

OCCUPATION LANE, WOODVILLE



Key

-  Site Boundary
21.49Ha
-  Development - Residential
7.85Ha / 19.10 Ac - Up to 300 dwellings
@33dph
-  Development - Employment
-  Development - Local Centre
(Indicative Access Points Shown)
-  Public Open Space
-  Play Space
LEAP or natural play equivalent
-  Existing Trees & Vegetation
FPCR
-  Proposed Trees & Vegetation
Shown Indicatively
-  Drainage
Curtins/Aecom
-  Vehicular Site Access Points
-  Further Access into Employment Areas
-  Link Road (by others)
Aecom - WVL-AEC-XX-XX-DR-LP-00001 Landscape
planting-REV B
-  Existing Public Rights of Way
-  Realigned Public Rights of Way
-  Pedestrian Land/or Cycle Links

3.1 PUBLIC CONSULTATION

The purpose of this section is to set out how the applicant has engaged with the local community and other key stakeholders, the key issues that have emerged through the consultation process to date, and how the design proposal has evolved to reflect these issues.

Public consultation is an essential element of the planning and development process. Good consultation engages with all sectors of society, at early stages, to develop a sense of understanding about the issues, concerns and opportunities found in the local community that could be affected by a proposed development.

3.1.1 Leaflets

Leaflets were produced for circulation to approximately 2,000 households and businesses near to the proposed development on 9th, 10th and 13th May 2019.

Leaflets were also placed at Woodville Library and Information Centre, and at the exhibition venue – Woodville Methodist Church.

The leaflets set out information about the proposals and explained the rationale behind the consultation, provided a copy of the illustrative masterplan and invited engagement.

3.1.2 Website

A website was set up at www.woodville-regeneration.co.uk to provide easily accessible information on the development proposals, a copy of the illustrative masterplan and exhibition boards, and an online form to provide feedback on the proposals.

The website went live on the morning of the public exhibition.

3.1.3 Public Exhibition

A consultation event was arranged to allow local residents to view the proposals for development. The public exhibition was held on Tuesday 28th May 2019 from 3:00pm to 7:00pm at Woodville Methodist Church, 82 High Street, Woodville, Swadlincote DE11 7EA. A preview session was held from 2:30pm – 3:00pm for invited Local Councillors.

Representatives from the development team were on hand to answer any questions or queries residents had about the proposals and the emerging plan.

Exhibition boards explaining the development proposals and showing an illustrative masterplan were on display at the exhibition. Comments forms were available for completion at the exhibition, or alternatively could be returned to Pegasus Group by post. The consultation period ran until 14th June 2019.

3.1.4 Response

The consultation process was considered to be successful, with a significant number of responses and a wide range of views received. Approximately 78 people attended the public exhibition. A total of 34 comments were received from all sources during the consultation process up to Friday 14th June 2019. The majority of comments received were in relation to the proposed housing element of the development proposals.

The largest number of comments received when broken down by topic were in relation to transport, and particularly the ability for the local highways network to cope with the increased traffic arising from the proposed development. Several comments were raised in relation to the secondary access from Occupation Lane that was proposed at the consultation stage. Additional comments were raised in relation to current safety issues at the Main Road/Occupation Lane junction at Albert Village.

In relation to facilities and services, many of the comments received were in relation to current capacity issues at local primary schools as well as at local GP practices, and how the proposed development will worsen this.

The feedback received through public consultation has been fully considered as the application proposals have been finalised. The submission has sought to take account of the feedback where this is considered to be appropriate having regard to the detailed technical assessments. The engagement exercise has allowed local residents and stakeholders to consider the proposals before the planning application had been finalised. The submitted scheme responds to the engagement and has been amended, as appropriate. One of the key changes from the consultation version masterplan is the removal of the secondary access from Occupation Lane that was previously proposed.



1. & 2. IMAGES FROM PUBLIC CONSULTATION EVENT
(OPPOSITE PAGE) EXHIBITION BOARD USED AT PUBLIC CONSULTATION EVENT





DESIGN PRINCIPLES & SUSTAINABLE STRUCTURING

4.1 Design Principles



4.1 DESIGN PRINCIPLES

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

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:

4.1.1 Function & Quality

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (paragraph 127, point A, NPPF 2019)

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

4.1.2 Visually Attractive

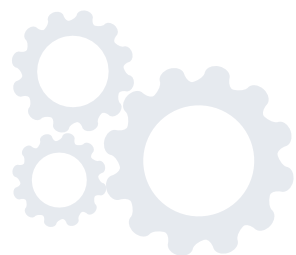
“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (paragraph 127, point B, NPPF 2019)

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

4.1.3 Response to Context

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (paragraph 127, point C, NPPF 2019)

