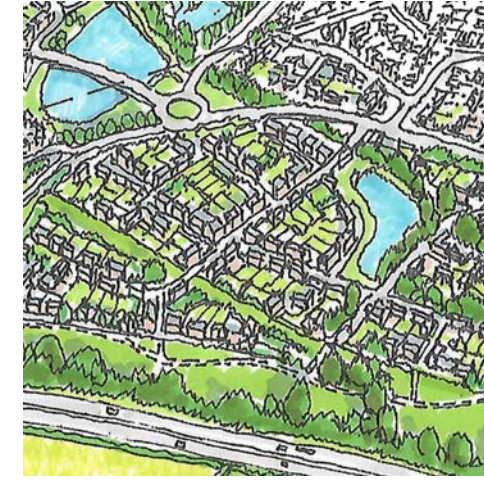




WRAGLEY WAY, DERBY

DELIVERING PART OF INFINITY GARDEN VILLAGE

DESIGN AND ACCESS STATEMENT
JUNE 2019



**Hallam Land
Management**



PROJECT DETAILS

Client: Hallam Land Management Limited
Project Name: Wragley Way, Derby
Reference Number: 13.063
Date: June 2019

This document has been prepared for viewing at A3 and
with double page spread to view

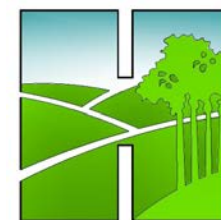
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**Hallam Land
Management**

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An aerial photograph showing a suburban residential area with rows of houses, a road, and green fields. The image is used as a background for the text.

1 INTRODUCTION

Land to the south of Derby between the urban edge of Wragley Way and the A50 has been identified as a key opportunity for development opportunity forming part of Infinity Garden Village.

This section introduces the site and the two outline planning applications supported by this Design and Access Statement.

Purpose

This document has been prepared in support of applications by Hallam Land Management Limited for outline planning permission on land located on the southern edge of Derby. The development proposals would help to deliver part of 'Infinity Garden Village', including new homes, employment opportunities and supporting infrastructure. Two applications have been made, one incorporating the residential proposals and the other the employment proposals. The location and extent of each application site is shown on Figure 1: Location Plan.

This statement has been prepared in accordance with Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, whilst referring to guidance from the Commission for Architecture and the Built Environment's (CABE) in 'Design & Access Statements', and the Government in the National Planning Practice Guidance (NPPG) (paragraph 29).

The document provides information to explain and understand the proposals, demonstrates the decision making process used to help to develop them and the reasoning behind key decisions that have shaped the proposed development.

It provides an assessment and appraisal of the site's context and the steps taken to understand that context. It identifies how the local and county councils, local people and specialist advisors have been included in the decision making process. Opportunities and constraints offered by the site are summarised. The design and access principles and concepts that have been applied to particular aspects of the proposal are explained.

These proposals have been prepared in the context that the site includes land that is allocated for development within the adopted South Derbyshire Local Plan Part 1: Core Strategy and has therefore already been identified as suitable in principle for development, in addition to land forming part of the wider Infinity Garden Village proposals.

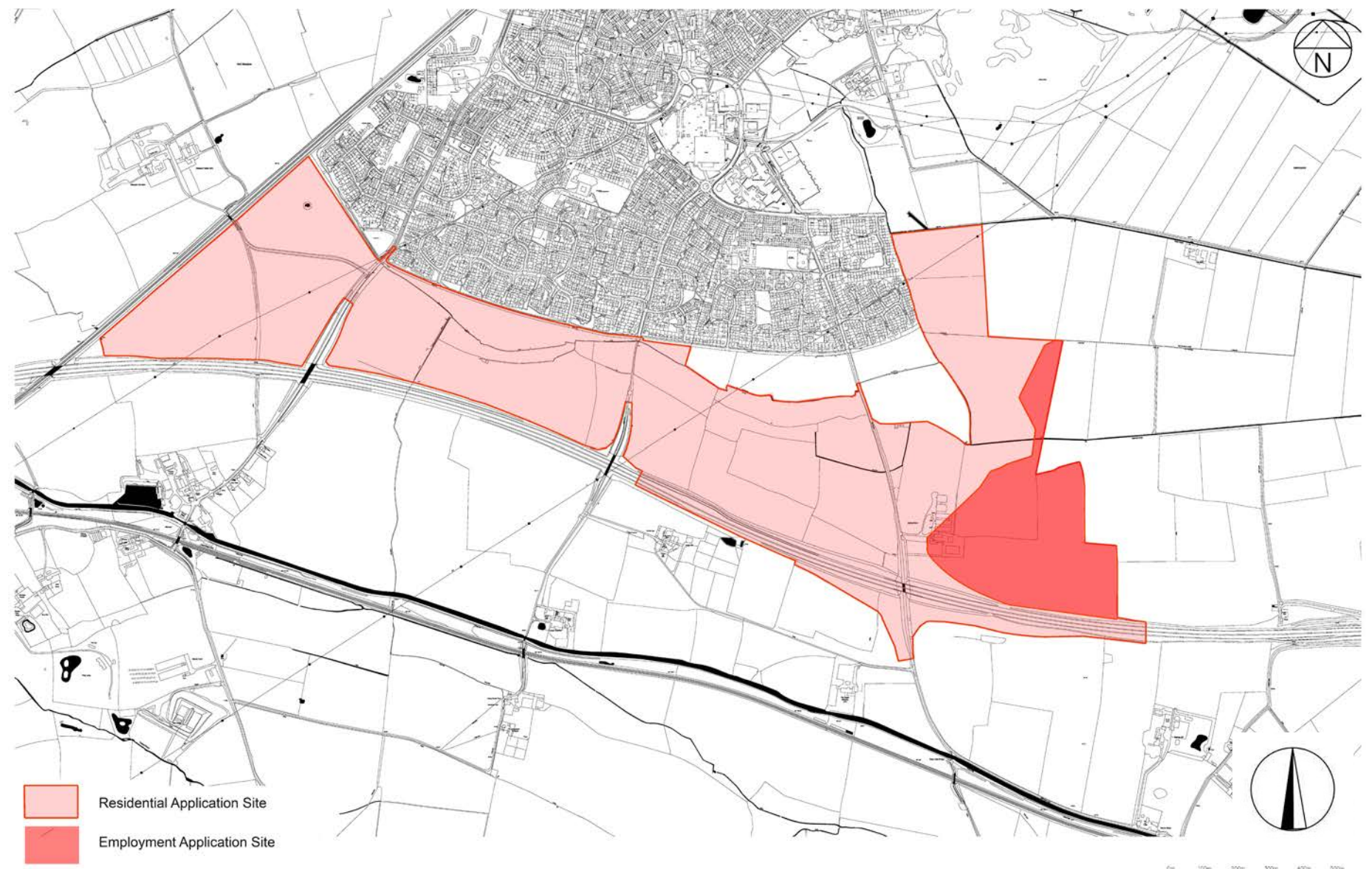
Applicant

The applications have been submitted by Hallam Land Management Limited ('HLML'). HLML is the strategic land and planning promotion arm of the Henry Boot Group of Companies. HLML has been working with local landowners, the local authorities and other stakeholders for over fifteen years to assess and promote the opportunities offered by land in this area to meet the development needs of the local community. This has resulted in the allocation of land within both South Derbyshire and Derby City Local Plans and support from Government as part of the Garden Village programme. HLML recognises that sustainable communities need more than just new homes. Its comprehensive masterplan-led approach, as part of Infinity Garden Village, will also see the provision of a new primary school, new local shops and services, significant areas of new public open space and parkland, employment opportunities, and investment in new road and other infrastructure.

Structure

Section 2 of this Statement provides an assessment and appraisal of the site's context and the steps taken to understand that context. Section 3 identifies how the local council, local people and specialist advisors have been included in the decision making process. Section 4 identifies the site's key characteristics and summarises the opportunities and constraints offered by the site. Section 5 explains the approach to site design including access. Section 6 details how the proposals will be delivered in phases, as part of the Infinity Garden Village, including opportunities for further community involvement. Section 7 provides a summary and conclusion.

Figure 1: Site Location Plan



LAND AT WRAGLEY WAY, DERBY

INTRODUCTION

Site Location

The site comprises agricultural land adjacent to existing development on the southern edge of Derby. The southern boundary of the site is defined by the A50 (Derby Southern Bypass). The western edge of the site is marked by the Derby to Birmingham railway. The site's eastern edge falls to the east of Deep Dale Lane. The site also incorporates land to the east of existing development.

Stenson Road, Arleston Lane and Deep Dale Lane each run north-south through the site. Wragley Way runs along part of the northern boundary of the site.

The total site area for the planning applications presented within this Design and Access Statement extends to approximately 146 hectares (361 acres). The distance between the western and eastern boundaries is around 2.8 kilometres (1.7 miles) at its maximum.

The site falls mainly within South Derbyshire District. It abuts land within Derby City to the north. A relatively small part of the site falls within Derby City, though no built development is proposed within that area.

Application and Design Strategy

This Design and Access Statement is presented in support of two outline planning applications. The application boundaries abut and have been prepared on a comprehensive basis. This document reflects the comprehensive design approach, whilst making clear the distinction between the applications.

The boundaries of the two applications are presented in Figure 1. In broad terms, one application has been submitted for 'residential' development and one for 'employment' development. Full descriptions of the developments proposed by each application are shown in Box 1. In addition to up to 1,850 new homes and related community infrastructure, the 'residential' application incorporates land to provide for the construction of a new junction on the A50 and related link roads. The 'employment' proposals would make use of that new highways infrastructure. The 'employment' proposals have in addition been prepared as part of a first phase of wider employment development proposed as part of Infinity Garden Village.

Box 1: Descriptions of Development

RESIDENTIAL APPLICATION

'Application for outline planning permission with all matters reserved except part access for up to 1,850 dwellings, a 2 form entry primary school, a local centre (including community hall, retail and other local services and facilities), public house, drive-through restaurant, petrol filling station, strategic highway infrastructure including new junction on the A50 and associated road links, public open space including children's play provision, surface water drainage infrastructure, landscaping, earthworks and ancillary supporting infrastructure.'

EMPLOYMENT APPLICATION

'Application for outline planning permission with all matters reserved for up to 51,100 square metres of employment uses and related road links, surface water drainage infrastructure, landscaping, earthworks and ancillary supporting infrastructure.'



Aerial view of site looking east along Wragley Way with Stenson Road in the foreground

An aerial photograph of a suburban residential area. In the foreground, there are large green fields and a road. The middle ground shows a dense residential area with many houses and a few larger buildings. The background shows more residential areas and some green spaces.

2 ASSESSMENT

This section explores the Infinity Garden Village concept, local planning policy and existing planning permissions. It reviews key features and characteristics important to the consideration of new development.

LAND AT WRAGLEY WAY, DERBY

ASSESSMENT

Infinity Garden Village

On 2nd January 2017 the Government announced its support for the delivery of 14 new garden villages across England. Infinity Garden Village (IGV) is one of these, located on the southern edge of Derby and straddling the administrative boundary of both South Derbyshire District Council (SDDC) and Derby City Council (DCC).

The IGV concept emerged from various components of proposed growth in the southern Derby area, now committed in the Local Plans of both Derby City and South Derbyshire, in the area of land framed by Rolls Royce to the north, Chellaston to the east, the A50 to the south and Sinfín in the west. The IGV is identified on Map 5 of the South Derbyshire Local Plan Part 2, reproduced as Figure 2.

The key components of Infinity Garden Village are:

- the delivery of around 2,130 new homes on land at Wragley Way, supported by a primary school, local centre and extensive network of green and blue infrastructure (SDDC Policy H15 and DCC Policy AC18);
- the delivery of around 117 hectares of new employment space as an extension to Infinity Park Derby (SDDC Policy E4 and DCC Policy AC15);
- the delivery of a new secondary school (SDDC Policy INF12); and
- the delivery of new transport infrastructure including the Southern Derby Integrated Transport Link (SDITL) (SDDC Policy INF4 and DCC Policy CP24) and a new junction on the A50 (SDDC Policy INF13).

The applications supported by this Design and Access Statement will deliver part of Infinity Garden Village. In particular, the applications provide for development across those parts of the SDDC Policy H15 allocation for which planning permission has not yet been sought, a first phase of employment development as supported by IGV, and supporting infrastructure.

Figure 3 shows a Concept Masterplan for Infinity Garden Village.

The Infinity Garden Village Site

The IGV area extends to over 450 hectares (as shown on Figure2) [Map 5, see above]. The IGV site is generally flat, comprising primarily agricultural land enclosed by hedgerows with limited tree planting and pockets of woodland. There are a combination of watercourses and open field drains across the site, and areas are prone to periodic flooding. **The residential application presented by this Design and Access Statement extends to some 128 hectares and the employment application some 21 hectares.**

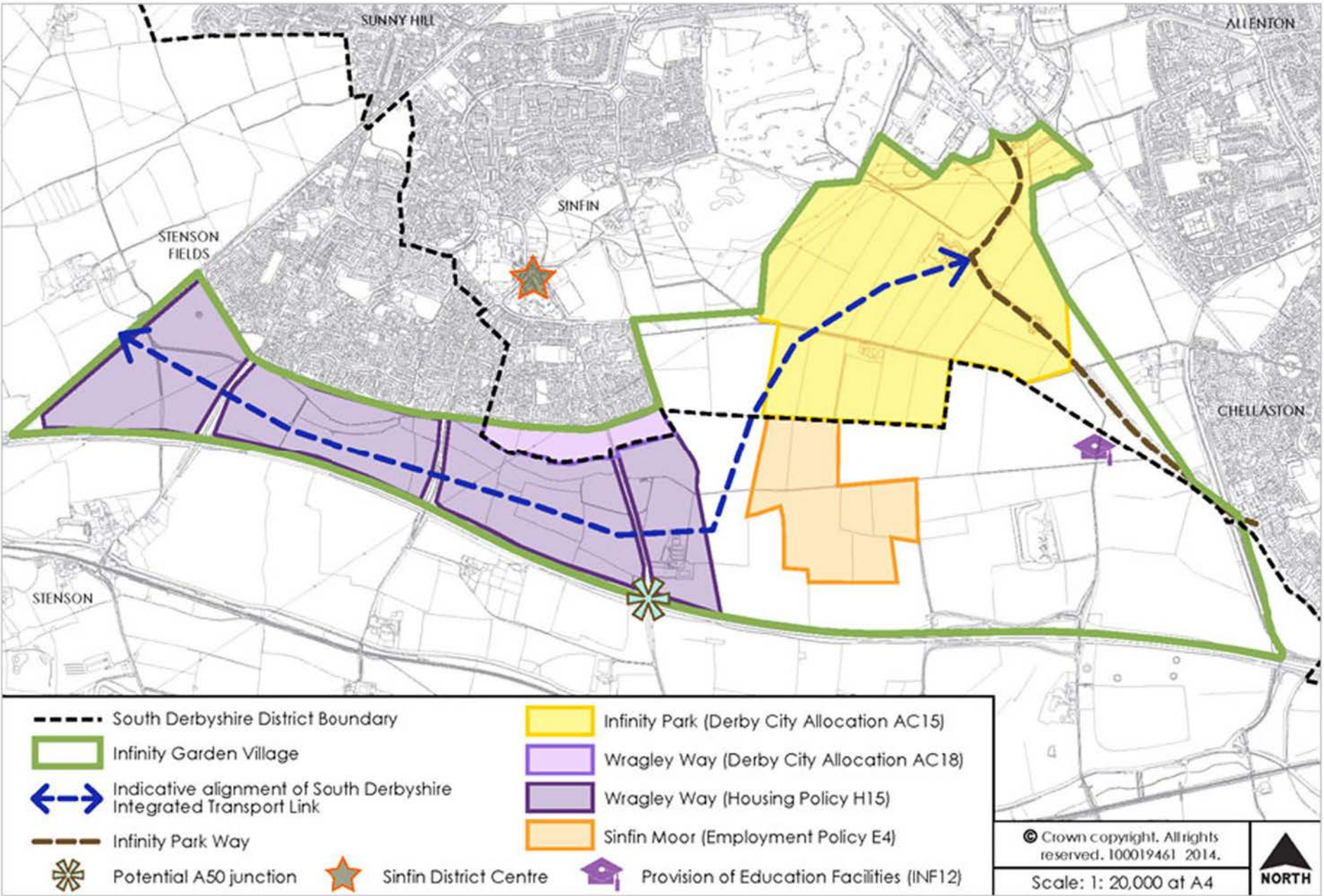
The landscape character of IGV falls within The Trent Valley Washlands, comprising of a mixture of Lowland Village Farmlands and Wet Pasture Meadows. These landscape character areas and their associated farms possess a special character that is described further in the Landscape Character of Derbyshire.

The IGV site contains many wildlife habitats, including for example semi-improved neutral grassland, species rich hedge with trees, wet and dry ditches, standing and flowing water, semi-natural broadleaved woodland. None of these are statutorily designated.

The existing Infinity Park employment area in the northern part of IGV is part of the Nottingham and Derby Enterprise Zone which aims to create a focus for the further development of advanced manufacturing and related services, especially transport engineering supply chains.

The first building on the enterprise zone, an innovation centre known as I-Hub, was opened in July 2016. The Rolls Royce manufacturing plant also lies within this area. Permissions have already been granted for further employment floorspace within the DCC allocation within IGV

Figure 2: Map 5, South Derbyshire Local Plan Part 2



CONCEPT MASTERPLAN

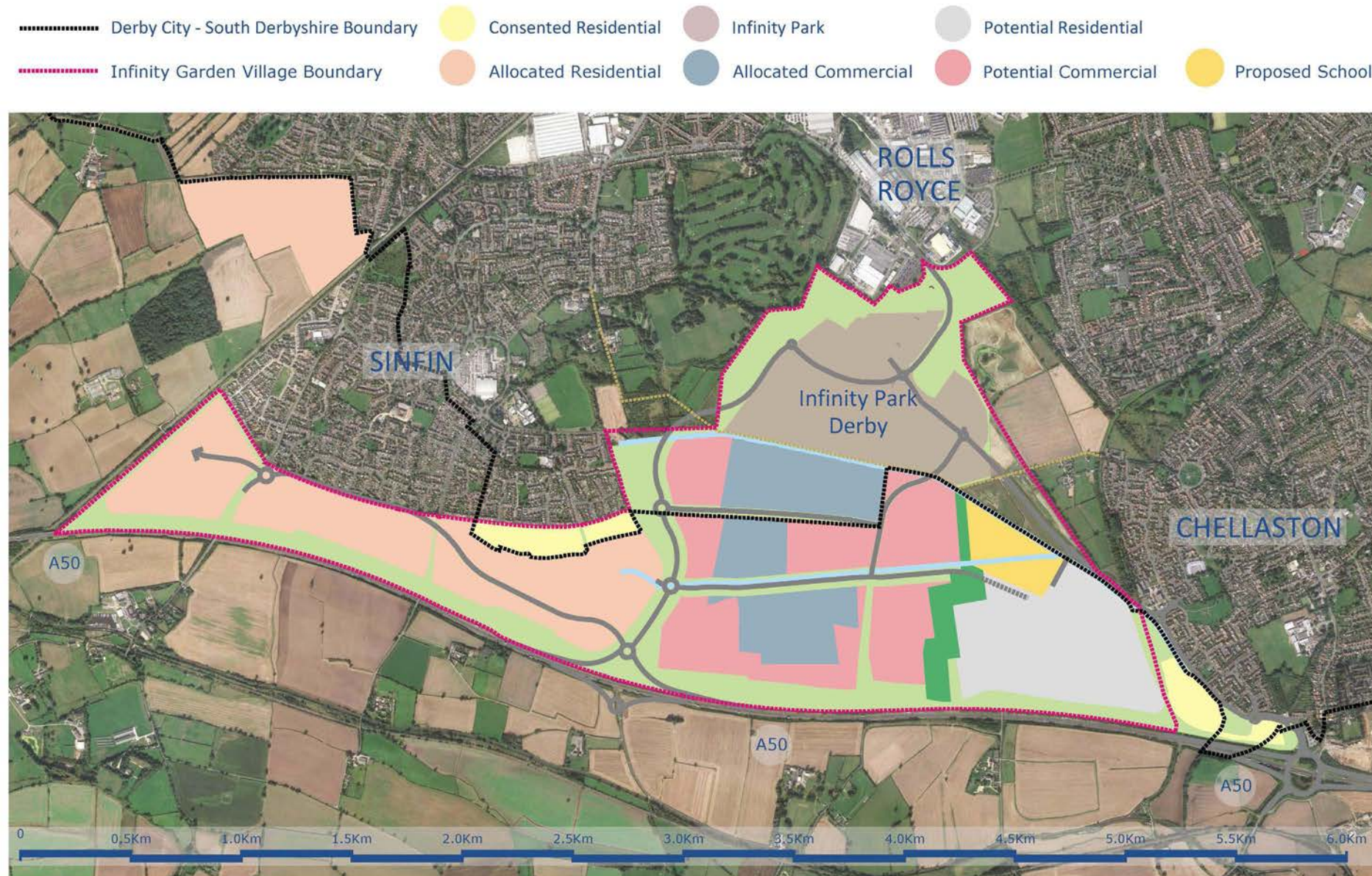


Figure 3: Infinity Garden Village Concept Masterplan

To the east of IGV is the residential suburb of Chellaston, the nearest parts of which are comprised of housing estates constructed during the 1990s and 2000s, bounded by the Sustrans cycle link that runs along the former Derby and Sandiacre canal corridor towards the City Centre. This canal corridor forms the eastern edge of IGV. An existing local centre within Chellaston is close to the IGV area, including a convenience store and the Chellaston Medical Centre.

The Derby Southern Bypass (A50) to the south provides a strategic link between the M1 in the east and the A38 and M6 to the west. Connectivity to the A38 provides further strategic links to Birmingham. Whilst the new T12 roadlink (Infinity Park Way) between the Bonnie Prince A50 junction to the south of Chellaston and Rolls Royce to the north has now been provided, there remain concerns in respect of congestion at key junctions in the area – on both County Council and DCC roads, particularly at peak times.

Stenson Road and Sinfin Lane (beyond Stenson Fields to the north of Wragley Way) provide key but constrained connections into the City, whilst Wragley Way and Infinity Park Way presently provide a degree of east to west movement – although incomplete at present. Deep Dale Lane, Arleston Lane and Stenson Road provide rural and leisure connections to the south, traversing the A50, towards the Trent and Mersey Canal. This is a conservation area and provides an important leisure resource for the area and includes a marina and public house at Stenson. Sinfin Moor Lane presently provides a non-vehicular route between Sinfin and Chellaston.

Sinfin to the north-west is one of the most deprived areas of Derby and is in the bottom 20% of wards in the national index of multiple deprivation. Stenson Fields adjoins Sinfin. There are numerous services and facilities close by, within these areas including:

- Sinfin District Centre – including an Asda superstore, Sinfin Library and Health Centre;
- City of Derby Academy, a secondary school;
- Stenson Fields and Ashcroft Primary Schools;
- Sinfin Park with several sports pitches, a play area, community buildings and cafe;
- Sinfin Golf Course – a municipal 18-hole golf course; and
- Sinfin Moor Park Local Nature Reserve.

The western limit of IGV is formed by the Derby to Birmingham railway line, passing through Burton-upon-Trent. Beyond this line is open agricultural land stretching west towards Findern and the A38.

The two applications presented by this Design and Access Statement comprise land within the western and central parts of IGV.



LAND AT WRAGLEY WAY, DERBY

ASSESSMENT

Planning Policy

IGV straddles the local authority boundaries for SDDC and DCC such that there are multiple policies supporting the need for and steering the layout and infrastructure to support IGV. Key policies are set out below.

The South Derbyshire Local Plan Part 1 was adopted in June 2016 and the Local Plan Part 2 was adopted in November 2017. South Derbyshire Local Plan policies most relevant to the delivery of Infinity Garden Village are:

- Policy H15: Wragley Way (South of Derby)
- Policy INF4: Transport Infrastructure Improvement Schemes, and
- Policy INF13: Southern Derby Area and Infinity Garden Village.

The Derby City Local Plan - Part 1 Core Strategy was adopted in January 2017. The three policies most relevant to the Infinity Garden Village are:

- Policy AC15: Land South of Wilmore Road, Sinfin (Infinity Park Derby)
- Policy AC18: Wragley Way
- Policy CP24: Transport Infrastructure

The applications supported by this Design and Access Statement will deliver part of Infinity Garden Village. In particular, the applications provide for development across those parts of the SDDC Policy H15 allocation for which planning permission has not yet been sought, a first phase of employment development as supported by IGV, and supporting infrastructure.

IGV Development Framework Document

In recognition of the need to co-ordinate the delivery of new development across IGV with infrastructure needed to support it, Policy INF13 of the South Derbyshire Local Plan Part 2 identifies the preparation of a joint Development Framework Document (DFD). Consequently, South Derbyshire District Council, Derby City Council, Derbyshire County Council and landowners and developers have collaboratively prepared the IGV Development Framework Document (DFD), which has now reached an advantage stage.

The purpose of the DFD will be to fulfil the Local Plan policy requirements and to guide the delivery of development in support of the IGV proposal. The DFD provides a framework and an overall masterplan for the consideration of planning applications within IGV.

The applications supported by this Design and Access Statement will help to deliver the Vision for the IGV as set out in the DFD. Design principles, concepts and development proposals set out in this Design and Access Statement are consistent with those set out in the DFD, and the wider aspirations and objectives for the IGV. The DFD makes it clear that detailed proposals within individual development areas will be set out within Design and Access Statements at the relevant time.



Referenced Planning Documents

Existing Permissions, Applications and Development

Figure 4 identifies land within Derby City that has already been granted planning permission for residential development. New homes have been built on some of that land. An outline planning application for residential development for up to 100 dwellings has also been submitted to South Derbyshire District Council for a first phase of development on land to the east of Deep Dale Lane.

