



DERBY CITY COUNCIL

**Supplementary Planning Document
for the development of land off
Rykneld Road, Littleover, Derby
Development Brief**

January 2008

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Purpose of the Brief

- 1.0 This Development Brief outlines how proposal site H9 of Derby City Council's adopted Local Plan (LP) and forthcoming Local Development Framework (LDF) should be developed as part of a sustainable master planning process.
- 1.1 The document explains Derby City Council's vision for the comprehensive and sustainable development of the site in order to assist developers in the submission of appropriate high quality proposals that will achieve good integration of development into the Rykneld Road area. The Development Brief is intended to protect important features of the environment, and be sensitive to the existing communities. The brief intends to:

- ✓ Provide a starting point for discussions and negotiations with developers
- ✓ Evolve a shared vision and promote high standards of planning and urban design
- ✓ Ensure the development proposals submitted are in accordance with local, regional and national planning policies
- ✓ Reduce time delay to the planning process due to conflicts of concepts or requirements

Status of the Brief

- 1.2 The Development Brief will support policies contained within the adopted LP and emerging policies within the LDF.
- 1.3 The brief has been developed through a formal public consultation process, internal and external consultants/officers surveys, and formal assessments. The document and concept master plan have also been the subject of a formal Sustainability Appraisal (SA), with appropriate amendments and changes being undertaken before final consultation. This process has enabled the document to have the appropriate compliance with sustainability requirements at a Local, Regional and National policy level.
- 1.4 The document forms part of the LDF and is a material consideration in the determination of planning applications at the H9 sites.

Objectives of the Brief

- 1.5 Policy H9 of the adopted LP identified 33.3 hectares of land on either side of Rykneld Road as being suitable for new housing and supporting facilities. The site has been allocated to provide in the region of 980 new homes. Further, the local plan also identifies that business uses will be provided on about 2.4 hectares of the land and that 1.4 hectares will be needed for a new primary school. Additional community and shopping facilities will also be required to support the new residents. Derby City Council's objectives for the site include:

- ✓ A comprehensive mixed use scheme which complements the existing residential areas
- ✓ A range of housing types providing opportunities for generations to remain locally
- ✓ Enhancement of the existing natural qualities of the site for the benefit of wildlife, the environment and the wider community
- ✓ Provision of affordable housing to meet local needs
- ✓ Retention and improvement of key landscape features
- ✓ Provision of additional facilities for both new and existing members of the community
- ✓ Integration of a strong pedestrian/ cycle based circulation system to encourage a more sustainable environment with links to the city wide network
- ✓ Incorporation of high quality urban design principles to ensure local distinctiveness, character and legibility
- ✓ Introduction of measures to mitigate the impact of additional traffic
- ✓ Provision of measures to promote highway safety

The Vision

"To create a high quality, sustainable environment that is safe, vibrant and diverse, which conserves and enhances locally significant features and incorporates them into a framework of green routes and spaces that enhance residential amenity for new and existing residents and help to connect the community and strengthen local character".



Site and Surroundings

2.0 The site comprises two areas of land, one to the south east of and one to the north west of Rykneld Road on the south western fringe of Derby. The site lies to the east of the A38, with the A38 abutting the north western site area. Rykneld Road has a junction with the A38 just to the south west of the site. The external boundaries of the site form the local authority boundary and South Derbyshire District lies to the south and west of the sites.

2.1 The site comprises primarily previously undeveloped land and at present appears as rough grassland, grazing and untended farmland. There are a number of hedgerows within the site, and some sporadic mature trees. Along Rykneld Road, the frontage is primarily formed by a linear pattern of residential development of detached and semi-detached dwellings that have spread out from the main urban area. The main gap in this line of development to the north is on the western side at the junction with Burghley Way. To the north east of both sides, the edge of Derby has expanded with newer residential development of 5 to 10 years old.

The South Eastern Side

2.2 To the north of the eastern side of the site is a recently constructed housing estate, approximately five years old, which is accessed from Hollybrook Way. Much of the adjoining boundary is the estate's neighbourhood centre comprising a pub, a doctor's surgery, a church, a children's day nursery, a community centre and a parade of local shops. A line of trees and hedgerows



forms this boundary and an undeveloped area of rough grass lies between the church and the doctor's surgery. Within the site individual fields rise gently up to the centre of the site to the rear of a number of large detached dwellings fronting the main road. At the southern end of the site is a farm and a hotel accessed from the main road. This side of the site is relatively flat although it does slope downwards from west to east on the north eastern side.

The North Western Side

2.3 The north western part of the site is similar in character, with residential development forming most of the edge to the northern, eastern and southern boundaries. To the north of the site is a housing estate which is about 10-15 years old and is accessed from Haven Baulk Lane. Within the estate are two open areas abutting the site, the first being at the end of Castleshaw Drive, the second off Pendleside Way.

2.4 At the western end of the existing estate and accessed between 100 and 102 Haven Baulk Lane is a recreation ground with football pitch and play area. At this point and to the east of the site overall, the A38 forms a solid boundary to the site with a steep embankment. A route from Haven Baulk Lane forms one of the protected access points into the allocated site. South of the recreation ground a tree lined ditch leads into the allocated site and a semi-naturalised site containing a number of mature trees. This side of the site slopes downwards from south to north, the southern corner being the highest point. A public footpath runs diagonally across the site from Rykneld Road, which then runs parallel with the A38 to Haven Baulk Lane.



The Surrounding Area

2.5 To the north east of the site, towards the centre of Derby, the area is primarily suburban residential with associated community and leisure uses. This includes the Nuffield Hospital and an adjacent school to the north. Further to the north of the western side of Rykneld Road is another school, golf course and recreational area. To the south the land comprises open farmland beyond the urban area. Immediately to the south west the character is dominated by the A38 junction.

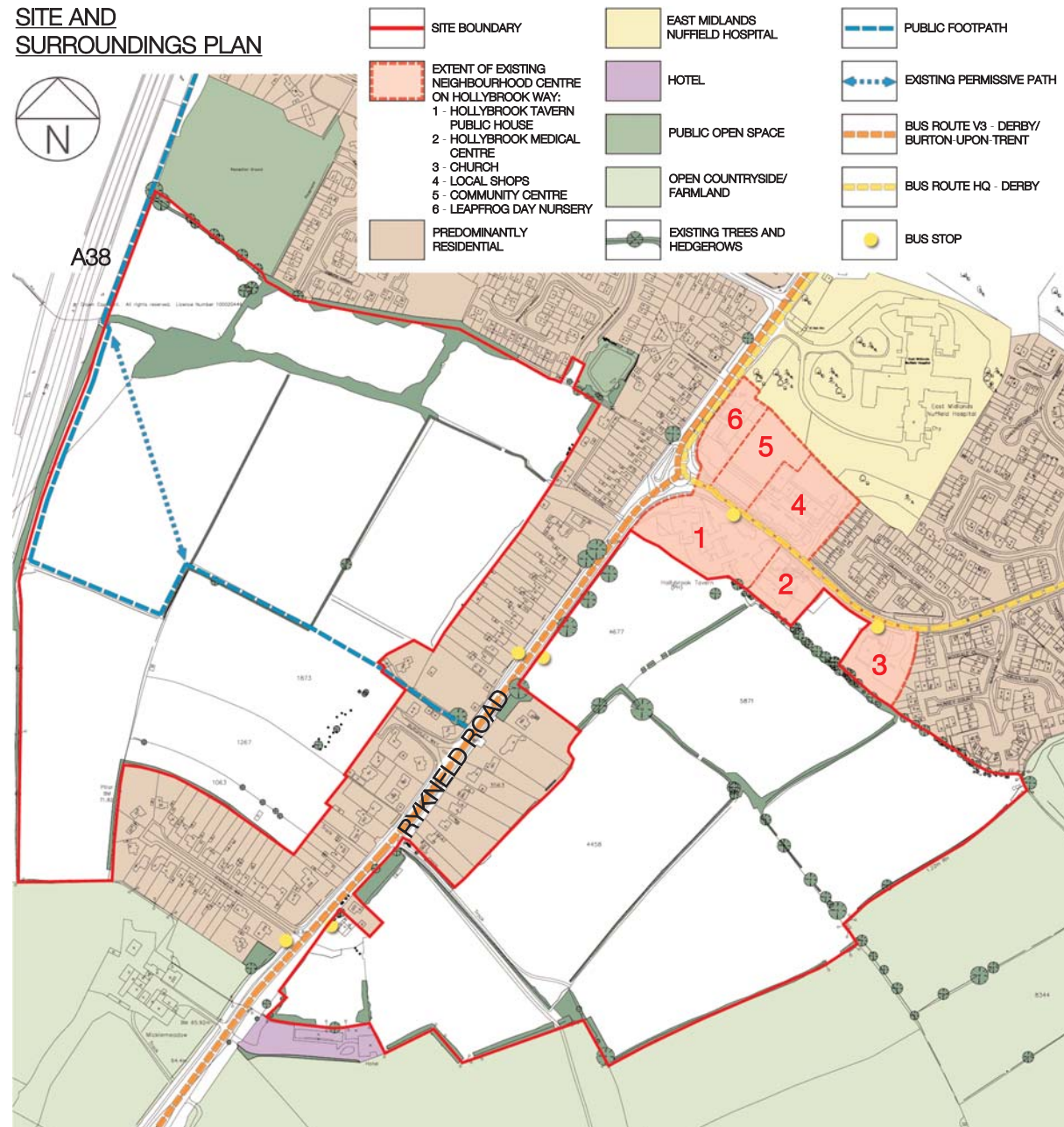


View looking south along Rykneld Road

Main Vehicle Links

2.6 The main transport routes around the site are the main Rykneld Road dividing the two sides of the site and leading to the A38 junction, and Haven Baulk Lane just beyond the northern part of the western site running up to Mickleover. An estate road leads from a roundabout into the Heatherton estate. There are bus stops located on Rykneld Road to the south near Rykneld Way and also further north. There are also bus stops on Hollybrook Way.