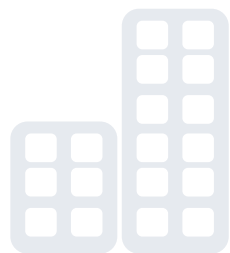
- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and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



4.1.4 Strong Sense of Place

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)” (paragraph 127, point D, NPPF 2019)

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



4.1.5 Accessibility

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (paragraph 127, point E, NPPF 2019)

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



4.1.6 Safe, Inclusive & Accessible Places

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (paragraph 127, point F, NPPF 2019)

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







DESIGN PROPOSALS

- 5.1 The Design Proposal**
- 5.2 Site Layout**
- 5.3 Use & Amount of Development**
- 5.4 Access & Movement**
- 5.5 Scale**
- 5.6 Landscape Strategy**
- 5.7 Sustainable Design**



5.1 THE DESIGN PROPOSAL

This chapter explains the principles that have been applied to particular aspects of the design, such as layout, use and amount, access, continuity and enclosure, appearance, landscape and sustainable design in accordance and with reference to the SDDC DG.

Site Layout

The way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.

Use & Amount of Development

How much development is proposed. For residential development, this means the number of proposed units for residential use and for all other development, this means the proposed floor space for each proposed use.

Access & Movement

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

Scale

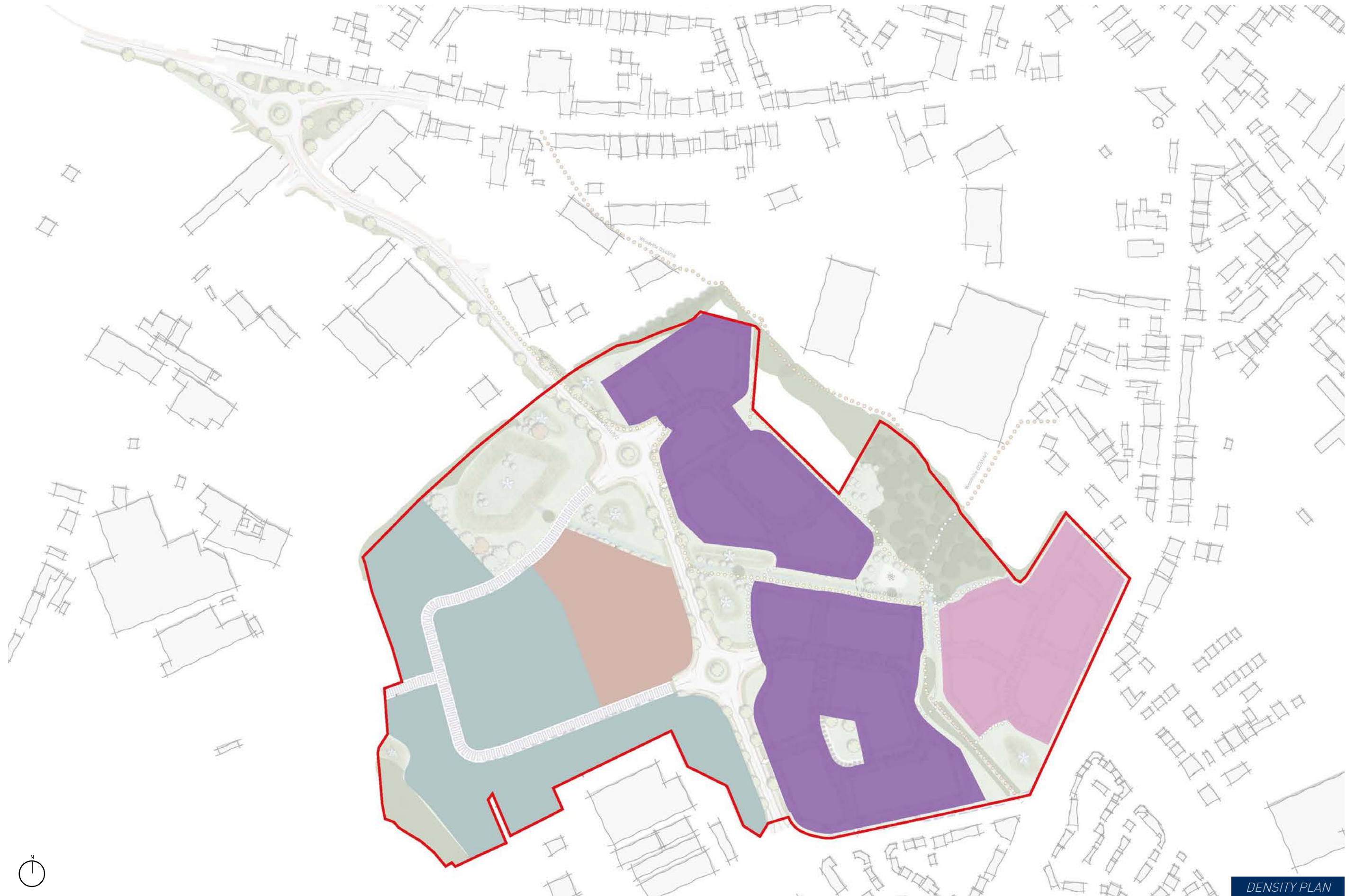
The height, width and length of each building proposed in relation to its surroundings.

