



Eggington Road, Etwall

Design & Access Statement

Taylor Wimpey UK Ltd

March 2017

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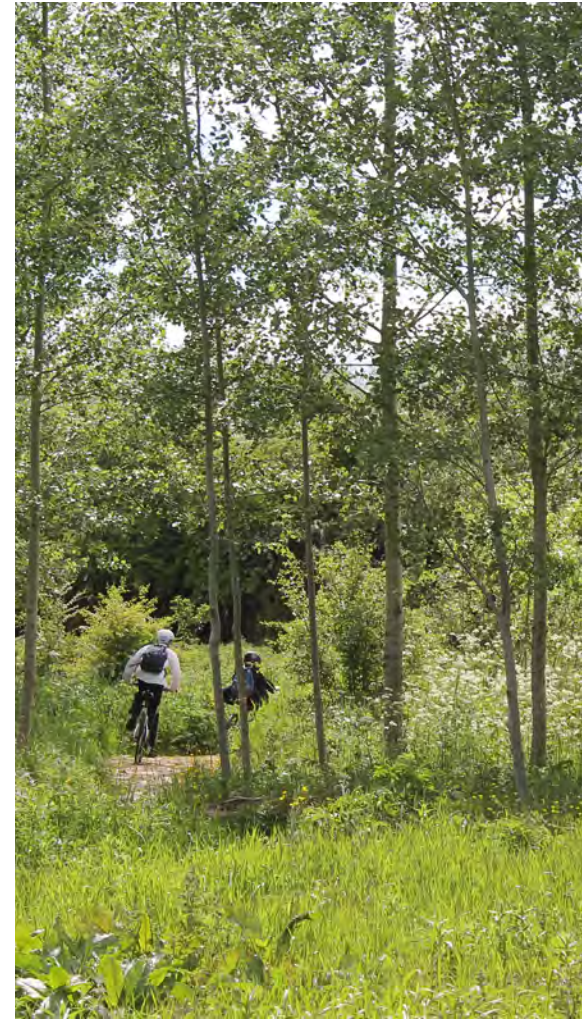
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Development at the Site seeks to bring the following benefits to Etwall:

- A range of new, predominantly family, houses situated in a sustainable location close to key village services and facilities.
- Provision of a proportion of affordable dwellings.
- A scheme that naturally rounds-off and provides a positive southern settlement edge for the village.
- An environmentally sensitive development that considers and utilises the Site's natural features to enrich the function and setting of the built environment, as well as responding to existing site constraints such as noise.
- Maintenance and enhancement of existing trees and hedgerows where possible safeguarding biodiversity.
- Providing new footpath links to improve accessibility between the strategic footway and cycle networks in and around Etwall.
- Provision of new publicly accessible open spaces to meeting amenity requirements and potentially delivering new areas of children's play, benefiting both new and existing residents.





Introduction

This Design and Access Statement (DAS) has been prepared on behalf of Taylor Wimpey UK Ltd (the Applicant), to support two concurrent outline planning applications on land to the west of Egginton Road, Etwall.

1. Scope of DAS

1.1 This document sets out the combined design and development principles for concurrent planning applications.

1.2 The DAS forms part of a comprehensive package of information submitted with the applications, which includes the following supporting documents:

- Planning Statement (Inc. Affordable Housing Statement and Draft Heads of Terms and the Statement of Community Engagement)
- Landscape and Visual Assessment
- Transport Statement and Travel Plan
- Flood Risk Assessment / Drainage Strategy
- Ecological Impact Assessment
- Arboricultural Assessment (to be appended to the Ecological Assessment)
- Land Quality Statement
- Noise Constraints Study

1.3 The collective information provides a detailed analysis of the Sites and context and has informed and supports the design proposals set out in this DAS.

1.4 The DAS is submitted in compliance with the Development Management Procedure (England) Order 2010 (DMPO) as amended, and the Planning Practice Guidance website (PPG), specifically paragraph 031, reference ID 14-031-20140306.

1.5 The DAS illustrates the design principles and concepts that underpin the concurrent outline application proposals.

1.6 Specifically, responding to the PPG requirements ‘What should be included in a DAS’, this DAS confirms:

- The design principles and concepts;
- The steps taken to appraise the context of the proposed development and how the design has taken this into account;
- The approach to access; Local Plan Policies; consultation undertaken in relation to access issues; and how the outcome has informed the proposed development.