SITE AND SURROUNDINGS PLAN



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Opportunities and Constraints

2.7 The main constraint to the comprehensive development of this site is the split of the land between east and west of Rykneld Road. The two sides cannot be directly physically linked so the secure and easy movement of people from one side of Rykneld Road to the other will be a priority in any development proposals. Traffic calming measures, defined and clear pedestrian crossing points, surface treatments and a lower speed limit along Rykneld Road are likely to be required to aid movement between the western and eastern sides of the site. Despite this constraint the opportunity exists to visibly link the two sides together. This could be achieved by using architectural features, materials or landscaping as design cues that connect both sides.

2.8 On the north western side of Rykneld Road, the existing residential development forms a boundary between Rykneld Road and the site. On this particular edge only the link via Burghley Way and a footpath that runs parallel to the north provides access from this edge. These are the most appropriate access points into the western side of the site.

2.9 Secure and short links from the development to the existing bus stops on Rykneld Road and Hollybrook Way will be included.

The South Eastern Side

2.10 The main advantage of this side of the site is its proximity to the existing neighbourhood

centre on Hollybrook Way. New local facilities will need to be located here to consolidate the existing centre and serve both new and existing residents. For example the provision of a larger food store may help to decrease the number of car journeys made to major supermarkets in the area and by the provision of improved comprehensive pedestrian linkages encourage those on the western fringes to walk/cycle rather than use motor vehicles. There are also opportunities to improve on existing facilities. For example, there is potential to extend the Medical Centre.

2.11 Provision of an area of mixed uses within the neighbourhood centre extension will be essential to help create an environment that is populated 24 hours a day, aiding security, vibrancy and viability of the neighbourhood area. The business uses and school will be located close to the neighbourhood centre to encourage more sustainable movements and provide a major hub of activity to the overall development scheme. Centralised focus will assist in the management of traffic and bus services. Non-motorised movements will be focused on this hub to ensure high activity routes for pedestrians and cyclists along with well used routes to school.

2.12 The area between the church and the doctor's surgery is a point of access to this side of the site, crossing the eastern boundary. The vegetation runs almost the whole length of this boundary, which has residential development backing on to it.

2.13 This boundary, along with the boundary that runs around the large detached dwellings fronting Rykneld Road, will need to be treated carefully to respect the amenity of existing residents.

2.14 The southern boundary will also need to be treated in a way that reduces the impact of the built development. Other notable landscape features within the site that must be protected include a strip of mature hedgerows and large trees that run diagonally through the eastern half of the site. There is potential to enhance this strip of planting and incorporate it into the design. There are also some large trees along the Rykneld Road frontage that are worthy of retention.

The North Western Side

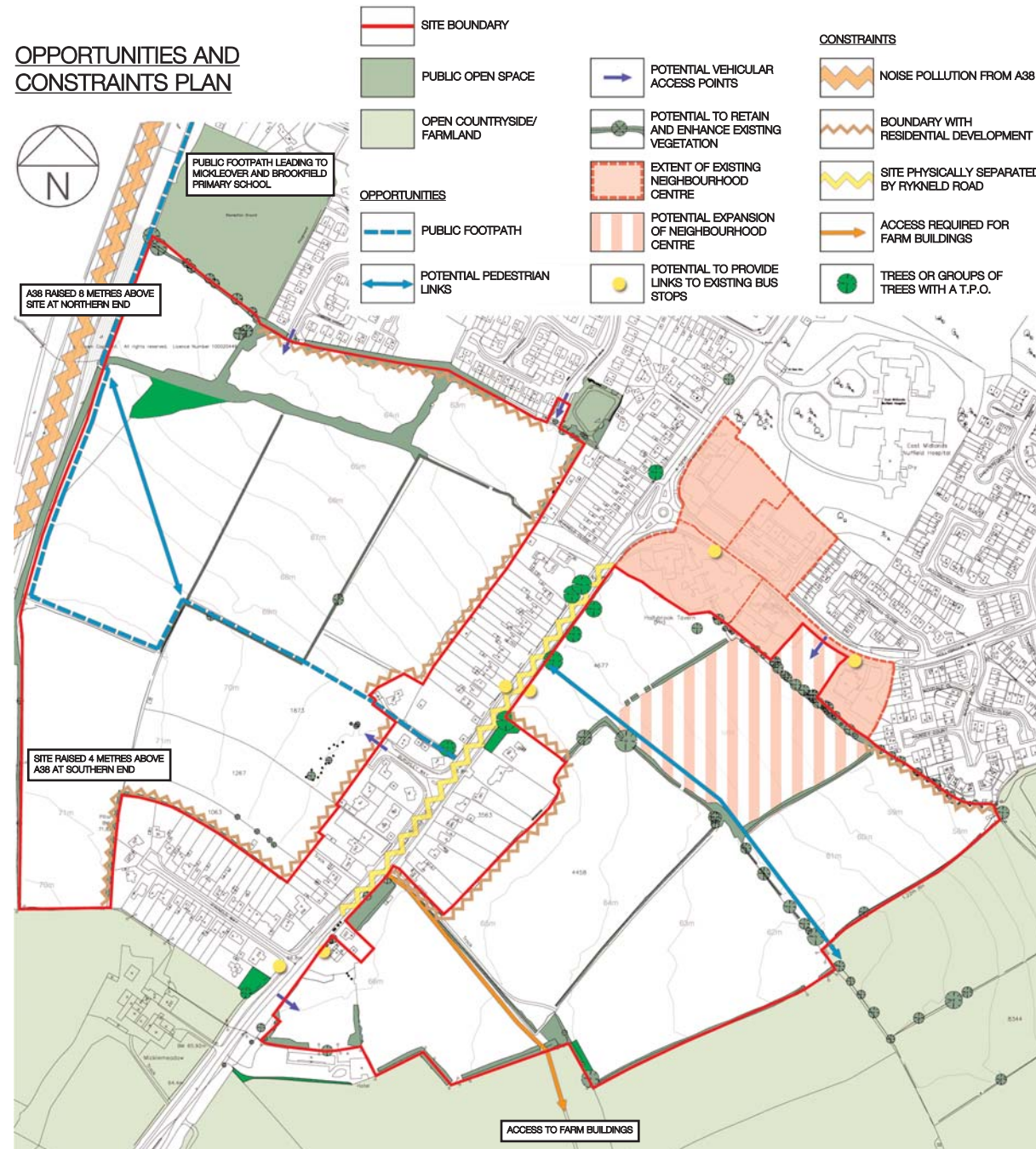
2.15 This side of the site, as well as being separated from Rykneld Road itself, is surrounded by the rear of residential development on most sides. Similarly to the eastern side, these boundaries will need to be treated carefully.

2.16 In the northern corner the boundary runs along the side of the existing recreation ground. There is an opportunity here to create access to this facility for new residents. Also any development built in this corner can overlook the open space, making it safer for users.

2.17 The western boundary is formed by the A38 and is probably the biggest constraint on this side of the site. At the northern end near the recreation ground it is raised approximately 8 metres above the site while at the southern end it drops 4 metres below the level of the site. Noise and pollution from this road will need to be managed carefully in any proposal. Appropriate mitigation could include additional planting, bunding, noise fences or the provision of a green corridor between the road and development.

2.18 The main access point to this side of the site will be from Burghley Way. This road will handle the majority of traffic entering and leaving the development although there is an opportunity to have a minor access point coming from Castleshaw Drive.

2.19 Most of the notable landscape features on this side are in the northern half. In particular, there is a triangular shaped copse of trees that is worthy of retention. Spreading from this copse and running parallel with the northern boundary is a thick band of planting also worthy of retention. There is also potential to utilise the existing hedgerows on the site and incorporate them into the design. The public right of way that crosses this site seems to be well used, but access does not necessarily follow the formal route.



