency of 1 service every 15 minutes.

3.2.2 Train Connectivity

The nearest railway station to the site is approximately 2km to the south of the development site and within a 2km walking or cycling journey. It lies on the Derby – Nottingham line and the station is managed by East Midlands Rail. The CrossCountry line from Cardiff to Nottingham also stops at the station.

Spondon Railway Station is served by a number of frequent services that provide access to a range of destinations during the morning and evening peak hours. Train services to Derby, Nottingham and Birmingham present opportunities for future residents to commute to these areas for employment.

Table 6. Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time
Derby	60 mins during peaks	15 mins
Nottingham	60 mins during peaks	23 mins
Birmingham	120 mins during peaks	52 mins
Gloucester	1 direct service per day	1 hr 56 mins
Cardiff	1 direct service per day	3 hours

Note: Timetable information obtained (July 2023)

1. View North along Locko Road

2. Railway Crossing on Station Road



CONTEXT



- 1. Existing dwelling adjacent to Eastern site boundary
- 2. Existing dwellings on Royal Hill Road
- 3. Public Footpath off Royal Hill Road
- 4. Site Access off Royal Hill Road
- 5. St Werburghs Church
- 6. View from site access onto Royal Hill Road

3.3 LOCAL CHARACTER

The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (Para. 53, NDG 2021)”

Historically, Spondon dates back to the Domesday Book in 1086, but was subsequently destroyed by what is now known as the Great Fire of Spondon around 1340.

The village was rebuilt from this and steadily grew. In the late 1700’s the canal was built through the area while the arrival of the railways in the 1840s heralded the start of Spondon’s housing expansion. By the end of the 1800s, Spondon’s population had more than trebled.

Spondon retained its status as a separate village until it was officially absorbed into Derby’s city boundaries in 1968. Despite this, Spondon still retains its own village feel.

The modern expansion of Spondon, accelerated by the building of the A52 in 1956, has involved volume housebuilders and a range of residential styles is a direct response to this.

The buildings in the Spondon area are predominately red brick with grey roof tiles. There are different architectural details in the local area that correspond with the prevailing details of the time, for example chimneys on Victorian properties.

Spondon has a range of residential housing built during the last century. Larger developments that have been built by housebuilders are aesthetically consistent with the housebuilder vernacular. Due to the range of ages of dwellings, individual personalisation and the modernising of windows and doors adds to the varied appearance.

Because of this variation in age and construction date there are a wide range of features in the area including, bay windows, stone headers and cills/brick headers and cills, chimneys, UPVC windows, boxed eaves/corbelled eaves, timber cladding and feature, white rendered dwellings to name a few.

Further details such as wall boundary treatments and hedgerows create a varied street scene.

- 1. Historical Map (1885)
- 2. Historical Map (1919)
- 3. Historical Map (1995)
- 4. Historical Map (1985)



3.4 LOCAL FACILITIES

The site is located on the north-western edge of Spondon within walking distance of a large number of existing facilities, schools and recreation areas. The local facilities plan (shown opposite) illustrates the location of the key local facilities and services in relation to the site.

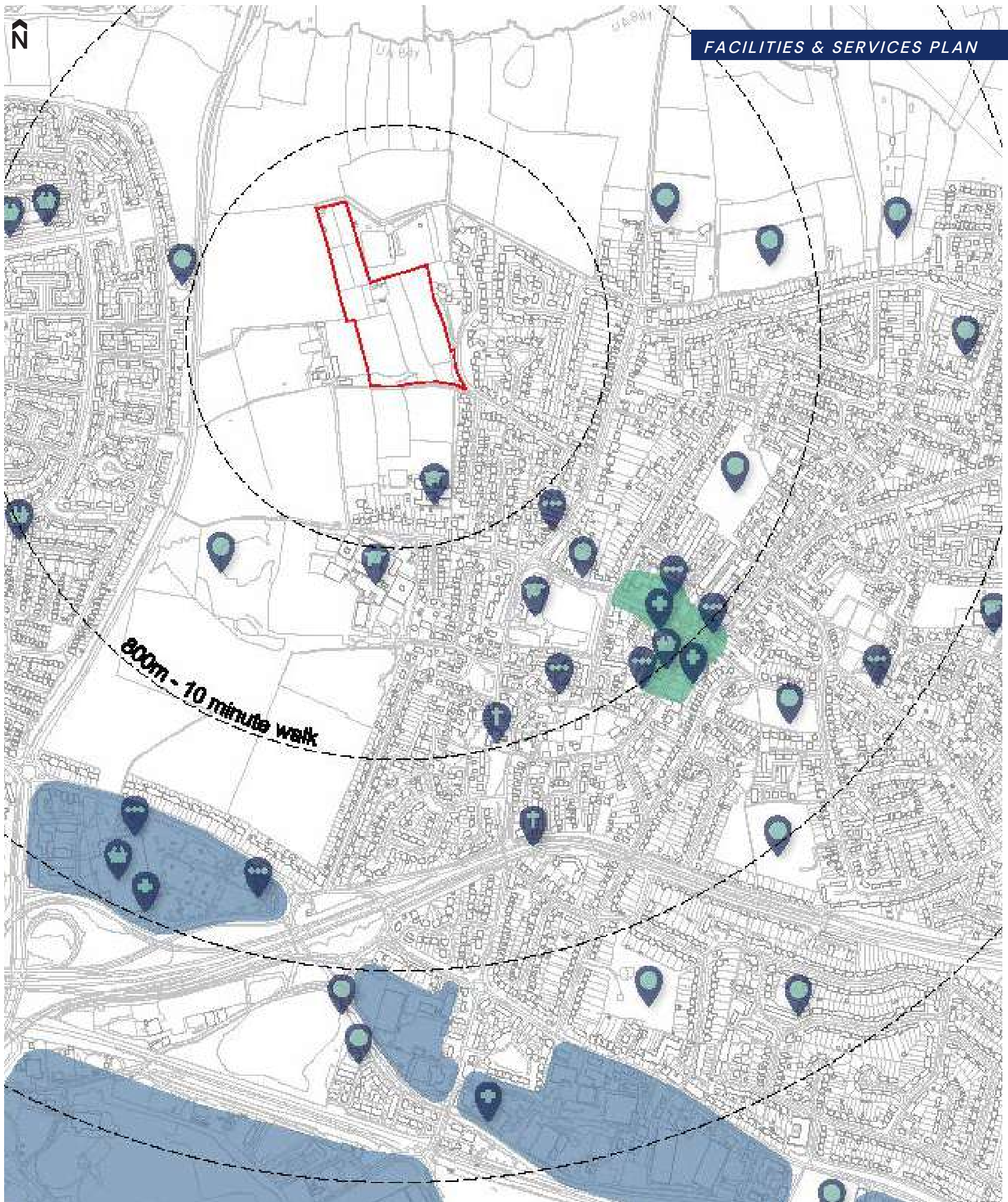
Spondon provides a range of local shops and services for residents in the local area. The site is within a 10-minute walking distance of the primary and secondary schools, doctors surgeries, food stores, employment centres and a range of retail and leisure facilities. Further retail options are available in Derby City Centre, located approximately 5km to the west of the site.








The site's proximity to Derby and location within walking distance of these amenities demonstrates how it is a sustainable location for a residential development.

1. The Co-Operative Food
2. Chapel Street Medical Centre
3. Springfield Primary School
4. West Park Academy

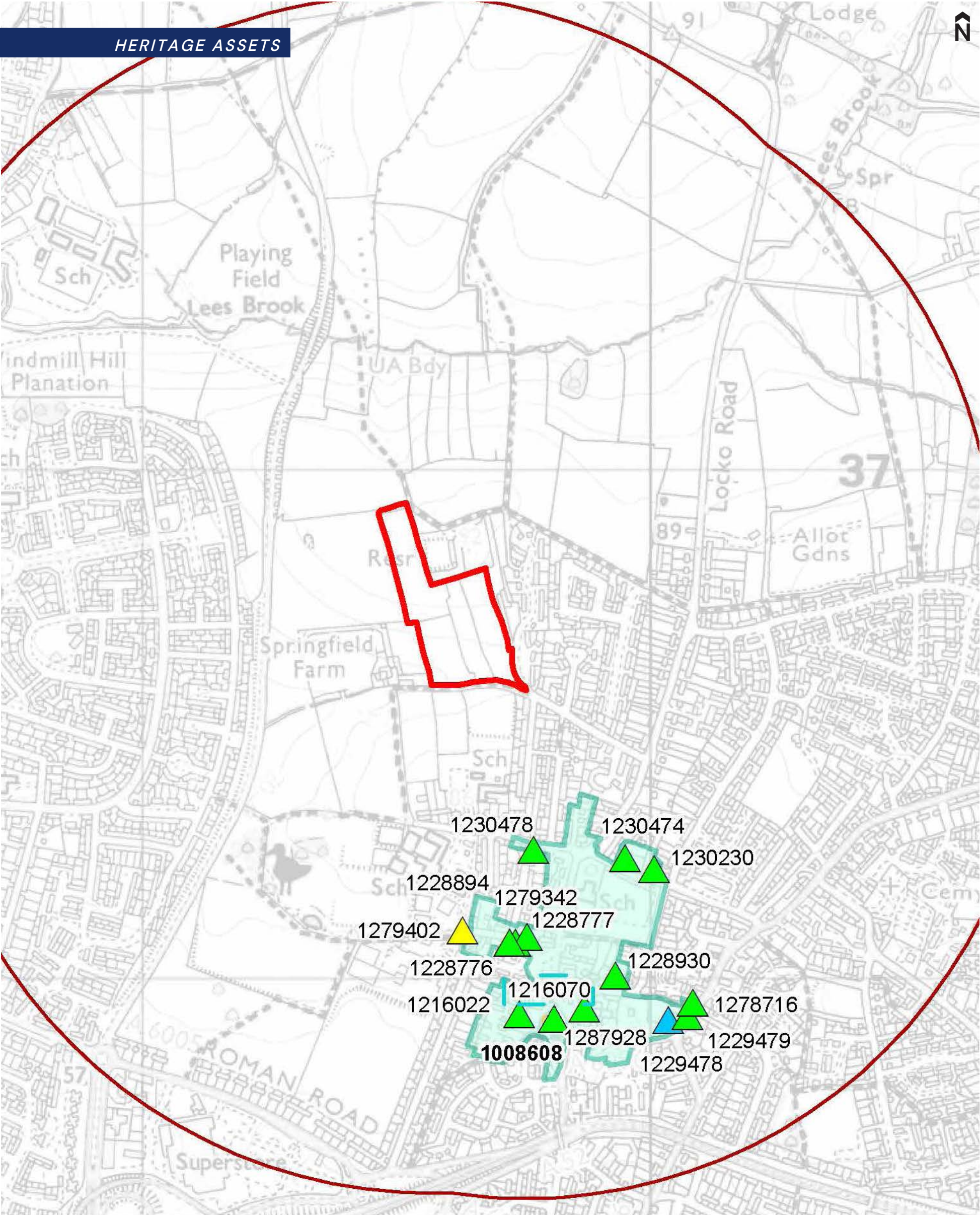








FACILITIES & SERVICES PLAN



- | | | | |
|---|---|--|--|
|  Site Boundary |  Education |  Healthcare |  Groceries |
|  Leisure |  Faith |  Other |  Spondon Centre |
|  Employment | | | |

CONTEXT



- | | | |
|--|---|---|
|  Site Boundary |  Spondon Conservation Area |  Grade II* Listed Building |
|  1km Study Area |  Grade I Listed Building |  Grade II Listed Building |

3.5 HERITAGE

In support of the pre-application enquiry a Heritage Note was prepared which identified that there are no designated heritage assets within the site boundary thereby any proposed development at the site will have no direct impact on any designated heritage asset.