Landscape Strategy

This is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Sustainable Design

Outlines the principles of sustainable design.



5.2 SITE LAYOUT

Whilst layout is reserved at this stage, a clear concept has been developed that can ultimately inform the location of streets, spaces, and buildings.

5.2.1 Response to the Context

The proposals have been influenced by the characteristics of the site, it's context and a series of good design principles.

The existing watercourse which dissects the site is retained and continues to form the route of an important cycle link to and through the site. Running from east to west this corridor links the cycleway and footpath entering the site at Moira Road / Occupation Lane in the south east to the wider open space provision throughout the site and the local centre / employment land in the west of the site.

High quality trees identified by the arboricultural survey in the area of the small woodland groups to the north east of the site are retained. Development is set back from this area of existing vegetation along the north eastern boundary to form a visual landscape screen from the existing industrial buildings.

An area of children's equipped play is proposed, located to minimise walking distances from housing. Located centrally within the loop of the principal route and will form part of a central green space with the backdrop of existing vegetation.

Within a network of green corridors running through the scheme, a series of swales and drainage ponds are planned to manage the surface water run-off from the proposed development.

5.2.2 Built Form

Development parcels have been established which encourage the use of perimeter blocks. This form helps to create strong frontages to the public realm and locates defensible private space at the rear of properties.

Important frontages line key routes and help to reinforce the sense of place.

Areas of open space will be overlooked by adjacent properties, providing safety and security through natural surveillance.

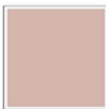
5.2.3 Keynote Buildings

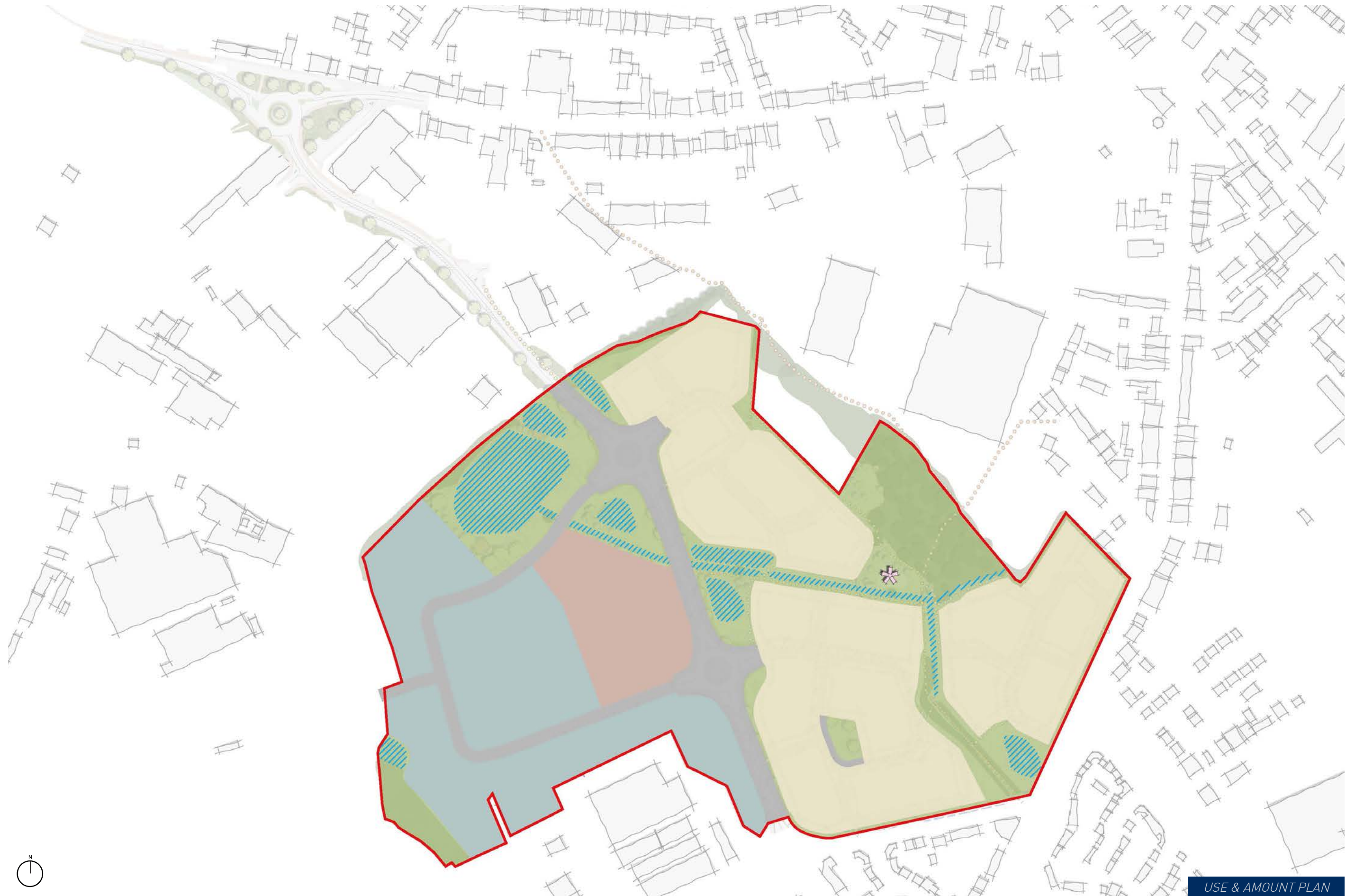
Keynote buildings will be carefully sited to act as focal points within the scheme to aid legibility and help create an attractive street scene. They should address important vistas throughout the scheme and will act as visual prompts for residents and visitors.