1.7 The DAS also provides details relevant to an outline planning application, which include:

- Information about the proposed uses, including the amount and distribution of uses;
- Indicating the area where access points in to the development, as required under article 4(5) of the DMPO;
- How the development has incorporated local character and responded to local context through the development heights, architectural appearance of the dwellings and the proposed landscape approach.

1.8 A Building for Life 12 pre-assessment has been provided at Section 19 of this statement. This has been used as a checklist to confirm how the design proposals perform against each of the criteria.

2. Location & Description of the Sites

2.1 The Village of Etwall is located to the east of the A516 and north of the A50. It is located in the north western part of South Derbyshire and is well located in relation to the larger urban areas of Derby and Burton upon Trent which are both approximately 11km from the village and accessed via the local trunk road network (Figure 2.1).

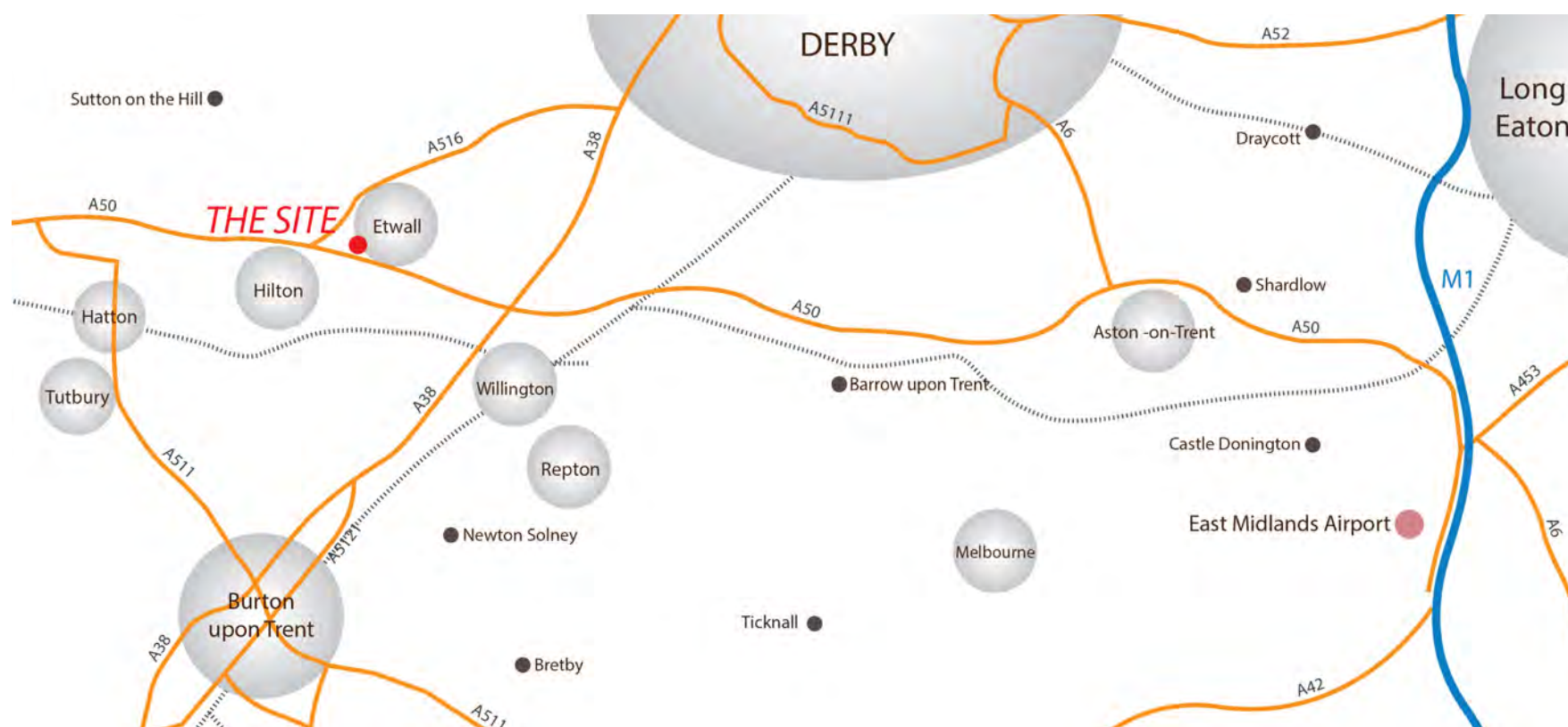


Figure 2.1 Wider Context and Site Location Plan

2.2 Figure 2.2 illustrates the boundaries of the concurrent Planning Application Sites (here after called the Sites). The Sites are located to the south-west of the existing built area of Etwall, immediately adjacent to existing residential development on both Egginton Road and Chestnut Grove/The Bancroft. To the west of the Sites is Etwall Brook.