Furthermore, the residential development of the site would result in no harm to any designated or non-designated heritage assets via a change to their setting due to the lack of any known historical association, and the lack of significance of any intervisibility or co-visibility of the site with any heritage asset.

There are no known below-ground archaeological heritage assets within the site, although the Historic Environment Record data includes the Historic Landscape Characterisation study which identifies the site as being fossilised field strips

potentially from the medieval to Victorian periods. This is because the existing field boundaries are identified on historic maps and the presence of visible ridge and furrow in the fields at the site.

The remnant ridge and furrow earthworks within the site are considered to be part of a non-designated heritage asset of the lowermost significance (the asset being all earthworks within the parish), as would the field boundaries within the site. Any loss or harm to the significance of these assets should be considered as part of balanced judgement, taking into account the importance of the asset and the scale of the harm.

1. View into the site from Spondon 6 PRow
2. View towards the south-east of the site



CONTEXT

3.6 TOPOGRAPHY

At its highest the Site is around 90m Above Ordnance Datum (AOD) in the northern extents, falling reasonably evenly to around 75m AOD in the south-western corner.

The topography of the Site's local context exhibits some variability due to a series of brooks and other minor tributaries draining north to south into the River Derwent. These watercourses include the Lees Brook (passing to the north of Spondon and Cherrytree Hill) leading into the Chaddesden Brook (flowing south between Chaddesden and Cherrytree Hill). The River Derwent itself meanders through a wide shallow valley to the south of the A52. It flows south towards Derby City centre and then east-southeast to join the River Trent.

Consequently, landform local to the south comprises the lower-lying relatively flat landscape of the Derwent Valley floodplain to the south of the A52 (typically between 30 and 50m AOD), with rising and undulating land to the north of this road with some subtle 'ridges' of highest ground between watercourses (around Spondon and Chaddesden up to circa 120m AOD).

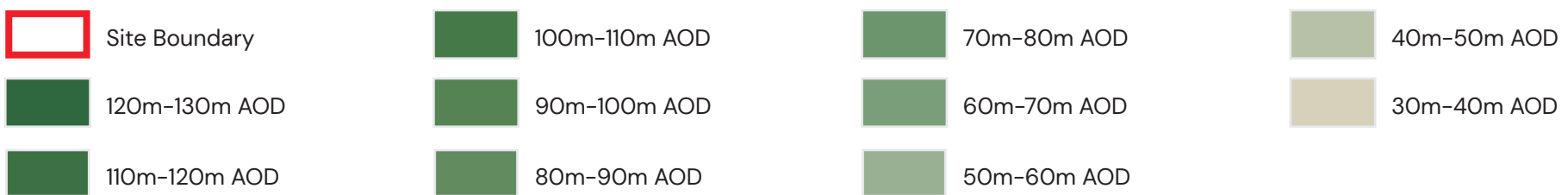
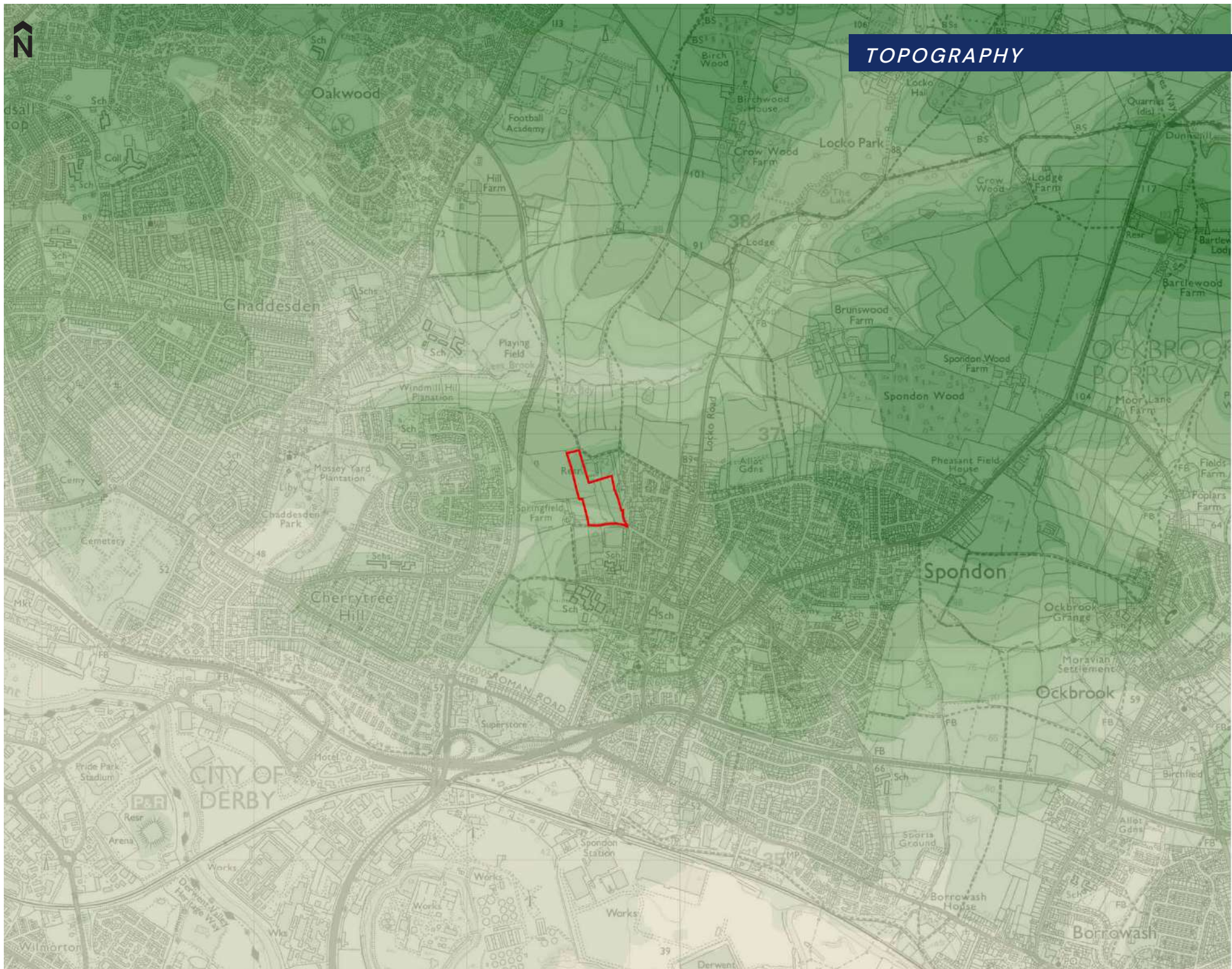
Land along the western and northern edges of Spondon are undulating, but in general fall to the west and south. At the north-western settlement corner (just below which the Site is located) land is up to 92m AOD. Further south, land rises to just over 85m AOD (at West Park School) before falling towards the river valley. Much of the northern fringe of Spondon slopes from around 90m AOD into the Lees Brook Valley, however, to the north-east land rises to localised high ground at 120-125m AOD.

There is a lake within Locko Park ('The Lake') and a number of other waterbodies within the Derwent floodplain closely associated with the river course and the sites of former (restored) sand and gravel extraction.



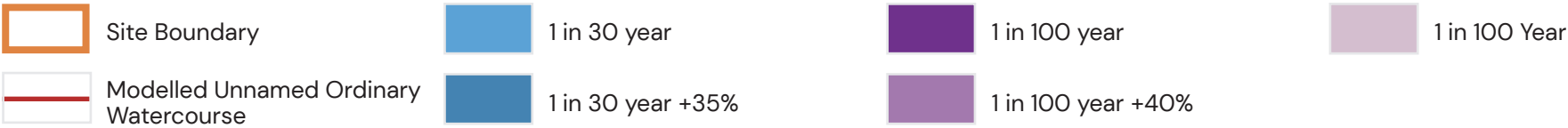
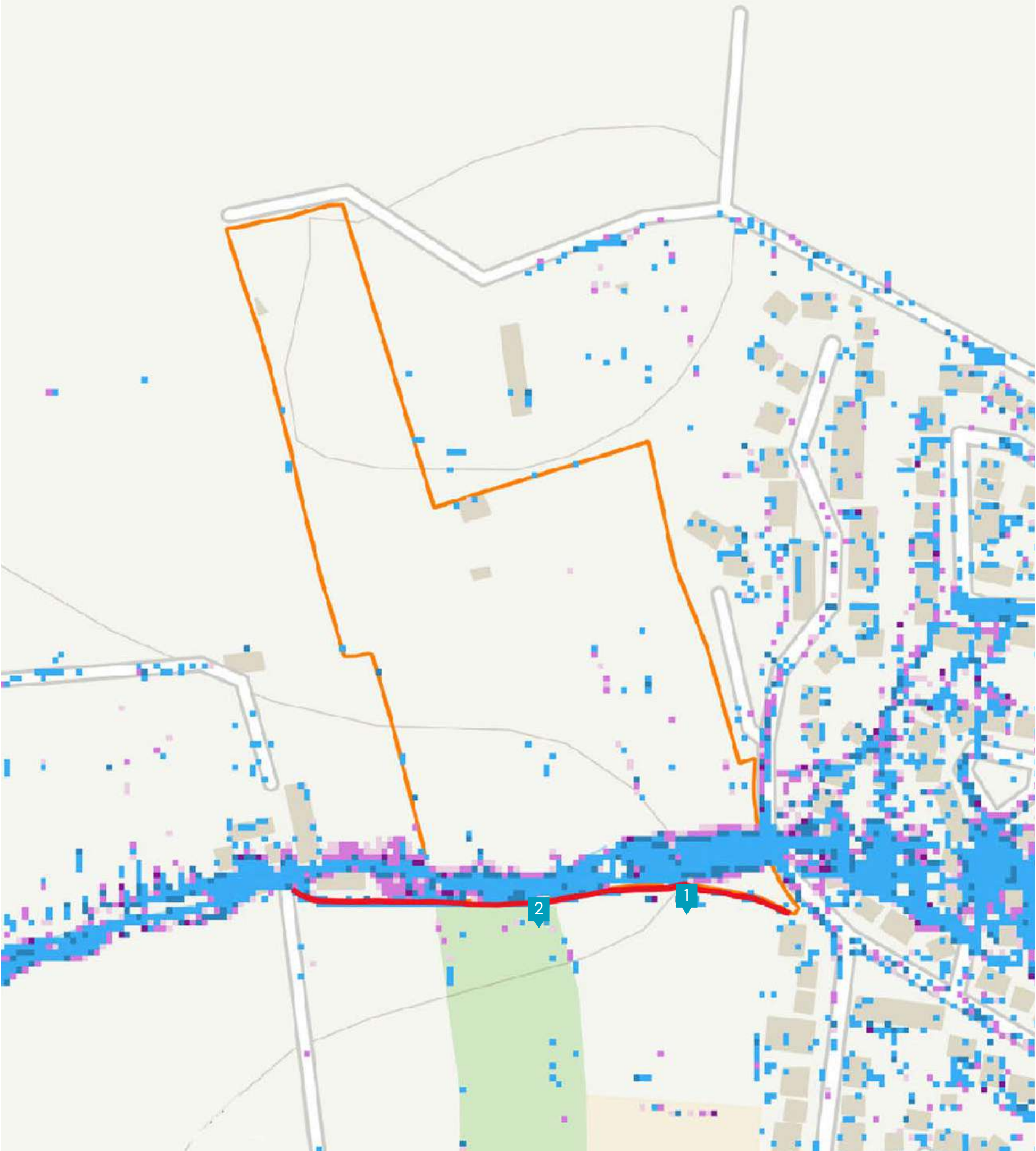
1. View north through the site from Royal Hill Road
2. View north through the site from Spondon 7