3.0 Having regard to their present status, the following policies and documents should be considered in the development of planning proposals for site H9. While this list is not exhaustive it identifies the key issues and policy structures that will be considered by the authority in determining any planning applications for development of the site.

3.1 National Policy

- PPS1 - Delivering Sustainable Development
- PPS1 - Supplement; Planning and Climate Change (Draft)
- PPS3 - Housing
- PPG4 - Industrial, Commercial Development and Small Firms
- PPS6 - Planning for Town Centres
- PPS9 - Nature Conservation
- PPS12 - Local Development Frameworks
- PPG13 - Transport
- PPG16 - Archaeology and Planning
- PPG17 - Planning for Open Space, Sport and Recreation
- PPS22 - Renewable Energy (& Wind Energy and Planning)
- PPS23 - Planning and Pollution Control
- PPG24 - Planning and Noise
- PPG25 - Development and Flood Risk

3.2 Regional Policy

Regional Spatial Strategy for the East Midlands (RSS8) 2005

Regional Spatial Strategy for the East Midlands (RSS8) 2006 (Draft)

Derby and Derbyshire Joint Structure Plan 2001

3.3 Local Policy

Derby City Local Development Scheme 2004-2007

3.4 The Local Development Scheme (LDS) describes what the Council is going to do to prepare new and revised planning policy 2004-2007. The preparation of a LDS is a requirement of the Planning and Compulsory Purchase Act 2004. The LDS required the Council to prepare this Development Brief for the Heatherton Phase 2 site as a Supplementary Planning Document (SPD) that will amplify the "saved" Local Plan Policies. Once adopted, it will be used to assess planning applications for development on the site. The Local Development Framework also programmes the preparation of city wide design guidance in 2007/2008 which will expand upon quality design and low carbon development.

Local Plan Allocation

3.5 The existing Local Plan covers the period 2002-2011 and was adopted in January 2006 although all policies in the plan will be "saved" until it is gradually replaced by a new Core Strategy, Proposals Map Development Plan Document (DPD), and Sites for More Sustainable Communities DPD as outlined in the Local Development Scheme. This SPD complies with and enlarges on policies in the Local Plan. Policy H9 of The Local Plan allocates the site for residential development with business development on about 2.4 hectares. The policy includes a requirement for the provision of a primary school and extended community facilities. There is

therefore a presumption in favour of residential development on this allocation provided that it satisfies other plan policies. Key policy summaries are provided opposite.

3.6 The Local Plan is supplemented in Supplementary Planning Guidance and Derby City Council also produces guidance and strategies which are relevant to proposed development. Guidance particularly relevant to the development of this site is:

3.7 Supplementary Planning Guidance

- Rykneld Road, Littleover Planning Brief
- Affordable Housing
- Public Open Space Standards for Housing Areas
- Air Quality and New Development

3.8 Other Guidance/Strategies

- City of Derby Design Note 8: Nature Conservation and Development
- Derby Nature Conservation Strategy
- Derby Greenprint

Policy No	Title	Detail
GD1	Social Inclusion	Seeks that wherever possible new developments meet the highest standards of accessibility and inclusion.
GD2	Protection of the Environment	Seeks protection of the city's important natural and built environment.
GD3	Flood Protection	Seeks that proposals do not increase flood risk and that, where appropriate, surface water runoff is managed using sustainable drainage principles.
GD4	Design and the Urban Environment	Promote high quality urban design that respects the urban grain of its surroundings.
GD5	Amenity	Seek to ensure that new development provides and protects a reasonable level of amenity.
GD7	Comprehensive Development	Promotes a comprehensive approach to new development seeking greater integration of land use and transport.
GD8	Infrastructure	Requires the provision of appropriate infrastructure in association with new development.
H9	Rykneld Road, Littleover	Allocates 33.3 hectares of land on either side of Rykneld Road for residential development and supporting facilities.
H11	Affordable Housing	Requires new residential development to include a proportion of affordable housing.
H12	Lifetime Homes	States that the Council will negotiate a proportion of lifetime homes within new residential developments of 40+ dwellings.
H13	Residential Development	Sets out basic criteria for new residential development.
S4	Proposed Neighbourhood Centres	States that planning permission will be granted for an extension to the Heatherton Neighbourhood Centre to meet local needs.
E5	Biodiversity	Seeks the retention of features of nature conservation interest, such as mature trees and hedgerows within new development.
E7	Protection of Habitats	Requires proposals to minimise disturbance to protected species.
E8	Enhancing the Natural Environment	Requires all Schemes to take into account the targets set by the Derbyshire Lowland Biodiversity Action Plan.
E9	Trees	Seeks the protection and enhancement of trees or areas of woodland which contribute to the amenity of an area.
E10	Renewable Energy	Requires new development to have regard to reducing the net use of energy.
E13	Recycling Facilities	States that the Council will seek to ensure the adequate provision of recycling facilities.
E17	Landscaping Schemes	States that the Council will apply conditions requiring landscaping were necessary.
E23	Design	Promotes a high standard of design.
E24	Community Safety	Requires new development to provide a safe and secure environment.
E27	Environmental Art	Encourages the provision of environmental art in new developments.
L3	Public Open Space Requirements in New Development	Sets out the Council's requirements for the provision of public open space in association with new development.
LE2	School Uses	Requires the provision of a new 1.5 form entry primary school within the housing site.
T1	Transport Implication of New Development	Requires the provision of a Transport Assessment to identify and mitigate any adverse effects of new development. Also requires a Travel Plan aimed at promoting more sustainable travel choices and reducing reliance on the car.
T4	Access, Parking and Servicing	Requires new development to ensure safe and appropriate vehicular, pedestrian, cycle and public transport access.
T6	Provision for Pedestrians	Promotes the provision of a safe and attractive environment for pedestrians.
T7	Provision for Cyclists	Promotes the provision of a safe and attractive environment for cyclists.
T8	Provision for Public Transport	Promotes the increased use of bus, rail and other public transport services in association with new development.
T14	Public Rights of Way	Seeks to protect public right of way unless alternative routes can be secured.
T15	Protection of footways, cycle ways and routes for horse riders	Seeks to protect and improve existing footways, cycleways and routes for horse riders.

Housing Strategy 2002-2006

3.9 The 2002-2006 Derby City Housing Strategy objectives are to improve choice and access to affordable good quality housing. This document is intended to ensure that development of the allocated Rykneld Road site contributes to this aim. The Strategy prioritises maximising investment to develop affordable housing across tenures to meet identified housing need and ensure neighbourhood sustainability.

Black and Minority Ethnic Housing Strategy 2005-2008

3.10 The 2005-2008 Black and Minority Ethnic Housing Strategy seeks to ensure that in improving choice and access to affordable good quality housing, the social and cultural needs of people from Black and Minority Ethnic groups are addressed in new developments.

Community Strategy 2003

3.11 The Derby Community Strategy 2003 '2020 Vision' promotes sustainable development and the formation of a cohesive community. It prioritises healthy, safe and independent communities and a diverse, attractive and healthy environment. The allocated housing site at Heatherton is identified as one of the locations for the development of a sustainable new neighbourhood.

Character

4.0 Proposals for the development of H9 will be of locally distinctive character, identity and variety and should include character areas defined by their location, density, style and landscape treatment. Successful places are to be created, where high quality architecture and attractive public spaces will give a sense of local identity which will relate to and enhance the surrounding area in general. The key pedestrian links through the site will also be important routes, but will be characterised by informal landscaping and emphasised by principles of safety and legibility.

4.1 The character of the space within the neighbourhood centre hub will need to emphasise its importance as the heart of the community. An urban square should be centred on this area which could be enclosed by a variety of uses to help maintain a busy but safe environment.

4.2 Proposals will need to respond to existing landscape features, topography, views from the surrounding area and proximity to other residential areas in order to shape the character of the scheme. Development can be parcelled off by features in the existing landscape. These areas will respect the historic and biodiversity value of the natural features and they help to define the local character of the development. Opportunities for integrating the natural features and the sites green infrastructure to enhance the public realm should be maximised. In similar respects, any development that backs onto the rear gardens of existing properties will

require careful siting and design in order to reduce the impact of existing residents' amenity.

4.3 Careful thought must be given to the character of development lining the southern edge of the site, as this will have the greatest impact on distant views. The southern end of the western site will need similar consideration, being at the highest point on the site. This area along with the development that runs along the north western side of the site will need to consider the effects of the A38. The central areas are the development parcels with fewest constraints, these can therefore be the densest areas of development.

Continuity and enclosure

4.4 Although a mixture of areas is desirable, it is still important to seamlessly connect them together so that the development reads as one place. This can be achieved by using spaces as transitional zones when moving from one area to another.