1. 130 dwellings being built by Davidsons
2. Outline planning permission approved for 50 dwellings
3. Outline application for up to 100 dwellings submitted to SDDC

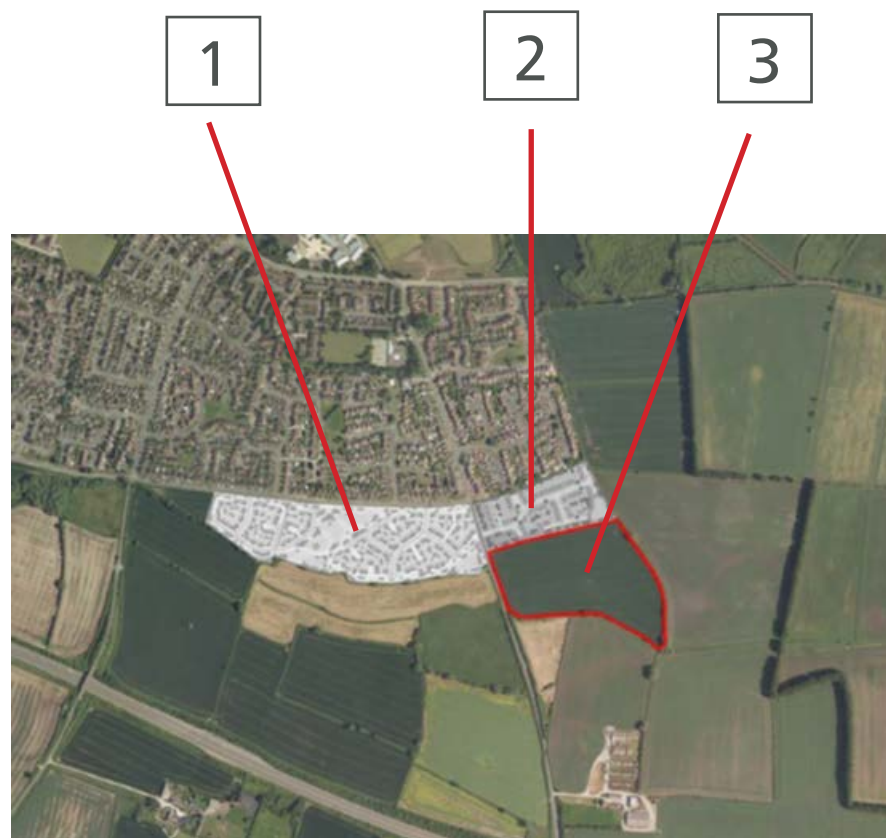


Figure 4: Existing Permissions, Applications and Development

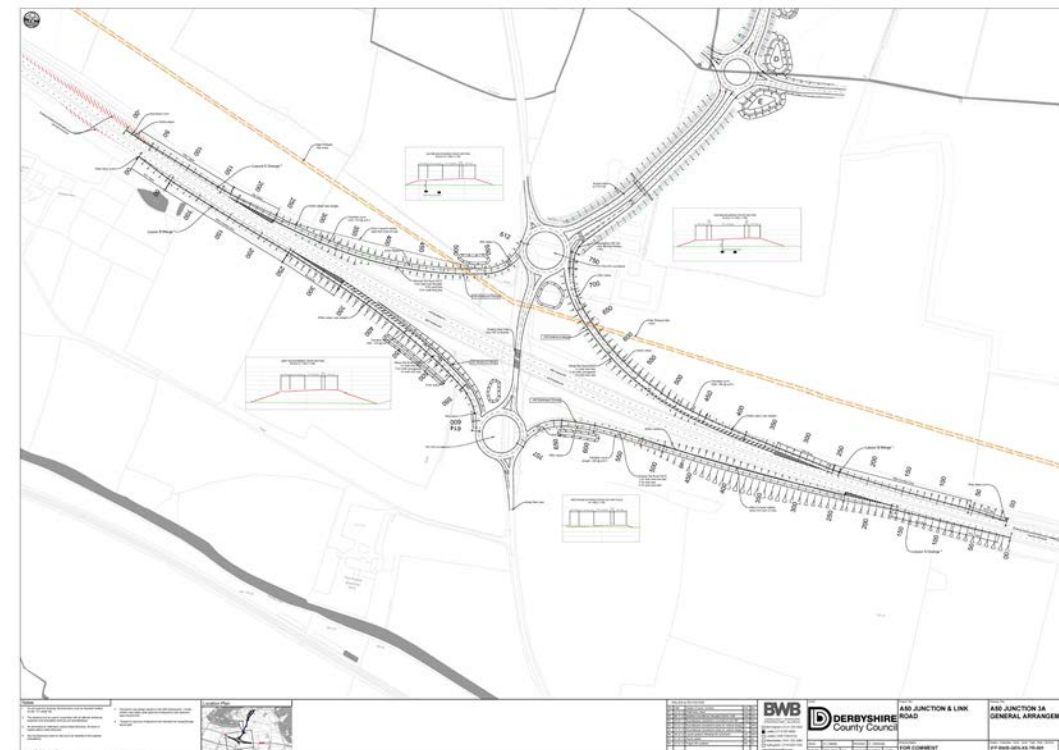
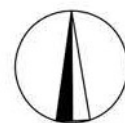


Figure 5: Proposed A50 Junction

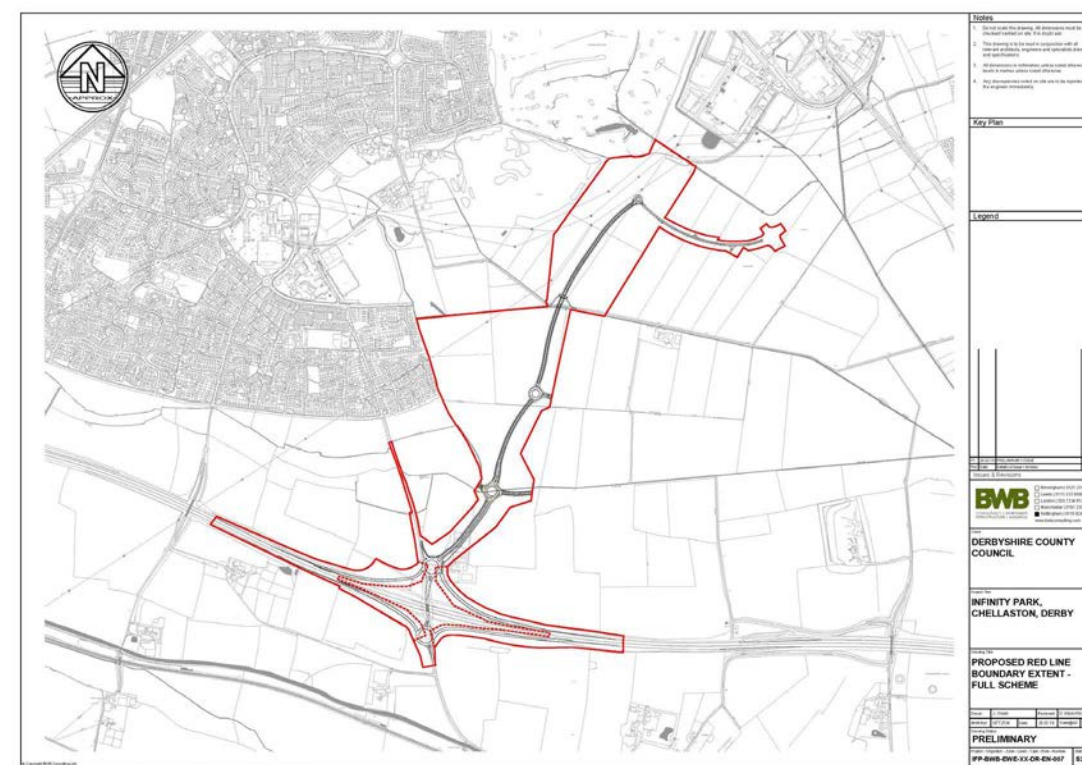


Figure 6: A50 Junction and Link Road to Infinity Park

New A50 Junction and Link Road

A planning application has been submitted on behalf of Derbyshire County Council to construct a new junction on the A50 (Junction 3A) at Deep Dale Lane and part of the Southern Derby Integrated Transport Link (SDITL) Phase I to Infinity Park Way on land at Sinfin, Derby. The application site extends to 69.3 hectares and straddles the administrative boundary between South Derbyshire and Derby City. As the planning application is for new roads and is submitted by Derbyshire County Council (the Highway Authority for land in South Derbyshire), it constitutes a 'County Matter' and as such the County are the Local Planning Authority (LPA) to determine that part of the application that lies in South Derbyshire. Derby City are the LPA for that part of the site that lies within the City, so whilst this is one development proposal, the planning application has been submitted to both LPAs to determine that part of the application that lies within its administrative boundary.

The new A50 junction and link road are integral to unlocking the potential of IGV and delivering its objectives, including the significant quantum of new homes and employment development.

The development proposals set out in this Design and Access Statement have been prepared comprehensively having regard to the proposed new junction and SDITL. Both of the planning applications supported by this Design and Access Statement would rely upon that new infrastructure. The 'residential' application includes the land required to deliver the new junction and part of the SDITL. That application shows details of the A50 junction and SDITL proposal but does not itself seek detailed planning permission for them, as that is being sought by the application submitted on behalf of the County Council. Those details of 'access' for which detailed approval is sought by the 'residential' application are fully compatible with the County Council's proposals.

LAND AT WRAGLEY WAY, DERBY

ASSESSMENT

Local Context and Key Features

The following sections identify and describe local features and characteristics of relevance to the development proposals supported by this Design and Access Statement.

Local Character

The aerial photo (below right) show the location of the site at the interface of the existing built up area of Sinfín and open countryside. The Sinfín area was generally developed through the 1960s to 1980s. Within it is located the Sinfín District Centre, primary and secondary schools and other local facilities.

Housing Density

There is a mix of housing densities in the existing urban area adjacent to the site, typically ranging between around 26 and 42 dwellings per hectare.

Street Pattern

The housing areas adjacent to the site are divided and contained by a network of distributor roads. Wragley Way runs east – west. Deep Dale Lane, Arleston Lane and Stenson Road run north-south adjacent to Wragley Way. These distributor roads provide access into the residential blocks. Properties inside the blocks are generally arranged on a network of cul-de-sacs, with some on loop roads.

Frontage and Enclosure

Many of the distributor roads in the area benefit from continuous frontage with houses facing the road, though notably most of the section of Wragley Way between Arleston Lane and Stenson Road does not have housing with frontage access. Continuous frontages contribute to a positive sense of enclosure, though planting is generally limited in scale with few large trees and hard standing (including large driveways/parking forecourts) visually dominant in places.

Spacing between dwellings in some cul-de-sacs negates a sense of enclosure but in places has allowed planting to mature.

Areas of public open space are interspersed within the residential areas and provide traffic-free pedestrian links. Most of these public open spaces are overlooked by front-facing houses. Front gardens are typically open with walls and fences often absent or of a low height.

Private garden space is provided at the rear of houses with higher walls, fences and hedges providing greater privacy.

House Types, Materials and Detailing

Residential buildings in the area are primarily two storey with some bungalows. Most are detached or semi-detached. Pitched roofs predominate with slopes facing the road and plain gables ends. Some single storey structures, notably garages, have flat or low pitched roofs.

The dominant building material is brick in varying shades of red and red-brown with grey, red or red-brown concrete roof tiles. Some houses have a varied finish to the first floor through the use of cladding, tiles or render. Repetition of house styles contributes to consistency in street scenes but at the same time some monotony and blandness. Overall, the architectural styles of the adjacent residential areas are consistent with those favoured at the time the area was first developed.

Landscape Character

The landform of the site and surrounding area is gently undulating. To the south, the A50 lies on the north-facing slope of a ridge of higher land. Between the A50 and the edge of Sinfín, existing vegetation predominantly comprises field hedgerows with scattered wooded copses. There is some semi-mature roadside planting alongside the A50.

Overhead power lines cross the A50 obliquely in the vicinity of Arleston Lane, continuing across agricultural land and the existing urban area in a northeasterly direction.

The historic landscape of this part of Derbyshire was characterised by a pattern of irregular, small-medium fields, which have remained largely unchanged except for severance caused by the construction of the A50.

The majority of views of the site are from adjoining roads. Stenson Road and Arleston Lane, where they pass over the A50, afford some wider views across the site and beyond.



New Housing and Infrastructure

Facilities and Services



Schools

A number of schools are located within the Sinfin and Stenson Fields residential areas, including primary and secondary schools within walking distance of the site.

Retail and Community Facilities

The well-established and popular Sinfin District Centre is in close proximity to the site, being a 10 minute walk away (0.8 km / 0.5 mile) from the closest edge of the site (Arleston Lane/Wragley Way junction). It offers a wide range of retail, financial and community facilities including:

- Asda Superstore
- Post Office
- Pharmacy
- Optometrists
- Travel Agents
- Hair Salon
- Building Society
- Petrol Filling Station
- Estate Agents
- Bookmakers
- Medical Centre
- Church
- Library
- Public House
- Social Club

In addition, there are local shopping parades closer to the site, off Deep Dale Lane on Kelso Walk and on Falcon Way.

The local area is therefore well served by existing retail and community facilities.

Movement Network

There is currently no authorised public access to the site. Whilst the site is well connected to local road, walking, cycling and public transport routes, these require upgrading to serve the development proposals. Figure 14: Movement Network Plan identifies key linkages (page 46).

Wragley Way runs in an east-west direction along the southern edge of Sinfin and Stenson Fields. From Wragley Way three roads run north into Sinfin and Stenson Fields and south into the more rural areas of South Derbyshire:

- Stenson Road
- Arleston Lane
- Deep Dale Lane

LAND AT WRAGLEY WAY, DERBY

ASSESSMENT

These three routes provide the main pedestrian, cycle and vehicular routes to the Sinfin District Centre, schools, employment areas and Derby City Centre. Additional pedestrian routes, some of which are away from roads, are also available throughout the Sinfin and Stenson Fields neighbourhood.

Roads in the adjacent urban area are generally subject to a 30mph limit. Part of Wragley Way is subject to a 40mph limit.

Cycle routes are sign posted within the wider area.

Arleston Lane is signed as 'unsuitable for through traffic', is of narrow width but a popular pedestrian route towards open countryside from the urban area, including as a 'dog walking' route.

The Trent and Mersey Canal is accessible from Arleston Lane, to the south of the A50. The canal towpath offers recreational walking and cycling opportunities.

The local area is very well served by public transport with a bus frequency of less than 10 minutes on Wragley Way, providing links to the local area (including Sinfin District Centre) and the City Centre.

Mainline rail services are available at Derby City. More limited services are available at Peartree station in Sinfin North.

Social and Economic

There is some variation in the broad socio-economic characteristics of the surrounding area, for example a relatively high level of owner occupied housing (mortgage or loan) in Stenson, a relatively high level of Council housing in Sinfin and low levels of social housing in Stenson, but no extreme characteristics are identified, though Sinfin is one of the most deprived wards within Derby City. Households exhibiting higher socio-economic parameters appear to be under represented in the locality, possibly reflecting a relative lack of availability of higher quality or larger, 'executive'-type houses.

Community needs and priorities have been identified by South Derbyshire District and Derby City Councils, working with local people, and expressed through publications including Community Strategies and Neighbourhood Profiles, as well as the Local Plans.

The applications supported by this Design and Access Statement will help to address the pressing need to increase the supply of new homes, increase opportunities for local employment and provide essential supporting infrastructure.

An aerial photograph of a suburban residential area. In the foreground, there are large green fields and a road. The middle ground shows a dense residential area with many houses and a few larger buildings. The background shows more residential areas and some green spaces.

3 INVOLVEMENT

Involvement and consultation, assembling specialist advice and guidance is an essential part of the design process and helping to develop a practical and informed masterplan proposal.

This section outlines how advice from technical experts, local authorities, the local community and other interested parties has influenced the proposals..

Advice from Specialist Consultants

A team of specialist advisers from the following disciplines has informed the proposals:

- Air Quality Assessment
- Archaeology
- Ecology
- Flood Risk and Drainage
- Highways and Access
- Land Quality and Soils
- Landscape and Visual Impact
- Masterplanning and Urban Design
- Noise Assessment
- Town Planning
- Trees and Hedgerows
- Utilities

These desktop and on-site surveys and evaluations have provided a comprehensive suite of information and thorough understanding of the contextual and specific characteristics of the site and wider area, helping to identify key constraints and opportunities.

District, City and County Councils

The applicant has engaged extensively with the Local Planning (South Derbyshire and Derby City Councils) and Local Highways Authorities (Derbyshire County and Derby City Council, Highways England) along with other key stakeholders over an extended period, including participation in the Local Plan processes for both District and City. This process has enhanced the mutual understanding of the forms of development that may be appropriate, acceptable and achievable on the site and within the wider area, including associated infrastructure requirements.

Infinity Garden Village

Hallam Land Management has from embryonic stages supported and engaged with the processes that led to the designation of Infinity Garden Village. Hallam Land Management is actively involved in working groups that are striving to deliver IGV and maximise the benefits that it will bring about. This includes the Infinity Garden Village Liaison Group, consisting of elected Parish, District and City members, representing local constituencies; Council Officers from the District, City and County; Neighbourhood Planning Bodies, business representatives; representatives from the landowners and proposed developers; and local residents.

Public Engagement

The applicant has established a website (www.wragleyway.co.uk) where details of the proposals can be found, along with contact details for the applicant in case of queries or concerns. Previous applications have also been advertised by way of a leaflet distributed to homes within the local area. The applicant has previously presented details of the wider proposals to the Sinfen Neighbourhood Board and other community exhibitions

A50 Junction and SDITL Proposals

Derbyshire County Council hosted public exhibitions on the proposals for the new junction on the A50 and part of the South Derby Integrated Transport Link. Feedback from those exhibitions informed the proposals before the submission of the planning application (ref. CD9/0319/110) for that new infrastructure.

OPUN Design Review

OPUN, the East Midlands Design Review Panel, undertook a Design Review of the emerging Wragley Way residential development proposals in July 2014, involving a site visit, meeting and written response.

Key issues identified by OPUN included:

Vision and Identity - The need to develop a clear Vision for the site.

Noise – The need to consider noise impact mitigation as part of the overall design approach, primarily relating to traffic on the A50.

Link Road and Wragley Way – The opportunity to make use of parts of Wragley Way as part of any new link road, thereby avoiding unnecessary (and costly) new highway infrastructure that would unnecessarily segregate the site and be counterproductive towards positive urban design outcomes.

Landscape Strategy – Ensuring opportunities for retaining existing landscape features within the scheme are recognised and explored.

Local Centre – Making sure any new Local Centre(s) complement the existing Sinfen District Centre and other local services and facilities, having regard to travel catchments (especially walking distances) and likely market demand for / viability of Local Centre uses.

Utilities – Potential opportunities to relocate existing utilities (gas main, overhead power lines) to minimise long term impacts on urban design considerations, recognising the likely high costs of relocation.

HLML's design team have carefully considered and responded positively to this early feedback

An aerial photograph showing a suburban residential area. In the foreground, there are large green fields and a road. The middle ground is filled with a dense residential development of houses with red roofs. In the background, more residential areas and some industrial buildings are visible under a clear sky.

4 EVALUATION

This section evaluates the potential of the Wragley Way site, focusing on the housing component of Infinity Garden Village.

Site evaluation explores constraints and opportunities, identifies potential problems and possible solutions to maximise the benefits from development.

This helps to establish parameters to inform design concepts, masterplanning and developing finer design elements and themes.

In this section, key issues identified through the Assessment and Involvement stages of the design process are defined as an opportunity or a constraint. Constraints are those site characteristics and features and other details that, if not appropriately considered and addressed, may serve to limit development and the benefits that development may bring. Conversely, opportunities offer the prospect of maximising such benefits.

Constraint and Opportunities Plans present those key issues. There are in addition offsite or more general issues.

Constraints

Figure 7 shows constraints that have been identified as influential over the wider Infinity Garden Village proposals

CONSTRAINTS Composite



Figure 7: Constraints – Infinity Garden Village
(Source : IGV Development Framework Document)

Constraints

- Hedgerows along field boundaries
- Trees on field boundaries and alongside watercourses
- Land drains
- Existing flood risk
- Potential increased risk of flooding
- Need to accommodate flood risk mitigation storage basins
- Need to accommodate surface water drainage attenuation basins
- Incomplete footpaths along some roads
- Inadequate highways infrastructure to serve full site
- Increased traffic on local roads
- Loss of agricultural land
- Views of site from wider area including A50
- Noise from A50
- School capacity
- Additional demand on local services and facilities including health services
- Overhead powerlines
- Gas main
- Scale of development and need for co-ordination of infrastructure

Figure 8: Constraints – Application Sites



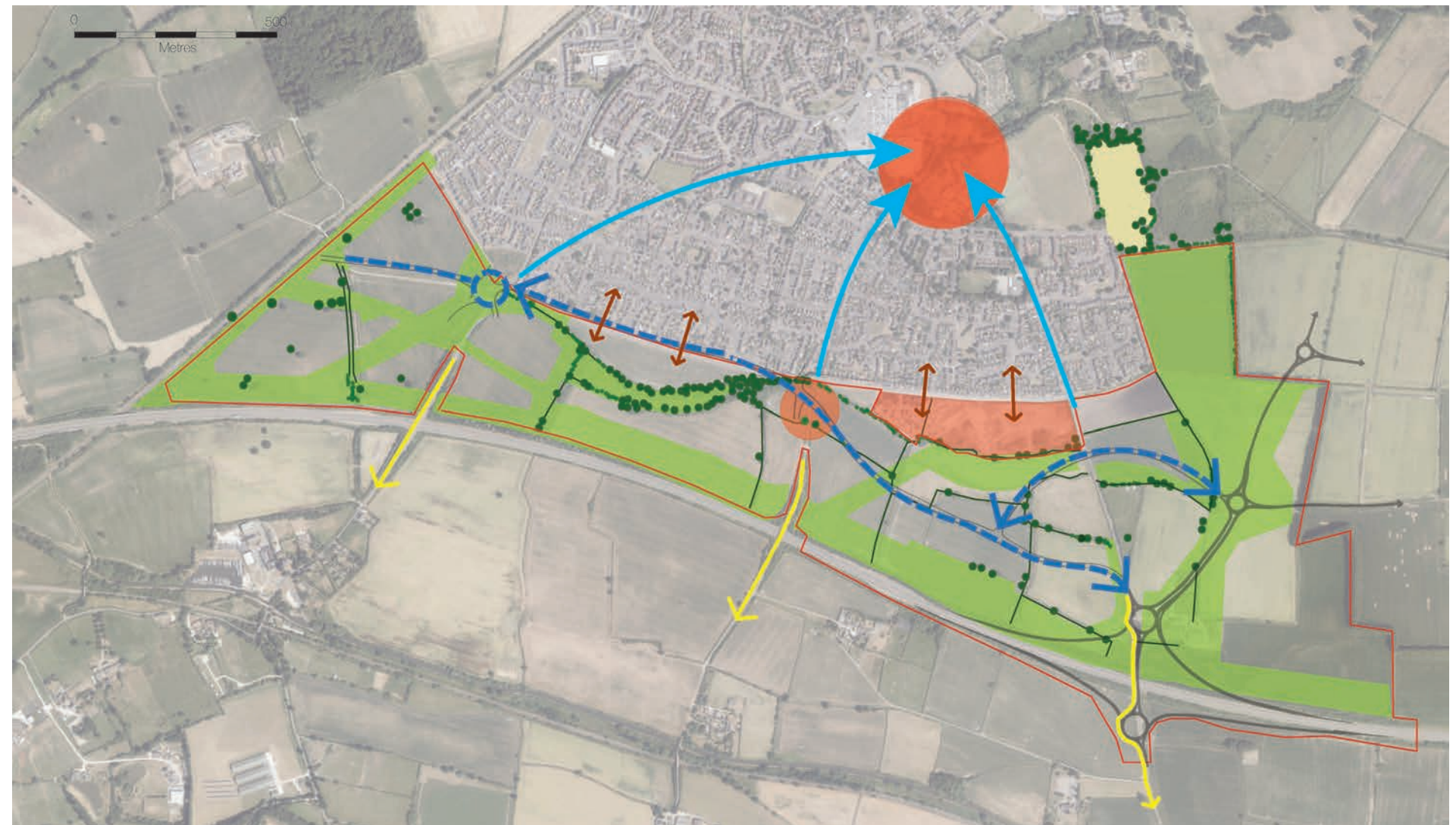
KEY			
	Combined applications site boundary		Noise from railway line
	Overhead electric cables and easement		Noise from A50
	Gas main and easement		City / District boundary
	Significant vegetation (and drains/ditches)		



Opportunities

- Deliver part of Infinity Garden Village
- Help to meet the need for new housing in South Derbyshire
- Provide new employment opportunities
- Facilitate the delivery of new infrastructure that will serve not only this development but have wider and long term benefits
- New development in a location adjacent to a successful and sustainable suburb of Derby
- Close proximity to an extensive range of community services and infrastructure
- Good access to major existing areas of employment
- Good access to major proposed areas of employment
- Utilise and support existing range of facilities and services
- Utilise and support existing local leisure and entertainment facilities
- Deliver new community infrastructure including a new primary school, shops and other services and facilities
- Ecological enhancement through taking land out of intensive agricultural use and creating ecologically more diverse wildlife corridors and area of open space
- Retention and enhancement of hedgerow ecological values
- Retention of hedgerow trees
- Integration of new development into the existing community
- Visual containment by the A50 and railway line
- Provide section of South Derby Integrated Transport Link
- Integrated provision of dedicated walking and cycling routes through new development
- Provide significant areas of new, easily accessible green infrastructure including retained vegetation, ponds, new tree and hedgerow planting, grassland, habitat creation, open space and play areas and allotments
- Encourage healthy living through easy access to safe, convenient and attractive green infrastructure
- Opportunity for new architectural design incorporating high levels of energy efficiency
- The creation of new neighbourhoods where people want to live, close to where they may choose to work

Figure 9: Opportunities – Application Sites



KEY

- | | | | | | |
|--|---|--|--|--|---|
| | Combined applications site boundary | | walking and cycle routes to district centre | | Potential local centre |
| | Retention of existing hedgerows and trees | | Integration of new and existing development | | Potential additional school buildings and sports facilities |
| | New green infrastructure/ landscape planting / recreational space | | New east/west link road including potential A50 junction | | Existing planning permission (130 dwellings) |
| | New east/west link road including potential A50 junction | | New pedestrian/cycle access to the countryside | | Sinfin district centre |



LAND AT WRAGLEY WAY, DERBY

EVALUATION



Opportunities
and Constraints

The photograph montage (left) clearly illustrates the site characteristics, A50 noise source and edge, high power transmission line easements, relationship and character of existing adjacent housing. The relatively flat topography is an ideal building platform for development. It also shows the key landscape and habitat elements such as trees and woodland, hedgerows and drainage channels found on the site providing an important framework for enhanced habitat and bio-diversity. Existing routes across the site, such as Arleston Lane, Dee Dale Lane and Stenson Road are opportunities for enhanced pedestrian/ cycle lanes and wider recreation corridors linking the urban area to its countryside.

An aerial photograph of a suburban residential area. In the foreground, there are large green fields and a road. The middle ground shows a dense residential area with many houses and a road. In the background, there are more houses and some industrial buildings. The sky is clear and blue.

5 DESIGN

This Section sets out the design process thoughts initial concepts through to masterplan.

It identifies design principles (informed by the Infinity Garden Vision) that have informed this process.

After introducing the overall masterplan its components are explained in more detail. Key design elements are presented to further explain the rationale for the application proposals.

LAND AT WRAGLEY WAY, DERBY

DESIGN

The Infinity Garden Village Vision Development Framework Document sets out a ‘Vision’ for development across the designated area, as set out in Box 2 (right)

Design Principles

Drawing upon the IGV Vision, and informed by assessment and evaluation of the application sites, a number of key design principles have been identified that will help to ensure the IGV Vision is achieved across this part of IGV:

1. **Quality New Housing** – A mix of type and tenure to support diverse community needs
2. **Placemaking** – A new built environment with a distinctive sense of place
3. **Green & Blue Infrastructure** – Development within a ‘green framework’
4. **Connectivity and Linkages** – Easy movement patterns
5. **Healthy Living** – A focus on health and well-being, recreation and leisure
6. **Community and Civic Focus** – Integrating essential services and facilities, places to meet and do
7. **Economic Regeneration** – Sustaining employment opportunities

Box 2: Constraints – Infinity Garden Village Principles

Infinity Garden Village Vision

(source: IGV Development Framework Document)

Infinity Garden Village will create a sustainable community to the south of the City of Derby, delivering around 2,130 new homes and at least 5,000 new jobs commensurate with infrastructure. It will include supporting community facilities, including primary and secondary schools, a new vibrant local centre, all set within high quality green and blue infrastructure to provide the Village with its own distinct character. Quality public spaces will unite and connect the community facilities together, creating spaces between buildings where people can meet, relax and spend time, providing opportunities for a strong local community to flourish and engage with its environment. The village will also benefit from well connected, convenient and attractive pedestrian, cycling, public transport and vehicular routes.