CONTEXT

MODELLED FLOODPLAIN EXTENT



3.7 DRAINAGE & FLOODING

BWB was commissioned by Miller Homes, to prepare a Flood Risk Assessment and Drainage Statement.

3.7.1 Fluvial and Tidal Flooding

The site is located entirely within Flood Zone 1 (land assessed as having a probability of annual fluvial flooding less than 1 in 1000 in any one year). The nearest fluvial flood extents are located approximately 320m north of the site attributed to the Lees Brook. Overall, the site is considered to be at a low risk of fluvial flooding.

A bespoke modelling exercise of the Unnamed Ordinary Watercourse to the south of the site was been undertaken. The baseline (existing conditions) maximum flood extents at the site are shown on the adjacent plan. The modelling demonstrates that the baseline flood extents is shown to be relatively constrained to the channel. This shows that the flood risk to the site is generated at a topographical low point on Royal Hill Road to the southeast of the site. Based on these results, the site is considered to be at low risk of fluvial flooding.

3.7.2 Surface Water Flooding

Surface water flooding can be caused when rainwater during extreme rainfall events does not drain away through the normal drainage system or soak into the ground with flooding occurring, principally from manholes and gullies. Surcharging sewers can result in overland flows which if originating at a higher elevation than a development site can potentially pose a flood risk.

The site is shown to be at predominantly a very low risk of pluvial flooding, with no surface water ponding shown within the site. Hydraulic modelling has been undertaken and supersedes the generalised EA RoFSW to inform flood risk for the site-specific FRA.

The results from the modelling exercise show the south of the site to be at risk of pluvial flooding for all modelled storm events. The site's access and egress route via Royal Hill Road is shown to be subject to surface water flood depths of up to 400mm, for an approximate 6m stretch, during the 1 in 100-year +40% climate change design scenario.

1. Unnamed Ordinary Watercourse to the south of the site
2. View into the site from Spondon 7 Public Right of Way



3.8 ECOLOGY AND BIODIVERSITY

Tetra Tech have undertaken an ecological appraisal of the site which found the development proposals are considered to have no impact on the statutory designated sites due to the site proposals not of a type likely to impact the SSSI sites. There was a non-statutory designated site located 64m of the south of the site.

The habitats found on site consist of hedgerows, improved grassland, scattered broadleaved trees, scattered scrub, buildings, bare ground, hardstanding, fencing and a ditch. These have the potential to support range a of species including nesting birds, badgers and bats, hedgehogs. Therefore, the report recommends that development proposals should seek to retain high value trees and hedgerows and incorporate them within the design.

The majority of the site comprised improved grassland which was used as grazing fields for horses at the time of survey. The fields were grazed to approximately 5 cm with the boundaries being overgrown to 20 cm.

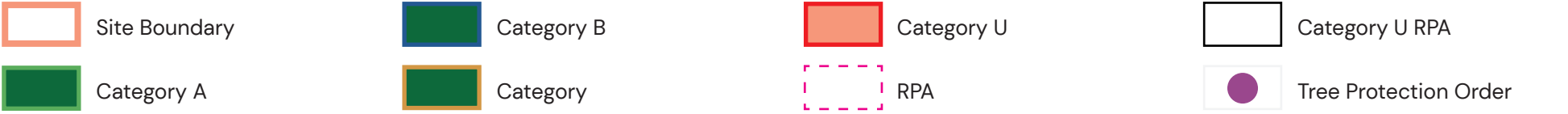
- 1. View into the site from Royal Hill Road
- 2. View into the site from Spondon 6 Public Right of Way





	Bare Ground		Improved grassland		Intact hedge - Native species-poor		Fence
	Buildings		Scrub - scattered		Hedge and Trees - native species-poor		Scattered scrub - board-leaved
	Hardstanding		Defunct hedge - native species-poor		Running water		Scattered tree - board-leaved

CONTEXT



3.9 ARBORICULTURE

The outline proposals acknowledge trees are an important part of Spondon's character adding colour, variety, screening, shade and shelter in both rural and built-up areas. It is acknowledges they can provide a link with the past; they have an ecological value as habitat for a variety of plants and animals; and they are beneficial as carbon sinks – helping filter greenhouse gases.

Bramley Tree Consultancy Ltd have undertaken an Arboricultural Assessment to consider the impact on trees of development proposals.

The survey of trees assessed a total of 33 trees, groups and hedges, with the majority of these being classed as category B or C (medium– low quality/value). There are three trees categorised as A (high quality/value), all of which are good quality Oaks that are visible from the adjacent road and residential area. It is recommended that these trees be retained within the proposed development.

There are four individual trees on the site that are protected by Tree Preservation Order 179 and relate to trees T9, T10, T11 and T12, all of which are Oak Trees.

The hedgerows on site are within Category B and C, and, although they are not situated within Category A, due to their ecological value to area it is recommended that these hedgerows be retained where possible.

Habitats of greatest value include hedgerows which will be retained, protected and enhanced where possible. Mature trees will also be retained where possible. A baseline biodiversity assessment has been undertaken and this will inform future landscape proposals for the site to achieve a biodiversity net gain.

- 1. View into the site from Spondon 6 Public Right of Way
- 2. View into the site from Spondon 7 Public Right of Way



3.10 LANDSCAPE AND VISUAL IMPACT

A Landscape and Visual Impact Assessment has been prepared by Pegasus Group to consider the landscape and visual impact of the proposed development. The assessment also considers the impact of the development on the function of the Chaddesden / Spondon Green Wedge.

The Site is not situated within or in close proximity to any designations of relevance to landscape and visual matters, such as Areas of Outstanding Natural Beauty (AONBs), National Parks or Registered Parks and Gardens (RPG).

Within the Site’s study area there are a diverse range of land uses beyond the city suburbs and peripheral settlements. As noted above, to the south these include a network of primary roads and rail infrastructure, sewage treatment works, two large wind turbines and a number of business parks and commercial / industrial estates. These estates include units on the former power station site east of the sewage works. To the north land is agricultural (comprising some pasture and swathes of arable) punctuated by select areas of parkland or nature reserves and scattered woodlands of variable sizes.

In the Site’s immediate context lies the Springfield Primary School to the south of the Site, with West Park (secondary) School a short distance further south. There is a covered reservoir adjoining the north-eastern boundaries of the Site, together with two communications masts.

Beyond the western residential area of Spondon, land is primarily cultivated or grazed. Pasture is more prevalent closer to the settlement edge, with an increasing occurrence and field size associated with arable farming. Locko Park to the north-east is largely grazed parkland with some woodland belts, blocks and clumps. Select small wooded areas occur in close proximity to the south of the Site, including at West Park Meadow Nature Reserve to the south-west.

Reference has been made to published guidance on landscape character for the area. The Site is located in the following: (refer to Figure 4, Landscape Character):

- NCA38: Nottinghamshire, Derbyshire and Yorkshire Coalfields;
- East Midlands Regional Landscape Character Area 5a: Village Farmlands; and
- Derbyshire County Landscape Character Type: Lowland Village Farmlands.

Further information on these designations can be found in the the Landscape & Visual Impact Assessment.

As part of the Landscape and Visual Impact Assessment a Green Wedge review has been undertaken to consider the proposed development against the functions of the Green Wedge.

Green Wedge is not a landscape designation, but one of land use control whereby areas of Green Wedge primarily seek to guide the development form of urban areas, with policy designed to retain the functions of the Green Wedge. Green Wedge designation does not seek to protect a landscape of any particular quality or amenity contribution, and does not consider other matters such as landscape character, its intrinsic value, or features and components.

The Green Wedge Review refers to the original GW Policy in 1989 which sought to establish a consistent approach to the principle and definition of GWs and provided a basis for development control. This defined two essential characteristics, which continue to be upheld to the present day, being:

- They have an open and undeveloped character; and
- They penetrate the urban area from the open countryside.