4.5 Pedestrian routes can be broken up using a series of connecting spaces whilst moving through different character areas. These spaces can take the form of informal open spaces, formal spaces with play areas or hard landscaped squares. A similar visual language can also help different places relate to each other. A common use of architecture, detailing or material use in buildings is helpful whilst a continuing theme when choosing signage, street furniture, surface materials and landscaping will also aid coherence.



4.6 The height of buildings and distance between them encloses spaces and routes and helps to define their character. Minor streets laid out in an informal manner should have a minimum height to width ratio of 1:1½. Secondary roads will be between 1:1½ and 1:2 with the main avenues being 1:2. Smaller, local open spaces can have a height to width ratio of 1:4. Height combined with strategically placed trees and planting can also help to define and enclose spaces.

4.7 The urban square will be the most important open space in the development and will need landscaping to help shape and enclose it. Routes and spaces throughout the development that are appropriately enclosed by frontages will be made safer. This must be considered carefully in order to provide adequate surveillance, especially near play areas.

Quality of the Public Realm

4.8 Creating a sense of place is important in any new development as it helps people to feel safe and secure and encourages a feeling of ownership. The public spaces and connections within the development should be places that people want to use and be proud of. A well-designed development with simple but careful integration of materials, street furniture, lighting, and signage needs to be considered from the start. Attractive and robust planting schemes along with public art will also enhance the streetscape. There should be a variety of routes, spaces and uses to suit all ages that are also accessible to elderly people and people with disabilities.



4.9 Spaces, where possible and appropriate, should be busy and vibrant. There is an opportunity to create not only an attractive and pleasant urban square in the centre of the neighbourhood centre, but a space with activity that is generated by a mix of uses. The use of this area can also be increased, by incorporating residential development.

4.10 Key public areas should be treated with high quality materials both externally on buildings

and underfoot to ensure a purpose and permanence to the street scene along with the generation of civic pride.

4.11 There is also an opportunity to enhance the quality of key spaces by specifying or commissioning works of Public Art. The integration of artists' and craftspeople's skills, vision and creative abilities in the creation of new spaces can enliven spaces and help to make the development locally distinctive. At least one public art feature will be appropriately and sensitively located within an area of the public realm.

4.12 Every effort will need to be made to ensure that safety is designed into the development at Rykneld Road. A sense of place can only be achieved if people feel safe to move around freely and live in a place where their property is secure. The opportunity for crime can be minimised through careful design of the physical fabric helping to generate positive frontages that overlook streets and spaces, especially along key routes. A well-designed place can also in turn evoke a sense of ownership and a willingness to be more vigilant. More information can be obtained from the Architectural Liaison Service of the local police force. (Also see 'Secure by Design' guidance in References section).

Ease of Movement

4.13 Enabling people to move around the site safely and freely will be of great importance, especially as the site at Rykneld Road is in two halves. The location and treatment of access to either side of the site will have a big effect on how well it is connected. Thought

must be given as to how this can be achieved.

4.14 Choice and variety should also be offered to anybody using the site. Main vehicular routes will naturally incorporate footpaths on either side. In each case, one of these footpaths will be combined with an off-road cycle path.



4.15 Minor roads will offer quieter routes, often providing 'short cuts' through the site for cyclists and walkers, making journeys more direct. 'Green' corridors alongside existing lines of trees and hedgerows will offer a car-free network of routes.

4.16 In the same way that pedestrian routes must be accessible to all, consideration must be given to the accessibility of buildings throughout the development, in particular public buildings. This is to ensure that buildings are made easy to access, move around and use successfully by elderly or disabled people and parents with young children.

4.17 Similar thought must be given to how people will access services within the development such as public transport.

Legibility

4.18 Creating a place that is easy to understand, especially for people visiting the site for the first time, helps the user to move around more freely and comfortably. Gateway buildings will be important features when marking the entrance to the development, and will help to visually connect both sides. Landmarks within the development whether they are buildings, or landscape features such as trees, help to orientate people as long as they are highly visible and memorable. The most prominent built landmarks should be buildings within the neighbourhood centre, and should be viewed from the end of long vistas.

4.19 Landmark buildings should also be used to terminate views within the development. There is also potential to retain and enhance lines of significant trees and mature hedgerows, particularly on the south eastern side, that act as landmark edges that define and separate different areas. Focal points should also be dotted throughout the site, in particular the urban square itself, but also other small open areas as long as they are successfully linked together and read as a



sequence of spaces.

4.20 As well as designing a layout that is legible and uncluttered, signage is also important in helping to emphasise a clear image of where to go. When adopting the use of signage though, it must be well integrated into the street furniture and be consistent through out the development. Lighting is also a key factor in aiding legibility. Obviously at night time it will help to make routes easier to use and a lot safer.



4.21 The importance of significant views or buildings can also be emphasised by suitable lighting as long as it does not become a nuisance to residents.

Adaptability

4.22 The development at Rykneld Road should be designed to cater for change in the short-term and the long-term. Spaces within the development, in particular the urban square, should be designed to cater for a variety of activities and uses. The buildings within the public realm should also be designed to be

flexible. Buildings with a number of existing or potential entrance points are capable of being adapted for different uses through out their life. Spaces within any building can also be kept flexible through the use of moveable internal walls. Residential properties can also be changed or extended by considering expansion areas within plots. Consideration will also be given to including a suitable proportion of Lifetime Homes within the development, which are designed to be adaptable to suit a person's or family's needs throughout their lifetime.

Diversity

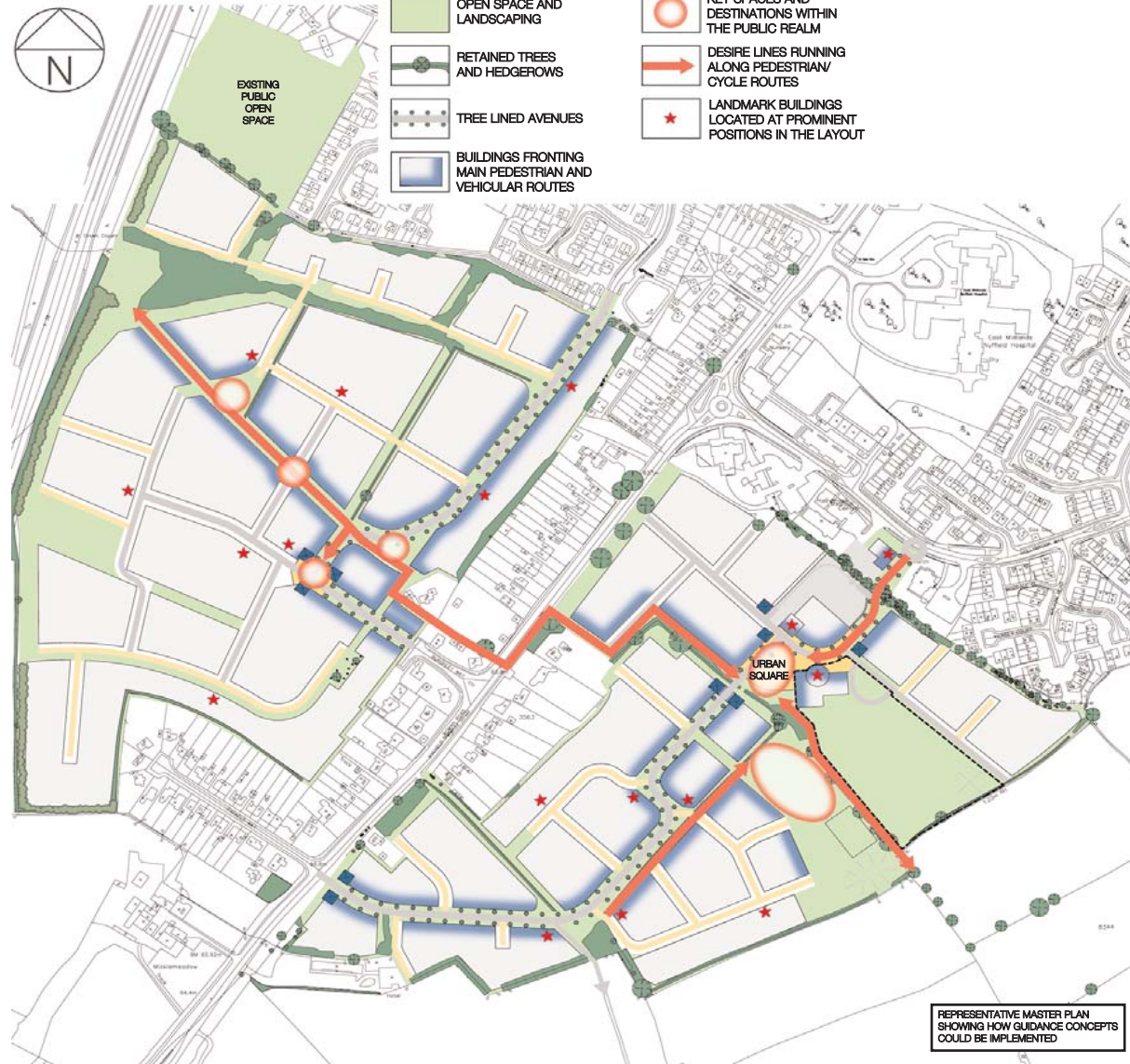
4.23 Offering people a variety in terms of building type, tenure and style will help to make the development diverse as long as this variety is mixed and distributed through out the site. The concentration of new retail facilities located within the neighbourhood centre may be too far for some people to travel to and from. Therefore some space should be allocated on the western side of the site for a potential small scale retail use, e.g. a corner shop. A variety in terms of buildings and uses will ensure that there is something to suit people of all ages, abilities and cultural backgrounds. Consideration of all these points will hopefully create a mixed but balanced community.