5.2.4 Waste & Recycling

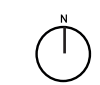
It is proposed that bins will be stored in rear gardens, with all properties having safe and convenient access to the street to leave bins out for collection. This arrangement will ensure that people are able to access the garden without having to walk through their home.

Key

	Residential Development Up to 36dph
	Residential Development 36-42dph
	Employment Area TBC - See Planning Statement
	Local Centre TBC - See Planning Statement



USE & AMOUNT PLAN



5.3 USE & AMOUNT OF DEVELOPMENT

(The Town and Country Planning (Development Management Procedure) (England) Order 2015 states that “amount” means (a) the number of proposed units for residential use).

5.3.1 Residential - up to 300 dwellings (Class C3)

The development achieves an average net density of 35-37.5 dwellings per hectare (dph). This density will allow for the formation of differing densities across the development including higher density, including apartment blocks, towards the existing urban areas and lower densities near landscape sensitive areas.

Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to, and reflect the housing stock in the local area and which will help assimilate the development into the surrounding areas.

The density will also allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

5.3.2 Local Centre

Mixed use areas provide a good basis for building communities that, in turn, will provide support to the facilities. The masterplan proposes a local centre at the heart of the scheme, accessible easily by the proposed spine road and the existing and proposed network of footpaths.

The local centre will provide a range of facilities that could possibly include a local food store, other retail uses, public house and restaurants. A diverse mix of uses will contribute towards making this area an active and vibrant place throughout the day.

It is anticipated that the local centre will complement existing town centre retail facilities rather than compete with it by providing community facilities within convenient walking distances of new dwellings. The following uses could be accommodated:

- A1 Food store up to 1,600 sqm;
- A3 Restaurants & Cafés up to 700 sqm; and
- A4 Public House up to 550 sqm;

5.3.3 Employment

An area of land has been set aside to allow for an employment or business park that will provide opportunities for employment to the local residents and those living within the wider area. This area of land could consist of a mix of B1, B2 and B8 units.

- B1 up to 2,000 sqm;
- B2 up to 4,000 sqm; and
- B8 up to 8,000 sqm.

The siting of the employment land to the west of the proposed Woodville Regeneration Route presents a sustainable and logical location for businesses to re-locate or establish.

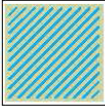
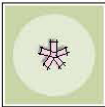
The new Regeneration Route, linking to Hepworth Road, will relieve Woodville centre of the majority of heavy goods traffic and allow servicing of proposed and existing employment / industrial buildings in the locality to be serviced effectively without adverse impact on the residential streets nearby.