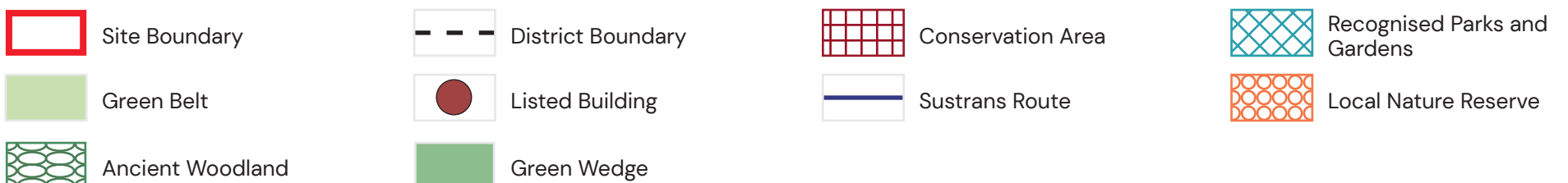
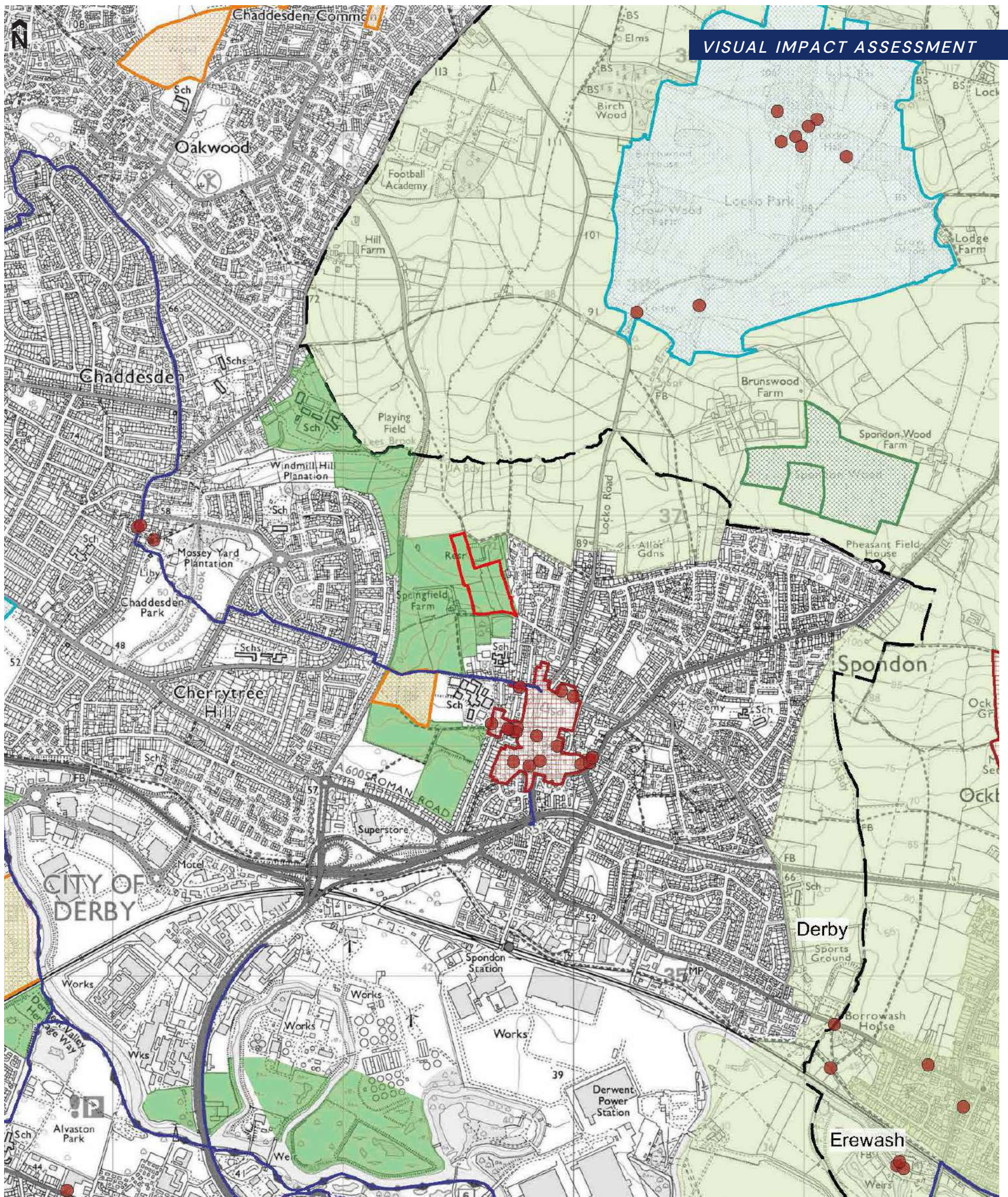
Their overarching function is derived from these characteristics, with the third function depending upon the particular circumstances around a given GW:

- Primarily (the GWs must exhibit these characteristics in order to) be capable of defining and enhancing the urban structure of the city as a whole;
- Maintain neighbourhood identity; and
- Preventing coalescence, or providing buffer zones to protect residential amenity, or maintaining the predominantly open corridor for the River Derwent.

1. View into the site from Royal Hill Road



VISUAL IMPACT ASSESSMENT



3.11 OPPORTUNITIES AND INFLUENCES

Following an assessment of the site and its surroundings, the key opportunities and influences have been identified. These are outlined below and are illustrated on the adjacent plan. These have informed the design development.

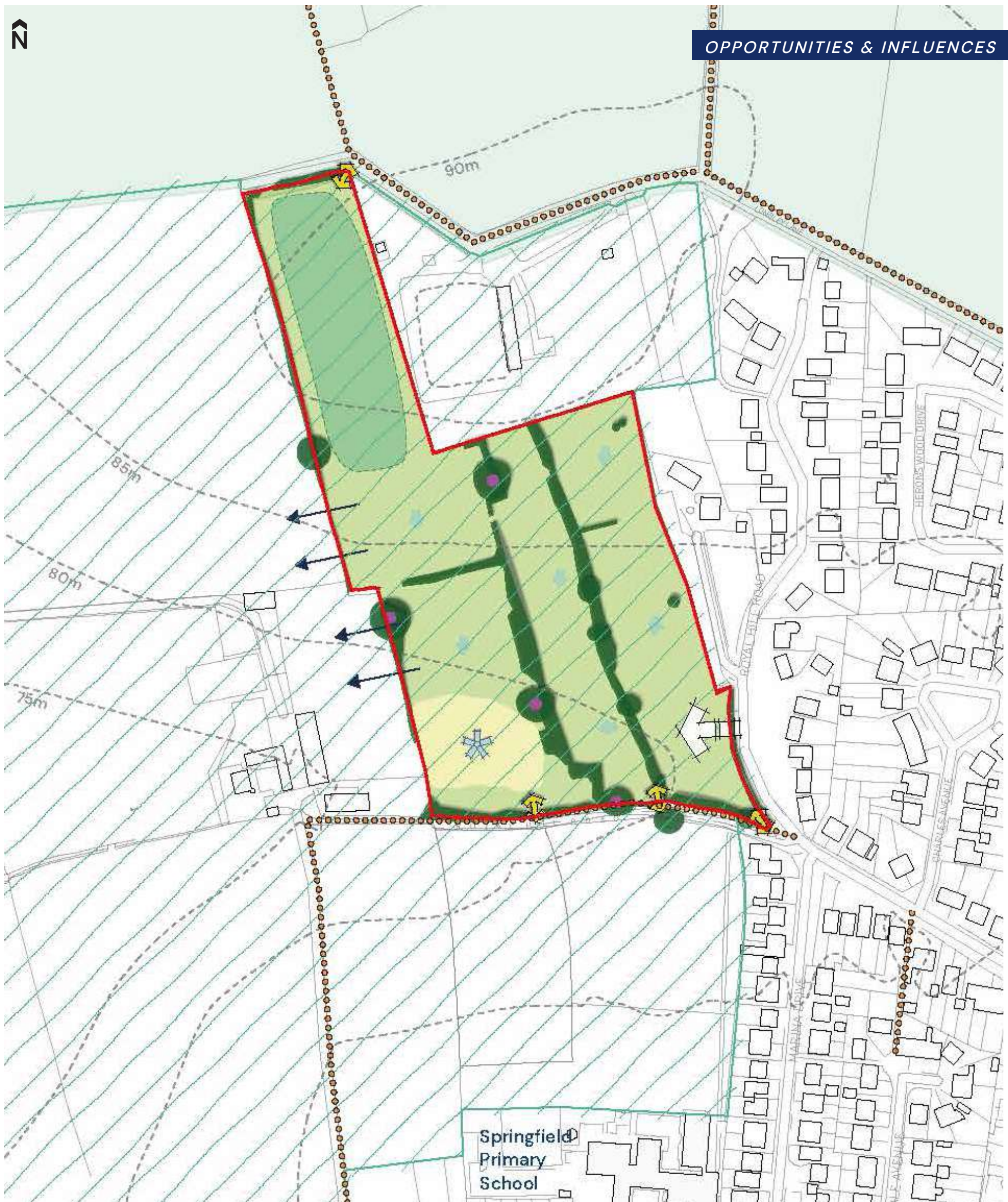
- The site sits in a physical location where it will read as a logical continuation of the Spondon urban area;
- The existing framework of hedgerows and trees along many of the Site’s perimeter and internal field parcel boundaries needs to be retained wherever possible as it benefits the capacity (and screening) of the Site;
- Opportunity to provide a biodiversity net gain;
- Improve the Public Right of Way running along the northern and southern edges of the site by linking them together;
- Provide additional residential development within Spondon;
- Provide new, usable areas of public open space;
- Sensitively respond to the edge conditions along the site boundary, particularly where exposed to the surrounding fields;
- Improve active frontage facing pedestrian routes;
- Create and enhance links to surrounding public opens spaces;
- The Site is located within the green wedge;
- There for 4 TPO trees within the site boundary. These should be retained and protected within the scheme;
- Improve the southern PRow to provide access to the school; and
- The northern area of the site provides an opportunity for an enhanced landscape area that can increase biodiversity and provide amenity to new and existing residents.
- Potential for greater public accessibility; and
- Opportunities for enhancement and reinforcement of existing Site and field boundary features, such a gappy or absent hedgerow sections.

1. Southern field within the site

2. Eastern field within the site



OPPORTUNITIES & INFLUENCES



	Site Boundary		Green Belt		Public Right of Way		Attenuation Area
	Vehicular Access		Existing Vegetation to be Retained		Tree Protection Ordered Trees		Direction in which the Land Slopes
	Filtered Views of wider landscape		Green Wedge		Land free from residential development		

4

DESIGN DEVELOPMENT

- 4.1 CONCEPT DEVELOPMENT
- 4.2 DESIGN PRINCIPLES
- 4.3 PRE-APPLICATION ADVICE AND DISCUSSIONS
- 4.4 COMMUNITY ENGAGEMENT PROCESS
- 4.5 SUMMARY OF CHANGES TO THE MASTERPLAN

DESIGN DEVELOPMENT

4.1 CONCEPT DEVELOPMENT

The masterplan developed over a four-year period. Prior to engagement with Derbyshire City Council the proposals changed in a number of ways;

- changes were made to the site boundary based on ownership and surrounding land uses;
- developed drainage design to ensure an efficient land use strategy;
- rationalised street pattern to provide access across the development;
- vehicle access points revised to ensure it isn't in the flood zone; and
- Public Rights of Way and movement strategy evolved to integrate with the surrounding developments.

The design concept weaves development areas within the established features of the site, ensuring that existing landscaping is preserved and site specific opportunities and influences are sensitively responded to.

The following diagrams show how the layering of this information has led to the design concept.



OCTOBER 2020

- Based on the site's constraints blocks have been mapped out in order to demonstrate the feasibility of development; and
- Development has not been extended into the northern field as this is the high point of the site.



FEBRUARY 2021

- Development blocks have been rationalised through the introduction of an indicative housing structure. This demonstrates how development can be designed to create well-defined streets and surveillance over new public open spaces; and
- A movement corridor has been introduced through the centre of the scheme linking together the existing public rights of way to the north and south of the site. This will also help to make a key connection to Springfield Primary School and Spondon.



JUNE 2023

- The development and site access has been moved north so it is outside the modelled flood zone;
- The drainage locations has been reviewed and rationalised from two to one larger drainage basin. This has also moved north to sit outside of the flood zone; and
- A play space has been introduced in the southern public open space, enhancing the movement corridor and key connection with the Springfield Primary school.