Review

4.24 At key design phases in the development process, and following implementation of phases of the development, the City Council will review the development against the key design principles outlined in this document. The CABE Building for Life standard will be used to inform the review process.



DEVELOPMENT PRINCIPLES PLAN



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5.0 The comprehensive development of Rykneld Road should be fully committed to promoting a modal shift away from private car use and towards walking, cycling and public transport use. Not just internally, but with external trips to key destinations and the City Centre being considered. The Transport Assessment (TA) and mitigation measures arising from it need to reflect this objective. We would expect a Travel Plan to be developed to assist in meeting this objective. Outline planning proposals should be accompanied by a Transport Assessment, including sustainable transport strategies and an outline Travel Plan, identifying modal shift targets and how these will be achieved. Consideration should also be given to the Department for Transport publication "Making Residential Travel Plans Work: Good Practice Guide for New Development".

Access

5.1 Points of entry for vehicular movements will be from Rykneld Road and Hollybrook Way on the eastern side and from Burghley Way and potentially Castleshaw Drive on the western side. It is envisaged that each point on either side could join up, with the route on the eastern side running through the middle of the development.

5.2 If a route is taken through Castleshaw Drive, the entry point will be designed to only serve up to 25% of development on the western side, with a bus/cycle/walk-only link to the remainder of the site.

5.3 Traffic generated by the proposed development if uncontrolled may potentially have an undesirable impact on the existing highway system and local environment. The developer will be required to address this problem through the TA by identifying mitigation measures to reduce impacts.

5.4 Consideration should be given to promoting accessibility by non-car modes and reducing the need to travel, especially by car. However, it may be necessary to provide physical measures to manage

inappropriate changes to traffic patterns in the local area as a result of the development. This will manage the impact of traffic on Havenbault Lane.

Street Design

5.5 Streets have a crucial part to play in the delivery of attractive, safe and well designed residential environments and sustainable communities. The streets in this development will be designed recognising that place-making and vehicle movement need to be considered in combination with their importance, dependent on the streets position within the network. The balance of place and movement will be considered and will mostly define the character of the street. Streets will be pedestrian, cycle and motor vehicle friendly.

5.6 The main routes through either side of the site will ultimately serve all areas of the development. It is envisaged that these routes will be wide, formal avenues with footpath and cycleway provision. The enclosure by the buildings lining these avenues will be of appropriate style and scale and the densities will be relatively high. The main routes, including the bus route, will be designed so that low speeds are maintained and lengths of long vistas are kept to a minimum.

5.7 Streets will connect to the main avenues and will be designed with narrower carriageways and footpaths. The character will be less formal in recognition of the increased importance of providing a sense of place. Traffic speeds will be managed by the arrangement of buildings and spaces. The lowest trafficked streets within the development will be given priority in terms of creating a place for people, rather than traffic. Traffic speeds will be kept low through the design and layout of streets. Streets will be treated with special surfaces that combine carriageway with footpath and serve lower densities. Some of these streets will be designed to naturally calm traffic by using Home Zone and shared space principles. Special surfaces will also be used at points where different modes of

transport converge and need to cross each other. Manual for Streets will be used as guidance for the design, construction, adoption and maintenance of the streets within the development.

Public Transport

5.8 The road network will be designed to allow for a high quality bus connection to follow the main through route on both sides of the site. Bus companies will be encouraged to provide high quality and high frequency bus services. Bus stops will be located within 400m walk from any part of the development and strategically placed along footpath routes. The stops will also be easily accessible to elderly and disabled people and parents with children and designed to City Council standards. Direct access to existing bus stops on the periphery of the site must also be considered.

5.9 The City Council is also currently developing a Strategic Integrated Transport Scheme (SITS) to provide corridor improvements to the Uttoxeter/Burton Road Corridor. Developers need to take into consideration this strategy in developing specific measures connected with Rykneld Road. The SITS Strategy seeks to make holistic transport improvements, in particular to travel by bus.

Cycling

5.10 Good cycle connections within the development that link to existing and new cycle routes will encourage people to travel by bicycle. They must lead to key destinations such as the business park and school and be accessible and safe by day and night. Adequate provision for parking or storage of bicycles at home, work and public places will also act as an incentive. There is also potential for businesses within the development to provide lockers and showers for those wishing to cycle to work.

Walking

5.11 Main routes should be designed to run along existing landscape features to try and create an attractive 'green' network that links both sides of the site together. One major route through the site should run between the north corner of the western site and follow the approximate line of the existing public right of way. This can then link through to the eastern side and run along the main belt of trees and hedgerows. All main footpaths should lead to key destinations such as shops and bus stops. Routes that are overlooked and well lit when dark will ensure safe journeys on foot, especially to the proposed school. Circular routes should also be incorporated into the design for leisure use including dog walking .

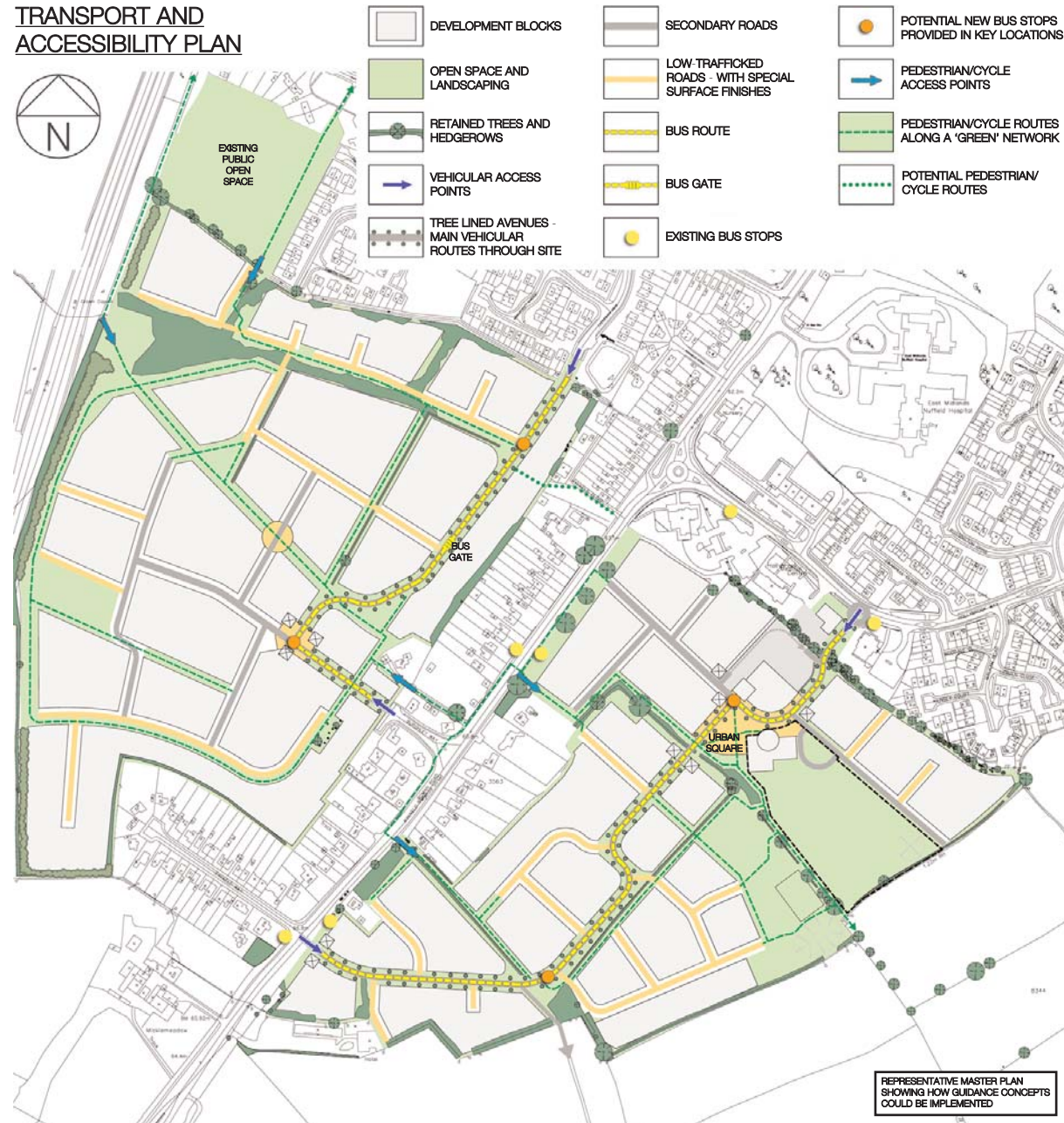
5.12 Every effort will be given to developing routes that provide direct cycle and pedestrian links to key areas between the two sides of the development. This will include providing convenient crossing points to reduce the severance of Rykneld Road and improve safety, particularly for vulnerable users. The design and layout of the development should take account of these objectives.