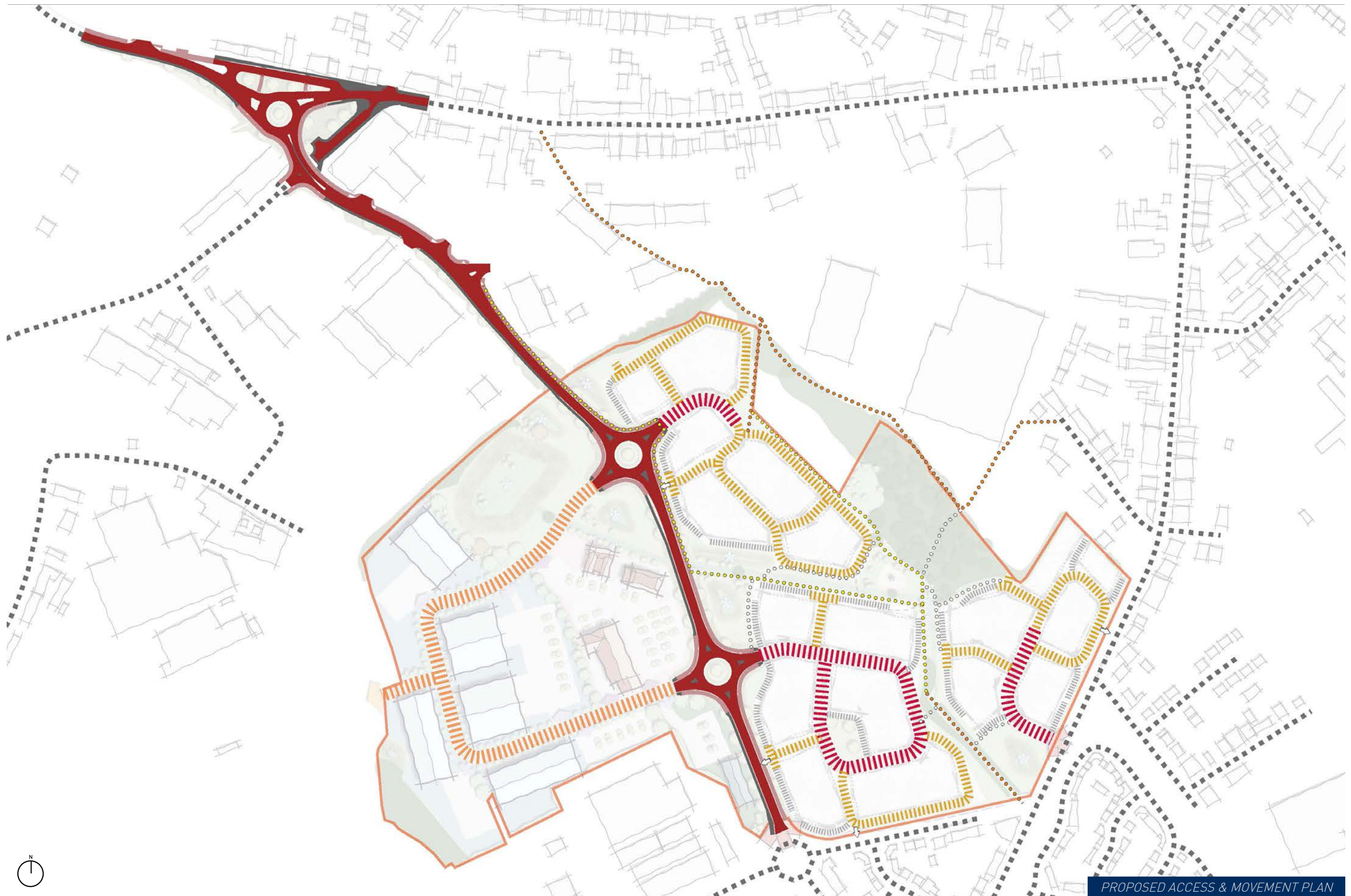
5.3.4 Public Open Space & Green Infrastructure

The amount of open space provided has been designed in order to cater for the recreational needs of the existing, and new community extension and also to ensure a quantum of proposed open space, appropriate to the National Forest setting.

A network of connected green corridors is proposed, with a LEAP play area at the heart of the scheme. The proposed open spaces link with existing POS infrastructure established by the previous Bryant and Taylor Wimpey residential developments to the South and to the West at the Albert Village lake and the Swainswood Leisure park.

Key

 Residential Development Area 7.72Ha	 Public Open Space 5.80Ha Includes drainage areas, existing trees & vegetation
 Employment Development Area 4.61Ha	 Drainage Areas Included as part of public open space provision
 Local Centre Development Area 1.37Ha	 Children's Play Space LEAP or Natural Play Equivalent
 Road Infrastructure 1.99Ha Illustratively shown & delivered by others	7.72Ha + 4.61Ha + 1.37Ha + 1.99Ha + 5.80Ha = 21.49Ha = to site Area



5.4 ACCESS & MOVEMENT

5.4.1 Proposed Access & Movement

The indicative masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, with particular focus on street design and legibility (BNE1 :b) accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure.

The movement hierarchy is clearly defined by the primary routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.

In establishing a hierarchical approach to the proposed street typologies will naturally slow vehicle speeds when using lower level streets, or those most likely to be shared surfaces.

Residential Avenues

These routes will be primarily those that stem from primary site entrances and therefore will employ a greater level of pedestrian separation from the carriageway by the use of tree lined verges.