AUGUST 2023

- An orchard, kick-about area and wildflower planting has been located within the northern public open space. This enhances the movement corridor through the site whilst also providing facilities for both new and surrounding residents; and
- An illustrative block structure is shown to help visualise how the future development can positively respond to the opportunities and influences presented by the site.

4.2 DESIGN PRINCIPLES

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site.

The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the 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.

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high quality standard of design.

These principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:

4.2.1 Function & Quality

"...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" (para. 130(a), NPPF 2021)



- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including, leisure, and recreation activities whilst respecting and assisting in the regeneration of the area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built 'robustness' – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

4.2.2 Visually Attractive

"...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping" (para. 130(b), NPPF 2021)



- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.

4.2.3 Response to Context

"...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)" (para. 130(c), NPPF 2021)



- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

4.2.4 Strong Sense of Place

"...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)" (para. 130(d), NPPF 2021)



- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of surrounding buildings, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

4.2.5 Accessibility

"...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks" (para. 130(e), NPPF 2021)



- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
- Enhancement of the existing public rights of way network as an integral part of the development, particularly facilitating access to the Spondon and existing employment areas;
- Maximise opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
- Maximisation of the connections to Spondon via sustainable routes for pedestrians, cyclists and public transport users.

4.2.6 Safe, Inclusive & Accessible Places

"...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience" (para. 130(f), NPPF 2021)



- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.

4.3 PRE-APPLICATION ADVICE & DISCUSSIONS

4.3.1 Pre-Application Meeting

As part of the submission of this planning application a pre application meeting was held on the 6th June 2022, in which representatives from Derby City Council, Pegasus Group and Miller Homes attended to discuss the proposed proposals in further detail. Within the meeting it was confirmed:

- Council can not demonstrate a 5-year supply of housing land as required by the NPPF
- The Council’s housing requirement in Policy CP6 is out of date.
- For the purposes of decision making, the lack of a demonstrable 5-year housing land supply means that the presumption in favour of development and the “tilted balance” set out in the NPPF is invoked
- The main planning policy constraint is the Green Wedge designation.
- The ‘tilted balance’ would be a material consideration in dealing with a planning application and so the process of determining an application would be to identify the benefits and the adverse impacts, apply relevant ‘weight’ to each and then apply the tilted balance.
- Public consultation with the local community and ward members was recommended

The advice provided a clear indication as to what is likely to be the key considerations as part of the determination of a planning application.

The advice also led to the undertaking of public consultation with ward councillors and the local community.

4.3.2 Local Engagement with Ward Councillors

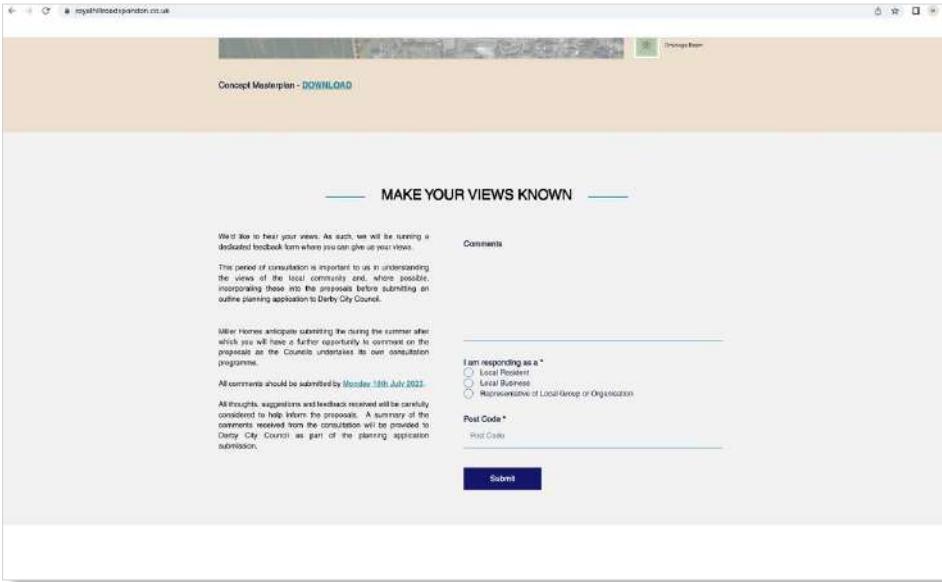
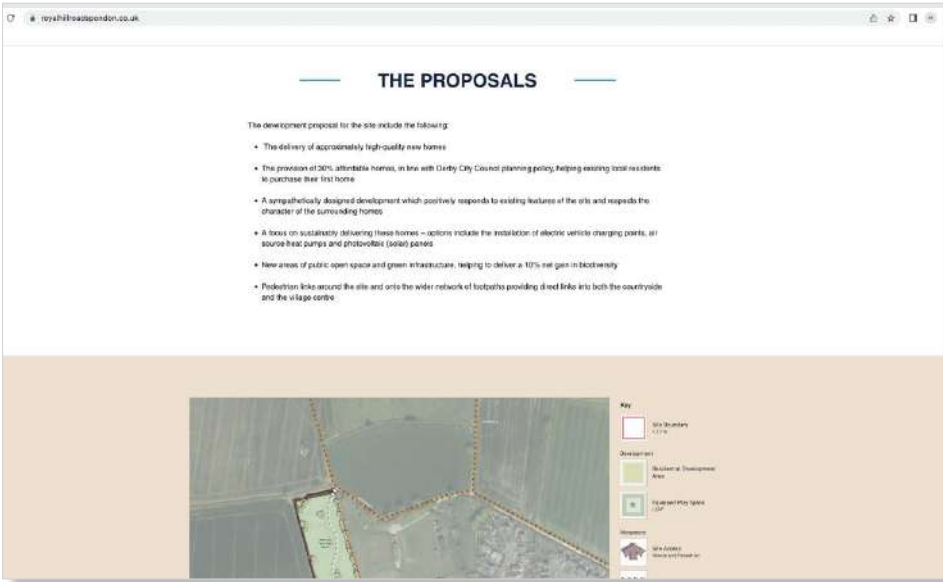
An in-person meeting was also held with local ward Councillors Smale, Poulter and Roulstone in Spondon on 16th June 2023. An overview of the project and the history of the site was given to the councillors, as well as detailing the pre application engagement exercises that were underway at the time.

It was confirmed that the intention for the outline application for up to 90 dwelling was to be formulated. The Councillors provided an outline of their key concerns which included:

- No requirement for additional housing in Spondon
- Spondon has had its share of new housing
- Road network couldn’t cope with additional vehicles
- Royal Hill Road suffers from access problems due to school location
- Want to maintain the Green Wedge and separation from Chaddesden, need for strong buffer.
- Infrastructure provision cannot cope – Doctors and Dentists
- Loss of greenfield site
- Need for affordable housing to allow existing residents to stay in village

Councillors asked to be kept up-to-date with emerging proposals and the planning application submission.

Public Consultation Website



4.4 COMMUNITY ENGAGEMENT PROCESS

- As part of the preparation of this planning submission, consultation with the nearest residents and businesses (including schools) has been undertaken, including:
- Distribution of leaflets to over 1,200 residents and businesses nearest to the site providing information relating to the development, asking for comments and directing them to the proposal's website;
 - A website outlining the proposals and asking for comments;

A total of 239 responses have been received to date; 181 of these responses were received via the online comments form, the remaining 58 were received by post.

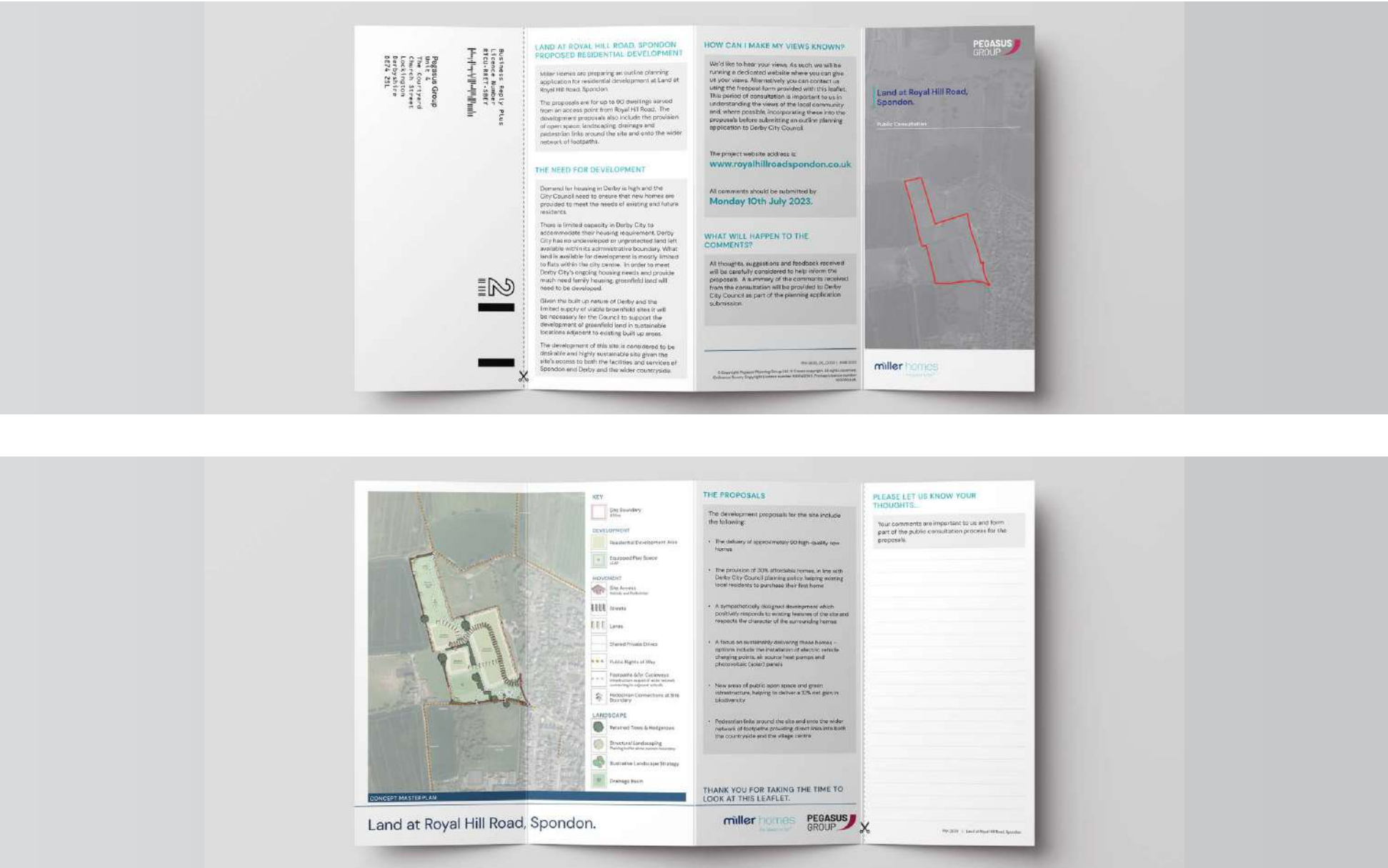
The key points raised from the public consultation consisted of:

- Transport
 - It will cause significant extra traffic in the area.
 - Traffic problems during school drop off and pick up times, for Springfield Primary School
 - Extra traffic into Derby through the village and down Willowcroft Road
- Principle of Development
 - Against proposal on Green Belt Land
 - Build on the many Brownfield sites within Derby City Centre
- Facilities and Services
 - The doctors, dentists and schools are already full
 - No bus service

- Housing
 - There is a need for local housing
 - The density of housing proposed will be three times that of neighbouring streets
 - 30% of affordable housing does not fit the current environment
 - I would love to see these built
 - There is no need for further housing
- Flood and Drainage
 - Flooding from the brook running at the bottom of the site causes large amounts of surface water after heavy rainfall
- Ecology and Biodiversity
 - Damage to wildlife and rescue ponies on land where development is proposed
 - Not fair on animals that live on site
 - Will have a big impact on local environment
 - Loss of important green space
 - Eyesore to beautiful countryside

In general, the comments received were negative against the principle of development and the need for housing within Derby. There were also technical concerns in relation to the impact on the highway network, local infrastructure and surface water flooding. The comments were mostly directed towards the effects of development rather than the design of the layout. Transport, Flood Risk and Drainage and Ecology assessments identify appropriate mitigation measures.