2.3 The combined Sites are approximately 7.95ha in total and comprise fields bounded by hedgerows, with occasional trees.

- 2.4 Included within the Sites are:
- An access track to the Seven Trent Sewage Treatment Works;
 - An access track to a field (in separate ownership) to the south of the Sites (adjacent and parallel to Egginton Road).
- 2.5 The Sites are located approximately 1km to the south of Etwall village core (located around the junction of Main Street and Hilton Road). As such, the Sites are well located to take advantage of the range of local services and facilities available in the village.





Figure 2.2 Application Boundaries & Site Location Aerial Plan

3. Contextual Features Review

3.1 Key features within the context of the Sites include the following:

- ① Sustrans route 549 underpass beneath A50
- ② Etwall Brook underpass beneath A50
- ③ Agricultural crossing through Etwall Brook
- ④ Historic hedgerow
- ⑤ Track leading to farm/paddocks located adjacent to A50 & Egginton Road
- ⑥ Severn Trent Sewage Treatment Works
- ⑦ Historic hedgerow and existing mature trees
- ⑧ Natural parkland & pathway
- ⑨ Access onto Sustrans route 549
- ⑩ Meadow grassland within flood plain and houses backing onto Sites
- ⑪ John Port School and Sports Centre
- ⑫ Local community centre (Frank Wickham Hall) and amenity space
- ⑬ Village centre (around Main Road)



Figure 3.1 Contextual Features



4. Concurrent Planning Applications

4.1 This DAS covers the two concurrent outline planning applications:

- Residential Application Boundary (Figure 4.1)– This application covers the residential components of the scheme.
- Landscape Application Boundary (Figure 4.1)– This application covers the strategic landscape components.

4.2 The two applications will be:

- Submitted concurrently;
- Should be considered in concert; and
- Will be linked in their delivery via planning conditions and section 106 agreements.

4.3 The submission of two planning applications has been subject to discussion during the pre-application stage and is consistent with the Council’s sequential approach to sites.

4.4 Plans within the DAS will illustrate the principles of the two concurrent applications together to show how each application is reliant on the other, and demonstrates the interrelationship between the two applications. This DAS also shows how the wider site and context analysis, design concepts and solutions have informed the proposed planning applications.