Residential Lanes

These secondary streets serve the interiors of individual residential parcels, their identity is characterised by physical traffic calming measures, areas of landscaping, trees and the sharing of pedestrian and vehicular zones to encourage slower vehicular speeds.

Private Drives

The smallest routes generally serve five or fewer dwellings and stem from turning areas where adopted residential lanes terminate or continue as footpaths into areas of public open space.

Pedestrian and cycle links have been located so as to encourage residents to use them and in particular utilise the established routes across and beyond the site. Pedestrians are led into the site from well-lit links created between existing and proposed residential areas primarily:

- At the cycleway / footpath linkage at the end of Occupation Lane / Moira Road;
- At the existing footpath link at Vicarage Road, to which pedestrian routes link to from within the site;
- From Swadlincote Road adjacent Massey's DIY store; and
- All pedestrian links will be suitable for use by disabled people.

5.4.3 Parking

When detailed proposals are presented, parking should be designed in line with the guidance contained within the SDDC DG – Street Design movement and legibility section, with particular regard to the provision of adequate, well-designed and comfortable parking.

Courtyard parking within the development blocks should be designed so that each has their own sense of place and will serve only a few units, thus creating a private well defined area with good surveillance from dwellings, especially if a number of homes are situated with their primary elevation facing into the court.

Parking in these courts should also be provided so that parking is convenient for the user to promote its use. Generally, there will be only one vehicular access point preferably through the building line. These areas will be overlooked by properties in order to increase perceived and actual safety.

The majority of allocated parking will be provided on-plot, as either frontage parking areas broken up with areas of landscape and street trees, or located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.

5.4.2 Footpaths & Cycleways - Encouraging Healthy Lifestyles

The location of the site close to the established community of Woodville, adjacent to the town centre and close to public transport nodes are positive characteristics which can be maximised through the provision and enhancement of safe, direct, convenient and interesting pedestrian routes.

The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. The potential for connections to the existing network of existing and future off-site footpaths will allow users of all ages and abilities to move safely and conveniently between all points of the development including the proposed surrounding mixed use facilities and the amenities a short distance away in Woodville town centre.

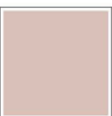
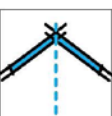
The following measures to provide accessibility by foot and cycle are proposed:

- Provision of pedestrian/cycle links through the site;
- Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
- Particular attention to be paid to surface quality, and sufficient 'overlook' to provide a sense of safety and security for users; and
- Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.





Key

	Residential Development Single storey
	Residential Development Up to 2 storeys
	Residential Development Up to 2.5 storeys
	Residential Development Up to 3 storeys
	Residential Development Up to 4 storeys
	Employment & Industrial Development Portal frame buildings and buildings associated with employment use, of industrial scale
	Local Centre Up to 3 storeys
	Key Building Locations Respond to scale of surrounding built form
	Localised Views Key development frontages
	Key Building Frontages Urban environment
	Key Building Frontages Open space environment

5.5 SCALE

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. Two storey units will be placed near to the existing urban form to minimise the impact of new development, there will however be occasional 2.5-3 storey dwellings in key locations to provide distinctiveness in the street scene.

In terms of a variety in the heights and massing of the residential buildings, this is achieved through the use of a range of house types and sizes ranging from smaller units to 3-4 bedroom detached houses.

Apartment blocks up to 4 storeys could be utilised in key locations to the south of the site, particularly at the link roundabout on Occupation Lane and where it conjoins Moira Road with a cycleway and footpath to reflect the scale and massing of buildings adjacent.



5.6 LANDSCAPE STRATEGY

Landscape design is a key component for creating a successful development to tie in with the existing structured landscaping, open space and be appropriate for The National Forest setting.

Utilising the existing site features to create continuous green routes are integral to the site concept creating a strong landscape structure across the development. The new green infrastructure has been a driving factor in the creation of new routes and spaces within the masterplan and the landscape helps to further define the public and private space whilst adding colour, water, and seasonal interest to the residential environment.

Successful green spaces help create more attractive places and provide safer routes. From an ecological perspective they can also increase flood protection and sustainable drainage as well as providing better microclimates and enhancing biodiversity. Design Council CABE outline the following eight qualities of successful open spaces:

- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity.

5.6.1 Open Space Strategy & Typologies

The masterplan structure has been developed with a landscape led approach. Areas of existing vegetation are generally linear, centralised around existing watercourses and boundaries. These linear landscape zones will be retained and strengthened by realigning public rights of way to take advantage of them as movement corridors.

Predominantly, areas of public open space are concentrated around the perimeter of the proposed residential development areas with a central green space accommodating a play area at the heart of the development.

The site landscape strategy has prioritised SUDS as a method of surface water drainage, with areas of drainage being centralised around the linear 'greenways' that bisect development areas as well as key entrances. Areas of SUDS will enhance habitat value and add to the green character of the site.