Public Consultation Leaflet










5

DESIGN PROPOSALS

- 5.1 NATIONAL DESIGN GUIDE PRINCIPLES
- 5.2 LAND USE
- 5.3 MOVEMENT
- 5.4 BUILT FORM
- 5.5 HOMES & BUILDING
- 5.6 IDENTITY
- 5.7 PUBLIC SPACES
- 5.8 NATURE
- 5.9 RESOURCES AND LIFESPAN

DESIGN PROPOSALS



 Site Boundary 4.51 Ha	 Streets	 Pedestrian Connections at Site boundary	 Drainage Basin
 Residential Development Area 2.19 Ha – Circa 90 Dwellings	 Lanes	 Retained Trees & Hedgerows	 Illustrative Location of Pumping Station
 Illustrative Built Form	 Shared Private Drives	 Structural Landscaping Planting buffer along eastern boundary	 Flood Zones
 Equipped Play Space LEAP	 Public Rights of Way	 Illustrative Landscape Strategy	
 Site Access Vehicle and Pedestrian	 Footpaths &/or Cycleways Infrastructure to connect to the wider existing network of routes and PRoWs to adjacent schools	 Includes opportunities for a kickabout area, orchard and grasslands (to be agreed as part of detailed applications)	

This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:



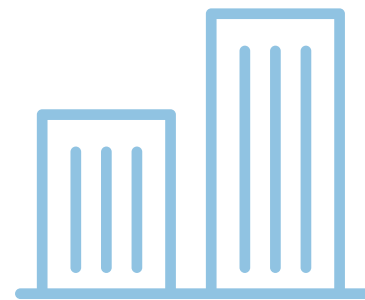
USES

Mixed and integrated



MOVEMENT

Accessible and easy to move around



BUILT FORM

A coherent pattern of development



HOMES & BUILDINGS

Functional, healthy and sustainable



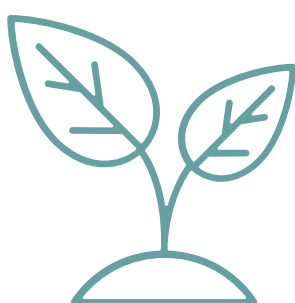
IDENTITY

Attractive and distinctive



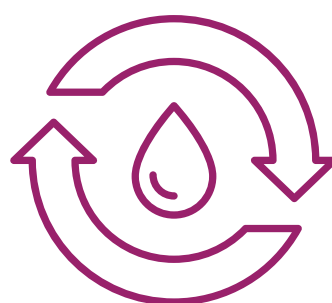
PUBLIC SPACES

Safe, social and inclusive



NATURE

Enhanced and optimised



RESOURCES

Efficient and resilient



LIFESPAN

Made to last

DESIGN PROPOSALS



5.1 LAND USE

The development proposals include the following;

5.1.1 Residential – up to 90 dwellings (Class C3)

Residential development is proposed on 2.19 hectares (Ha) of the site at 40 dwellings per hectare (dph), providing up to 90 dwellings. This has been limited to the southern part of the site ensuring the scale of the development is in keeping with the scale and character of the surrounding area.

The layout structure will allow for a range of dwellings across the site of varying sizes and tenures in order to attract a variety of different household to the area. The design allows for large, detached properties through to smaller terraced dwellings creating variety in the proposed streetscape.

An element of affordable housing will be provided within the layout in-line with local planning policy. The exact mix and tenure will be agreed at Reserved Matters stage, however it is envisaged that this will be spread across the development and the design will be tenure blind to ensure it integrates with the open market housing.

5.1.2 Public Open Space & Green Infrastructure

The Illustrative Masterplan illustratively shows circa 2.22 Ha of open space and green infrastructure, with public open space provided throughout the site.

The Illustrative Masterplan focuses on retaining existing landscape features. The Land Use Plan demonstrates this, with development respecting the existing network of trees and hedgerows, using them to shape the location and form of the residential parcels.

Additionally, the Illustrative Masterplan identifies an area for a community orchard, the provision of new and enhanced pedestrian and cycle routes between the two public rights of way, an equipped play space and kick-about area. These are intended for use by both existing and future residents, helping to link the new and existing communities together.

5.1.3 Drainage & Infrastructure

An attenuation basin has been incorporated within the public open space, positioned to work with the topography and natural surface run off, in the southwestern corner of the site.

NATIONAL DESIGN GUIDE - USES

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Uses section are;

U1) A mix of uses

- a mix of uses including local services and facilities to support daily life.

U2) A mix of home tenures, types and sizes

- an integrated mix of housing tenures and types to suit people at all stages of life.

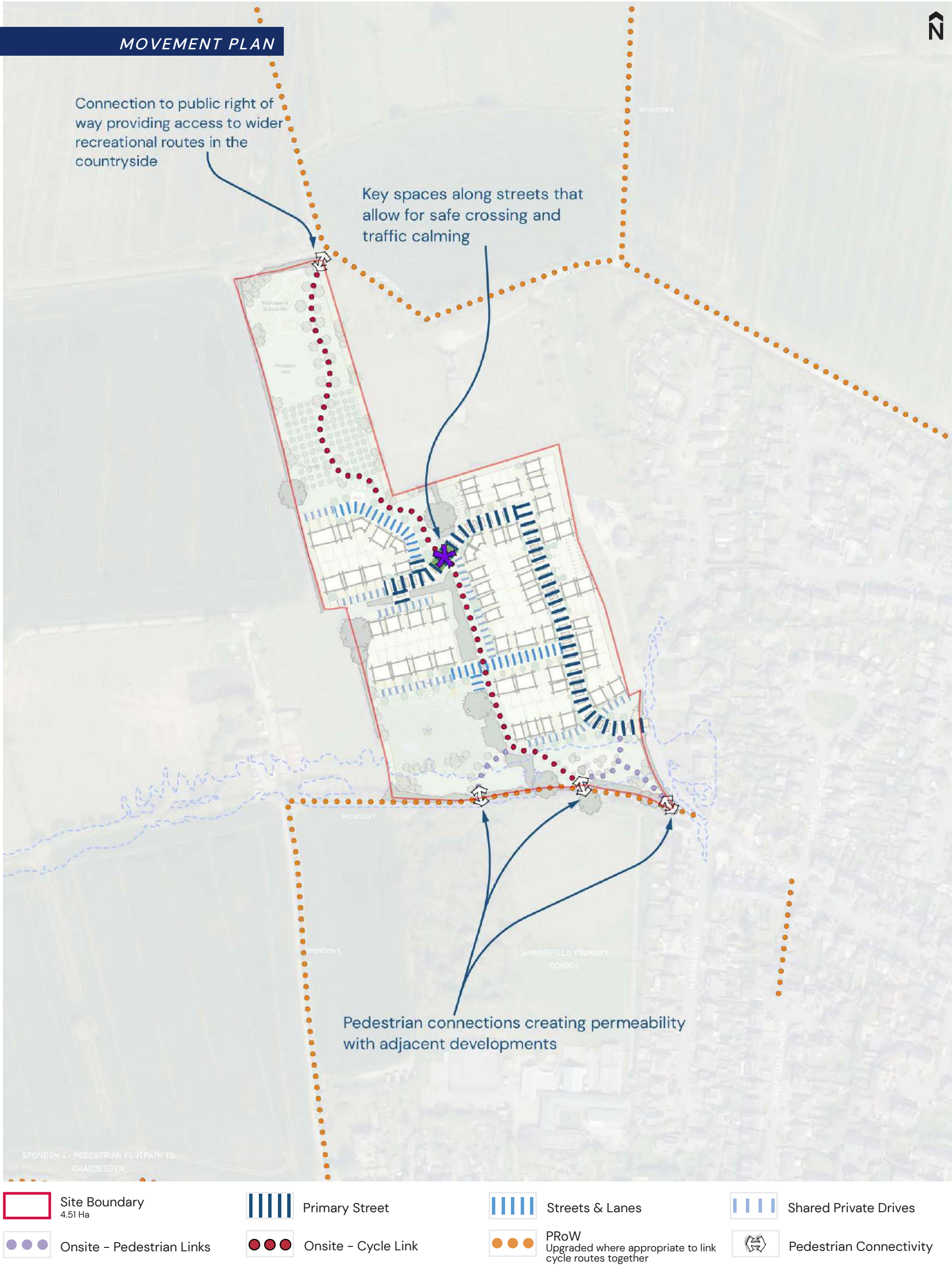
U3) Socially inclusive

- well-integrated housing and other facilities that are designed to be tenure neutral and socially inclusive.



Open Space Provision			Area (Hectares)	Policy Requirement	Provision
Site Boundary			4.51		
Open Space	Amenity Green Space		1.12	10m ² per resident = 90 dwellings*2.4 population per dwelling = 216 people	0.31
	inc: Equipped Play Space		0.04		LEAP
	Drainage Area		0.24		Provided
	Major Open Space		1.10	25m ² per resident = 90 dwellings*2.8 population per dwelling = 252 people	0.52
	inc: Wildflower Grasslands		0.21		
	Orchard		0.28		
	Kickabout Area		0.10		
Road Infrastructure			0.09		
Residential			2.19		
Total			4.51		

DESIGN PROPOSALS



5.2 MOVEMENT

The Illustrative 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 which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure.

The location of the development, adjacent to the existing and established community of Spondon is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes. These are positioned to enhance links between the site, Spondon, Springfield Primary School and West Park Academy.