Parking

5.13 Parking levels within residential areas will not exceed Local Authorities standards. Provision could be reduced when in the vicinity of good public transport links.

5.14 Parking design should be considered at the outset and integrated into the development to support the street scene. Parking squares and courtyards should be sensitively incorporated into the street scene. On-street parking can bring activity to the street and have a traffic calming effect however it should be designed to maintain a good relationship between houses and the street making sure that the fronts of properties are not dominated by cars. Manual for Streets provides further guidance.

TRANSPORT AND ACCESSIBILITY PLAN



Existing Landscape Assets

6.0 The natural features on the site at Rykneld Road will need to be considered and incorporated into the scheme. This will mean analysing land form, ecology and wildlife, location of water courses, and tree and hedgerow conditions. Development must be sympathetic to any feature of ecological importance and must include measures to enhance it. These features must also be protected during the construction phase.

6.1 Land form - the site in general slopes downwards from south to north, with the eastern half lower than the western half. Where ever possible, the main orientation of buildings should be south facing, using the aspect and slope of the land to increase solar heat transfer and reduce over-shadowing.

6.2 Ecology and Wildlife- surveys have shown habitat within the site to be limited and typically of low botanical diversity. There is, however, potential for wildlife to use existing woodland, trees and hedgerows for foraging and movement. Therefore more emphasis is placed on retained landscape features, not only to form the basis of green connections for pedestrians, but also to provide movement corridors for animal and plant species between habitats. With new development comes a chance to enhance the natural environment and integrate it into the scheme and make it part of peoples lives. Contact with nature can be beneficial to all and equally development can benefit local wildlife rather than harm it.

6.3 Water courses - the north eastern boundary is the only part of the site with a water course, which runs along a ditch and under trees and vegetation. This will need to be treated carefully, especially where there are proposed roads crossing over it to enter the site or where it is on the boundary to new dwellings. Generally, steps should be taken to install systems within all development to help prevent polluting local water courses. How the proposed development relates to the water course

will need to be carefully considered to allow access for ongoing maintenance. The developer will also include appropriate Sustainable Urban Drainage measures to mitigate surface water runoff from the site. Balancing ponds can also create valuable new wildlife habitats.

6.4 Trees and Hedgerows - the existing mature woodland planting within the western side has been identified as being important in ecological terms and as providing a visual buffer, screening views from the north. Most of the trees within the site have been identified as being semi-mature and of good condition. Most of them are confined to the line of the hedgerows running through the site and along the boundaries. The majority of hedgerows on the site, in particular those classified as being a Nature Conservation Priority (HEGS), BAP Priority Habitat and Important Hedgerow (Hedgerow Regulations 1997), are to be kept and maintained. Most of these retained hedgerows have also been identified as being of possible historic interest. Retention and integration of trees and hedgerows will be crucial in retaining natural wildlife habitats and corridors across each side of the site. In the event that any trees or hedgerows need to be removed, detailed surveys will need to be undertaken at appropriate times of year in order to ensure that wildlife species are not disturbed.

6.5 These areas of significant planting should play an important role within the scheme, helping to break up and define areas of development and form the basis for the structural landscape framework of the site.

Proposed Green Infrastructure

6.6 To complement the existing landscape features of the site, new planting must be introduced. This new planting should help to enhance the landscape setting and be of appropriate size and species. Where pedestrian connections run along the existing line of trees and hedgerows through out the site, a mix of native species will need to be informally planted to strengthen its character and

increase its habitat value.

6.7 Streets shall be landscaped with trees appropriate to the scale of the space. For example, the main route through the site will be planted with large avenue trees that will grow as tall as the buildings that enclose it. Minor streets will be planted with appropriate trees, hedges and shrubs to similar scales.

6.8 Courtyards and internal communal spaces will be laid out as attractive, useable spaces whereas parking areas will be planted to screen and reduce the impact of parked vehicles.

6.9 A series of landscaped spaces will be located through out the scheme, mainly along pedestrian routes. These spaces will be landscaped in a variety of ways depending on their use and location. The largest of these spaces, adjacent to the eastern boundary of the site and the proposed school, is one of the main recreational foci for the site, where multi-use facilities are proposed. The proposed green routes through the site also link into the existing Haven Baulk Recreation Ground and additional surveillance is provided for this recreation ground by the proposed new development. Financial contributions will also be sought from the developers towards the development of a new City Park, which will benefit residents of the proposed development and surrounding area.

6.10 The urban square within the neighbourhood centre will be formally landscaped, with large trees that will help to define the space and reinforce its character. Green spaces, as well as providing play areas, can also incorporate areas of natural conservation value that can link up with existing wildlife habitats.

6.11 Planting can also be used to control the micro-climate. New tree planting can be positioned to provide shading whilst it can also be used with existing features to help shelter from wind or rain.

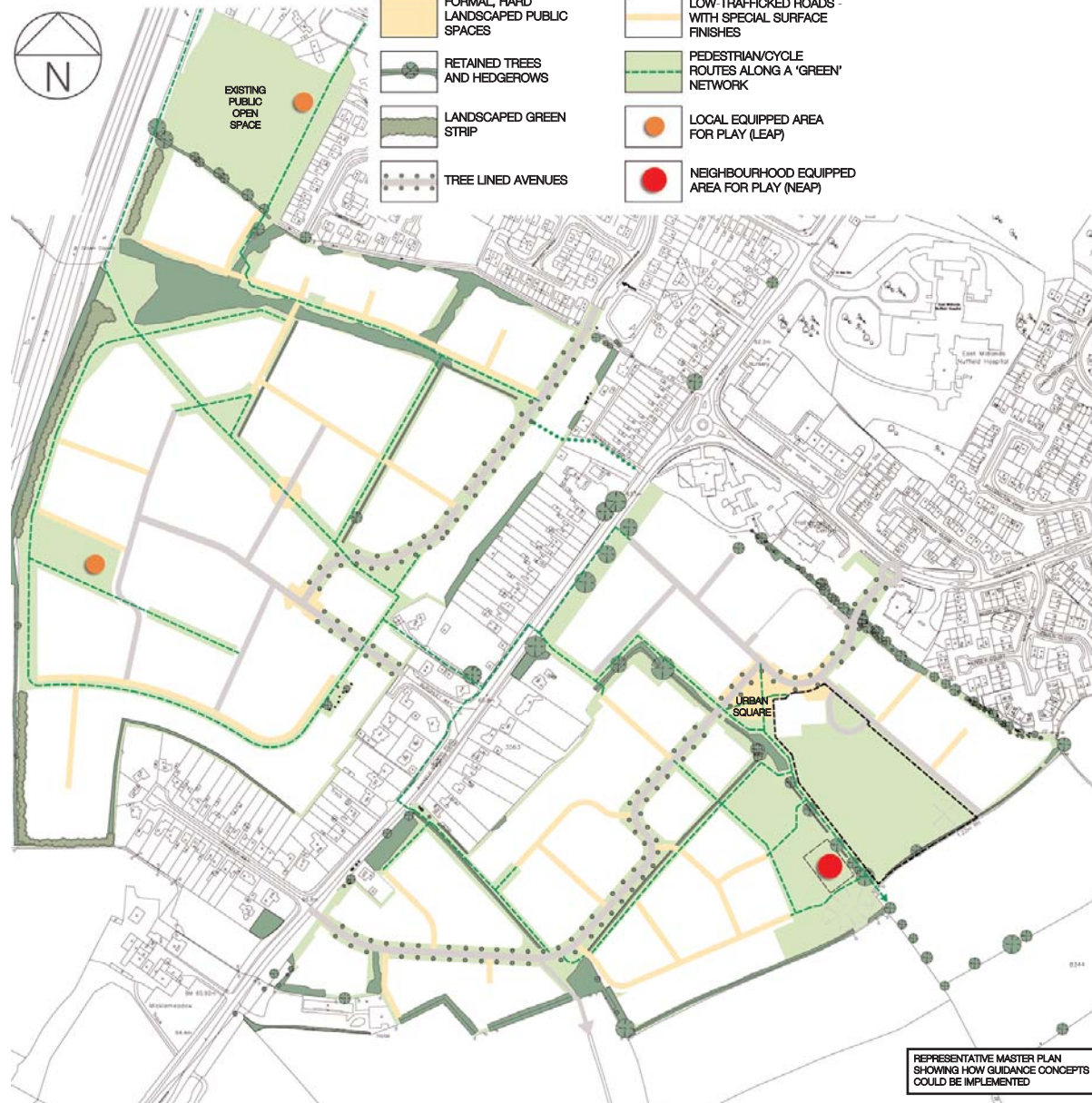
6.12 The proposed development offers the opportunity for a net gain to biodiversity. Where some landscape features of lower ecological value are removed in order to allow a cohesive site layout, these minor losses to biodiversity will be more than compensated for through new planting and enhancement to retained landscape features. Appropriate plants and trees must be selected that can support native wildlife and insects and maintain the local landscape character. As many native species as possible should be used, propagated from local plant stock.