5.6.2 Play Spaces Within the Landscape Areas

The development has also been assessed against 'Design for Play: A Guide to Creating Successful Play Spaces' by Play England which provides ideas and practical resources for building new play spaces in a fresh and inspiring manner. The guide advocates a fresh design-led approach to commissioning, based on 10 principles and encapsulated in one golden rule: a successful play space is a place in its own right, specially designed for its location, in such a way as to provide as much play value as possible. The play and green spaces conceived at outline stage, and realised within future detailed proposals will achieve the following objectives:

- Designed to enhance its setting;
- Located in the best possible place;
- Close to nature;
- Designed so that children can play in different ways;
- Geared towards encouraging disabled and able-bodied children to play together;
- Loved by the community;
- Where children of all ages play together;
- Designed to enable children to stretch and challenge themselves in every way;
- Maintained for play value and environmental sustainability; and
- Flexible and able to evolve as the children grow.

5.7 SUSTAINABLE DESIGN

The presumption in favour of sustainable development is at the heart of the planning system as set out in the National Planning Policy Framework (NPPF) and Local Plans.

Resolution 42/187 of the United Nations General Assembly defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “Our Common Future” (1987)) and is captured in paragraph 7 of the NPPF at Section 2: Achieving Sustainable Development.

To achieve sustainable development paragraph 8 of the NPPF states that the planning system has three overarching objectives;

- An economic objective – to build a strong, responsive and competitive economy;
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – protecting and enhancing the natural, built and historic environment.

The presumption in favour of sustainable development is described in greater detail at paragraph 11 of the NPPF (2018).

5.7.1 Sustainable Building Techniques

Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:

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

5.7.2 Crime Prevention

One of the design principles contained within the SDDC DG concentrates on Community Safety (BNE1:a) as well as aligning with one of the key objectives of the National Planning Policy Framework (NPPF) stating that developments should:

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 127 subsection F, NPPF 2019)

The design proposals for Occupation Lane, Woodville are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.

When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.

Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

In forming the design proposals the following key attributes have been included:

- Buildings are generally orientated back to back to ensure rear gardens are not exposed;
- Public open spaces, and in particular children’s play space are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination, where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form;
- The internal street network forms the required connected loop within the site, lower category roads serve smaller groups of dwellings but with a clearly different street character to signal a semi-private environment;
- Elsewhere, there are semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to know it ‘belongs’ to the dwellings;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance are to be designed into dwellings, not only through window positioning, but also through the use of bay windows in key locations to give a further angle of natural surveillance.





SUMMARY

- 6.1 Building for Life
- 6.2 Summary





6.1 BUILDING FOR LIFE

This DAS sets matters relating to:

- Use and amount of development;
- Access;
- Layout;
- Scale;
- Landscaping; and
- Appearance.

In assessing these proposals in accordance with BfL12, section 6 of this DAS provides specific reference in relation to the 12 Building for Life questions.

BfL12 comprises of 12 questions, with four questions in each chapter:

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

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

- Secure as many 'greens' as possible;
- Minimise the number of 'ambers'; and
- Avoid 'reds'.

A summary of the key design issues and themes is provided in the table opposite and shows that at the current outline stage, the proposals secure 10 out of the possible 12 'greens' with the potential to significantly improve this score through detailed design.

BFL score for the Woodville Regeneration area

The BFL score demonstrates that the scheme will:

- Fit comfortably into its surroundings and be a good neighbour;
- Create a sense of place and character where people will enjoy living; and
- Be well designed, attractive and safe.

BUILDING FOR LIFE 12

Integrating into the Neighbourhood

1 Connections	The application site represents the regeneration of a currently unused site and establishes a network of connections across the masterplan area to the surrounding locality. Specific to the application site, a new link road has been granted full planning permission via a separate application made by Derbyshire County Council (SDDC ref 9/2017/1222) as the primary linkage between the A514 Swadlincote Road to the existing bypass route at Hepworth Road. The link road separates the respective residential and employment site uses, whilst formalising a safe and logical network of footpath and cycleway routes.	
2 Facilities and services	The proposed footpath network includes links across the southern boundary into the existing neighbourhood to link Moira Road to local shopping facilities in Woodville for new residents and to the new areas of open space for the existing community. New areas of children’s play and formal recreation are located with consideration of walking distances and such that they are overlooked by adjacent properties, set back a suitable distance to avoid the potential for conflict between users and residents.	
3 Public transport	The proposed development is within close proximity of excellent bus services on Main Street at the end of Occupation Lane in Albert Village and where Moira Road joins the A511 at the Tollgate roundabout in Woodville centre.	
4 Meeting local housing requirements	The proposed development will help to deliver the housing requirements of the local plan and will include affordable dwellings in line with local authority requirement.	