The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout, set out on the adjacent plan.

5.2.1 Proposed Vehicular Access Points

The layout proposes a single point of vehicular access from Royal Hill Road, which is suitable for the scale of development.

5.2.2 Street Hierarchy

The Access and Movement Plan defines how the primary street leads to lower category streets, achieving a permeable layout that integrates with the cycle route that runs north/south through the centre of the development.

The primary street runs from Royal Hill Road running approximately north to south, before turning and running east to west. The street crosses green corridors and it is important that the pedestrian and cycle routes take priority in these areas, creating a safe environment for all users of the movement network. Lower category lanes provide access predominantly for those accessing their property, whilst private drives provide access to a small number of dwellings.

Development proposals will need to consider “Manual for Streets 1 & 2” and LTN 1/20, amongst other guidance and policy, which encourages designers to adopt a more innovative approach in order to create high quality places for all users, ages and abilities.

All streets and lanes should follow the landscape-led design ethos to embed trees and landscape within the infrastructure to integrate the new development with the retained green infrastructure network.

5.2.3 Pedestrian & Cycle Access Strategy

The proposed pedestrian and cycle access strategy includes:

- Provision of a north/south pedestrian and cycle link through the centre of the site, running parallel to the retained trees and hedgerows;
- Additional links from residential areas to the play space to the south and the mixed-use landscape and biodiversity area to the north; and
- Pedestrian connections from the site to the north and south off-site existing links. Ensuring that the development is permeable and integrates with the surrounding area.

Following these principles will ensure a safe and accessible environment that promotes sustainable modes of travel.

NATIONAL DESIGN GUIDE – MOVEMENT

- Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Movement section are;
- M1) A connected network of routes for all modes of transport
 - M2) Active travel
 - M3) Well-considered parking, services and utility infrastructure for all users
 - is safe and accessible for all.
 - functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes.
 - limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality.
 - promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion.
 - incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity



DESIGN PROPOSALS



5.3 BUILT FORM

The Illustrative Masterplan has been designed to assist with future detailed applications by creating a considered block structure for residential development. The street alignments and block structure are illustrative, however they are designed to create a compact and efficient development form.

- The efficient use of land with a balance between site constraints, residential development and public open space.
- Opportunities for the right mix of building types (detached dwellings to apartments) to create a mixed community.
- The use of perimeter blocks so that there are active frontages presented to public open spaces and streets across the development.
- Enclosed rear gardens for a safe environment.
- Internal vistas that allow residents to see where they want to go.
- Consistent built form frontages to create a defined edge to the public and private boundary.
- A walkable, integrated and easily navigable network of streets and pedestrian/cycle links.

5.3.1 Density

The development will achieve an average density of 40 dph across the site, which ensures the efficient use of land.

The average density will be made up of higher and lower density areas depending on housing typologies at detailed design. It is envisaged that there will be a lower density on the northern development edge overlooking the newly formed public open space and a higher density in the central development parcel.

At detail design stage this rationale may evolve and formal development edges adjacent to public open spaces, and therefore a higher density, is also an acceptable approach.


A density of 40dph should be achieved with the use of a range of housing typologies, including apartments. Dwelling numbers are linked to the housing mix that is used, this may be influenced by the LPA. Achieving 40dph should not be at the expense of good design, for example street trees and reducing the dominance of car parking in a street scene cannot be justified due to a lack of development area, instead different housing typologies need to be used to be more efficient with the space available.

For example, if a higher proportion of large detached dwellings are proposed (more land per dwelling) this will need to be balanced against apartments (less land per dwelling) to achieve the dwelling number for the site.

5.3.2 Building Heights (Scale)

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2 or 2.5-storey, reflecting the surrounding built form of Spondon. It is acknowledged that feature 3 storey buildings or apartments can add to the legibility and attractiveness of development and their use is encouraged to achieve the density required to ensure the efficient use of land.

Variety in the heights and massing of the residential buildings can be achieved through the use of a range of house types and sizes, ranging from smaller 1 and 2 no. bed apartments, through to larger 4 and 5-bedroom detached houses.



NATIONAL DESIGN GUIDE – BUILT FORM

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Built Form section are;

B1) Compact form of development

- compact forms of development that are walkable, contributing positively to well-being and placemaking.
- accessible local public transport, services and facilities, to ensure sustainable development.

B2) Appropriate building types and forms

- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility.

B3) Destinations

- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.

DESIGN PROPOSALS

HOMES & BUILDINGS PLAN



Positive interaction between public and private spaces

Feature dwellings on development corners, opportunity for additional height of 2.5/3 storeys

External gardens secured within development blocks

Development structure creates strong frontages adjacent to public open space

Internal vistas require positive termination with feature dwellings



5.4 HOMES AND BUILDINGS

The proposals for the site are centred around the retention and enhancement of existing landscape features, to create a distinctive character and a strong sense of place, unique to this site.

The built form will be set back along the green corridor, to create view line from the south of the site to the countryside in the north. This is aimed at encouraging pedestrian movement through the scheme, linking the two public open spaces.

The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment. House frontages will be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and windows.


Housing should be designed to be attractive individually and as part of the wider street composition. This includes the careful articulation of corners ensuring that corner turning house types with multiple active facades are utilised in the appropriate locations. These elements help buildings to activate public spaces, preventing the use of blank elevations or parking spaces negatively addressing exposed edges.

Internal habitable rooms will be designed to have appropriate levels of natural daylight and connect well to external private gardens.

Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings from the public realm.

Points of detail will be resolved at Reserved Matters stage, however the Illustrative Masterplan allows for good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.

Refuse storage will be convenient with rear gardens providing appropriate storage, whilst discrete refuse collection points should be provided along shared private drives§ in line with regulations both for resident carry distances and within acceptable operative carry distances typically.

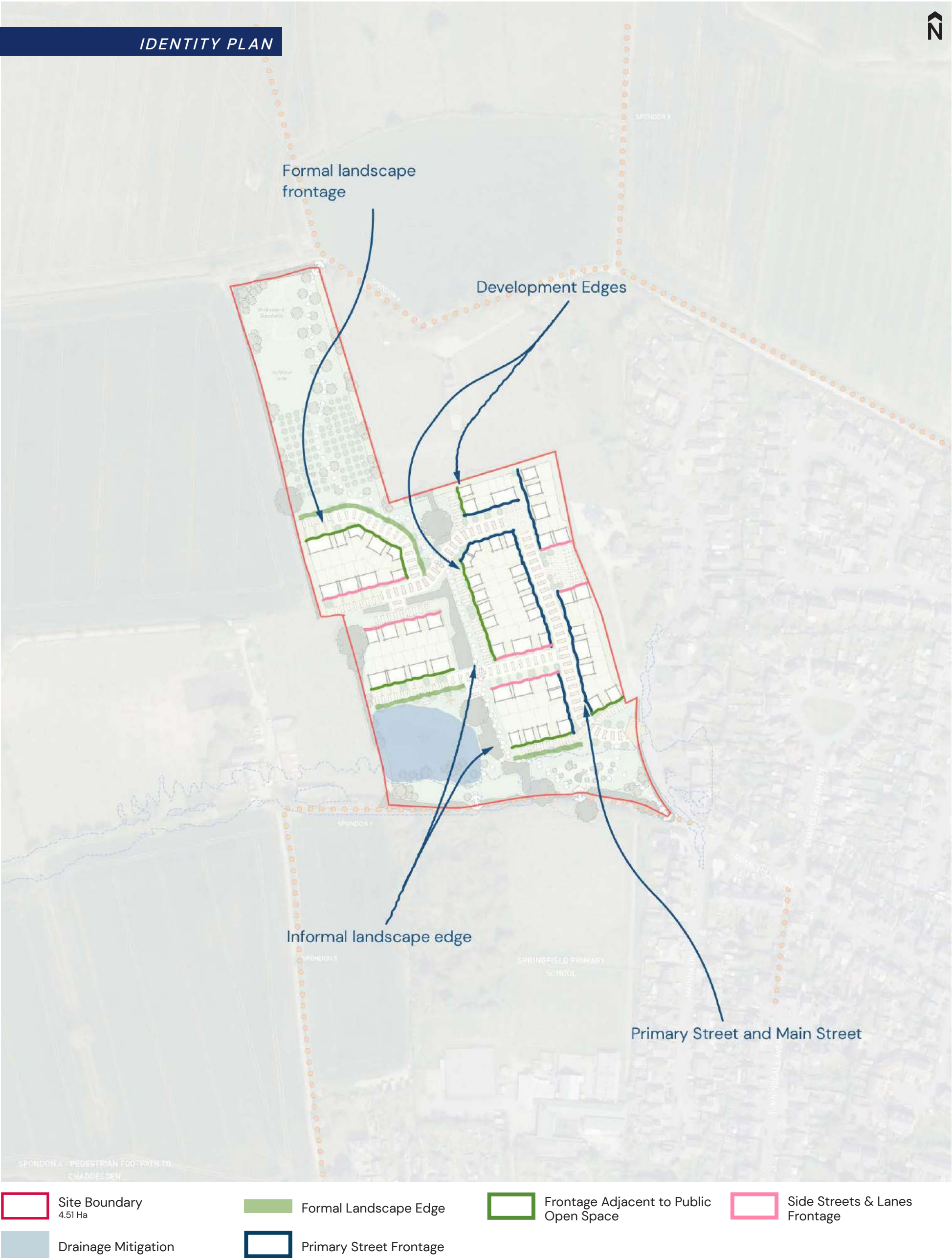


NATIONAL DESIGN GUIDE - HOMES & BUILDINGS

Future detailed application(s) are expected to justify the use of specific house types on this site, ensuring that they are in-line with the National Design Guide advice. The three over-arching topics of the Homes and Buildings section are;

- H1) Healthy, comfortable and safe internal and external environment
 - provide good quality internal and external environments for their users, promoting health and well-being.
- H2) Well-related to external amenity and public spaces
 - relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion.
- H3) Attention to detail: storage, waste, servicing and utilities
 - resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

DESIGN PROPOSALS



5.5 IDENTITY

The design and layout of the Illustrative Masterplan is intended to create an attractive and cohesive development whilst providing the opportunity for spaces with distinctly different characters and identities. This approach allows the design to reflect varying site characteristics. The Illustrative Masterplan provides opportunities to create character through:

- The overarching layout of the proposed Illustrative Masterplan and function of the different areas;
- The combination of different dwelling types and density;
- The potential for different building heights and roofscapes;
- Changes in street typologies and public spaces.

The plan opposite shows how common themes should run between certain development edges to create legibility around the scheme. They are a guide for how distinctiveness could be created, and these should be explored during detail design.

A different approach can be taken at detailed design stage to the suggestions below, but the frontages identified should create character responding to the local context through the use of:

- Housing typologies (gable fronted, detached, semi-detached, linked etc);
- Boundary treatments;
- Brick types/colours;
- Roof tiles;
- Architectural detailing (brick details, render, tile hanging etc.);
- Window colours;
- Eaves detail and colours;
- Porch types;
- Bay windows; and
- Chimneys.