6.13 Existing lines of hedgerows will be augmented and linked to allow cross-pollination and interconnecting routes for animals. These features will form part of 'green' pedestrian and cycle routes. Planting strategies must be developed to use native species from local sources to contribute towards successful biodiversity. New wildlife friendly features will be incorporated into the scheme from new planting and open spaces to bird or bat boxes.

6.14 Native species are more likely to support wildlife and are easier to establish and cheaper to maintain. This will be important after the development has been completed. New planting, where appropriate will need to be looked after during certain times of the year. In fact all habitats, spaces and features, retained or created will need to be properly managed to prevent their degradation and loss of ecological value.

6.15 Construction mitigation will also be important when it comes to avoiding disruption to wildlife. Care must be taken so that seasonal wildlife activities such as birds nesting are not interfered with. Damage to wildlife habitats must be minimised with retained trees and hedgerows protected to BS5837 during construction phases.

GREEN INFRASTRUCTURE PLAN



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Land Use and Layout

7.0 Making the most out of the land available will be an important issue, especially with the need to provide a substantial number of homes to satisfy the local demand as well as the national policy regarding density. Therefore relatively high densities will be required within the site and should be placed centrally, away from the sensitive edges of the site. Also, higher densities should be placed along the main public transport corridors and around the neighbourhood centre.

7.1 Thought should also be given to the location of affordable housing and housing for vulnerable members of the community and their proximity to appropriate services and facilities.

7.2 The mix of uses that are being provided within the neighbourhood centre should reduce the need to travel. These uses will need to be accessible, convenient and in very close proximity to each other so that extra journeys by car are reduced. The layout of the scheme will define the quality of routes of alternative modes of transport and will determine people's desire to use them. Therefore the routes and their integration should be made as easy and attractive as possible to encourage people to leave their car at home.

Building Design and Construction

7.3 The Derby Declaration on Climate Change acknowledges the increasing impact that climate change will have on our community

during the 21st Century and commits Derby City Council to tackling the causes and effects of a changing climate on the city. The design and construction of the proposals will consider and address the need to reduce carbon and other greenhouse gas emissions and deliver low carbon development. This can be achieved by any combination of some of the following measures:

- Using landform, layout, building orientation, and landscaping to minimise energy consumption;
- Considering the potential for micro-renewable technologies to contribute to energy supply;
- Balancing surface water within the site so that there is no net increase in surface water runoff from the site, thereby meeting the requirements of the Environment Agency; the use of sustainable urban drainage systems may be considered as a means to achieving this;
- Promoting a reduction in energy usage in line with the 'energy hierarchy'
 - to reduce the need for energy
 - to use energy more efficiently
 - to accordingly use renewable energy
 - any continuing use of fossil fuels to be clean and efficient for heating and co-generation;
- Promoting waste management in line with the hierarchical approach of
 - waste reduction
 - re-use
 - recycling and composting
 - energy recovery
 - disposal

7.4 The Code for Sustainable Homes will be the standard applied to all housing. It is expected that the performance standard for all houses will be to Code Level 3.

7.5 The environmental performance of all other buildings designed for the scheme will be assessed using the Building Research Establishments Environment Assessment Method (BREEAM). This assessment can be applied to offices, industrial units, retail units and schools and a level of performance equivalent to 'very good' should be achieved.

7.6 During the construction phase, the generation of waste and its proportion sent to landfill sites should be monitored. Contractors should adopt best practice methods to minimize dust and air pollutants arising from construction activities and maximize opportunities for using recycled materials.

Community

7.7 Several levels of consultation with local people have been carried out so far, identifying local needs and fears. In order to gain a better understanding of the context of the area, local people need to be engaged. Key individuals and groups should be involved at all stages, kept informed and given the chance to give feedback. Discussion and responses from consultation exercises need to be fully evaluated. It also needs to be demonstrated that their views have been taken into account. It is better to have the support of local people rather than resistance, which could cause setbacks or delays.



7.8 A variety of leisure opportunities should also be available within the development that are accessible to all. It is envisaged that the Rykneld Road development will incorporate a variety of well designed, formal and informal public spaces for the community to use and enjoy. It is important to get a balance of spaces in the right place for the right people. The neighbourhood centre and

spaces around public buildings will be vibrant whereas quieter outdoor spaces will be provided within the residential areas.



7.9 Play areas for a variety of ages including teenagers will need to be located in safe spaces that are overlooked. This could include a multi use games area, a cycle/skate park or a youth shelter for example.

7.10 Circular routes will also be incorporated into the scheme for leisure or dog walkers and joggers that will also include routes that link into the countryside.

7.11 Developers will also be expected to demonstrate that opportunities to link the development with the existing community, in terms of movement and access, have been explored and utilised where appropriate.

Affordable Housing

7.12 The development at Rykneld Road will provide a wide range of housing types, for both affordable and market housing, to meet the needs of all members of the community, so as to create sustainable, inclusive and mixed communities in all areas. Affordable housing types will not be differentiated by design, quality or location from market housing. Affordable housing provided on the site will include properties across the range of sizes in accordance with Derby City Council's housing strategy.

Employment

7.13 As well as providing new homes, the development will offer new opportunities for employment and business enterprise. The business park and neighbourhood facilities and services will all generate jobs to ensure a sustainable local economy.

Education

7.14 The provision of a primary school also creates the opportunity to include adult education facilities to promote lifelong learning and raise levels of educational achievement among vulnerable members of the community.

7.15 A contribution towards additional capacity at Littleover Community School will need to be established in the Section 106 Agreement.

8.0 The page opposite illustrates the SPD Development Framework proposed for the site.

8.1 The Framework proposes a 2.4ha B1 site (Business Park) and a 1.4ha Primary School site. It also proposes neighbourhood facilities including a foodstore and potential to provide additional retail or community uses such as a children's day nursery. A mixed use block is also proposed with retail located on the ground floor and residential on the floors above. This will ensure that the Neighbourhood Centre is populated 24 hours a day. A centrally located urban square is enclosed by a variety of uses including the foodstore.

8.2 The Business Park is situated in the northern corner of this part of the site which means that direct access can be taken from Hollybrook Way without traffic passing through the residential area. It is also close to the Neighbourhood Centre allowing for use by the day-time population of the Business Park. This location will also ensure that commercial uses are visible from Rykneld Road, thereby enhancing the attractiveness of the Business Park to potential operators. The business park will respect the scale and character of the surrounding area in not exceeding 2 to 3 storeys in height.

8.3 The Primary School is situated to the south east of this part of the site and will be very accessible to new residents. Being located so near to the Neighbourhood Centre also means that it will be in close proximity to bus stops and the footpath/cycleway network. Another advantage of having the school located here is that it fronts the Urban Square and is close to other community facilities. In order to ease congestion around the urban square, there is a drop-off point provided to the east of the school building. The school playing fields to the rear run adjacent to retained trees and hedgerows which will enhance bio-diversity by allowing wildlife to move across it.

8.4 Framework of Movement and Spaces (numbered in blue):

1. Recreation Ground - this existing formal open space provision will be accessible to new residents and

will be made safer with new development to the south overlooking.

2. A corridor will be created between the A38 and the new development that will form a zone to mitigate against noise and pollution. This zone will consist of a landscape buffer and a strip of informal open space (final zone width subject to detailed technical advice).

3. This area is one of a series of spaces that run along the approximate route of the existing public right of way (diagonally from north-west to south-east). This area would be a formal open space for passive recreation.

4. At this point an access road crosses the pedestrian route. This space would be a hard landscaped square with measures in place to slow down traffic.