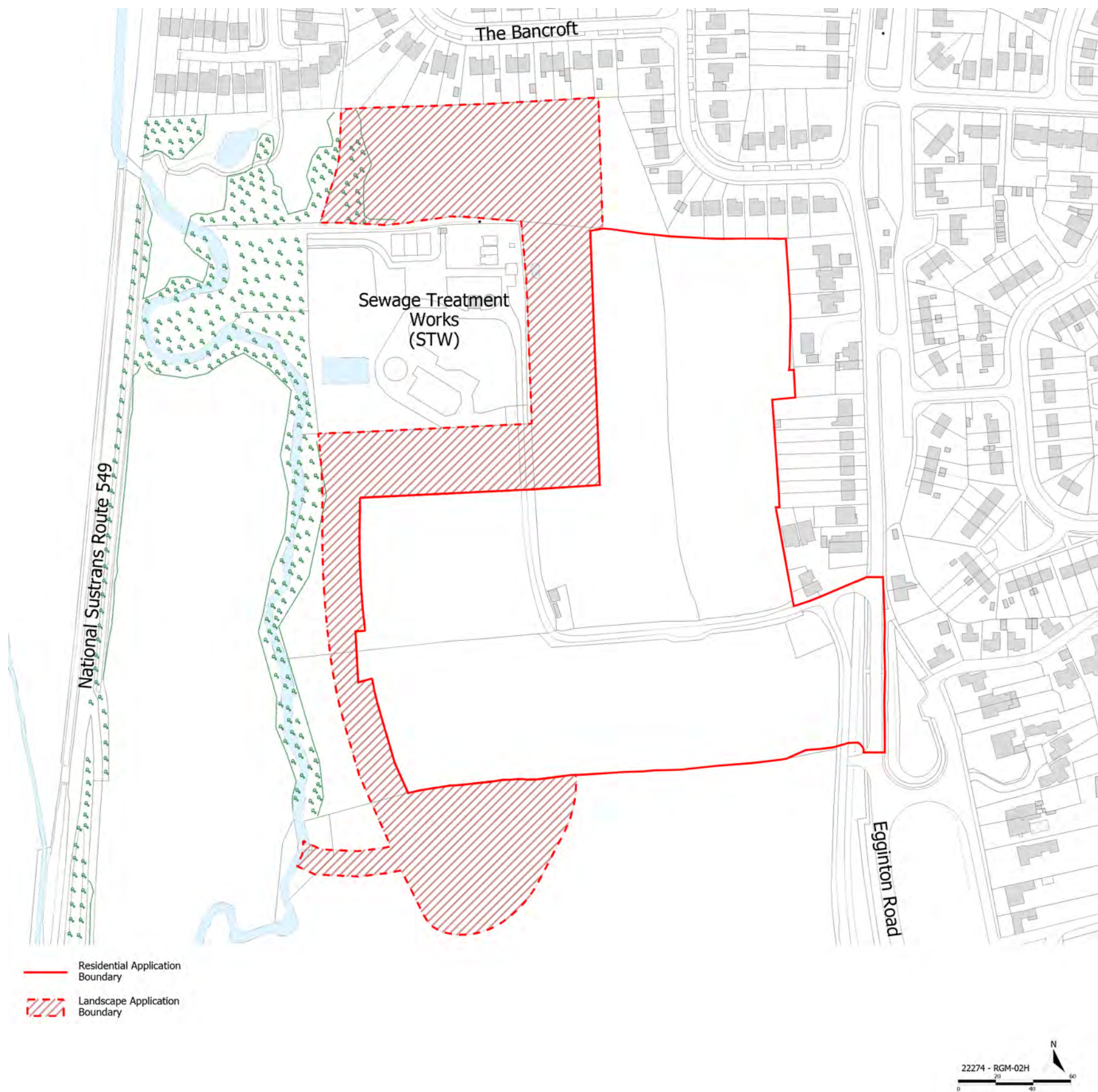


Figure 4.1 Concurrent Planning Application Boundaries

5. Application Proposal

5.1 This DAS accompanies the two outline planning applications for Land West of Egginton Road, Etwall. Both applications are made on behalf of Taylor Wimpey UK Ltd, with description as follows:

- Residential Application - Outline planning application with means of site access from Egginton Road to be determined (all other matters reserved for subsequent approval), for the erection of up to 120 dwellings (Class C3); earthworks; drainage works; structural landscaping; formal and informal open space; car parking; site remediation; and all other ancillary and enabling works; and
- Landscape Application - Outline planning application for the delivery of earthworks; drainage works including balancing ponds and a pumping station; structural landscaping; informal open space including pedestrian linkages; site remediation; and all other ancillary and enabling works.

5.2 Figure 5.1 shows the combined masterplans for the two applications for which permission is sought. Individual masterplans for the two applications are formally submitted as part of the package of drawings.

The Proposed Development

5.3 The proposed development is designed to accord with both National and Local planning and design policies.

5.4 A co-ordinated and iterative approach to design, planning and technical input has been adopted throughout the design process. This has enabled a responsive, positive and sustainable design proposal to be developed for the Sites.

5.5 A wide range of benefits that also reach beyond the Site boundaries will be delivered by the proposed developments and include:

- Up to 120 new homes to meet local housing demand, bringing new residents to Etwall and supporting the prosperity of local services and facilities.
- Provision of a proportion of affordable housing on-site.
- Provision of a new safe and well observed pedestrian and cycle link through the Sites, contributing to local amenity and supporting sustainable movement patterns around the village.
- Additional publicly accessible open space both within the residential environment and also to the north with potential to extend and link with the natural parkland area located to the south of Old Station Close.
- Financial contributions via a S106 agreement towards a range of local education and community facilities.