Whilst being in part self-contained, the high quality green linkages delivered through IGV will provide good accessibility to surrounding areas and destinations within the development.

Infinity Garden Village will derive its distinctiveness from:

- *Substantial and high quality green and blue linkages, running north to south and east to west throughout the village to not only provide attractive, well used, and continuous networks for wildlife, pedestrians and cyclists within the village; but to also connect the village with surrounding areas and habitats , including green wedges within the City;*
- *The use of innovative Sustainable Drainage Systems (SuDS), ensuring that the water management strategy becomes a quality feature of the landscaping and an integral part of the layout;*
- *Incorporating existing wildlife habitats as much as possible, retaining hedgerows, trees, woodland and waterways and using these features as a base upon which to design the rest of the scheme, supplementing them with new areas of habitat, and providing compensatory habitat where retention is not possible;*
- *The creation of community focused green spaces and gardens, where social interaction can be embraced;*
- *A strong and well defined ‘centre’ to the residential element of the village, easily accessible to all and containing attractive and useable public realm and a mix of uses that are adequate to create a vibrant ‘heart’ with its use extending across different times of the day;*
- *A movement network which exhibits a range of different characters, with particular focus on the creation of green, well landscaped streetscapes, such as tree-lined avenues, and designed with the specific intention of encouraging travel by non-vehicular modes of transport, such as walking and cycling, as well as use of public transport.*

The Infinity Garden Village community will be a place where people can experience a very high quality of life, where neighbourhoods will have an attractive mix of housing and public open spaces and access to a range of new and existing community facilities including primary and secondary schools, healthcare, outdoor sport and recreational opportunities and a range of high quality jobs.

The delivery of high quality employment space will also be a key focus of the development, including a mix of high quality premises suitable to accommodate research, manufacturing and distribution industries. It is a particular aspiration of Derby City Council to create a unique innovation and technology park that will showcase and support innovation related to the automotive, rail, aerospace and energy sectors.

Applying Design Principles In Practice

Housing variety, different character
areas and density



A focal centre with primary school,
community and local facilities



Integrated landscaping and open
space



Recreation opportunities



..... Creating Places

LAND AT WRAGLEY WAY, DERBY

DESIGN

DEVELOPING A DESIGN CONCEPT

The design principles will inform all aspects of the development proposals. Through a comprehensive masterplan-led approach, the development set out in this Design and Access Statement will form an integral part of IGV and make a positive contribution to its high quality and distinctiveness.

Key aspects of the proposals are set out below, demonstrating how the IGV Vision has been communicated and interpreted through design principles into conceptual design proposals.

(1) Integrated Access Provision (Improving Circulation) – Road Hierarchy, Public transport, Green movement network (cycles and footpaths)

The development proposals will establish a framework of vehicular, pedestrian and cycle links. Key to this framework will be the delivery of four new elements of infrastructure:

- Phase 1 of the South Derby Integrated Transport Link (SDITL) which runs from the western boundary of IGV through to the T12 roadlink in the north, and provides the majority of required mitigation for traffic generated from the village. The applications presented within this Design and Access Statement will provide part of the SDITL;
- A new junction on the A50 into which the SDITL will link to facilitate more direct movements to and from the strategic road network;
- A network of green and blue infrastructure providing for interconnected routes to both encourage commuting to places of work and services, and promote higher levels of leisure and recreational use; and
- A viable network of estate roads which could support bus routes, allowing for direct and regular bus services to take residents and workers to and from their homes and places of work and education.

The development proposals will provide a network of connected and continuous dedicated pedestrian and cycle linkages, some set within green/blue corridors to provide high quality non-car transport options between homes and places of work, local services and facilities both within IGV and within the neighbouring areas of Chellaston, Sinfen and Stenson Fields. Linkages will run both north to south and also east to west.

The design of the network of roads will allow for public transport provision to connect development in the vicinity of Wragley Way to Sinfen, Stenson Fields, Chellaston, Rolls Royce and Derby City Centre. Residential streets will be designed to encourage low traffic speeds, contributing to making them more attractive and desirable places to live.

(2) Establishing a Green Framework - Linking town to country/Green routes and public open space/Ecology and Biodiversity/Sustainable Drainage

Existing drainage networks will be retained and improved as far as is practicable. The proposed development will retain existing watercourses and field drains, incorporating many within ‘green infrastructure’ areas. These, along with new swales and ponds, will form a critical part of the unique identity of the development.

The proposed development will provide significant areas of new landscaping and open space. This will include both formal and more natural planted areas as well as children’s play areas and opportunities for informal sport and recreation. Provision of allotments and community orchards will promote social cohesion and sustainable lifestyles.

Together, this ‘green’ and ‘blue’ infrastructure will provide a framework within and around which development can be located, providing an attractive setting for new homes, easily accessible recreational and leisure opportunities within areas of enhanced ecological value, and safe and attractive connections to places within and beyond IGV.

(3) Creating Homes Where People Want To Live – Housing character/ Innovative contemporary design/High quality design and attention to detail/Good urban design/Creating neighbourhoods

The new homes will be of high quality, set within an attractive natural and built environment. The scale of the development allows the opportunity for areas of different character to be established, along with both contemporary and more traditional architectural design.

A mix of housing types and tenures – to meet the needs of the existing local and new residents – including a proportion of Affordable Housing will be provided.

The masterplan-led approach will foster a sense of place through distinctive design, creating recognisable neighbourhoods that further foster a sense of place and community.

(4) A New Neighbourhood Centre – Mixed Use Development/Retail/ School/Community Facilities

The community and education facilities and services provided within the development will aim to meet many of the day-to-day needs of those living and working within it. This objective will be supported through the provision of a new Neighbourhood Centre, located centrally, adjacent to Arleston Lane and Wragley Way. This will provide for a two

form entry primary school, local retail, a community hall, and other local services and facilities. The design of the Neighbourhood Centre is flexible to best accommodate future needs.

The new Neighbourhood Centre will also be easily accessible to existing residents within the local area supplementing the services and facilities available at the Sinfen District Centre.

The new Neighbourhood Centre will be located at the heart of the new development, providing a focus for community life.

(5) Creating a Safe Place to Live - Designing out crime/creating neighbourhoods and an inclusive community focus

New development will apply Secure by Design principles to help ensure crime and the fear of crime is reduced. Examples include: vehicular and pedestrian routes being visually open, direct and well used; properties benefit from ‘defensible space’ that minimises opportunity for unauthorised access; there is passive surveillance of public spaces; landscaping used to enhance protection of vulnerable areas; high quality locks to doors and windows.

The masterplan will incorporate nodal spaces, around which development can be focussed, enhancing the sense of neighbourhood identity and contributing to building communities.

The new Neighbourhood Centre will provide a focus for community activities.

(6) Addressing Climate Change and Sustainability Issues – Energy and water resource saving, sustainable building and technology

The development proposals offer the opportunity for innovative design and achieving high levels of energy and water use efficiency. Orientation of buildings could maximise solar gain to reduce reliance on artificial methods of heating and lighting. Soft landscaping within individual properties and the public realm including careful siting and choice of trees could assist with surface water drainage, cooling of buildings and improvement of air quality.

(7) Utilities – Integrated service provision, maintenance and aftercare
Utility networks will be extended and reinforced to serve the proposed development, including provision for high speed broadband. The visual impact of existing overhead powerlines will be minimised through landscaping and design/orientation of new buildings

Design Concept Infinity Garden Village

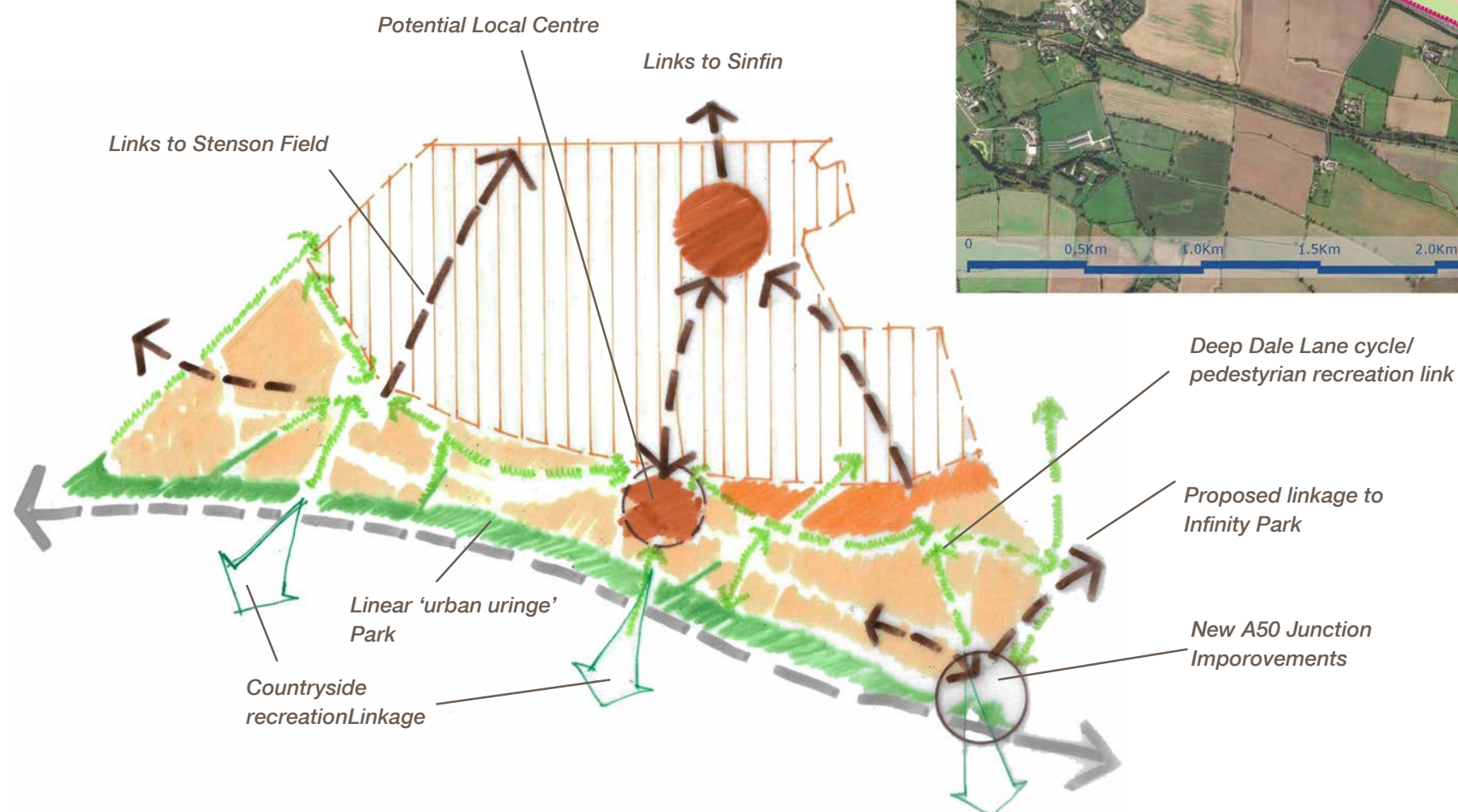
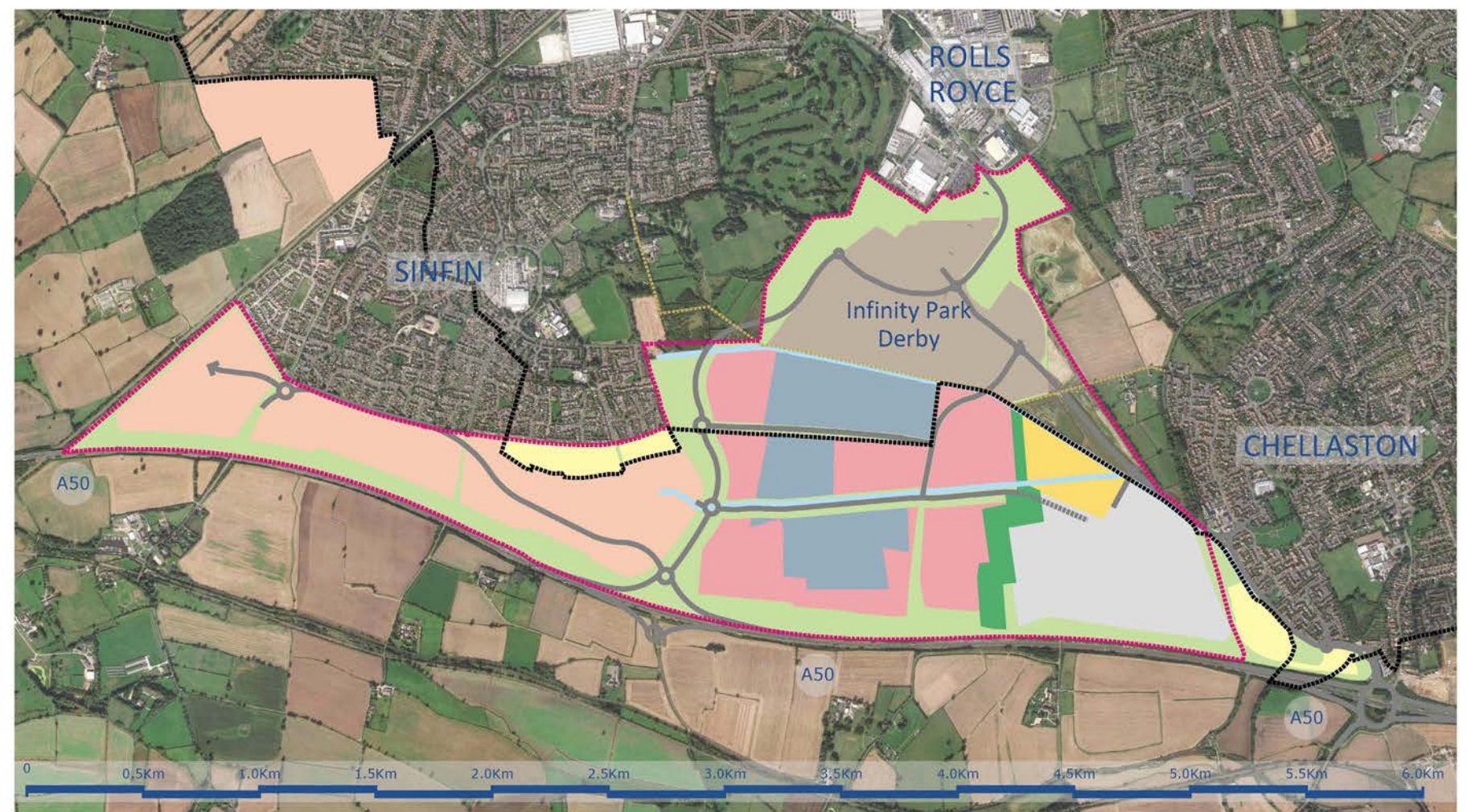
The Infinity Garden Village Development Framework Document provides a 'Concept Masterplan', as shown in Figure 10. This sets out potential broad distributions of land uses (including land retained for open space, landscaping and other non-development uses) and key road connections. It does not seek to define any details of development within IGV.

Figure 10: Infinity Garden Village Concept Masterplan (source: IGV Development Framework Document)

Application Sites

Figure 11: Design Concept presents how the components of the conceptual design process have been brought together to form the basis for more detailed consideration of design requirements.

Figure 10: Initial Infinity Garden Village Concept Plan



CONCEPT MASTERPLAN

- Derby City - South Derbyshire Boundary
- Infinity Garden Village Boundary
- Consented Residential
- Allocated Residential
- Infinity Park
- Allocated Commercial
- Potential Residential
- Potential Commercial
- Proposed School

Figure 11: Initial Application Site Concept Idea Plan

LAND AT WRAGLEY WAY, DERBY

DESIGN

Developing the Concept

A Placemaking approach to design has been applied from an early stage in development of the Masterplan concept.

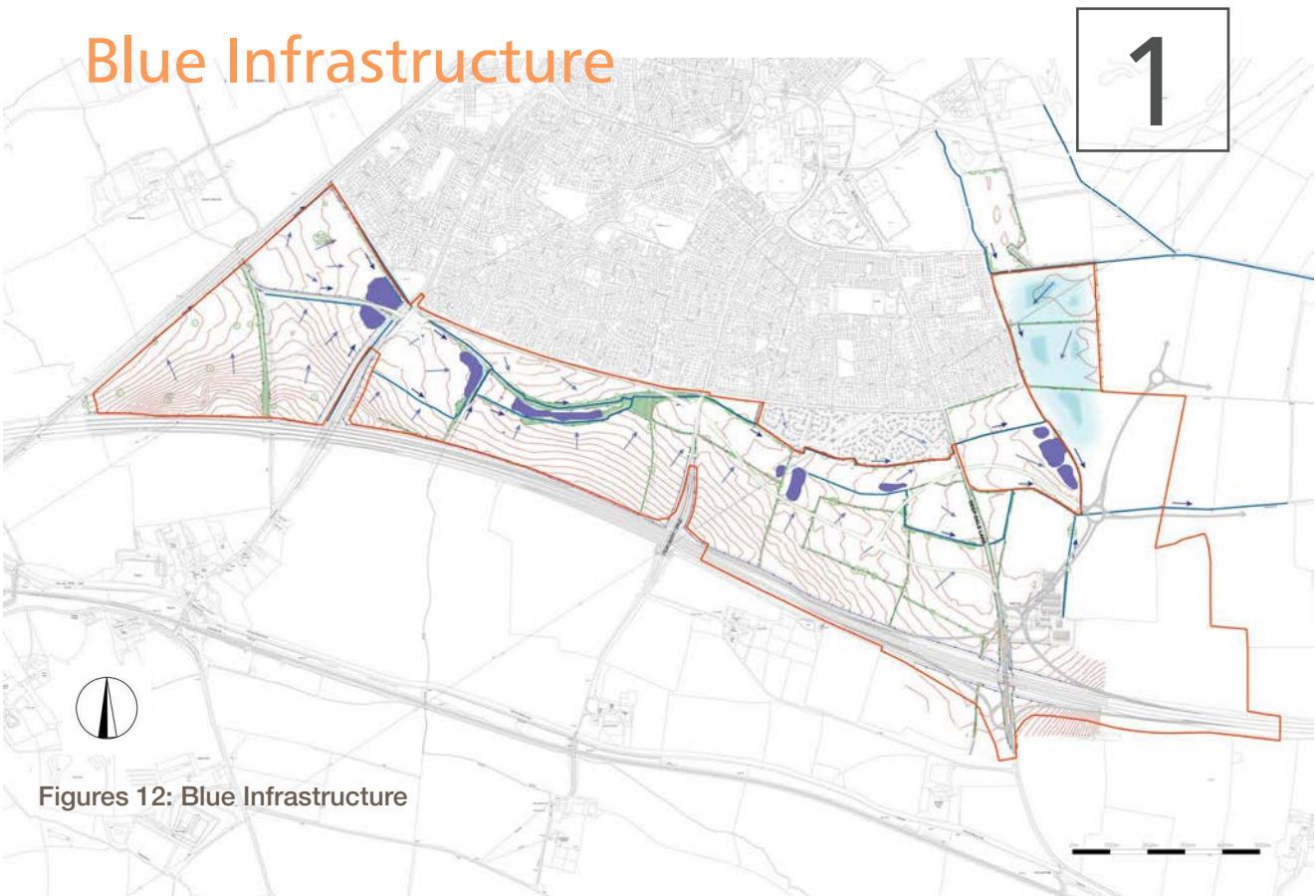
The physical aspects of Placemaking has evaluated and reviewed the site from different infrastructure topic viewpoints which together with reference to initial design concept ideas provide perspective frameworks for the site.

The design layout, built form, spatial structure and sequence all contribute towards a physical ‘sense of place’. This should result in a built environment that has distinct character, positive and varied townscape and a strong sense of identity.

The plans on this page show components of the placemaking design process.

(1) Blue Infrastructure

The framework plan (top right) plots a potential drainage strategy based on topography, and existing specialist advice informed the location of potential attenuation ponds and other sustainable drainage components.

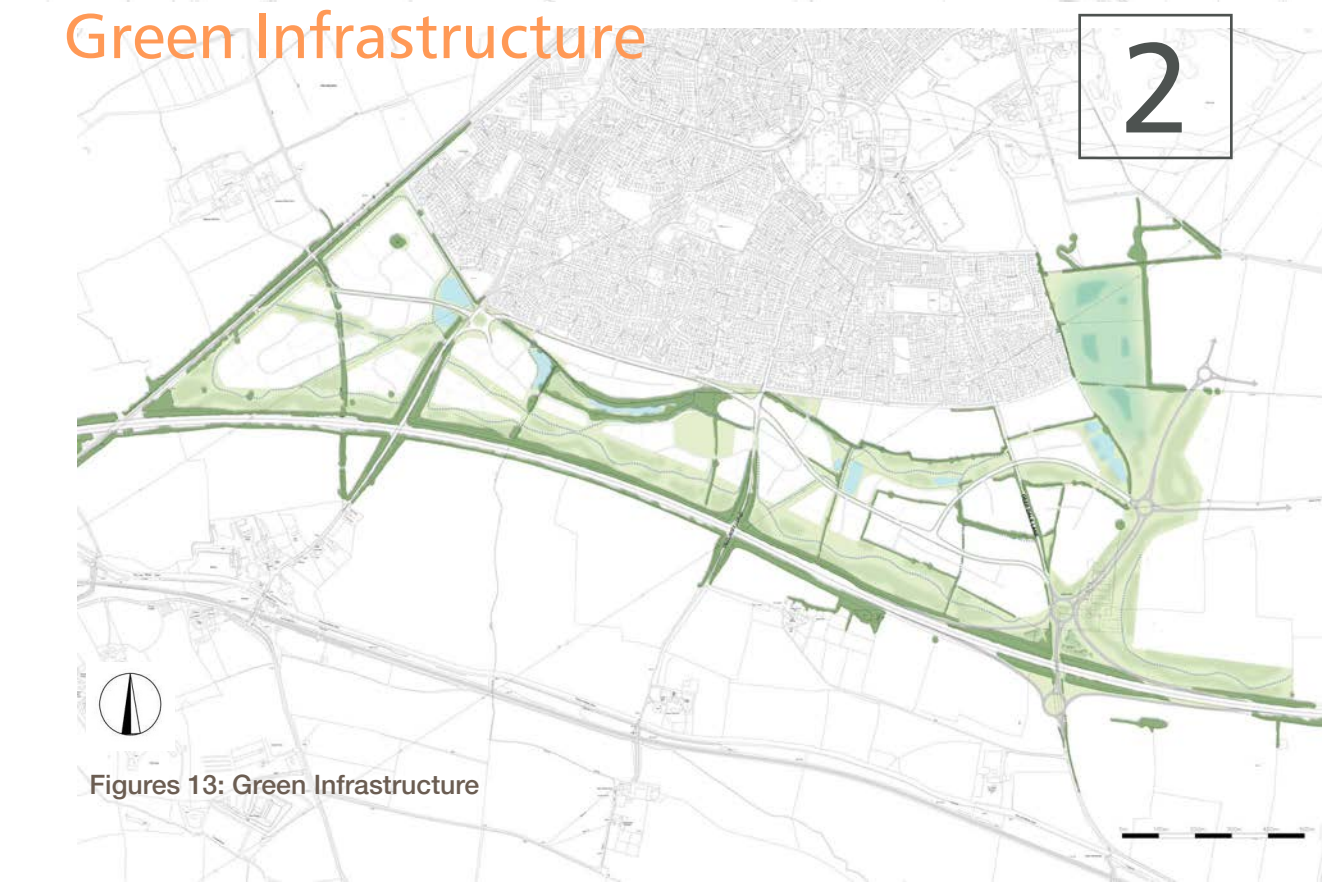


Integrated drainage and SUD's system

(2) Green Infrastructure

The framework plan (bottom right) plots existing green infrastructure (woodland, trees, hedgerows, and important habitat), together with open space requirements for utilities easements and edge noise barrier ‘buffer’ requirements.

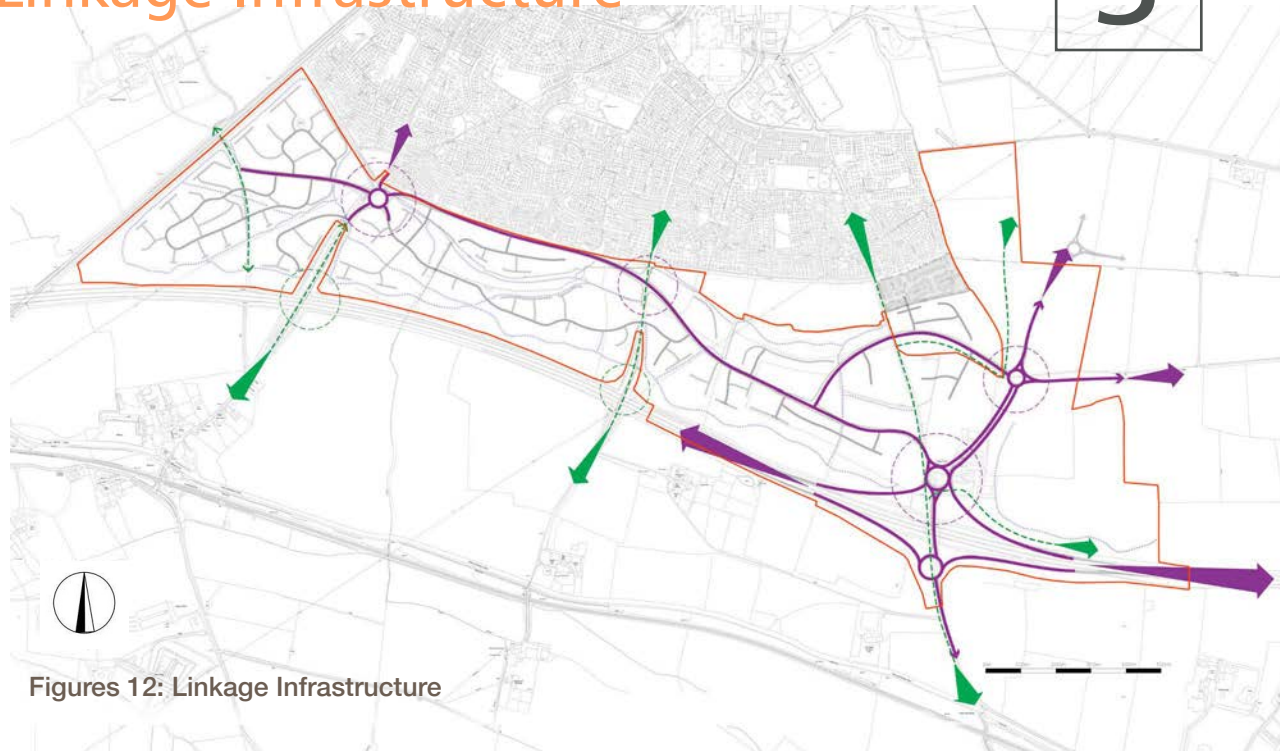
Merged together, the blue and green infrastructure framework plans set out natural environment elements of the scheme. This informs design parameters for the integrated public open space layout and landscape design element of the Masterplan.