5. This space would be an area of formal open space that would lead to the existing footpath that runs down to Rykneld Road.

6. Many footpath/cycle routes have been designed to run alongside existing mature landscaping to help create a network of 'green' corridors that are safe, overlooked and car-free.

7. This square marks the entrance to the western side of the development with a three-way gateway and will include a bus stop. There is also potential to provide a retail use here to serve the western side of the site. In principle, should demand be proven, proposals for retail use here over the lifetime of the development would be supported by the Council.

8. This area of informal space has potential to provide a LEAP and help to link the southern end of this side of the site with the corridors of open space along the western boundary.

9. Development will be set back at this point so as to be sympathetic to the setting and character of Rykneld Road. The strip between the road and the frontage will contain retained trees and new screen planting and will provide a pedestrian access point into

the development, leading to the Neighbourhood Centre.

10. This strong belt of trees and hedgerows will be retained and enhanced. A pedestrian route will run alongside it, which runs through the Neighbourhood Centre and out into the open countryside to the south.

11. The Neighbourhood Centre - this urban square will be the heart of the new development as well as being an extension of the existing facilities on Hollybrook Way. The space will be enclosed by a variety of uses with all modes of transport converging at this point. The place function will take high priority over the movement function here, making it a safe place for pedestrians, and this will determine the detailed layout of the street and movement network.

12. This space will be for informal use with potential to provide a multi-use area for play and sports. This area is enclosed by residential development and allows greater access to the pedestrian routes that run alongside the strong belt of trees and hedgerows to the north and east.
























13. This hedgerow runs diagonally across the site and will be lined by a pedestrian route, offering a more direct, car-free route through the middle of the site to and from the Neighbourhood Centre.

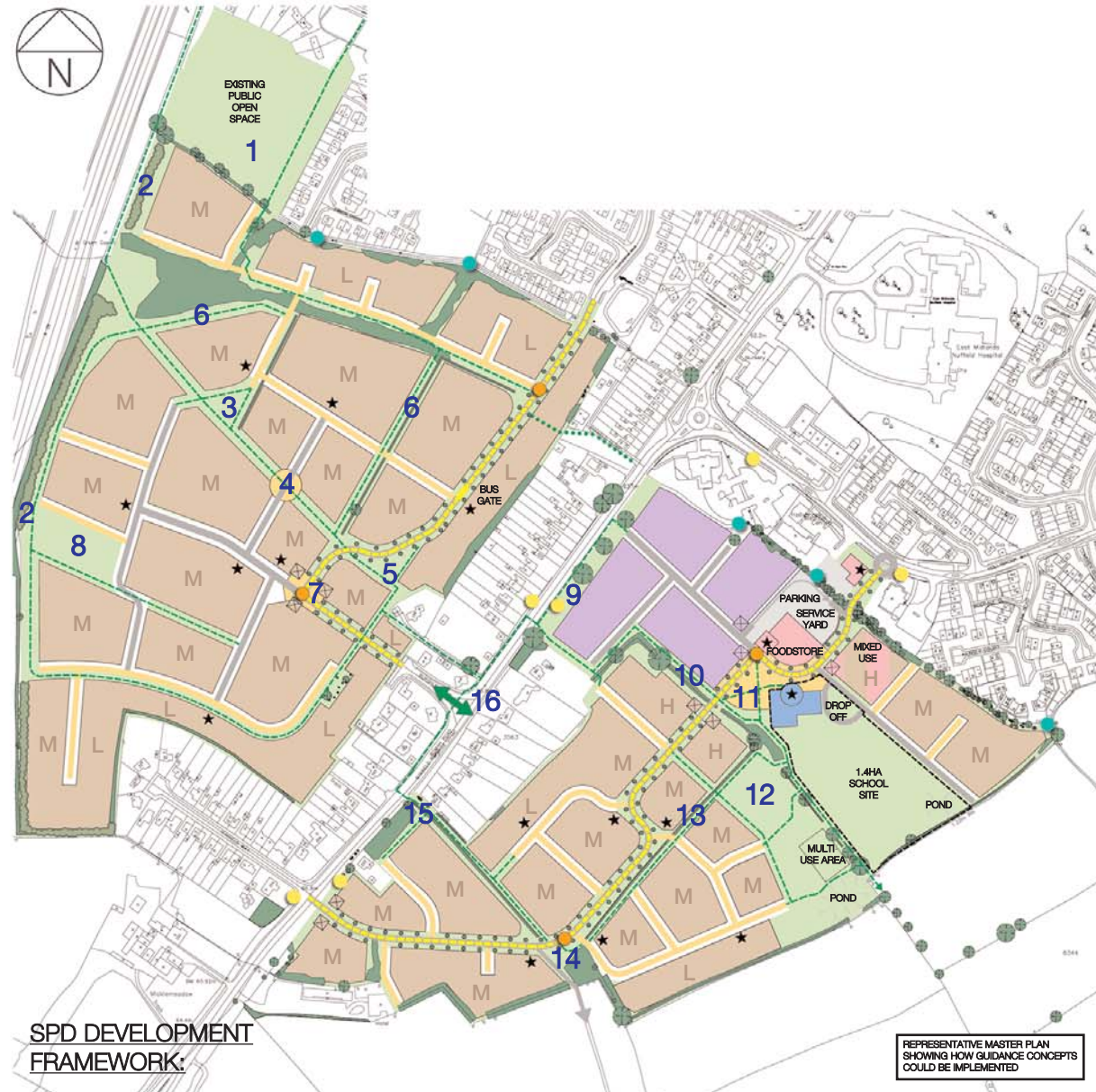
14. This space contains an area of existing planting and will provide an area of informal open space for residents, possibly containing a small play area. It could also provide access to the farm buildings to the south.

15. Western pedestrian access point from Rykneld Road that runs alongside an existing hedgerow. This pedestrian route links up with other routes that run alongside retained vegetation to form a 'green', circular route around this side of the site.

16. In order to provide a cohesive development and to make walking or cycling the transport mode of choice between the two site areas, pedestrian crossings will be incorporated on pedestrian desire lines, linking residents to key destinations.

KEY:

-  PROPOSED RESIDENTIAL
-  PROPOSED B1
-  PROPOSED NEIGHBOURHOOD FACILITIES
-  PROPOSED MIXED USE
-  PROPOSED SCHOOL
-  PROPOSED OPEN SPACE AND LANDSCAPING
-  TREE-LINED AVENUE
-  SECONDARY ROADS
-  LOW-TRAFFICKED ROADS
-  EXISTING TREES AND HEDGEROWS TO BE RETAINED
(Where this is on the boundary between dwellings, additional means of enclosure will be designed so as to allow the retention of the hedgerow whilst providing adequate security and privacy for the dwellings)
-  PROPOSED BUFFER STRIP
(Width subject to detailed technical advice)
-  FOOTPATHS/CYCLEWAYS
-  CROSSING POINT(S)
(Number and location to be confirmed)
-  POTENTIAL ACCESS TO BE INVESTIGATED
-  FUTURE FOOTPATH/CYCLEWAY
(This is a desirable route but cannot necessarily be delivered as part of the development of the site)
-  BUS ROUTE
-  EXISTING BUS STOPS
-  PROPOSED BUS STOPS
-  LANDMARK BUILDINGS
-  GATEWAY BUILDINGS
-  LOW DENSITY RESIDENTIAL
(30-35 Dwellings per Hectare)
-  MEDIUM DENSITY RESIDENTIAL
(35-45 Dwellings per Hectare)
-  HIGH DENSITY RESIDENTIAL
(45-55 Dwellings per Hectare)



Developer Contributions

9.0 The Council will seek to negotiate contributions in line with Local Plan policies for the following, by Section 106 Agreement:

- Affordable housing;
- Education (primary and secondary provision);
- Public Open Space;
- Mobility housing;
- Highways and transportation improvements;
- Community Facilities.

Planning Application Requirements

9.1 The following documents will be required as a minimum, to accompany a planning submission;

- Relevant plans including site layout, elevations;
- Planning Supporting Statement;
- Design and Access Statement;
- Environmental Impact Assessment;
- Transport Impact Assessment including Green Travel Plan Proposals;
- Landscape Strategy.

Contacts

9.2 Andy Moger (01332 256025) and Sheila Mitchell (01332 255076) - Derby City Council

References

9.3 By Design - Better Places to Live (companion guide to PPG1)

Secure by Design (UK police initiative)

Lifetime Homes Standards - Joseph Rowntree Foundation

Building for Life - CABI

Manual for Streets - DCLG, IHT, DT

Designing Streets for People, CABI, IHT, EH

Safer Places - ODPM

Derby City Council Affordable Housing Good Practice Guide

Making Residential Travel Plans Work: Good Practice Guide for New Development - DfT

This document was prepared by

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on behalf of



DERBY CITY COUNCIL

in conjunction with

mill^{er} homes



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