ILLUSTRATIVE APPROACH:

SITEWIDE:

- Multi-tone red brick
- Grey flat roof tiles
- Key plots in white render

PRIMARY STREET FRONTAGE:

- Consistent build-line max 3m from back of footpath
- Consistent use of house types
- 2.5/3 storey on corner plots and terminating vistas
- Parking to the side of dwellings
- Small gaps between dwellings or linked dwellings
- Landscape-led boundary treatments, hedgerows
- Consistent architectural details – chimneys, bays, brick types
- Rendered buildings at the end of vistas

NATIONAL DESIGN GUIDE – IDENTITY

Future detailed application(s) are expected to demonstrate how identity is being created on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Identity section are;

- 1) Respond to existing local character and identity
 - have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion.
- 2) Well-designed, high quality and attractive places and buildings
 - have a character that suits the context, its history, how we live today and how we are likely to live in the future.
- 3) Create character and identity
 - resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

SIDE STREETS AND LANES FRONTAGE:

- Consistent build-lines
- Varied house typologies
- 2/2.5 storey build heights
- Parking to front & side of dwellings
- Landscape-led boundary treatments, hedgerows
- Consistent architectural details – pitched porches, varied brick type

FRONTAGE ADJACENT TO PUBLIC OPEN SPACE:

- Consistent build-lines
- House typologies used in groups to create consistent character
- 2/2.5 storey build heights (taller form overlooking larger POS)
- Parking to front & side of dwellings
- Landscape-led boundary treatments, hedgerows
- Consistent architectural details – varied brick detail, tile hanging/weatherboarding/timber cladding
- Landmark nodal points should be created utilising dwelling types, building heights and materials. Future Reserved Matters applications should incorporate these elements to deliver distinctive character areas.



DESIGN PROPOSALS



5.6 PUBLIC SPACES

5.6.1 Green Infrastructure Strategy

As part of the Illustrative Masterplan, an overarching strategy for green infrastructure (GI) is created to ensure the designs:

- Consider the existing green spaces in the adjacent communities and provide direct connectivity to these spaces
- Retain and enhance the existing on-site landscaping
- Create a generous landscape corridor through the centre of the site
- Utilise the existing green infrastructure to create a strong character from the early days of the development, and create linear green links along existing hedgerows;
- Incorporate proposed drainage ponds into the overall GI strategy;
- Provide a green space as a heart to the development incorporating an equipped play space and sustainable urban drainage;
- Ensure these spaces are linked providing an overarching tapestry of public open space, that is well connected and accessible for pedestrians and cyclists;
- Integrate trees into the streetscene; and
- Seek to reinforce the public rights of way, north and south of the site, recognising the importance of link to Springfield Primary School and West Park Academy.

5.6.2 Key Public Spaces

The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

The Illustrative Masterplan incorporates a variety of public open spaces, including:

01. Woodland and wildflower planting will help to increase biodiversity and create a buffer between the site and surrounding countryside.
02. Green Space with new and existing planting, a community orchard, a kick-about area, and pedestrian/cycle connectivity.
03. Central green movement corridor, with dwellings overlooking, linking the two key public open spaces together.
04. Wetland Area, incorporating new and existing planting, and proposed SUDs.
05. Green Space with new and existing planting, a place space, and pedestrian/cycle connectivity to Spondon and Springfield Primary School.

NATIONAL DESIGN GUIDE – PUBLIC SPACES

Future detailed application(s) are expected to demonstrate how public spaces are created on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Public Spaces section are;

- P1) Create well-located, high quality and attractive public spaces
 - include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion.
- P2) Provide well-designed spaces that are safe
 - have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks.
- P3) Make sure public spaces support social interaction
 - have public spaces that feel safe, secure and attractive for all to use.
 - have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.



DESIGN PROPOSALS



5.7 NATURE

The adjacent landscape plan shows how The Site provides a range of public open spaces and required infrastructure for the new community and the residential development. Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

It is envisaged that at a detailed design stage an expressive planting structure can be created that enhances the character and identity of the place and features such as coloured tree species and edible landscapes should be considered.

Based on the Illustrative Masterplan, the Site is able to achieve a net gain for habitats and hedgerows. This establishes a general principle that with appropriate site design a net gain in biodiversity, should be achievable whilst retaining both conservation and utility value of the Site.

RETENTION & MANAGEMENT OF EXISTING VEGETATION

The landscape strategy includes the broad retention of trees and hedgerows and in particular larger areas of structural landscaping and scrubland.

HABITAT PROVISION – BATS

It is required that the two low bat roost suitability trees (T1, T2) are dismantle felled under supervision of a Natural England licenced bat ecologist. The site proposals include the retention of the majority of the trees with bat roosting suitability. Retaining these trees on site will help the site to meet the requirements of National Planning Policy Framework (NPPF) policy 179 by retaining wildlife corridors and stepping stones likely to be used by protected species including roosting, foraging and commuting bats. – Tetra Tech, Ecological Appraisal

HABITAT MITIGATION – BIRDS

Sections of scrub and hedgerow will be removed as part of the site proposals The loss of these habitats is not significant enough to trigger a requirement for further breeding bird surveys. However, should works be required during the bird breeding season (between March and September inclusive) it is recommended that a suitably experienced ecologist (ECoW) undertakes a nesting bird check no more than 24 hours prior to the works commencing. Should an active nest be found then it must be left in situ until all the young have fledged and cease to return to the nest. There will also be a need to set up a buffer around the nest site, this is typically 5m but the size of the buffer is dependent upon the species and will be advised by the ECOW.


Barn owl mitigation may be required depending on barn owl pre-commencement barn owl survey. – Tetra Tech, Ecological Appraisal.

LVIA CONCLUSION

The proposed development would result in only limited effects on local visual amenity, with notable effects limited to locations immediately adjacent to the Site and approaching at short distance.

Furthermore, the visual assessment demonstrates the positive influence of mitigation that is inherent in the proposed development, with the various assessments between Year 1 and Year 15 demonstrating a reduction in impact and effect, particularly from the north where views are not considered to be subject to impacts greater than Negligible in any case. The ability to successfully mitigate potential impacts is a key consideration in respect of potential visual effects.

In longer distance views towards the Site from the wider landscape surrounding Spondon, the proposed development is unlikely to be visible in the view, or if visible, no greater



NATIONAL DESIGN GUIDE – NATURE

Future detailed application(s) are expected to demonstrate how nature is respected and enhanced on this site, ensuring that it is are in-line with the National Design Guide advice. The three over-arching topics of the Nature section are;

- N1) Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play
 - provide attractive open spaces in locations that are easy to access, with activities for all to enjoy, such as play food production, recreation and sport, so as to encourage physical activity and promote health, well-being and social inclusion.
- N2) Improve and enhance water management
 - prioritise nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity.
- N3) Support rich and varied biodiversity
 - integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience.

than Negligible significance and focused primarily upon the structural landscape elements of the scheme which represent positive enhancement to the existing green infrastructure of the Site.

The Landscape and Visual Impact Assessment concludes that the Illustrative Layout for the proposed development incorporates a robust and extensive landscape mitigation strategy included as an inherent part of the scheme. This will avoid and minimise potential adverse effects. Furthermore, in the context of the very limited and highly localised landscape and visual effects.

It is considered that the development proposals are in accordance with Policy CP4 Character and Context and CP16 Green Infrastructure and the Framework.

Overall, it is considered that the proposed development within the Site would not result in adverse impacts upon the identified function of the Green Wedge to the extent that those functions would not remain intact; indeed it was established that through the mitigation proposed by way of the layout, new green infrastructure and recreational opportunities there may be the opportunity for positive enhancements to some of the GW's functions.

It is considered that the Illustrative Layout for the proposed development incorporates a robust and extensive landscape mitigation strategy included as an inherent part of the scheme. This will avoid and minimise potential adverse effects.

Extracted from and to be read in conjunction with:
 Landscape and Visual Impact Assessment
 Ref: P19-2639_R001v1_EN_BIR_LVIA



DESIGN PROPOSALS

5.8 RESOURCES

- The NPPF states at paragraph 8 that the planning system has three interdependent and overarching objectives:
- An economic objective – to build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment.

To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

5.8.1 Sustainable Building Techniques

The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

5.8.2 Building Regulations

The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

5.8.3 Materials & Waste Recycling

Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that ‘whole life costs’ are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

5.8.4 Landscape Design & Micro-Climate

The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering.

NATIONAL DESIGN GUIDE – RESOURCES

- Future detailed application(s) are expected to demonstrate how resources are managed on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Resources section are;
- R1) Follow the energy hierarchy
 - have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water.
 - R2) Careful selection of materials and construction techniques
 - use materials and adopt technologies to minimise their environmental impact.
 - R3) Maximise resilience
 - are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste.

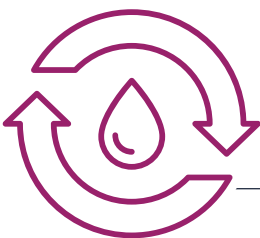
5.8.5 Sustainable Drainage Systems

Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

5.8.6 Sustainable Communities

The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. The proposals make effective use of the site, with residential development located adjacent to the existing built form of Spondon, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, play facilities, sports pitches and allotments, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.



5.9 LIFESPAN

5.9.1 A Sense of Ownership

The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

5.9.2 Adoption Areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

5.9.3 Adapting to Changing Circumstances

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.



NATIONAL DESIGN GUIDE – LIFESPAN

Future detailed application(s) are expected to demonstrate how the Lifespan of the development is maximised, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Lifespan section are;

- L1) Well-managed and maintained
 - designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages.
- L2) Adaptable to changing needs and evolving technologies
 - robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully.
- L3) A sense of ownership
 - well-managed and maintained by their users, owners, landlords and public agencies.



6

CONCLUSION

MASTERPLAN



This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.

The plans and design approach, together with the supporting illustrative strategies, demonstrate how the vision for Land off Royal Hill Road, Spondon can be delivered to meet the three key NPPF objectives of sustainable design:

- A social objective;
- An economic objective; and
- An environmental objective.

The development of Land off Royal Hill Road, Spondon provides a unique opportunity to create a neighbourhood, building on the legacy and distinctive landscape character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network. The delivery of community facilities, alongside development will support both the existing and proposed communities, complementing the existing suburb of Spondon.

The Illustrative Masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

Land off Royal Hill Road, Spondon will be a highly desirable place to live, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice.

Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

The development proposals will offer the following main benefits:

- The delivery of up to 90 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- Delivery of new open spaces for the benefit of both new and existing residents in the area.
- Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from the Royal Hill Road to the east of the site;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- The creation of a strong landscape structure, focused around the retained vegetation, responding to the local area, and enhancing and optimising the immediate locality; and
- Promoting the objectives of sustainable development through layout and design.



SOCIAL

Support strong, vibrant and healthy communities.



ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.