Establishing a network of green linked spaces

Linkage Infrastructure

3



Establishing a hierarchy of roads

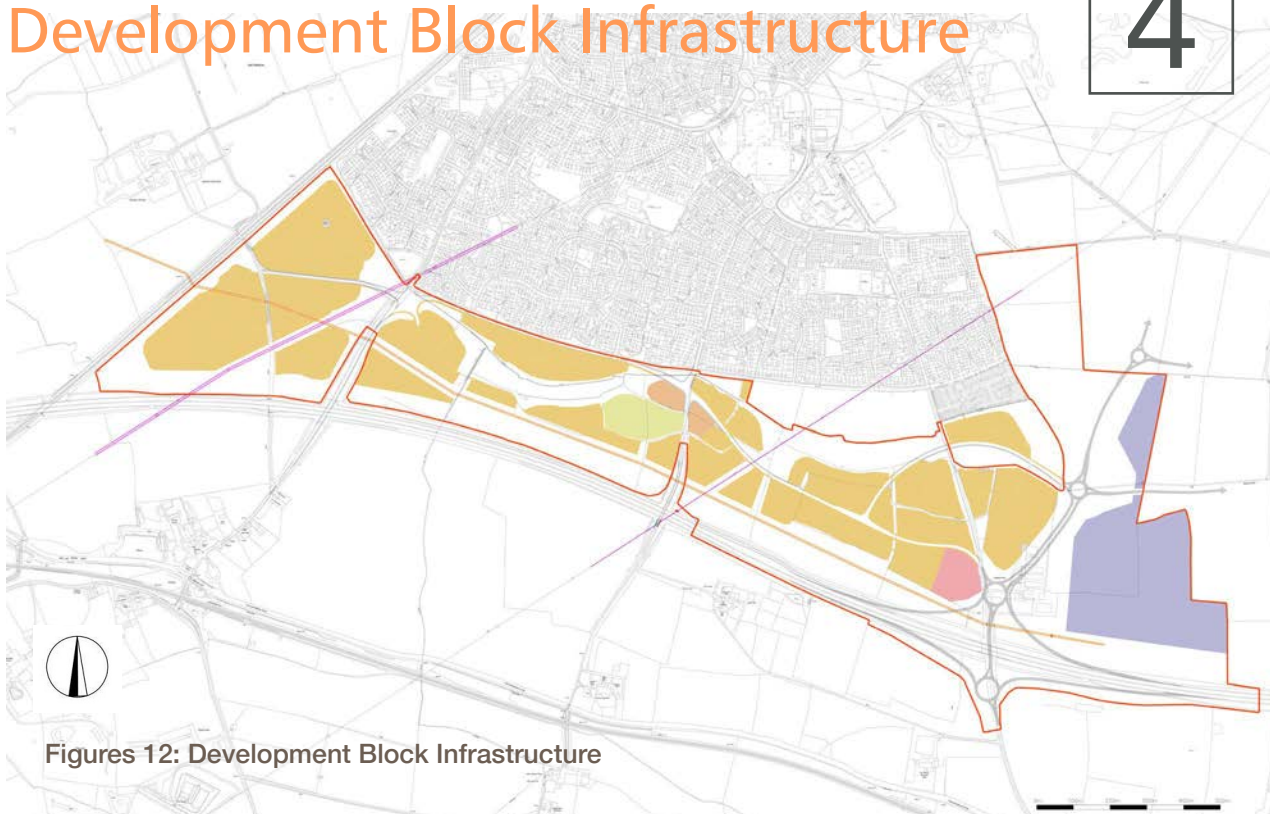
(3) Linkage and Movement Infrastructure

The framework plan (top left) plots the access, movement and linkage aspect of the layout concept resulting in the potential road and foot/cycle path infrastructure of the masterplan.

This plan identifies the key entrance 'gateways' and links with the existing urban area of Sinfen and Stenson Fields and countryside access via the Stenson Road, Arleston Land and Deep Dale Road corridors. This framework informs the road hierarchy and street design.

Development Block Infrastructure

4



Creating a perimeter block development

(4) Development Block Infrastructure

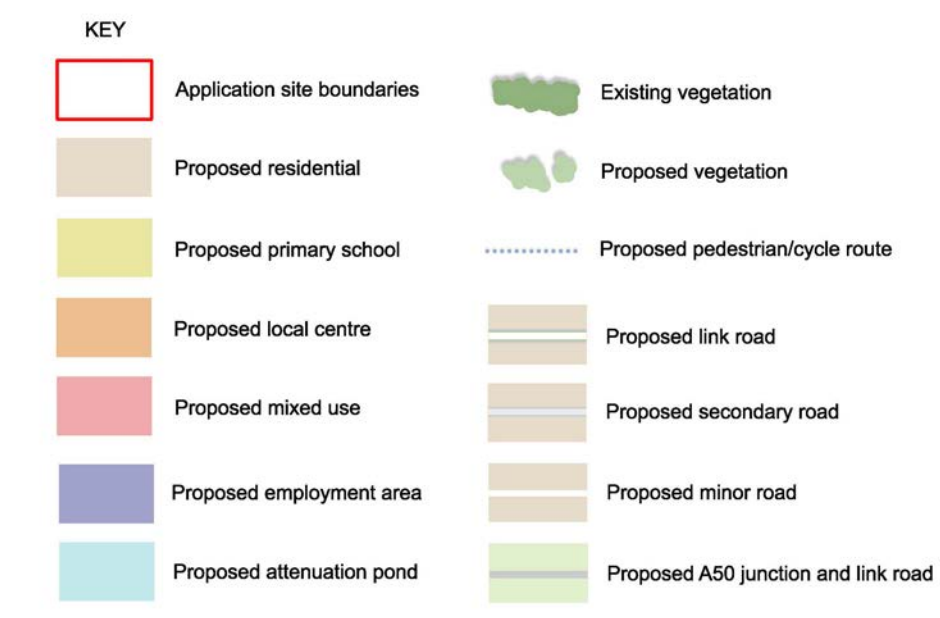
The framework plan (bottom left) plots the development 'blocks' and the built fabric/urban grain of the Masterplan. The 'white space' areas between the blocks illustrate the principle areas of the public realm framework. This plan layer begins to establish a spatial hierarchy.

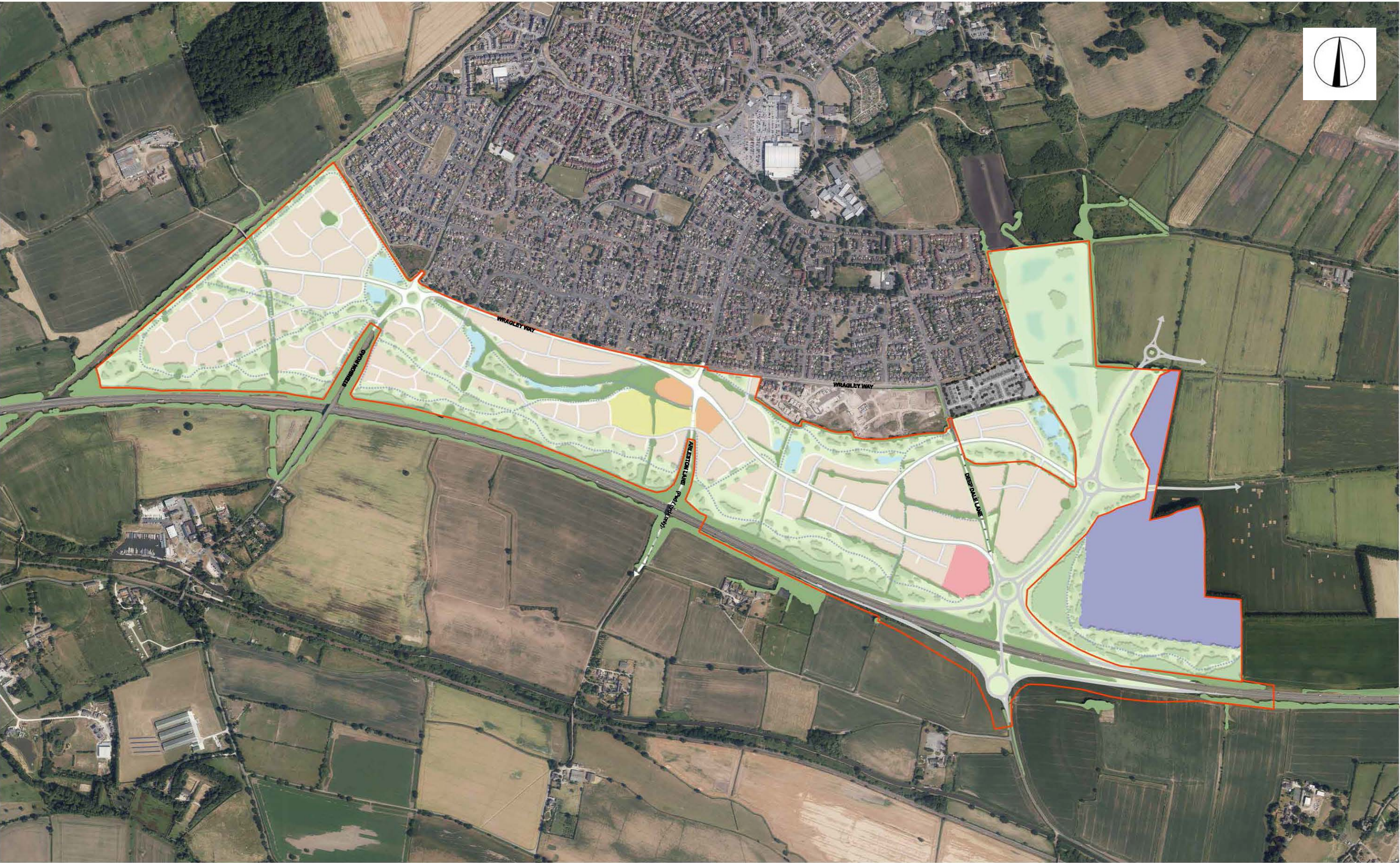
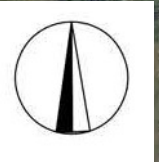
Masterplan

Overview

Drawing upon the concepts and bringing together the identified ‘frameworks’, Figure XX presents the illustrative masterplan for the two application sites. This identifies proposals that include:

- up to 1,850 new dwellings, of varying types and tenures
 - land for a new 2 form entry primary school
 - a Local Centre located centrally within the site, that could include a community hall, retail and other local services and facilities
 - a new junction on the A50 at Deep Dale Lane and associated new road links including part of the South Derby Integrated Transport Link
 - a new roundabout at the junction of Wragley Way and Stenson Road
 - a new traffic signal-controlled junction at the intersection of Wragley Way, Arleston Lane and part of the South Derby Integrated Transport Link
 - access from the roundabout serving the new A50 junction
 - access from the roundabout serving the eastern section of the South Derby Integrated Transport Link
 - a public house, drive-through restaurant and petrol filling station located to the immediate west of the new A50 junction
 - employment development to the immediate east of the new A50 junction
 - significant areas of new public open space including children’s play provision
 - new drainage infrastructure to mitigate flood risk and attenuate surface water drainage flows
 - the retention of existing hedgerows and trees, and the planting of new landscaping
 - improved biodiversity through habitat creation and improved land management
 - new walking and cycling routes
 - development of land in accordance with comprehensive, planned proposals that provide clarity and certainty to existing and new residents, landowners, developers and the local authorities
- esing pages, the Design and Access Statement explains and explores in further detail different parts of the masterplan proposals.





Figures 13: Illustrative Masterplan

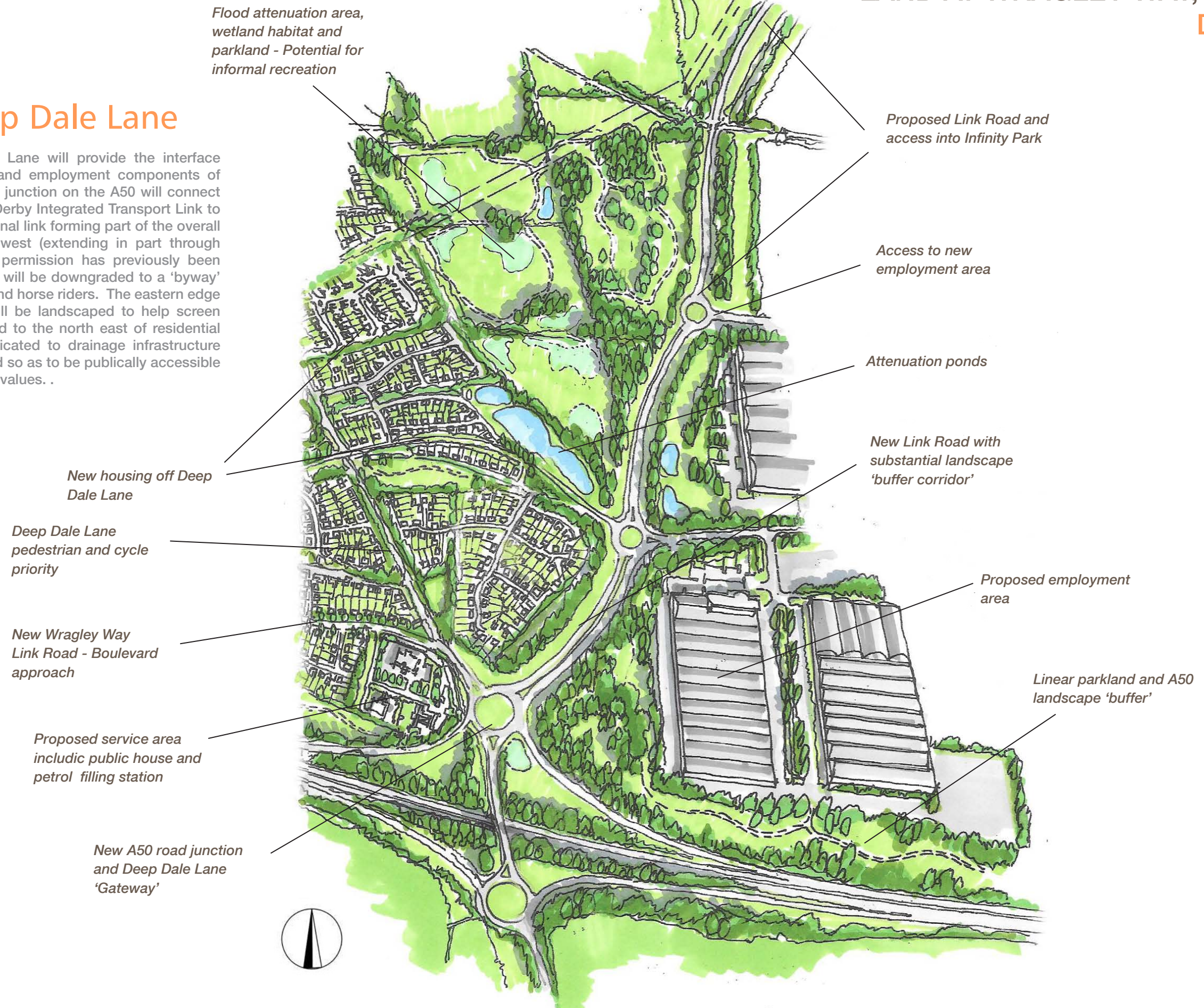


AREA 1 EAST OF DEEP DALE LANE



Area 1 East of Deep Dale Lane

Land east of Deep Dale Lane will provide the interface between the residential and employment components of the masterplan. The new junction on the A50 will connect to sections of the South Derby Integrated Transport Link to east and west. An additional link forming part of the overall SDITL will connect east-west (extending in part through land for which planning permission has previously been sought). Deep Dale Lane will be downgraded to a 'byway' for pedestrians, cyclists and horse riders. The eastern edge of the residential area will be landscaped to help screen views of the SDITL. Land to the north east of residential development will be dedicated to drainage infrastructure and greenspace, designed so as to be publically accessible with enhanced ecological values. .



AREA 2 ARLESTON LANE TO DEEP DALE LANE



Area 2
Arleston Lane to Deep
Dale Lane

Land between Arleston Lane and Deep Dale Lane will accommodate part of the SDITL, connecting from the A50 junction to Arleston Lane. The majority of the area will be given over to residential use. To the immediate west of the A50 junction will be a mixed use area providing a public house, petrol filling station and drive-through restaurant. Straddling Arleston Lane will be the local centre (see later for further details). Alongside the southern boundary of the area will be a linear park. At the northern edge of the area, to the immediate south of the Davidsons development will be additional greenspace, which will also make provision for drainage ponds

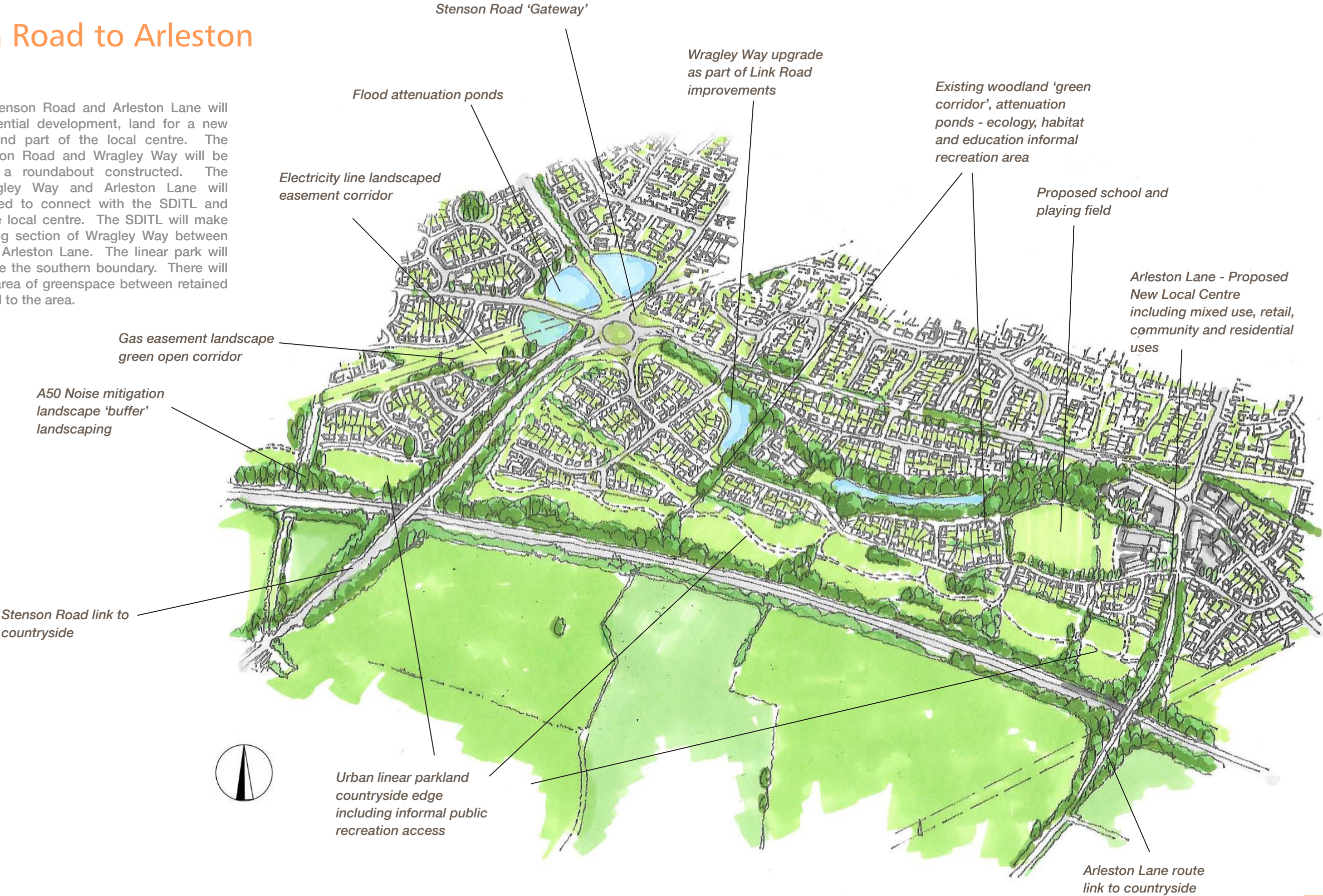


AREA 3 STENSON ROAD TO ARLESTON LANE



Area 3
Stenson Road to Arleston Lane

Land between Stenson Road and Arleston Lane will provide for residential development, land for a new primary school and part of the local centre. The junction of Stenson Road and Wragley Way will be redesigned with a roundabout constructed. The junction of Wragley Way and Arleston Lane will also be redesigned to connect with the SDITL and accommodate the local centre. The SDITL will make use of the existing section of Wragley Way between Stenson Road to Arleston Lane. The linear park will continue alongside the southern boundary. There will be an additional area of greenspace between retained hedgerows central to the area.



AREA 4 WEST OF STENSON ROAD

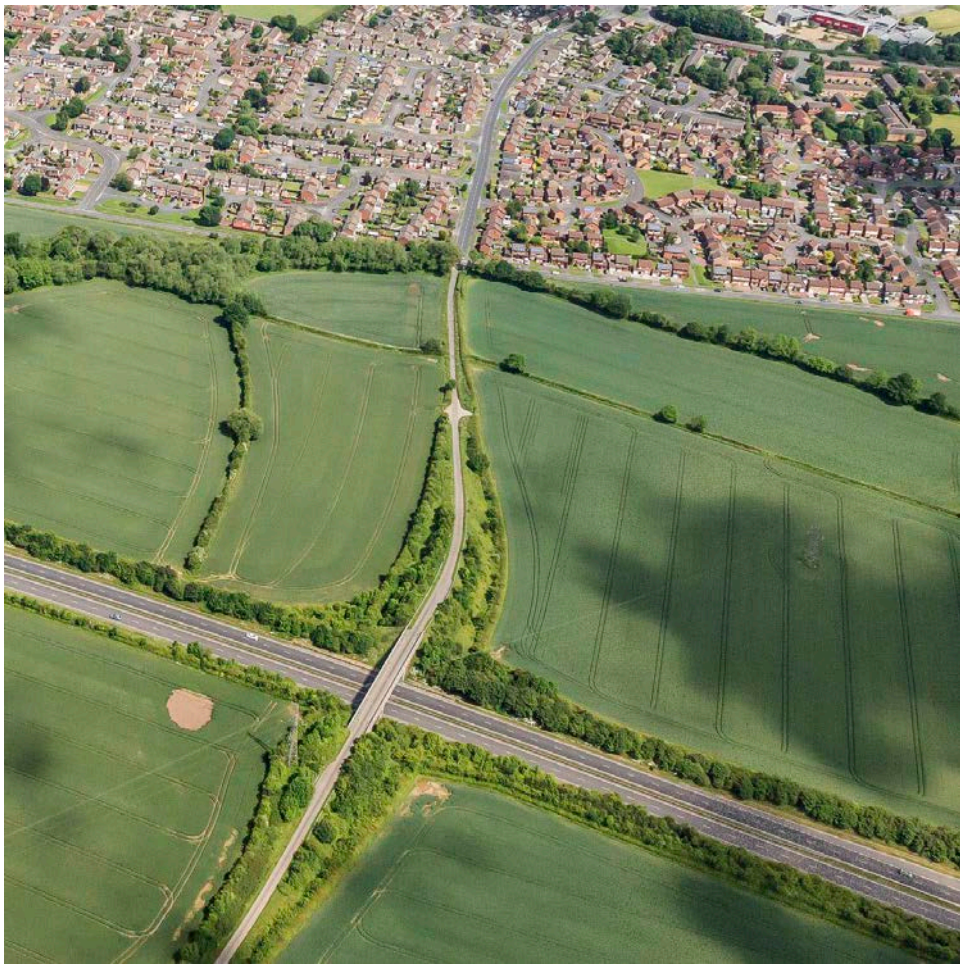


Area 4 West of Stenson Road

Land west of Stenson Road will be given over to purely residential development and associated greenspace. The section of the SDITL will be capable to extension westwards, if required in the future. The linear park will continue alongside the southern boundary. Walking and cycling routes will also extend alongside the western and northern boundaries.



LOCAL CENTRE: A NEW CIVIC FOCUS



Area 5 Local Centre

The new Local Centre will be focussed around Arleston Lane, adjacent to the redesigned junction of Wragley Way and Arleston Lane, alongside part of the SDITL. It will offer excellent connectivity to the other areas of the development on foot and cycle, as well as by public transport and private motor vehicles. The Local Centre will provide space for local retail facilities, a new primary school (on a site with a design capacity for up to two form entry), a community hall and other local services and facilities. It will therefore provide a focus for community activities. It will be designed to allow safe and convenient access to and connectivity with adjacent greenspace.



LAND AT WRAGLEY WAY, DERBY

DESIGN

Creating a New Civic Focus

The facing pages explore in further detail how the character of the local centre could be developed.

The Local Centre is located centrally within the residential application site where Wraggley Way and the new Link Road crosses Arleston Lane. It will be easily accessible to both existing and new residents.

Arleston Lane will provide a central pedestrian priority axis that will be the civic and commercial focus of the local centre.

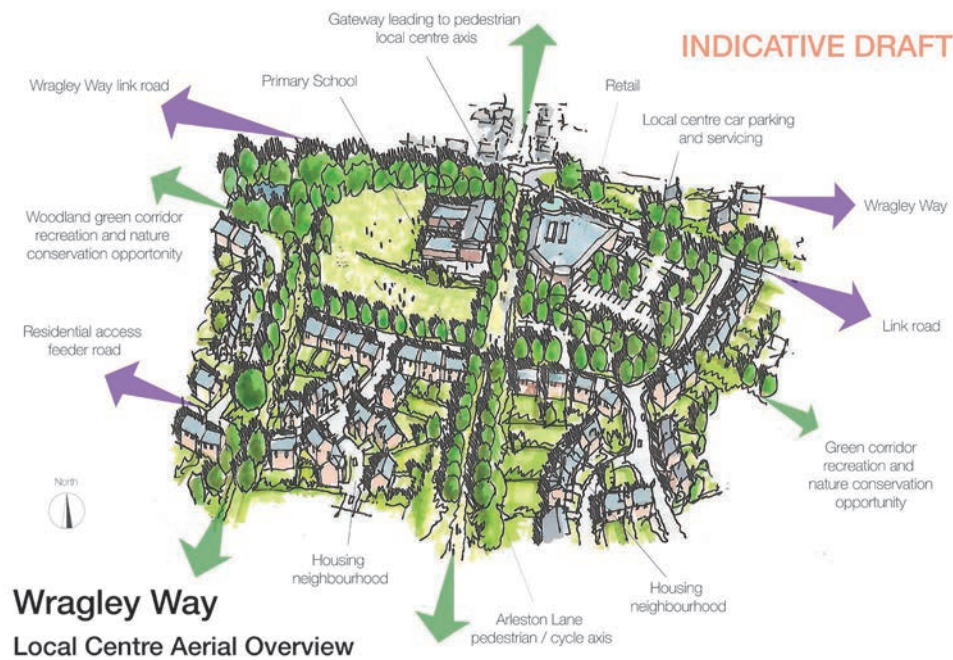
Arleston Lane will function as a recreation pedestrian/cycle link between the urban area and the countryside to the south.

The illustration shows the proposed school on the left with community facilities and local retail astride Arleston Lane.