Creating a Place

5 Character	The character assessment presented in the DAS demonstrates an awareness of local materials that could influence the detailed proposals and also identifies some street typologies that could inform the creation of a locally inspired identity. Awareness of the National Forest setting informs the proposed character areas and identified key note building locations establish an approach to the creation of variety through the scheme which could lead to the definition of a locally distinctive and will respect the character and appearance of its setting within the National Forest.	
6 Working with the site and its context	The masterplan proposals establish a framework that retains much of the existing vegetation across the site. The existing footpath and cycle links have been retained / diverted accordingly and form the basis for a connected movement strategy with minor diversions to present logical development areas. Existing vegetation and planting has been retained as a screen to existing negative uses to the north of the site.	
7 Creating well defined streets and spaces	The movement strategy proposed is based upon the creation of a street hierarchy consisting of a variety of street typologies. Detailed design (including landscape proposals) will need to ensure that streets and spaces are suitably enclosed, with reference made to the height : width ratios proposed in Manual for Streets. Potential locations of keynote buildings / apartment blocks are identified in the DAS, including at corners where it will be important to ensure buildings successfully address both exposed elevations. The perimeter block formation proposed also goes a long way to ensuring that all front doors address the street.	
8 Easy to find your way around	The identified hierarchy of streets provides the basis for the creation of a legible neighbourhood. Keynote buildings that address views and vistas add memorable features that people will notice and remember. Events along streets such as intersections with green corridors and areas of open space provide other points of interest that will make it easy for people to form a mental map of the place. The proposed National Forest character areas will help to break down the scale of the scheme and these can be enhanced by detailed design work defining the placement of colour and materials.	

Street & Home

9 Streets for all	There are opportunities through the definition of different typologies for the creation of streets that encourage low vehicle speeds and function as social spaces. Much of this work will be part of future detailed design work, but the submitted proposals do form the basis for this by the creating character areas and establishing a movement strategy. In particular, the intent shown through the DAS to positively define principal frontages with boundary treatments relevant to the local context begins to give houses kerb appeal and streets visual interest. A green score is achievable through detailed design work.	
10 Car parking	The final quantum of car parking will be provided in accordance with the SDDC Design guide parking standards SPD at detailed design stage. The strategy for provision of car parking is to ensure that it is located close to people’s homes and places parked cars where they can be seen by their owners, or at least where they know the car is safe. A range of parking solutions are anticipated, including on plot parking (using hard surfaced areas, garages and integral garages), frontage parking and rear parking courts serving apartment buildings and terraces. The aim for detailed designs solutions should be to ensure that parked cars do not dominate the streetscene, whilst providing sufficient spaces for residents and visitors that is positioned to avoid anti-social parking. A green score is achievable through detailed design work.	
11 Public and private spaces	The proposed perimeter block structure of the scheme will create secure private spaces to the rear (or side) of houses within the blocks and ensure that public spaces are addressed by active housing frontages. Semi-private frontages (principal boundaries) will be defined by boundary treatments established according to the character area. The network of footpath and cycle links will receive natural surveillance from adjacent houses as too will areas of formal open space such as children’s play areas and sports pitches which are well located. A green score is achievable through detailed design work.	
12 External storage and amenity space	It is proposed that bins will be stored in rear gardens, with all properties having safe and convenient access to the street to leave bins out for collection. This arrangement will ensure that people are able to access the garden without having to walk through their home. There is the potential for a green score here, subject to detailed design.	



Occupation Lane

Occupation Lane

Mora Road

Hepworth Road

Mora Road

6.2 SUMMARY

The proposed development will create housing choice, new areas for employment, leisure and new amenity spaces for the existing and new community whilst improving public access across the site and to the wider pedestrian network.

The masterplan is founded on the best practice in urban design, community integration and sustainable development alongside drawing on national (NPPF) and local (SDDC DG) best practice and guidance.

With strong links to the wider area, it aims to create a development for the 21st century, whilst reflecting and connecting the desirable elements of the local vernacular.

In this context, the development will respect the local character but also move the wider Woodville community towards a more sustainable future, through the regeneration of disused land and a significant increase in housing choice.

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

The development proposals will be achieved in the following way:

- The creation of an integrated residential community with a sensitive relationship to the existing settlement;
- Creating new employment areas and an attractive local centre for residents and the wider community;
- The creation of the final phase of new roadway, bypassing Woodville town centre to relieve existing traffic burden and the creation of safe pedestrian routes through the development;
- Providing a development that is well connected, readily understood and easily navigated;
- The creation of a strong landscape structure that responds to the local area and retains and enhances existing landscape features within the site;
- Providing a range of dwelling sizes, types and tenures that offers an accessible and acceptable choice of lifestyles; and
- Promoting the objectives of sustainable development through layout and design.