The sketch plan (below) shows an earlier stage concept to illustrate how the design has evolved.

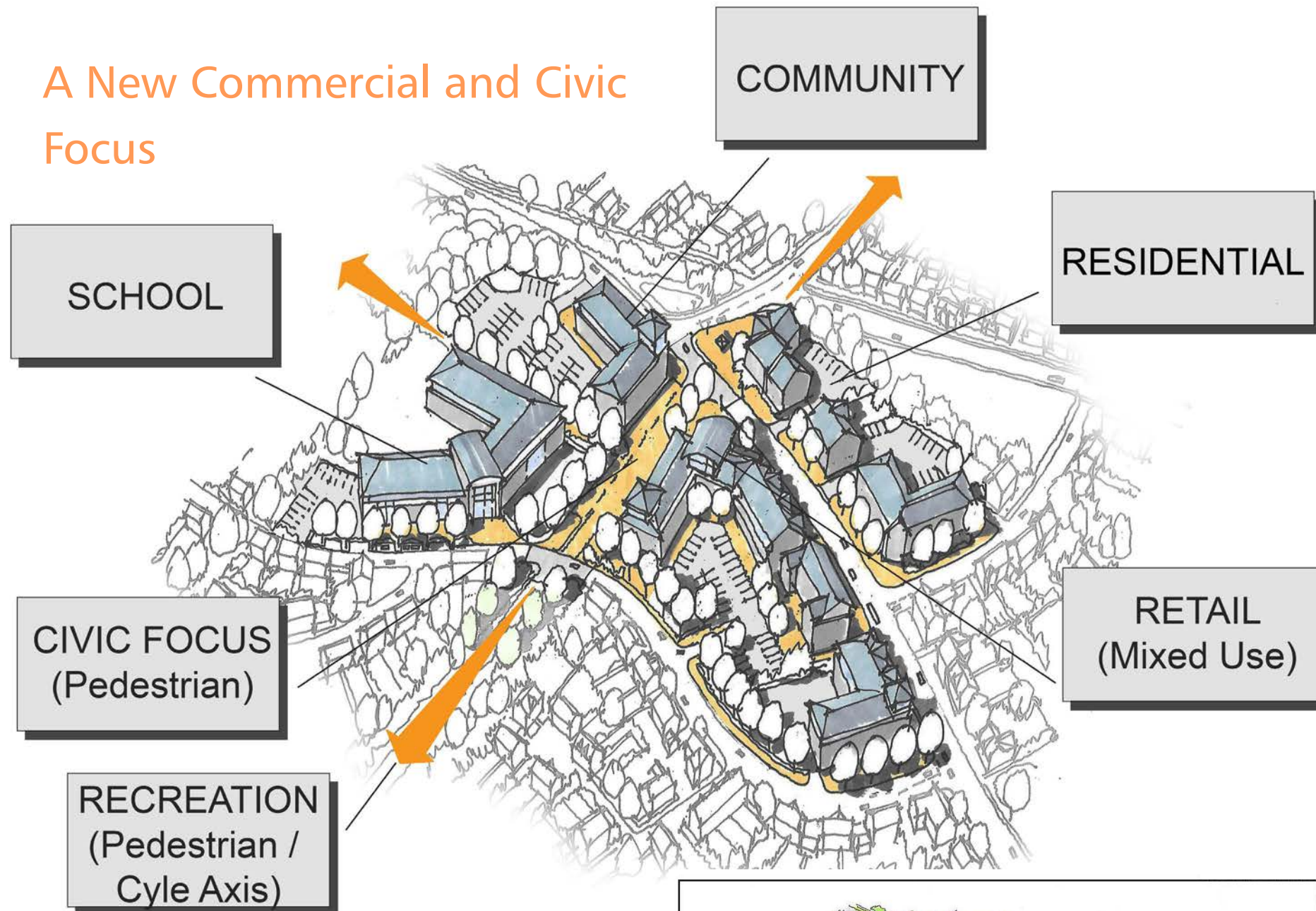


Artistic impression of proposed view looking along Arleston Lane from the south towards the new Local Centre



Recently completed local centre at Houlton is an example of good practice

A New Commercial and Civic Focus



Establishing a community information centre is important



Function of the Local Centre

The annotated aerial view (left) illustrates the extent of the proposed centre and indicates potential uses. The Local centre should incorporate 'landmark' type buildings to inform local character, place making and way finding. It will feature taller buildings and higher density development.

The inset plan (below left) illustrates the green infrastructure of the civic focus and how softer landscape elements could be integrated with the built form.



Arleston Lane looking north towards the Local Centre The illustration shows pedestrian cycle linkage and approach from the countryside

Creating a Green Framework for the Local Centre

INFINITY EMPLOYMENT



Area 5 Infinity Park Employment

Land east of the A50 junction will form a first phase of employment development as part of a wider employment development, forming an extension to the existing Infinity Park. It will ultimately be connected to the SDITL to both east (through to Infinity Park Way) and west (the new A50 junction). New planting will soften and screen views of the employment development from the A50 junction and parts of the SDITL. An area of greenspace comparable to the linear parkland featured within the residential areas will extend along the southern boundary.



Employment area access approach and landscaped car parking



LAND AT WRAGLEY WAY, DERBY

DESIGN

Use and Amount

The concept behind the residential development is to provide high quality new homes, meeting an identified local need whilst softening the existing edges of development and providing an opportunity to strengthen the identity south of Sinfin and along Wragley Way, to the edge of its defined A50 boundary.

The site has the potential to accommodate the delivery of up to 1850 new homes, alongside amenity open space, surface water attenuation ponds, retained hedgerows, additional tree planting, improved pedestrian and cycle connectivity and means of vehicular access.

There is an opportunity to create a network of green open space corridors within the development, fully integrating and linking the urban form with its landscape and topographical setting. The addition of a new green urban fringe park will be advantageous and in accordance with the principles of urban/countryside integration.



Good grouping, built form and traditoinal materials

Scale and Density

The construction of up to 1,850 dwellings would result in an average development density of approximately 40 dwellings per hectare (varying dependent on different locations across the development). This is a similar density to that of the recently approved residential development on adjacent land. This density will achieve a good level of private garden and public frontage space for each plot. It follows that this balance of development is considered to be appropriate.

Properties in the area are predominantly 2 storey and as such, 2 storey properties will be foremost in this development. 2.5 - 3 storey dwellings would also be appropriate here and would provide increased housing choice in higher density ‘urban’ areas of the development.

It is envisaged that the site could accommodate higher densities centrally around the new local centre and with lower density towards the countryside edge. This would plan for improved integration in the landscape setting and the external views from the south



Roofscape and skyline silhouette is an important design consideration

Developing Character

The need for a well-designed development with simple but careful integration of materials, landscaping and other such detail was recognised early and will help to create a quality and robust development proposal. The development scheme will take design cues from the surrounding area in order to maintain a sense of identity and create a visually interesting development.

There will however also be the opportunity to integrate innovative building design and contemporary architecture.



Creating a good street edge - Urban built form with tree avenue landscape frontage

Creating Distinct and Varied Housing Character Areas



(Left)
Private drive 'homezone' character
Pedestrian priority with access to small group of houses



(Above)
Shared surface pedestrian friendly frontage following the line of a retained hedgerow



(Left)
A secondary residential access road showing traffic calmed road alignment and integrated landscaping



(Above)
A good housing grouping, variation in house types, orientation, linked garage and walls creates a visually interesting townscape. The artist impression shows an example of a residential 'homezone'

LAND AT WRAGLEY WAY, DERBY

DESIGN

Design Concept: South Derby Integrated Transport Link

The proposed development will deliver part of the South Derby Integrated Transport Link (SDITL). This multi-function transport corridor is a key influence in the masterplanning of IGV, being of significant influence on a number design considerations. How the SDITL will be integrated into, and the resulting design impact on, the proposed development is explored through the following illustrations.

Figure 14: Movement and Linkage Plan

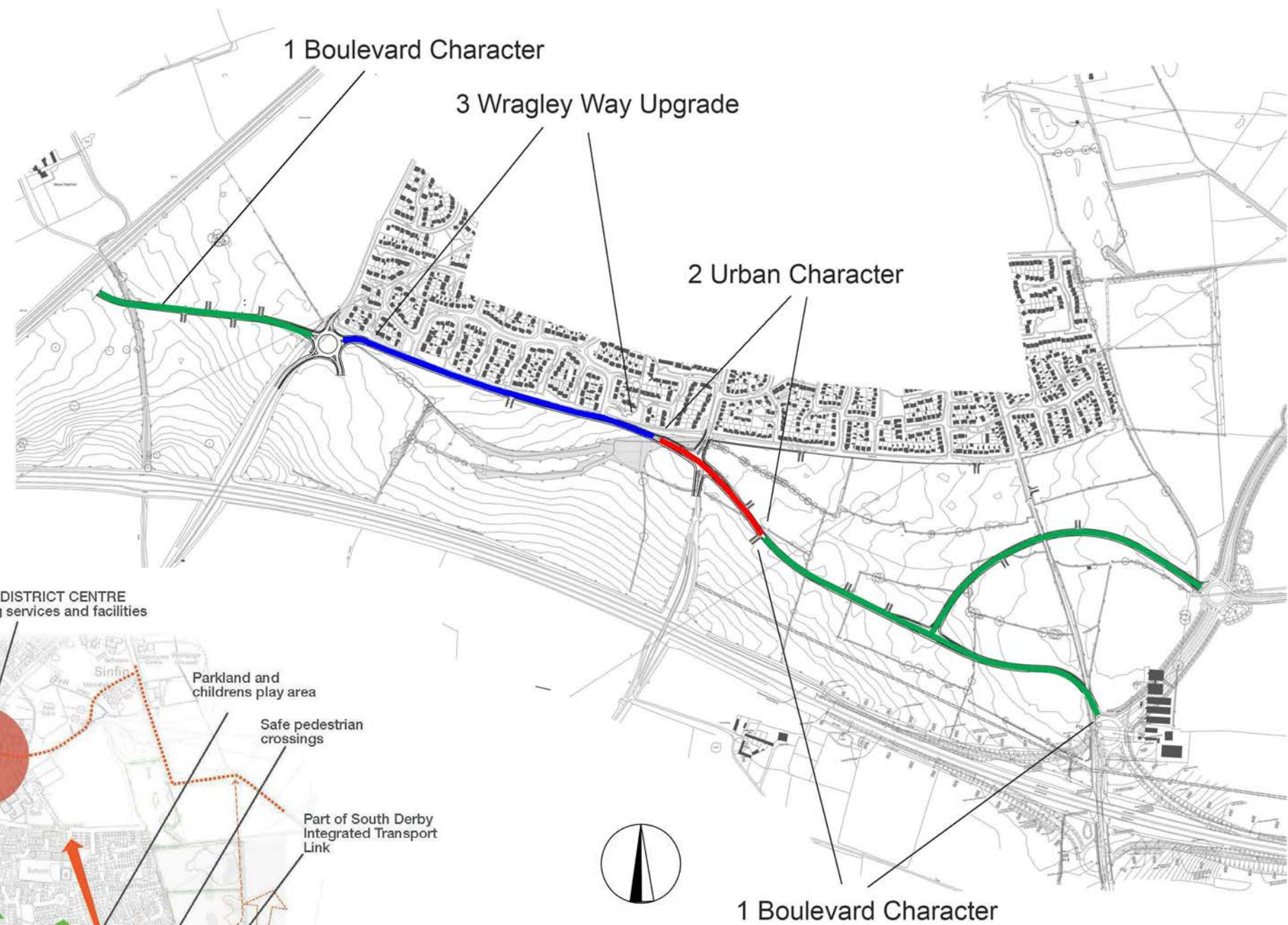
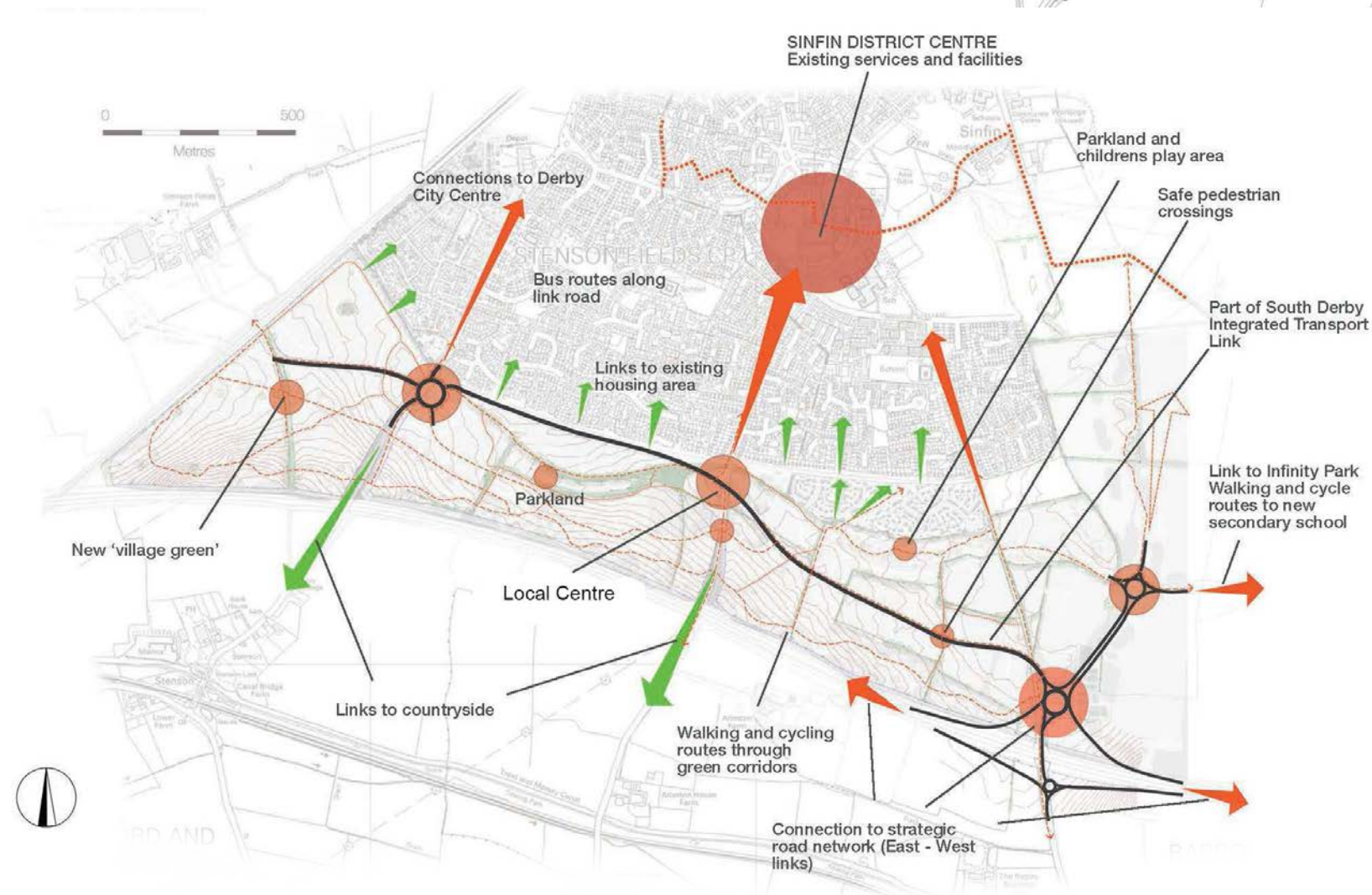


Figure 15: Indicative Link Road and Access Plan

Design Concept: Link Road 'Gateways'

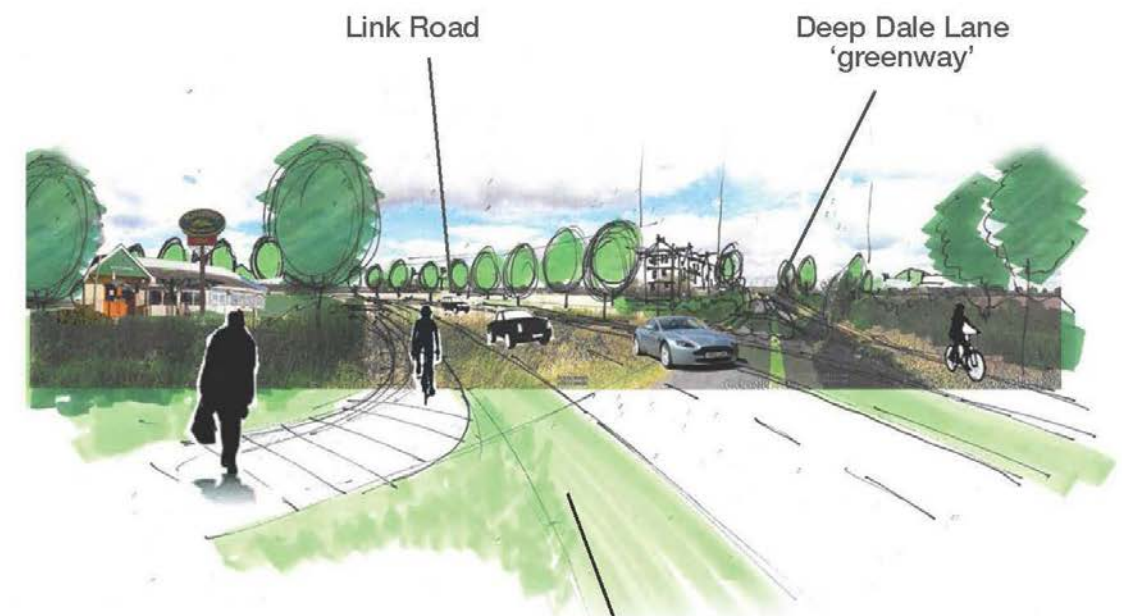
The new junction to the A50 at Deep Dale Lane will form a gateway to both the residential and employment areas. It will form a major new gateway to southern Derby. It will therefore need to fulfil a number of roles including: functional transport node; marking point of arrival; wayfinding; placemaking; maintaining existing connections north-south along Deep Dale Lane; minimising ecological severance between land parcels and across the A50.

Detailed approval for the junction and the eastern extension of the SDITL are being sought by the County Council (planning application ref. CD9/0319/110). The development proposals supported by this Design and Access Statement show how the wider development proposals can be integrated with the A50 junction, including the provision of landscaping.

To the west of the A50 junction, the mixed use area will be visible, contributing to the sense of arrival.

At the junction of Stenson Road and Wragley Way, the new roundabout will also serve to mark the point of arrival from the north to the IGV. The combination of built form, attenuation basins and landscaping will combine to enhance a sense of place and waymarking.

(Below)
STENSON ROAD 'GATEWAY'



(Above)
DEEP DALE LANE 'GATEWAY'

Design Concept: Link Road East

From the new A50 junction through to the revised junction of Wragley Way and Arleston Lane, the SDITL will be a newly constructed road. The initial section of road from the east may be designed for a 40 mph limit up to the mixed use area, reducing to no more than 30 mph through the residential areas. The SDITL will provide continuous pedestrian and cycleway links alongside the road corridor. The character of the corridor will transition from a boulevard to a more urban character, reflected by the interplay of details such as: verges, tree planting, building set back, building height, parking provision.



Link Road Urban Section
Indicative Character



Link Road Boulevard Section
Indicative Character

(Below)
Aerial overview of proposed Link Road looking west from the proposed new A50 junction towards Arleston Lane



(Below right)
Aerial overview of existing Wragley Way upgrade section
between Arleston Lane and Stenson Road



Existing Wragley Way
(Link Road Upgrade)
Indicative Character

Design Concept: Link Road West

Between Arleston Lane and Stenson Road the SDITL will make use of the existing Wragley Way carriageway. Unlike the section of Wragley way between Arleston Lane and Deep Dale Lane, this part of Wragley Way does not have dwellings that access directly on to Wragley Way. It is therefore more suitable for use as part of the SDITL. New accesses on to Wragley Way from new development to the south will be minimised.



Arleston Lane
Indicative Character

LAND AT WRAGLEY WAY, DERBY

DESIGN

Design Concept: Establishing a Green Blue Infrastructure Framework

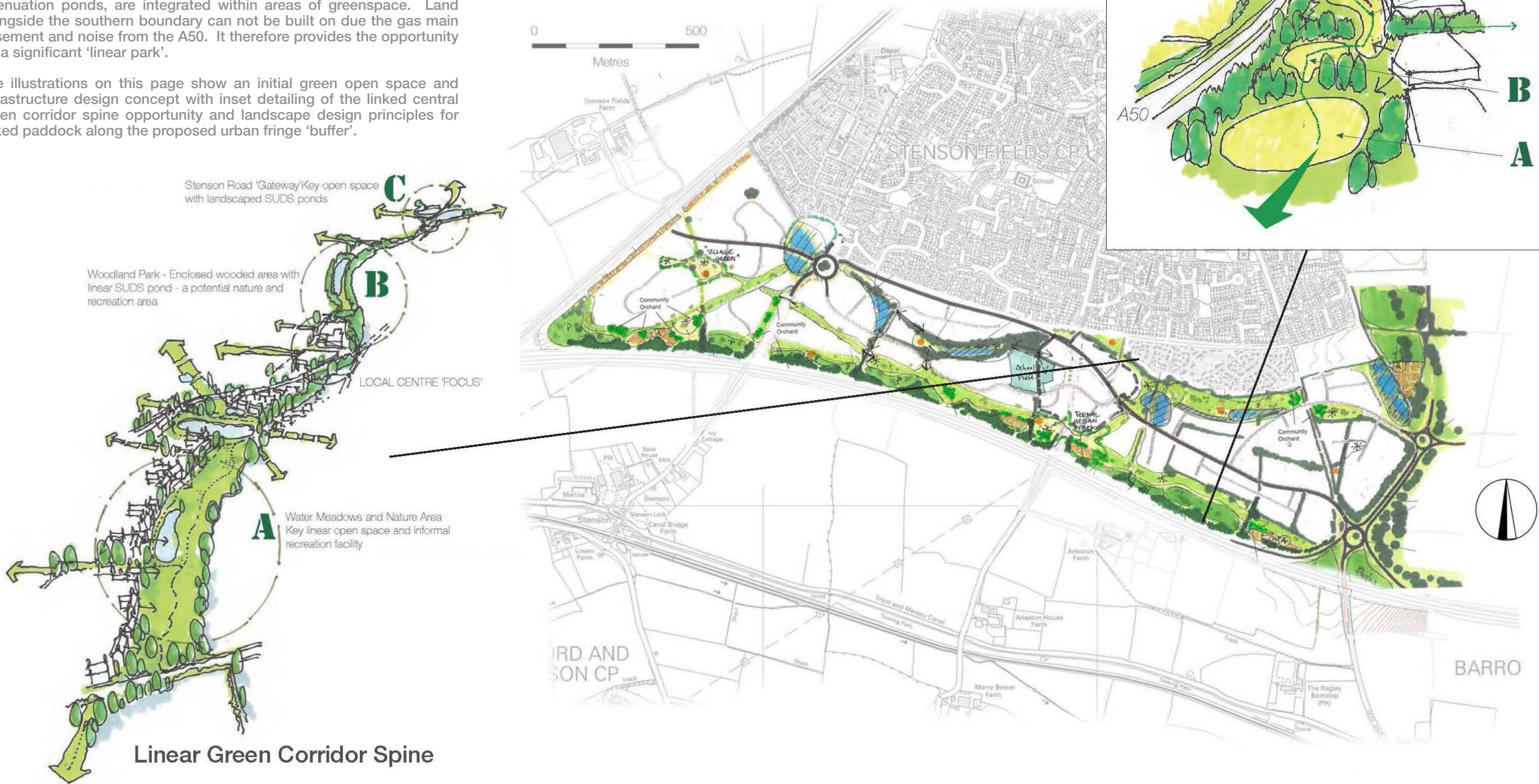
A key principle of the masterplan is the retention and enhancement of existing 'green' and 'blue' infrastructure, providing a 'framework' around which development can be placed. Loss of hedgerows is minimised to where unavoidable, the SDITL being 'knitted' around field boundaries where possible. Drainage infrastructure, including attenuation ponds, are integrated within areas of greenspace. Land alongside the southern boundary can not be built on due the gas main easement and noise from the A50. It therefore provides the opportunity for a significant 'linear park'.

The illustrations on this page show an initial green open space and infrastructure design concept with inset detailing of the linked central green corridor spine opportunity and landscape design principles for linked paddock along the proposed urban fringe 'buffer'.

Green Urban Fringe 'Buffer' Park



Figure 16: Green Open Space Concept Plan



Linear Green Corridor Spine

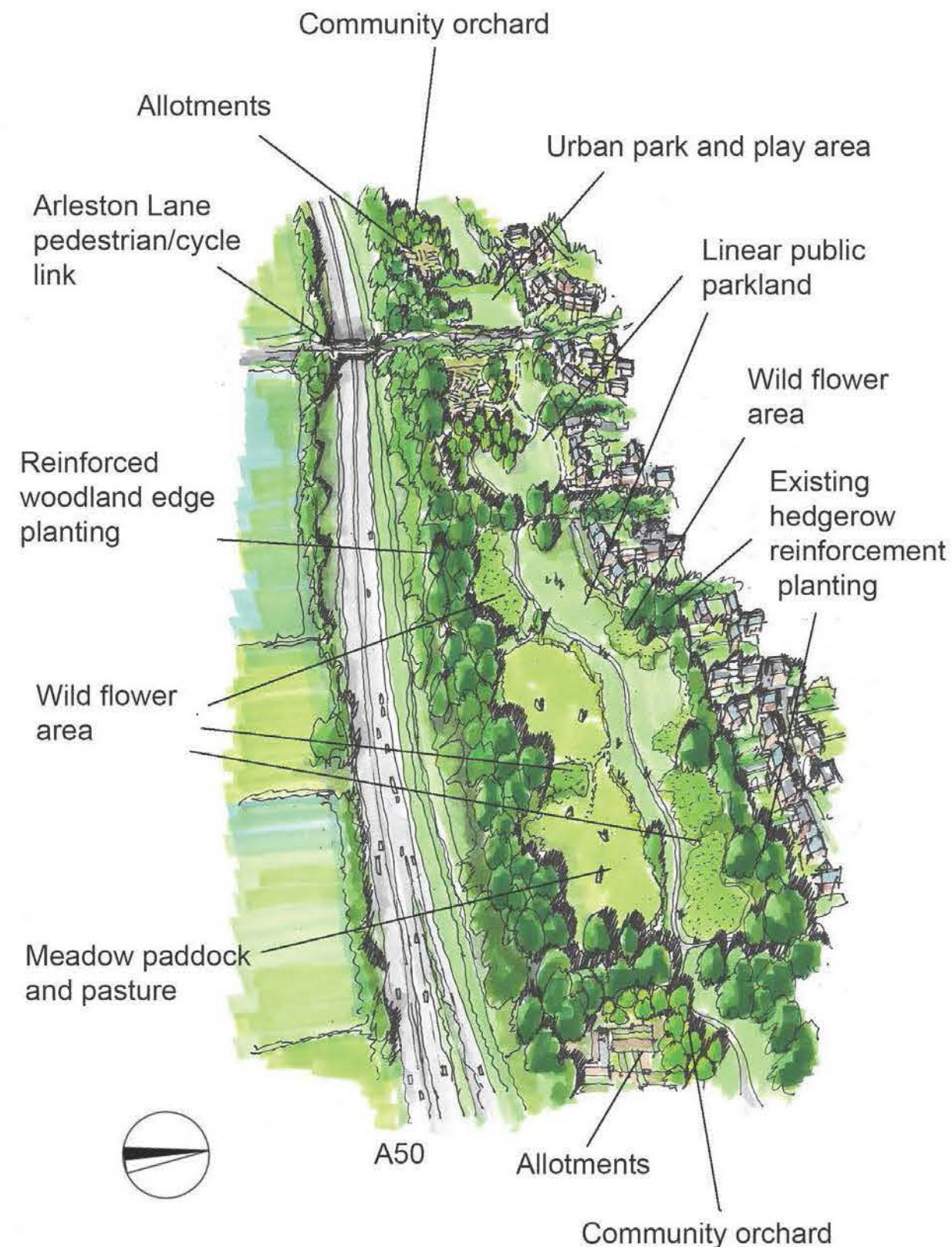
Design Concept: Urban Linear Park Character Infrastructure Framework

A key landscape feature of the proposed development is the creation of a linear urban fringe park, providing informal recreation space, inclusive countryside access, varied formal and informal uses, including community orchards, allotments and paddocks. This would also provide a tree planted and landscaped 'buffer' edge along the A50 boundary which will help reduce the passing traffic noise.

Pedestrian and Cycle Routes



Parkland



Linear Park



Community Orchards



Allotments



LAND AT WRAGLEY WAY, DERBY

DESIGN

Design Concept: Placemaking

Placemaking is a multi-faceted approach to the planning, urban design and an integral part of the masterplanning process.

Placemaking exploits and builds on a local community's assets, inspiration, and potential, with the intention of creating places where people want to live and work. It is about creating a built and natural environment that promotes people's health, happiness, and well being.

The indicative plan inset below shows the evolving block structure of the site proposal and also clearly illustrates the spatial hierarchy between the built blocks.

Placemakingconcets and opportunities are explored over the following pages.

Figure 17: Placemaking Block Structure Concept Plan



Placemaking

A panel of experts debating the definition of placemaking at its *Future of London* 2017 placemaking programme identified some key points:

- *Placemaking is about connections among different elements of a community. Individual places are inextricably linked to one another as well as people living, working, doing business, visiting and travelling locally.*
- *It's also about managing change, but who runs this process and decides what good change looks like is a point of contention. Alongside mixed views around the importance of ownership, there is still a question around whether the public has agency to instigate placemaking or take a stewardship role in private spaces as they might in public spaces.*
- *Bringing a wide range of viewpoints into placemaking helps understand what's already great about a place, creates more interesting places, taps into funding and investment opportunities, empowers communities and fosters civic pride – but regardless of how robust engagement is, placemaking won't please everybody.*
- *Placemaking is an ongoing process that doesn't end once a place is 'made'. Design and planning must consider how the place will be used and managed over time as well as how it will respond to change. Simpler design allows places to be constructed and managed more affordably, while leaving room for organic growth and flexibility to change.*

Everyone involved in the design process, from professionals, decision makers and local and future communities have a responsibility, invested interest and providing a valid contribution to placemaking and the creation of new built environments.

The illustration on this facing page spread, shows an indicative placemaking sketch design working plan, drawing together the various built and landscape elements into an embryonic masterplan.

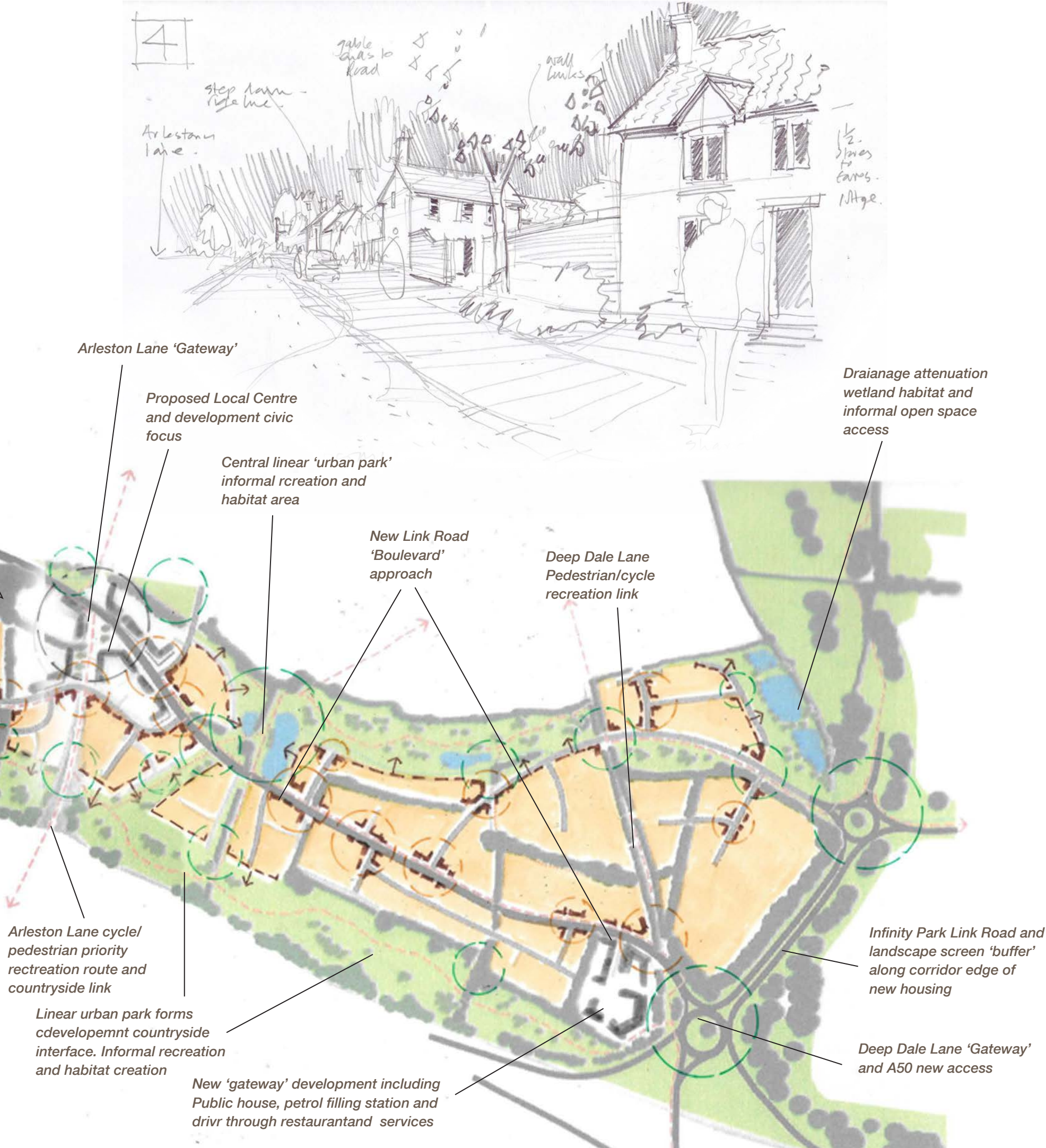


Figure 18: Placemaking Concept Plan

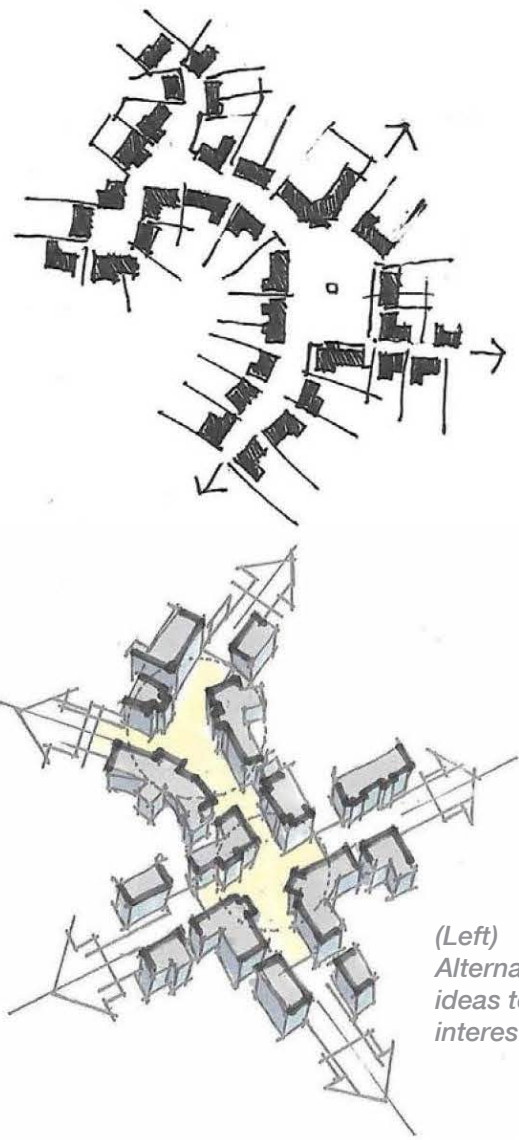
LAND AT WRAGLEY WAY, DERBY

DESIGN

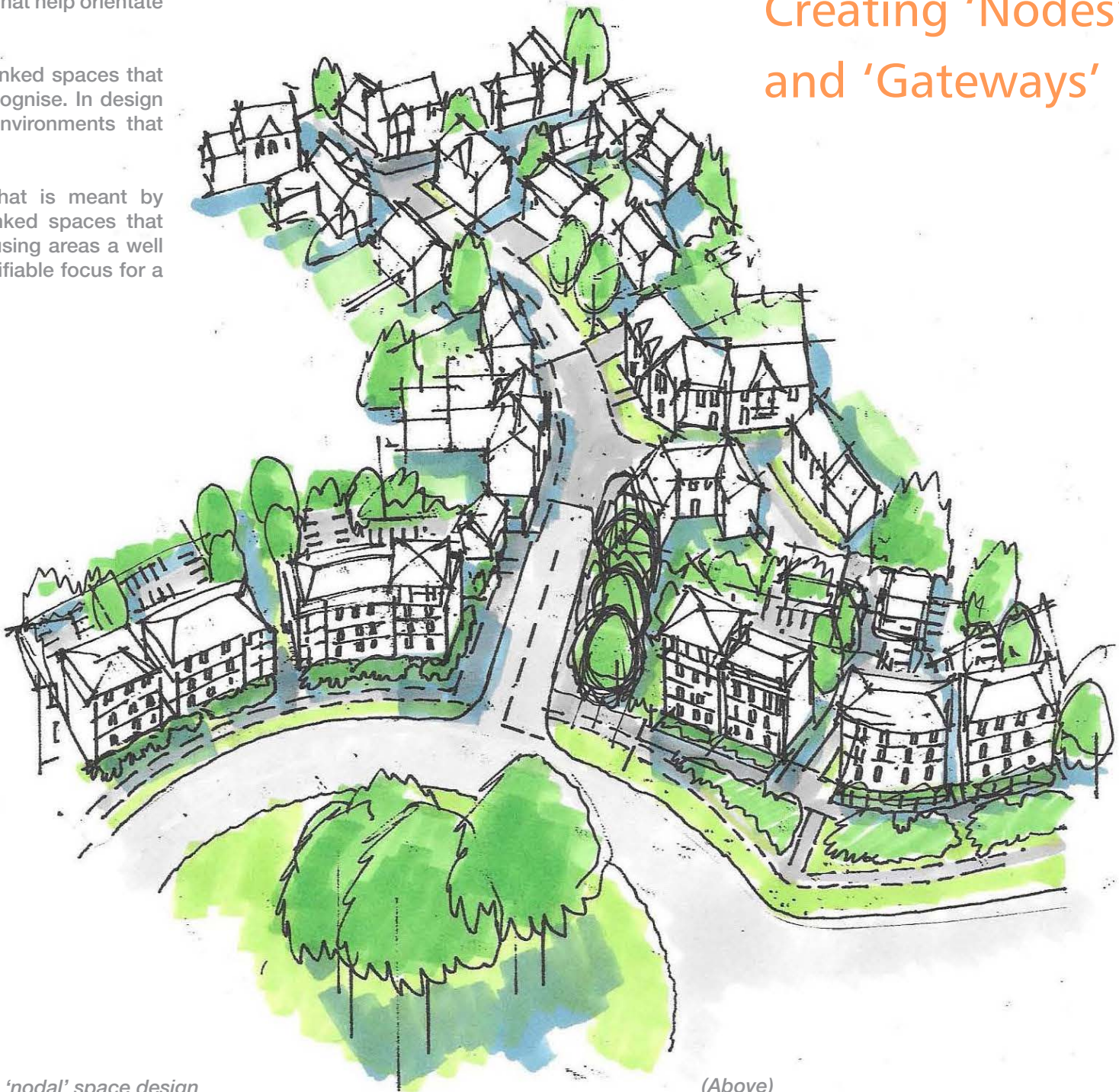
'Gateway' and 'Node' are urban design terms frequently used in describing entrance points and key spaces in a layout design. People understand their way around an area by recognising key spaces, landmark buildings and features that help orientate where we are.

Part of placemaking is creating a series of linked spaces that have reference points that we can easily recognise. In design terms this is about creating legible built environments that people understand.

The illustrations on this page illustrate what is meant by 'gateway' and 'node'. It is the series of linked spaces that contribute to the character of a place. In housing areas a well designed 'nodal space' can provide an identifiable focus for a neighbourhood.



(Left)
Alternative 'nodal' space design ideas to create a varied and interesting townscape



(Above)
An indicative artistic sketch idea of Stenson Road 'Gateway'

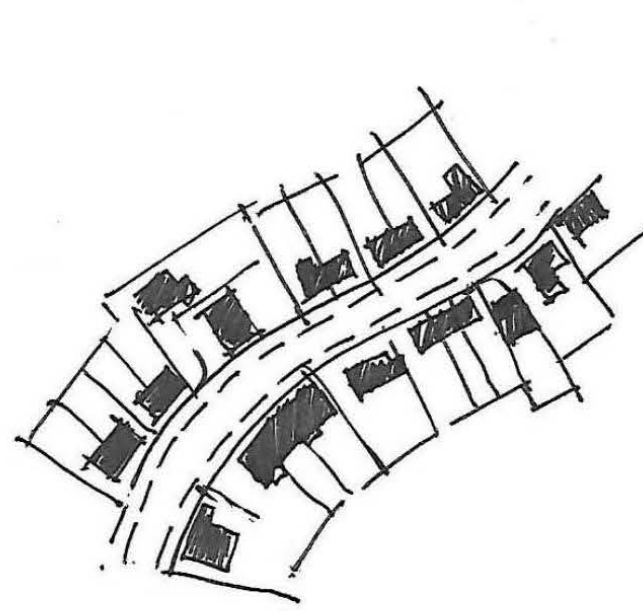
Creating 'Nodes' and 'Gateways'

(Below)
Contemporary high density modern housing could be a feature of Stenson Road 'Gateway'



Creating Streets

(Right)
Introducing curves in a road alignment creates enclosure and an interesting townscape allowing for a continuously changing sequential view when moving along the street



(Below)
Varying the built form, architectural detailing and materials adds to the character of a street scene



Streets are linear routes that provide links into and through a built environment. Maximising the permeability through a development helps to create a better connected built environment. Nodes are where streets meet at a junction.

The street is a basic urban space where we live. Creating streets with character enhance our sense of place, neighbourhood and local identity. A well designed street space can provide neighbourhood identity and the focus of a local community.

The illustrations on this page show how variety can be achieved in design at the street level and the importance the built edge of a block.

The street/block structure determines the urban grain and fabric of a place. A varied and interesting street hierarchy will determine spatial character and contribute to a positive and successful townscape.



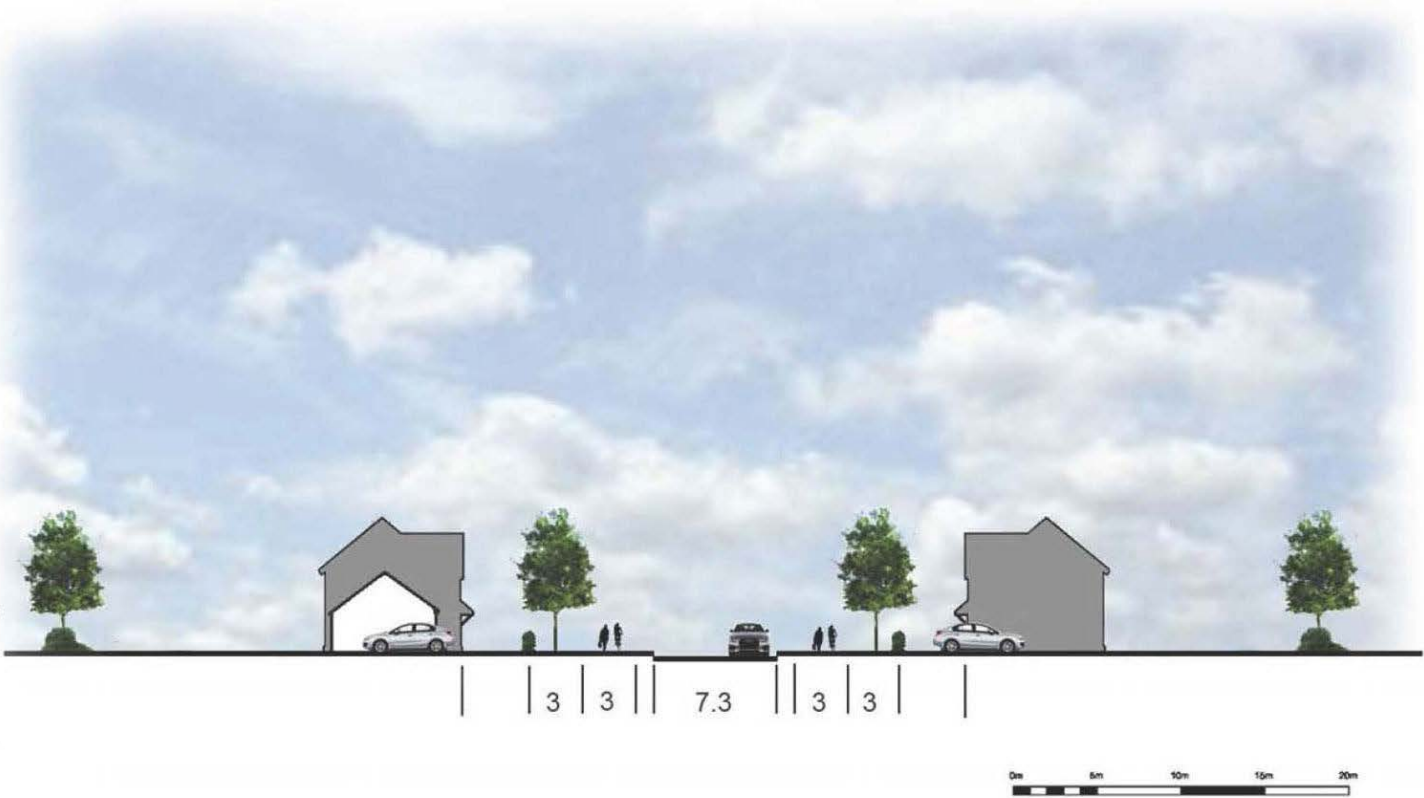
Link Road Character:
Boulevard Section

The illustration on this page shows the Potential generic character of the 'boulevard' section of the proposed Link Road. Below is a scale cross section drawing showing the dimensions and profile across the street space.

The aerial section (right) shows the character of the street, relationship between built frontage and edge treatment. The building line is set back behind a tree lined avenue, creating a 'boulevard' approach into the development. The link road corridor has a combined foot and cycle path set back from carriageway by a narrow metre grass verge allowing for added pedestrian and cyclist safety. Off street parking is provided for between the housing blocks.

1

Indicative Cross Section



Link Road Boulevard Section
Indicative Character

Link Road Character: Urban Section

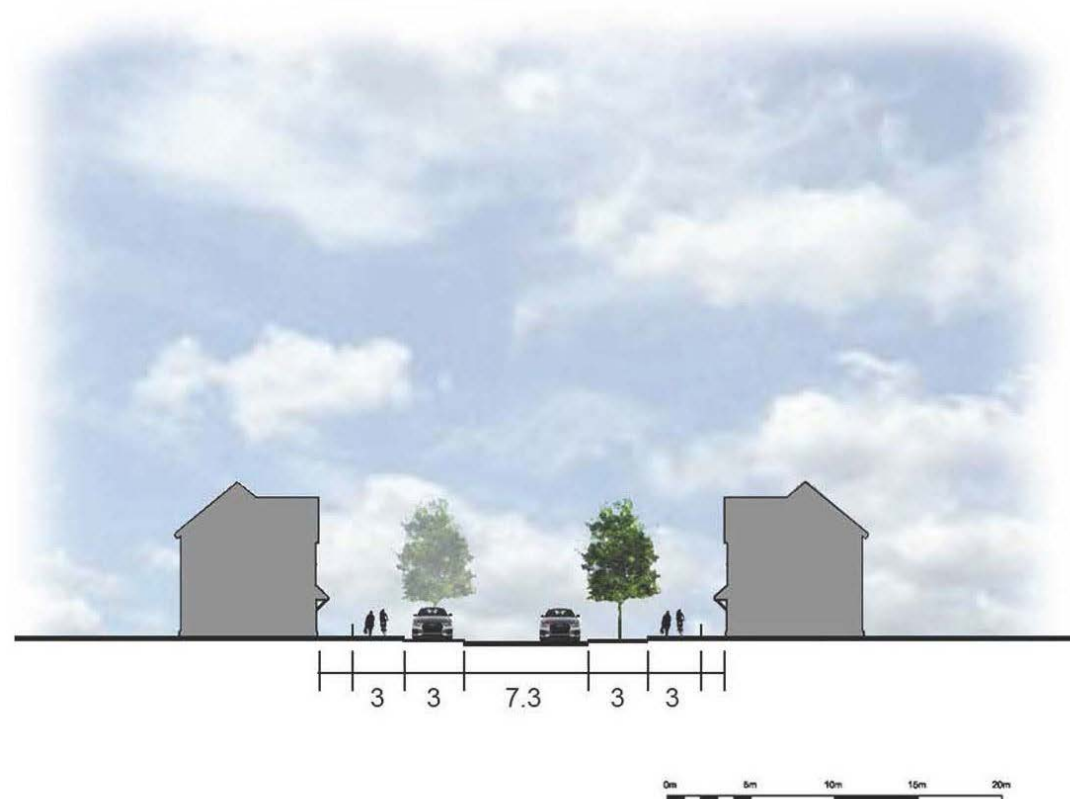
The illustration on this page shows the potential generic character of the 'urban' section of the proposed Link Road. Below is a scale cross section drawing showing the dimensions and profile across the street space.

The aerial section (right) shows the character of the street, relationship between built frontage and edge treatment. The building frontage is less broken. There is a stronger sense of enclosure with a narrower street space between the building lines. The urban character is reinforced by higher density 3 storey development. There is a harder surface treatment to the space between the building line with frontage directly onto the public realm behind a narrow private threshold edge.

Car parking is a mix of on street bays and parking courts accessed through breaks in the building line.

The urban character section of the Link Road corresponds to the short section adjacent to the local centre and junction with existing Wragley Way. In townscape terms this marks the arrival at the centre of the development.

Indicative Cross Section



2

Traffic calmed 'pinch point' pedestrian crossing

3 storey high density housing frontage set with narrow frontage garden interface with street

Link Road Urban Section Indicative Character

Line of potential new link road

On street parking protects pedestrian/cycle path from carriageway

Tree planting reinforcing 'pinchpoint'

Off street private parking court for residents

LAND AT WRAGLEY WAY, DERBY

DESIGN

Link Road Character:
Wragley Way Upgrade Section

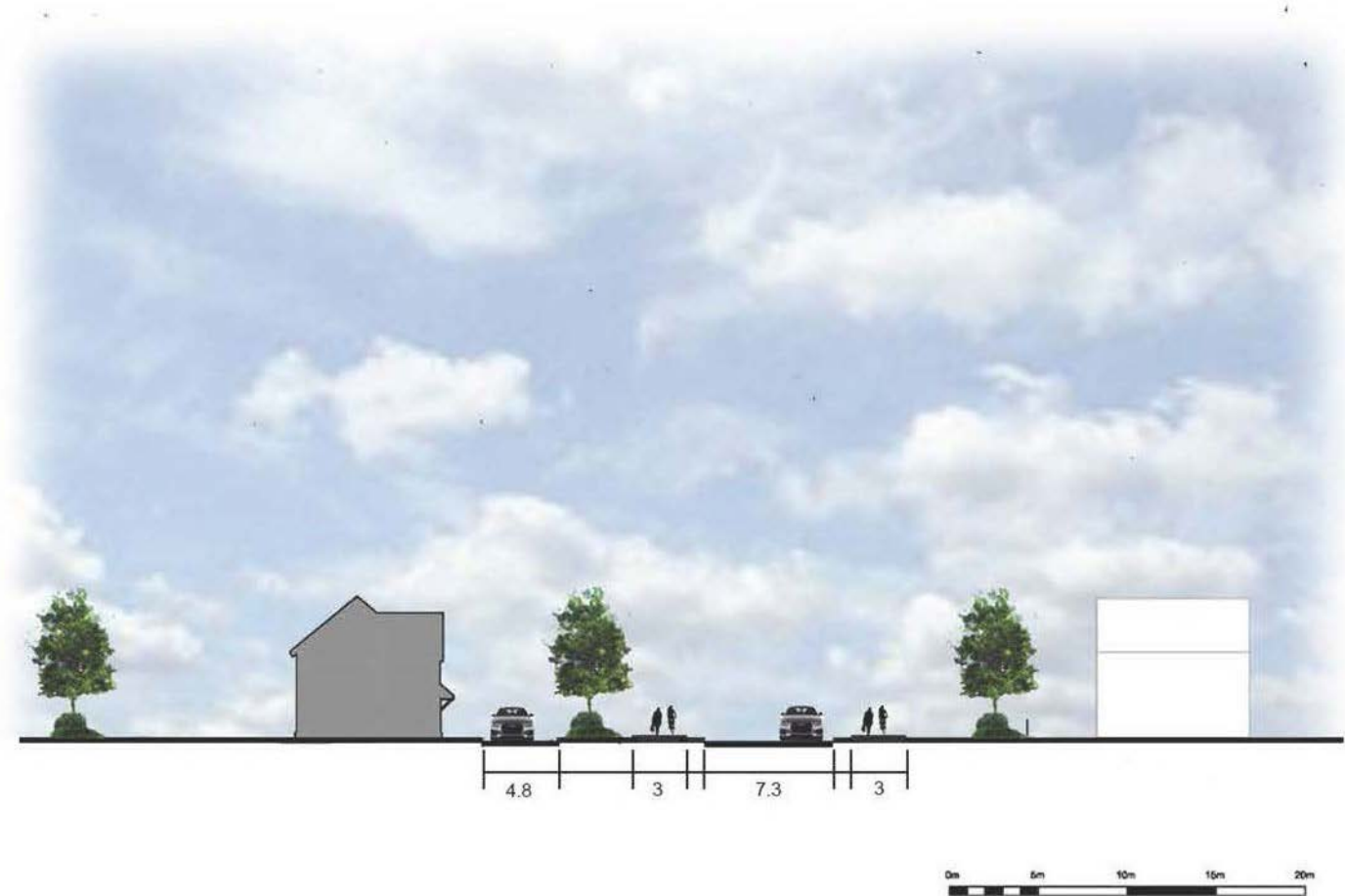
The illustration on this page shows the potential generic character of the upgraded section of existing Wragley Way between Arleston Lane and Stenson Road. Below is a scale cross section drawing showing the dimensions and profile across the street space.

The aerial section (right) shows the character of the street, relationship between built frontage and edge treatment. There is no direct housing frontage onto Wragley Way along this section of the Link Road

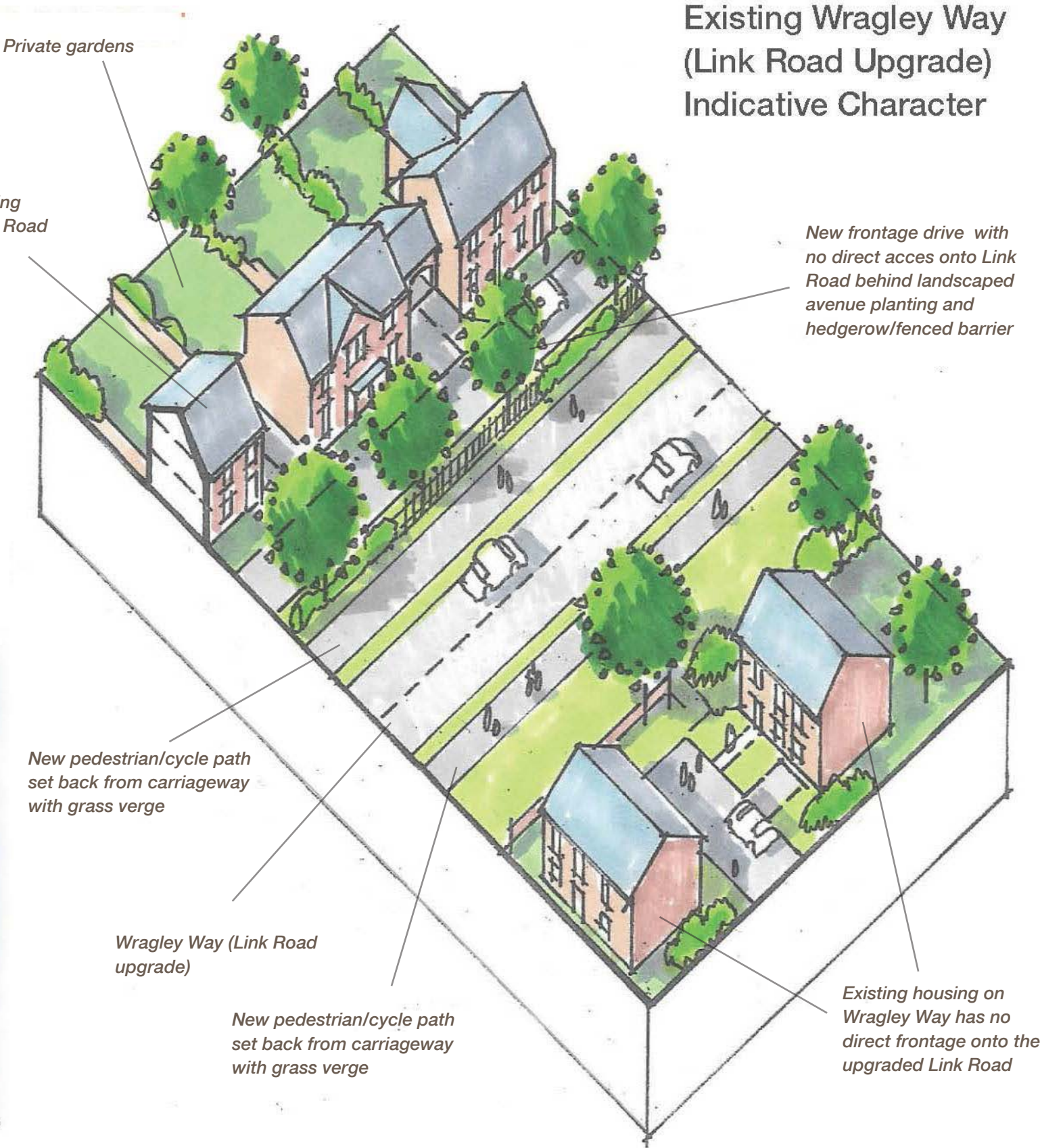
The new building line is set back behind a tree lined avenue and residential access road with off street car parking between the housing.

The link road corridor has combined foot and cycle path set back from carriageway by a grass verge allowing for added pedestrian and cyclist safety. Off street parking is provided for between the housing blocks.

Indicative Cross Section



3

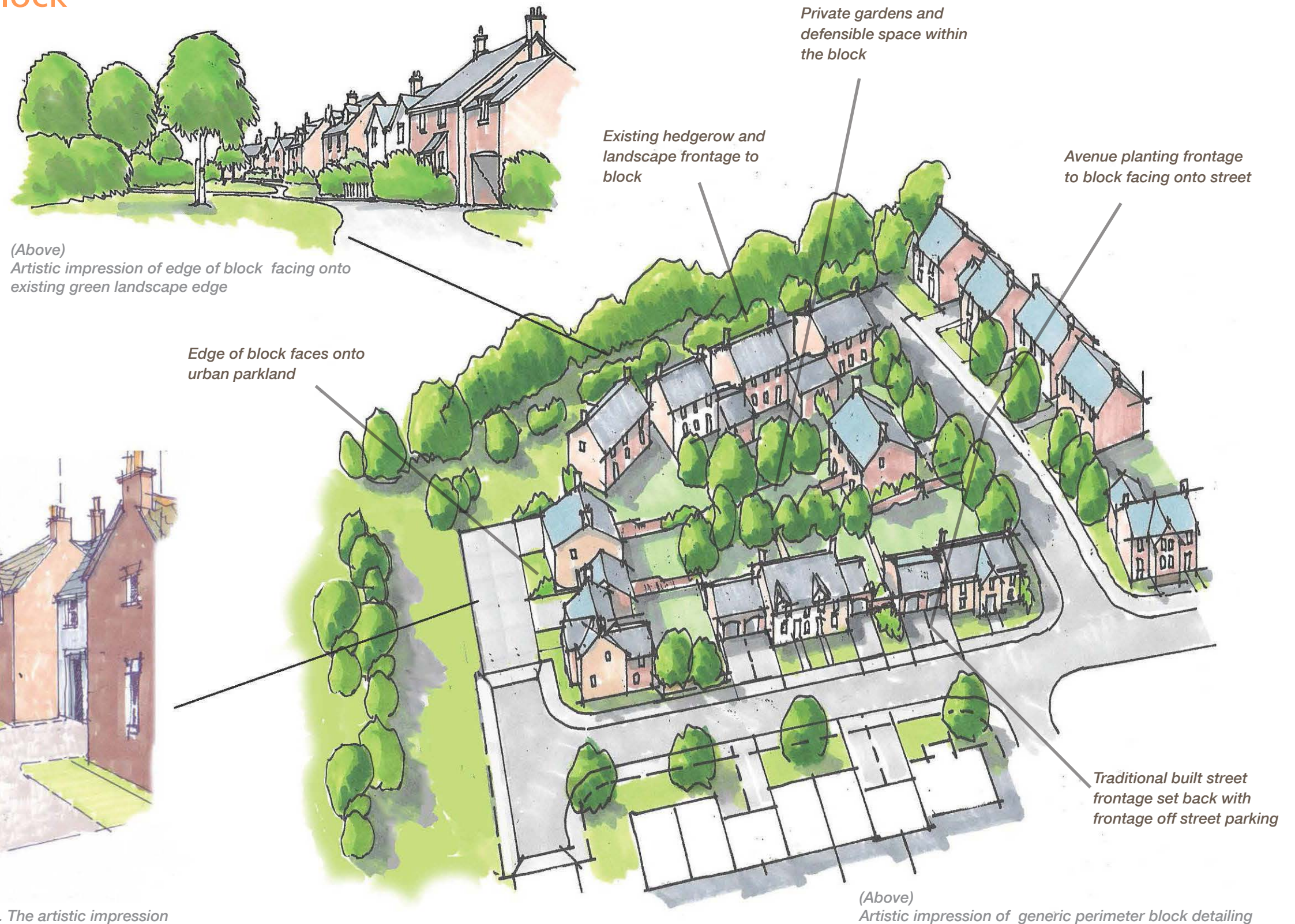


Creating the Perimeter Block

The perimeter block is the basic element of a built environment. The space created between block determine the public realm, whilst the space within the block form the private realm and defensible space.

The illustrations on this page show the basic principles of generic perimeter block design. The aerial view shows how a block can have different character edges, urban or suburban in character depending on density and built form.

The illustration also shows how a block can relate to open space and countryside interface.



LAND AT WRAGLEY WAY, DERBY

DESIGN

Access: Hierarchy of Streets

It is the intention that the internal road layout will be to an adoptable standard based on a legible hierarchy of streets and shared surfaces. The Masterplan takes this into account.

The proosed Link Road and upgraded existing Wragley Way between Arleston Lane and Stenson Road is key to unlocking access into the site.

The Masterplan shows a hierarchy of of street typeology, wider primary and seconadry residential access road through to shared surface 'homezone' and private drive access. This will be in accordance with 6C's design guidance specifications. The photograph montage (right) illustrates the envisaged type, scale and character of residential streets and spaces.

Pedestrian and Cycle Routes

The proposals include an integrated pedestrian and cycle path network which provides a sustainable linkage and movement framework through the site and connects directly with the adjacent developments, Sinfin and Stenson Fields.

This will also satisfy the objectives of providing a wider recreation linkage network of off-road access to the countryside. The downgraded section of Deep Dale Lane will become primarily a 'greenway'.

The photographs (below) give an indication of the proposed cycle and footpath network quality specification. Some routes could also designed and adapted as bridle routes for horse riding.

Establishing a Hierarchy of Road Types



Creative Car Parking An Integral Part of the Design



Integrated Parking

Creative solutions for integrating and reducing the visual impact of car parking will be part of the detailed design process and applied throughout the site.

On-plot allocated resident car parking could include parking on driveways; attached or integral garages or detached garages/carports, and purpose built and landscaped parking courts to adopted 6Cs Design Guide principles.

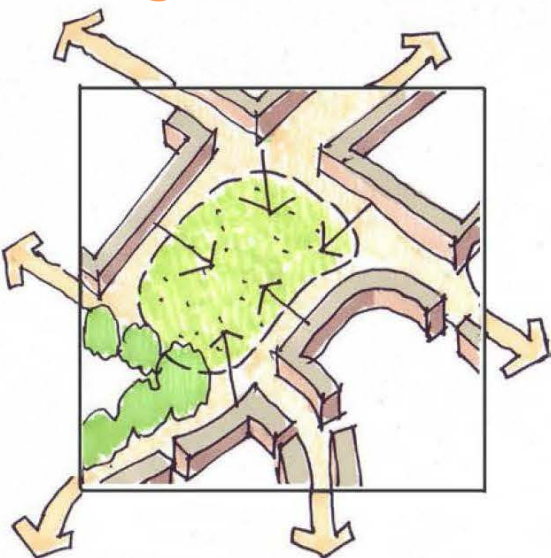
The photographs (left) gives an indication of good practice and acceptable integrated car parking design.

The majority of houses will benefit from in-curtilage parking, including garages and driveways, however, different options could be pursued to add variety and interest to the street scene, reducing over reliance on in-front of plot parking which can create a uniform development, dominated by parked cars and driveways. The variety of car parking typologies will each be specified to suit the character, density and function of its location. Tree planting can break-up the visual impact of parked cars and reinforce spatial enclosure on the street. All car parking spaces will be adequately and easily accessible.

The aims to achieve in terms of a successful car parking strategy comprise: a variety of street widths; active streets and frontages; adequate amounts of parking; clear definition of public and private space; and recognition of local character.

..... both Private and On Street
Design Solutions

'Village Green' Principle



Green open space will provide a key component design element in the residential areas. The concept of the 'village green' has traditionally and successfully provided a focus for a community.

Throughout the development suitably spaced and located 'green nodes' have been identified in the masterplan.

A well designed green public space with appropriate built form enclosing the edges creates the community focus of a local neighbourhood.

The images on this page illustrate the spatial design principles.



(Below)
Green corridor landscaping treatment edged by overlooking housing



(Left)
Artistic impression of built grouping around a 'Village Green' type open space



(Above)
Good practice example of housing grouped around an informal well landscaped 'green node'

Creating New Public Space

Healthy Living, Sport and Recreation

The very easy access to significant areas of greenspace will provide new and existing local residents with ample opportunities to exercise and enjoy more healthy lifestyles. There will be a wide range of recreational choices available, covering short and longer duration activities. This will contribute to well-being and quality of life



Encouraging Play

Informal and formal play spaces will be provided within easy walking distance throughout the development. These will range from informal grassed areas suitable for a variety of uses through to equipped areas for play suitable for younger and older children. Figure 19 suggests locations suitable for such equipped areas. Other locations could be agreed through detailed design

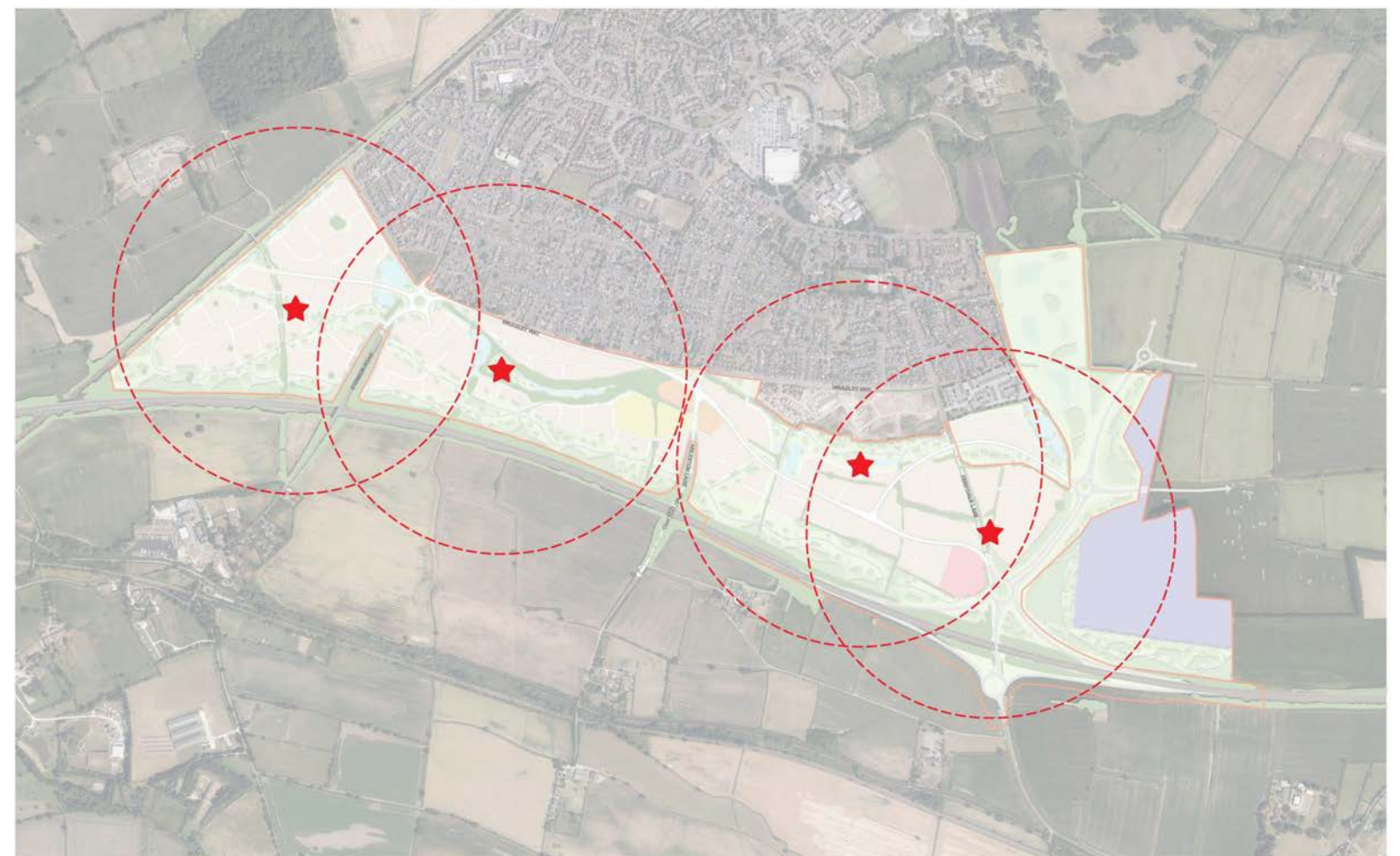


Figure 19: Proposed Equipped Play Area Location Plan



LAND AT WRAGLEY WAY, DERBY

DESIGN

Designing Out Crime

Development of this site will respond to issues of crime prevention and aim to incorporate these features into the design, ensuring the safety of future occupants of the site. Designing out crime and ensuring community safety is key to the success of a development scheme, and can be detailed more closely at a later stage.

The orientation of buildings will be in such a way to maximise the natural surveillance of public spaces and car parking. Blank walls and recesses will be avoided to prevent any areas being out of view. Furthermore, a mix of dwelling types will encourage a mix of occupants, having different patterns of activity and employment. This will help increase the opportunity for natural surveillance for longer periods within the development.

It is envisaged that appropriate boundary treatments will be incorporated into the scheme and public and private spaces will be clearly defined. External areas of the development will be constructed of tactile and robust materials that have suitable levels of resistance to forced entry, misuse or vandalism. Many of these features serve an attractive dual purpose as part of the public realm.



Mitigating Noise

Measures to reduce the impact of noise from the A50 will be integrated into the design of the greenspaces as well as new buildings. A combination of measures will help to both deflect and absorb noise and reduce the perception of noise by minimising views of passing traffic.

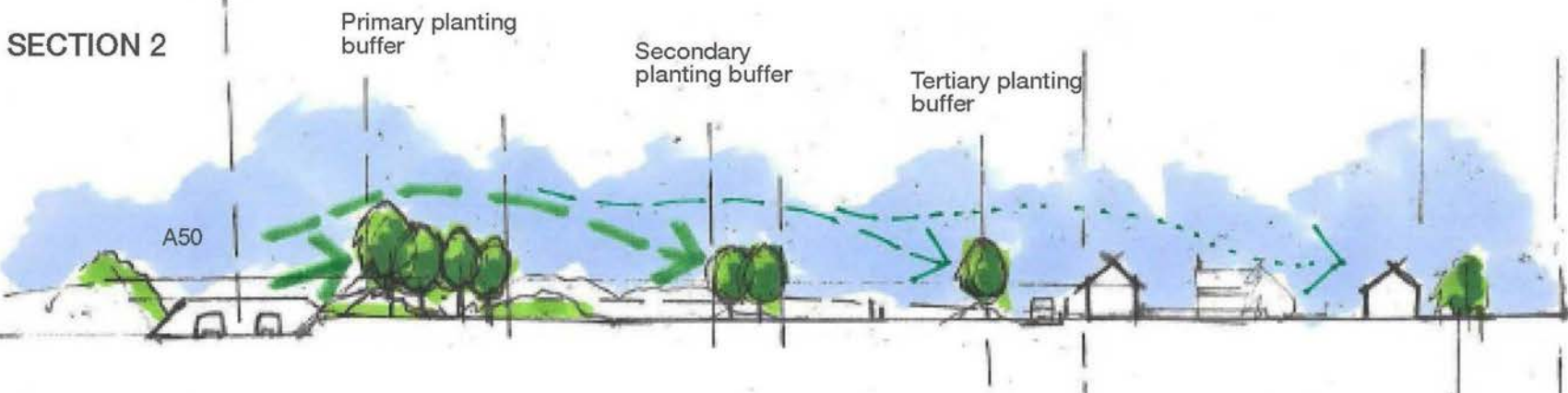
The illustrations below are initial generic section sketch ideas to illustrate the landscape design approach to reducing noise levels from the A50 across the site. The detailed building illustration right, shows how noise effects on living parts of the home can be further reduced by building orientation.



SECTION 1



SECTION 2

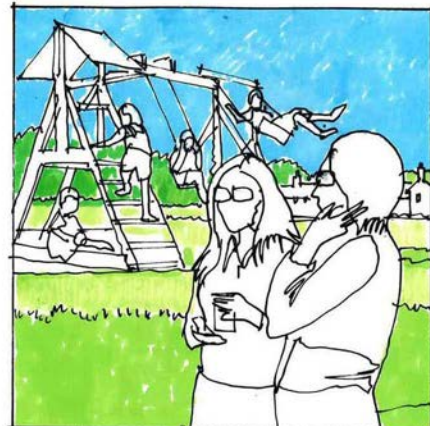


Social Inclusion and Creating Community

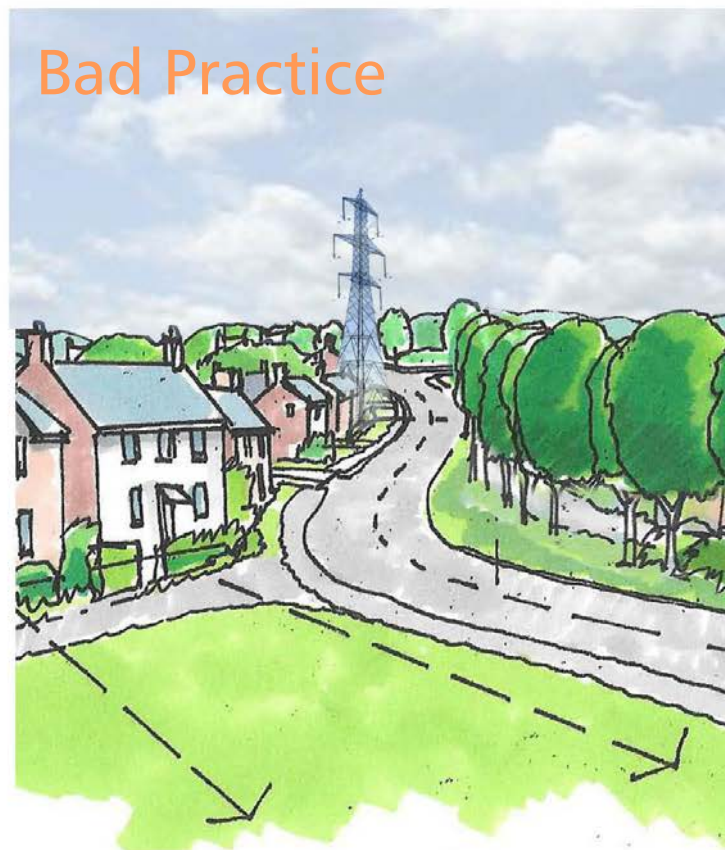
The new local centre will provide a focus for community activities, using both the proposed community hall and primary school as a base. Early establishment of community groups would help to foster a sense of place and neighbourliness, further contributing to well-being.

Good housing design practice that establishes recognisable neighbourhood clusters, together will provide a framework for sense of identity. A strong neighbourhood identity is a key component of successful placemaking. This should be a primary objective applied to housing and spatial design throughout the development.

Ease of access and appropriate location of services and facilities for all new residents and the existing Wragley Way local community are critical to establishing a sustainable and inclusive development.



Bad Practice



Good Practice



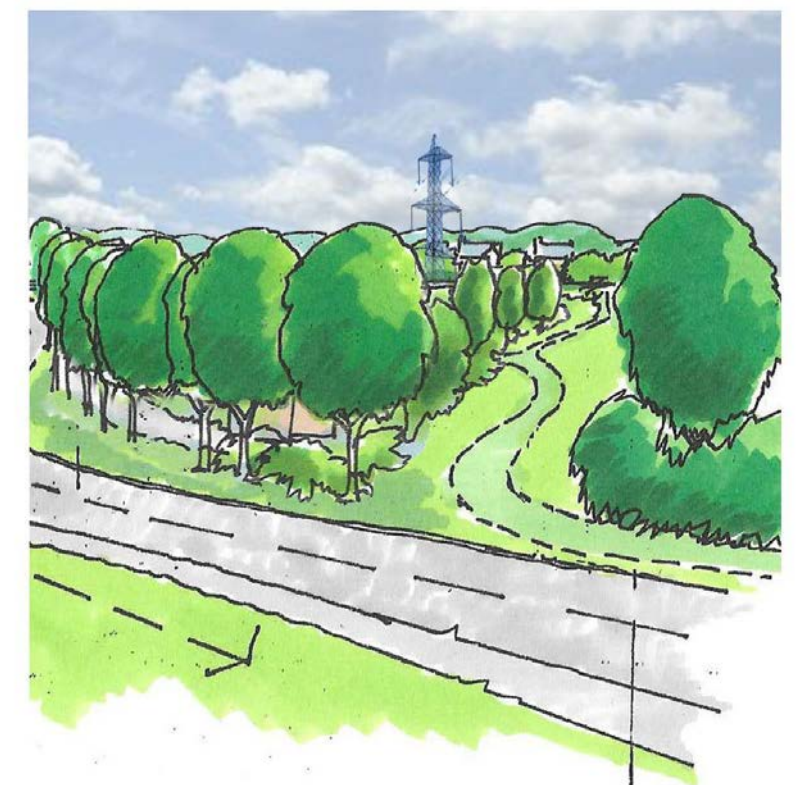
Utilities

The two existing overhead power lines across the site will be integrated / visual impact mitigated. This was an issue raised by OPUN when the scheme was subject to Design Review.

The illustrations on this page show how careful positioning of road alignment and creative use of landscape block planting can visually reduce the visual impact of pylons.

The two illustrations below show good design practice to reduce the adverse visual impact by setting the pylon in relation to either a street vista or a view along a green corridor.

Strategic structural planting within a powerline easement can screen the prominent base of a pylon structure.



Sustainability and Climate Change

There are three dimensions to sustainability: economic, social and environmental. This high quality development will embrace key principles of sustainable development therefore combining economic, social and environmental benefits.

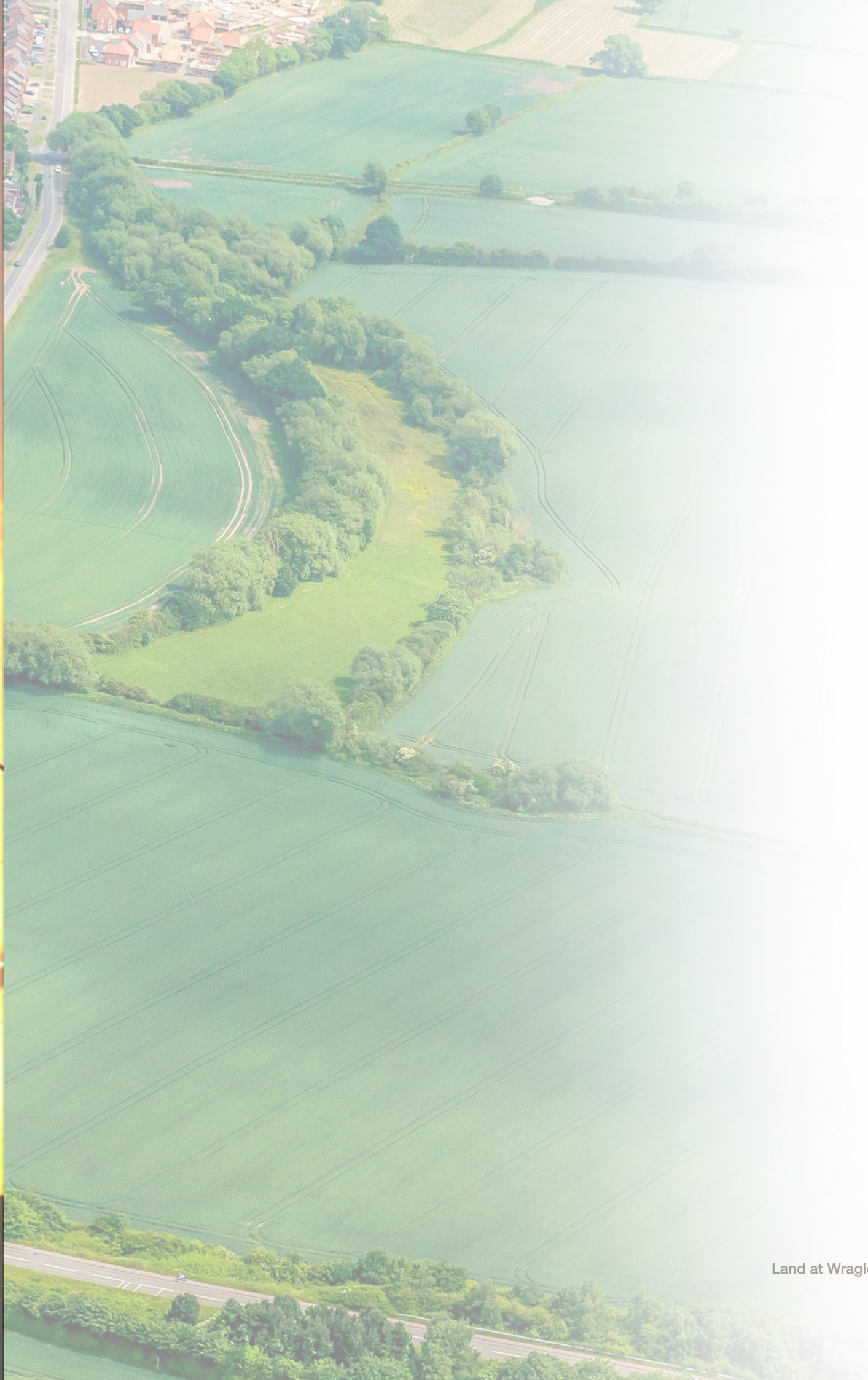
The proposed development may seek to include:

- Dwellings to accommodate features that actively reduce water and energy consumption and carbon emissions;
- Plots orientated to maximum solar gain for light and heat;
- Provisions for local recycling and waste management;
- Sustainable construction through minimising construction traffic, noise and dust, impacts wildlife and waste management;
- Close proximity to existing facilities in Sinfyn will limit the need to travel longer distances, thus reducing CO2 emissions;
- Proximity to existing bus routes connecting the site to service centres;
- Promotion of green transport;
- Enhancement of the ecological and amenity value of the site through the use of planting native species, retention of trees and hedgerows and provision of a green corridor;
- Maximising the use of low impact sustainable materials where feasible during construction;
- Use of sustainable drainage systems;
- Provision of a range of dwelling types, sizes and tenures to maximise the opportunity for interaction with the existing community; and
- Improvements to the local socio-economic environment through the provision of new housing (including a provision of affordable housing), and the added effect of increase in spending in the local area.



Land at wragley way, Derby Design and Access Statement





LAND AT WRAGLEY WAY, DERBY

DESIGN

Ecology and Biodiversity

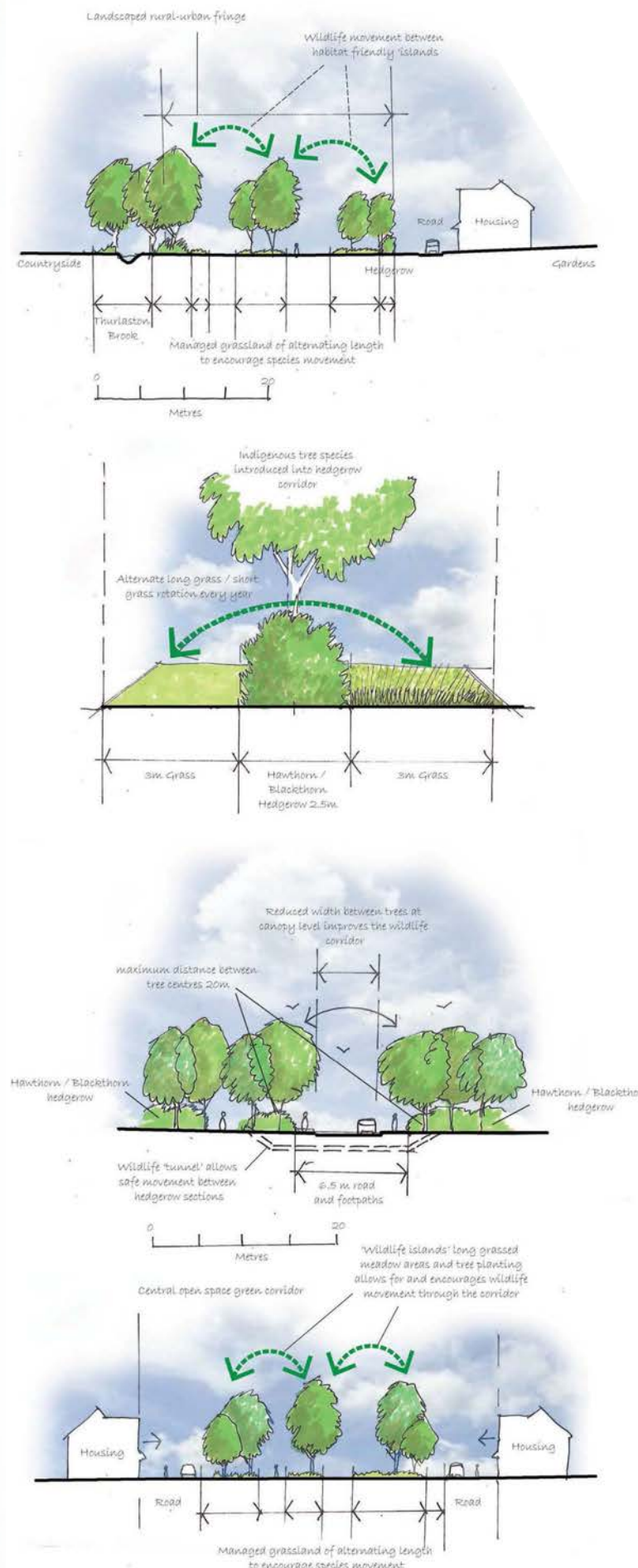
There is the opportunity to enhance habitats and encourage bio-diversity through appropriate landscaping. Precautionary methods of work would be followed to avoid any possible habitat disruption.

The green infrastructure strategy (page 50) clearly illustrates a fully integrated linked green network of space and corridors as a key component of the masterplan. These comprise a wide variety of wildlife habitats including woodland, retained hedgerows and water courses.

The development will include substantial areas of open space allocation including the creation of a green linear urban fringe landscape 'buffer' and central linear parkland.

This will be reinforced by a linked wetland habitat SUD's, water course drainage system and flood attenuation pond infrastructure across the development.

Together this will provide an improved and enhanced wildlife habitat. Consequently this will develop an improved biodiversity and local ecology.



LAND AT WRAGLEY WAY, DERBY

DESIGN

Local Building Tradition

Existing development to the north of the site along Wragley Way and Sinfyn does not give a strong visual cue to local vernacular that any new development could or should follow.

Local building vernacular could form the basis for the architecture within the development (see below). Design cues could come from built form in the surrounding villages such as Barrow-upon-Trent, Swarkestone, Twyford and Willington. All of these local places provide a variety of building styles and materials that define unique local character.



Proposed New Build Style

The proposal will offer a variety in character to add interest and contrast whilst responding to the context of the site. Development facing onto Wragley Way could be set back a similar distance to existing properties, mirroring building form and height and completing the street.

Central streets through the scheme should be comfortably enclosed by built form on both sides with frontages set back behind short front gardens. These areas could accommodate higher densities of development incorporating buildings up to 2.5 storeys.

Development facing onto open spaces and along the southern boundary will be set back behind low trafficked streets and shared surface areas. Where appropriate, building forms will respond to sensitive edges of the site and integrated with new landscaping as illustrated in the photographs (right)

House Variety and Character

A variety mix of house typology creates a visually interesting townscape, housing character and identity. Attention to this level of detail is a critical component of successful placemaking. A good housing type mix allows for individual identity and, if designed as a harmonious built form grouping, will create a character neighbourhood and increase the value of development as a desirable place where people can identify with and want to live. The illustrations (right) show good practice and what can be achieved with contemporary housing design whilst respecting local building traditions.

Recent Variation in House Types



Materials Palette (Residential)

New dwellings are likely to be predominantly brick with tiled roofs. New and innovative designs could be incorporated into the site to meet the demands for energy efficient, low carbon, easy to maintain, lifestyle-friendly housing.

The photograph montage (below) illustrates the local building tradition and materials of the East Midlands, with predominant red brick and light painted render walling with blue welsh slate and red buff plain tile roofing. This provides the colour, texture and material palette cue for new development of any new development on the site.

The example (centre right) illustrates contemporary housing design and use of material including exposed metal, timber, glass and contrasting primary colour render. This design approach and detailing could also be acceptable to add to character and variety in the development.



Materials Palette (Commercial)

The employment area will have a different materials palette to the housing area. The illustration (below) shows the use of contemporary building materials including steel framed construction, weather proofed coated natural and coloured metal sheet panel cladding, glazed and wooden cladding feature detailing where appropriate.

Creative combination and use of different materials can visually break down large horizontal massing of basic 'shed' built form.

The application of a variety of cladding materials on the steel building frame can add character to a commercial and employment park campus.



Contemporary Good Design

An aerial photograph showing a suburban residential area with a road and green fields in the foreground. The road is a multi-lane highway with a central reservation. The residential area is characterized by rows of houses with red-tiled roofs. The background shows more residential areas and some industrial buildings.

6 DELIVERY

Delivering a project is concerned with translating a master plan proposal through the detailed design process to establishing the development on the ground.

This section explores the phasing of the project through infrastructure provision, establishing funding proposals and management mechanism.

These outline proposals are a tool to inform later stages of the design process and secure detailed approval.

Stages of Development

It is expected that Infinity Garden Village as a whole will be developed over a period of between 10 and 20 years. The residential element presented within this Design and Access Statement will likely be completed in advance of full build out of the employment areas. Residential development will be phased such that necessary infrastructure is provided at the required time.

Indicative phasing will be agreed as part of this outline application. Detailed phasing will be agreed as part of future planning applications.

The residential site could support a number of housing developers at the same time, operating from different locations within the allocation. This would allow for a greater diversity of housing product to be provided. Concurrent development from multiple outlets would also allow local housing need to be met more rapidly. Figure 20 shows a possible phasing strategy.

Infrastructure Provision

As part of any agreement on the phased delivery of development, a staged approach to the provision of new and enhanced infrastructure would be agreed. This is so as to ensure that new residents are provided with the services and facilities necessary to support new communities, and avoid overloading existing services and facilities.

Funding Infrastructure

New infrastructure could be funded through a number of mechanisms. New development will directly fund some improvements. Other infrastructure may be funded through charges on new properties, one potential example being a maintenance charge for the greenspace areas.

Management of Infrastructure

IGV will provide a wide range of infrastructure. Some of this, such as the majority of roads and utilities, will be 'adopted' by statutory authorities and undertakers and maintained at the public expense. Developers will be required to pay an initial 'commuted sum' towards its upkeep.

Ownership and management of some other infrastructure, such as drainage ponds, play areas, open space and landscaping, may be adopted by the local authority in full or in part, or retained by an appointed management company. All infrastructure will be maintained and managed over the long term.

It may be suitable for community-led organisations to take a lead role in the management of some facilities, such as the community hall and any allotments.

Securing Detailed Approval

These outline applications represent only a stage in the planning process before new development can take place. Further 'reserved matters' approvals will also be required to reach agreement on the detailed design of the proposals. This will offer a further opportunity to existing residents and other stakeholders to be involved in and influence the decision making process. This could include continued use of existing mechanisms such as the IGV Liaison Group.

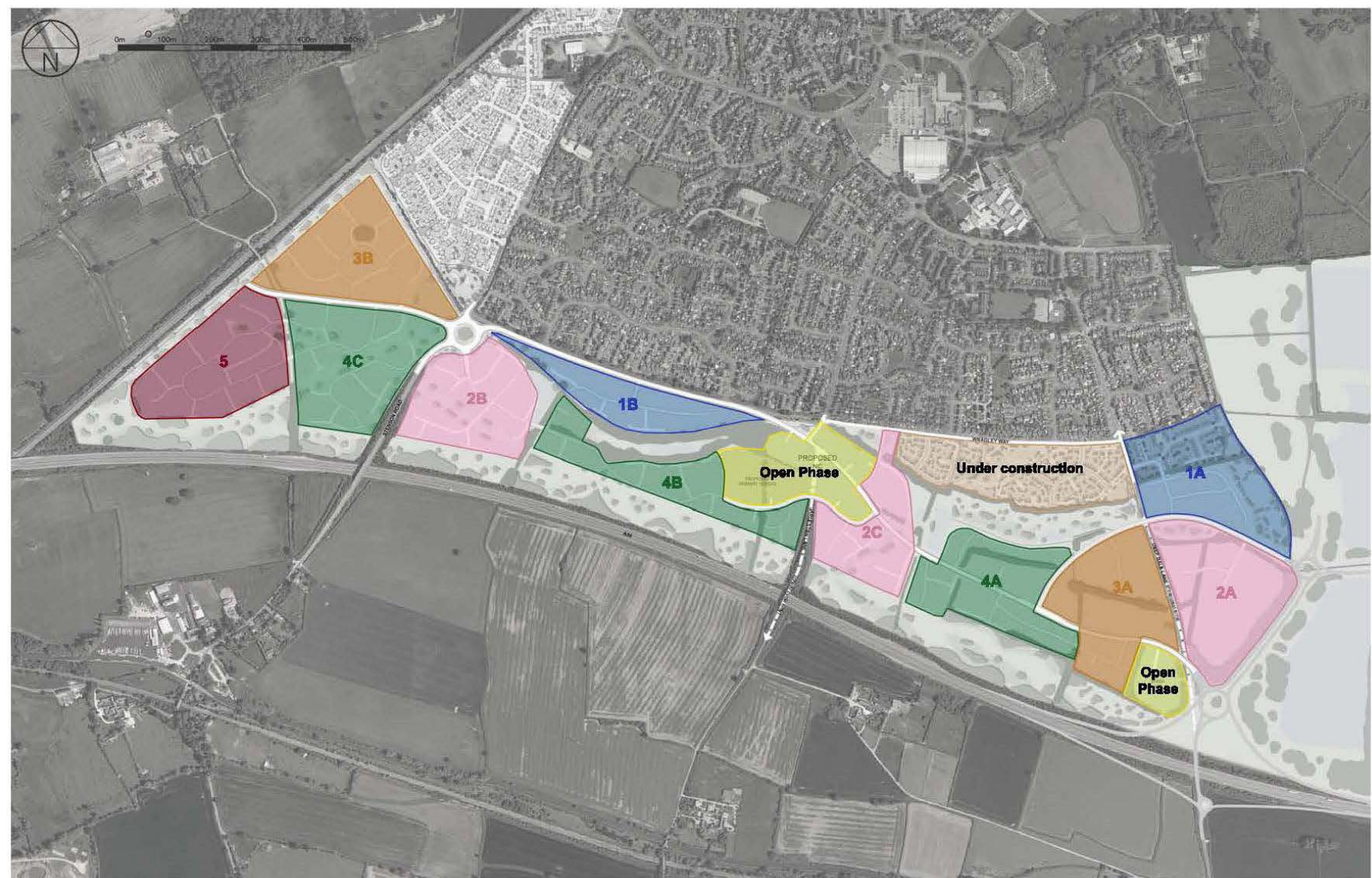


Figure 20: Potential Indicative Phasing Plan

7 CONCLUSION



An aerial photograph of a suburban residential area. In the foreground, there are large green fields and a road. The middle ground shows a dense residential area with many houses and a road. In the background, there are more houses and some industrial buildings. The sky is clear and blue.

Executive Synopsis

This section provides an overview summary of the Wragley Way element of the Infinity Garden Village proposals.

This section summarises the key components of the masterplan and identifies next steps of the development process and the way ahead.

LAND AT WRAGLEY WAY, DERBY

CONCLUSION

This Design and Access Statement has presented proposals for residential and employment development that form part of Infinity Garden Village. The proposal would contribute to the delivery of a wide range of social, economic and environmental benefits.

It has set out the background to the Infinity Garden Village proposals, Local Plan commitments and related policy. The Vision for the Infinity Garden Village proposals as a whole has been outlined and how the Design Concept for land at Wragley Way has emerged from and responded to that.

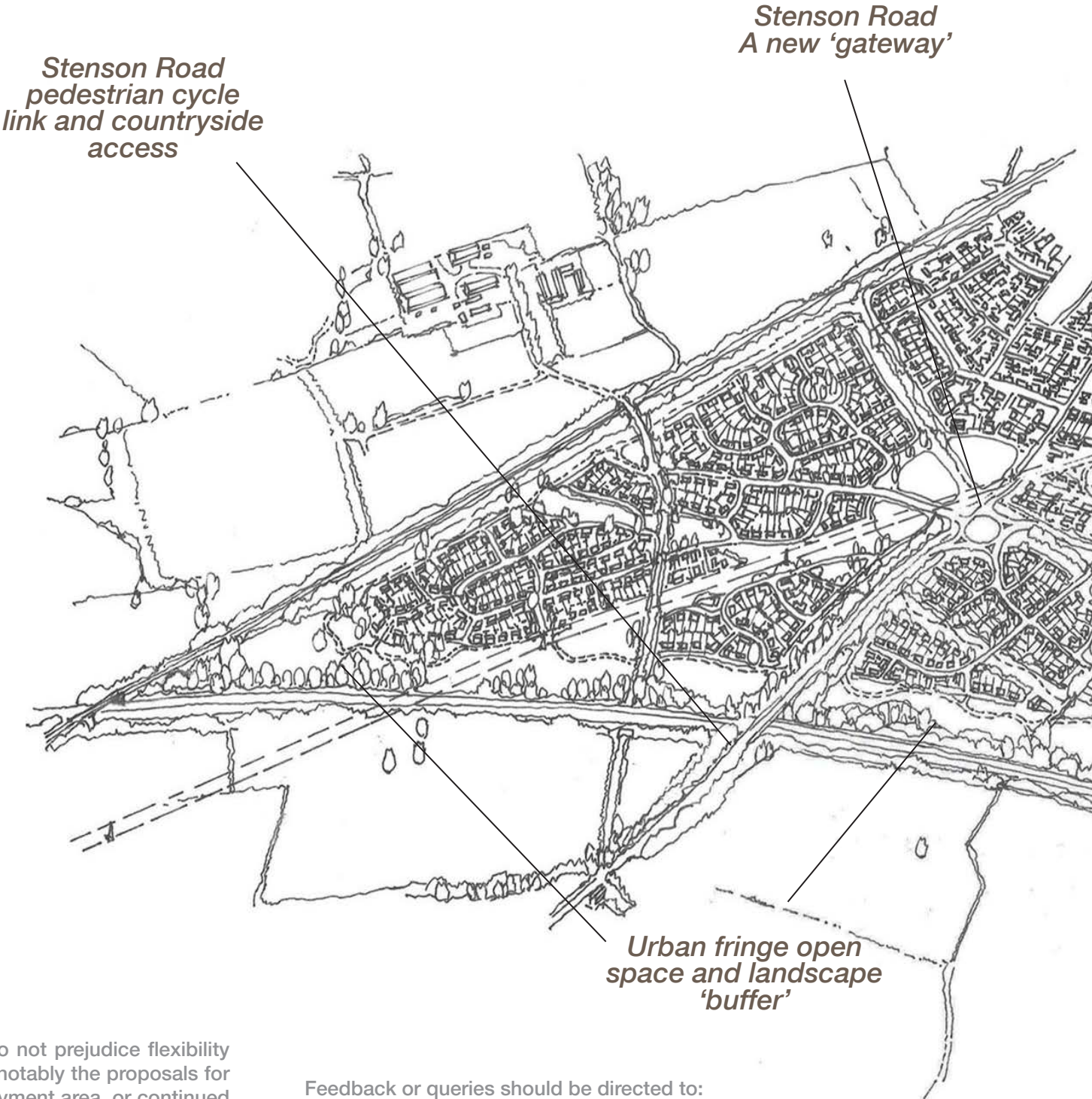
Design concepts and more detailed design principles have been presented as part of a comprehensive masterplan-led approach that will help to ensure the Infinity Garden Village Vision is carried through to all phases of development. In particular, the outline applications as submitted present comprehensive, masterplan-led proposals that would provide: significant numbers of new, high quality homes; new development with a distinctive sense of place; development within a ‘green framework’ offering ecological, landscape and open space benefits; provide opportunities for new and existing residents to adopt healthy living choices with easy access to attractive areas for recreation and leisure, contributing to well-being; new and enhanced infrastructure to meet the essential needs to residents and provide places to meet and interact, engendering a sense of community; employment opportunities in close proximity to places where people will want to live.

Requirements for new and enhanced infrastructure to meet community needs, and the means by which such infrastructure could be funded and managed, have been identified.

The Infinity Garden Village proposals continue to be refined through ongoing engagement involving the Local Authorities, statutory agencies, Parish Council, local residents and other interested parties, including the Infinity Garden Village Liaison Forum. This document serves as a means of communicating the emerging ideas and proposals for development at Wragley Way, as part of Infinity Garden Village, to help to secure feedback to inform more detailed proposals.

This Design and Access Statement demonstrates that the site and surrounding area have been carefully assessed and evaluated to identify social, economic and environmental constraints and opportunities that need to be considered in any development of the site. The decision making process has resulted in proposals that have responded positively to a wide range of issues including access, visual impact, landscape, ecology, housing need and urban design good practice.

The proposal represents an opportunity to deliver sustainable forms of development which relate directly to the site’s physical, social and environmental context and reflects the requirements of national and local planning policy. In particular, the proposals will deliver development that accords with land allocation within the adopted South Derbyshire Local Plan: Part 1 and consistent with wider South Derby Growth Zone and Infinity Garden Village proposals, as supported by the Government’s Garden Village programme.



The proposals set out in these applications do not prejudice flexibility of decision making on those wider proposals, notably the proposals for expansion of Infinity Park as a key local employment area, or continued flexibility in comprehensive masterplanning.

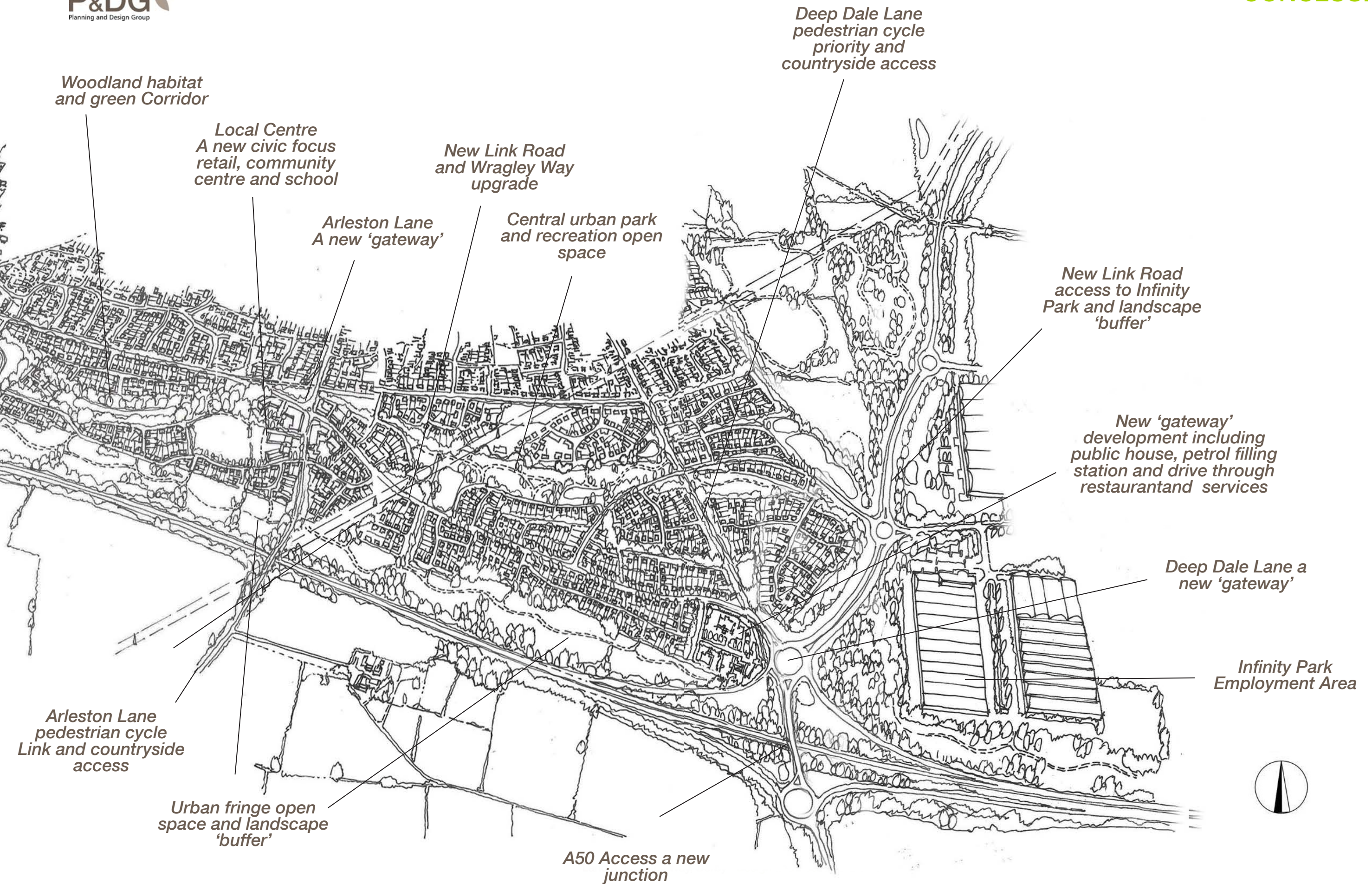
Subject to the provision of critical infrastructure, the residential proposals are capable of development independent of any progress with the adjacent employment proposals. The proposals will make a significant contribution towards meeting the urgent need for new homes, as underpinned by the Local Plan allocation. On that basis, Hallam Land Management Limited would welcome swift approval so that the many benefits of the proposed development can be delivered as soon as possible, recognising the Government’s objective of significantly boosting the supply of homes and support for locally-led proposals through the Garden Village programme.

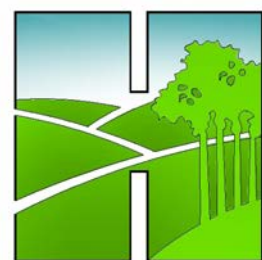
Feedback or queries should be directed to:

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