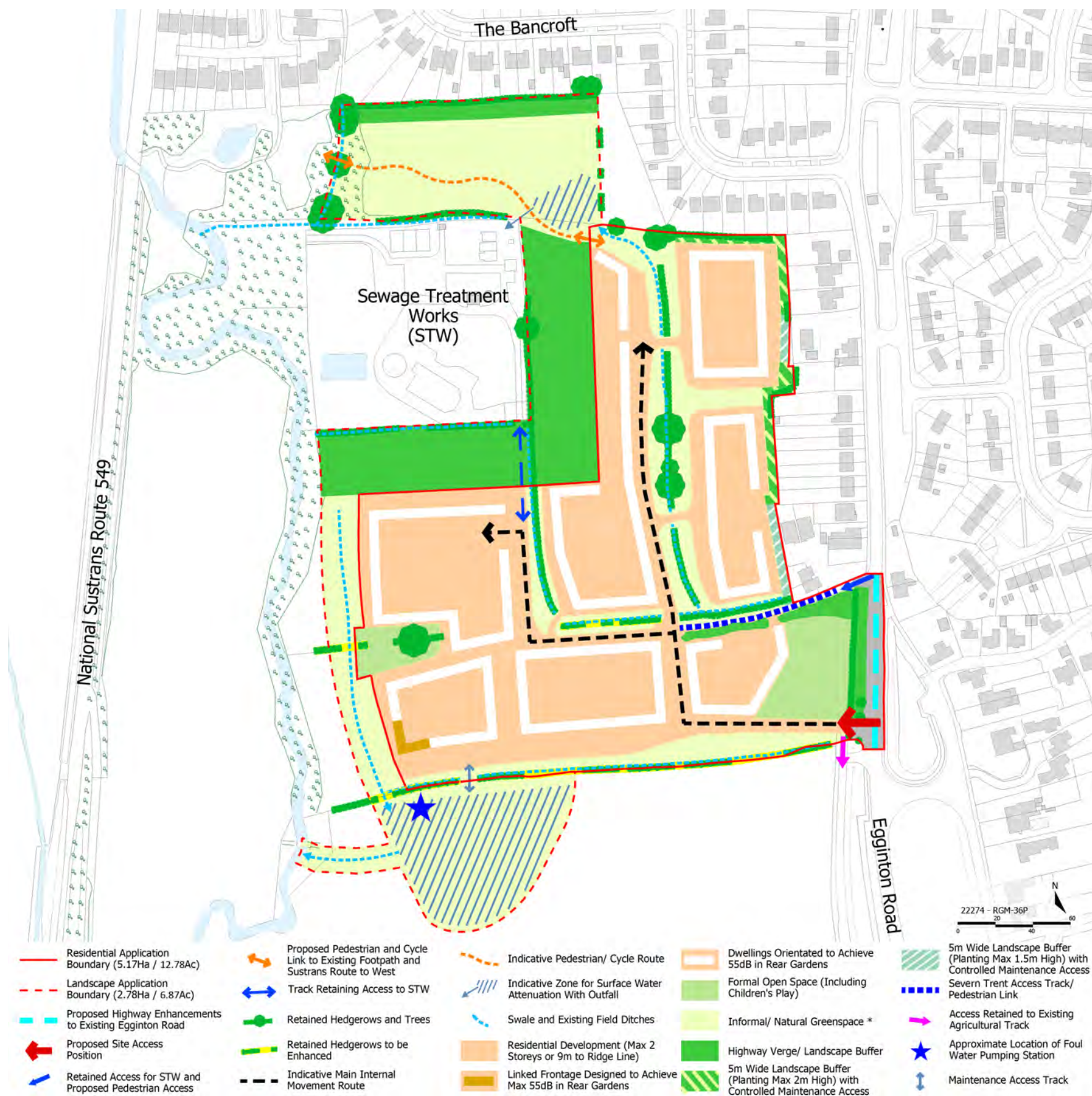


Figure 5.1 Combined Residential and Landscape Application Masterplans

6. Design Rationale

6.1 Underpinning the Vision and proposed application masterplans (Figure 5.1) are a series of design decisions. Together the following diagrams illustrate the design rationale. Each diagram specifically responds to the context of the village in terms of:

- Responding to Settlement Pattern and Contextual Constraints;
- Integrating with the Green Infrastructure Network and Open Space; and
- Integrating and Enhancing Movement

Responding to Settlement Pattern and Contextual Constraints

6.2 Analysis of the village settlement pattern confirmed a series of physical elements which influence the potential location for future sustainable residential extensions.

6.3 Elements limiting the village's general expansion include: the surrounding major road networks (A516 & A50); noise from the A50; the Severn Trent Sewage Treatment Works; and the Etwall Brook with associated floodplain.

6.4 In addition, direct line walking distances from the existing local facilities at the core of the village indicate that the Sites fall within an acceptable and sustainable walking distance.

6.5 As illustrated at Figure 6.1 the Sites are located within a zone of the village with limited constraints alongside the benefit of close proximity to the village core. The potential to provide access to the existing Sustrans Route 549 and therefore the John Port School to the north as well as destinations further afield also supports the identification of the Sites for residential development.

6.6 Development within this area has the potential to create a positive and visually sensitive southern edge to the village which rounds off the settlement extents.

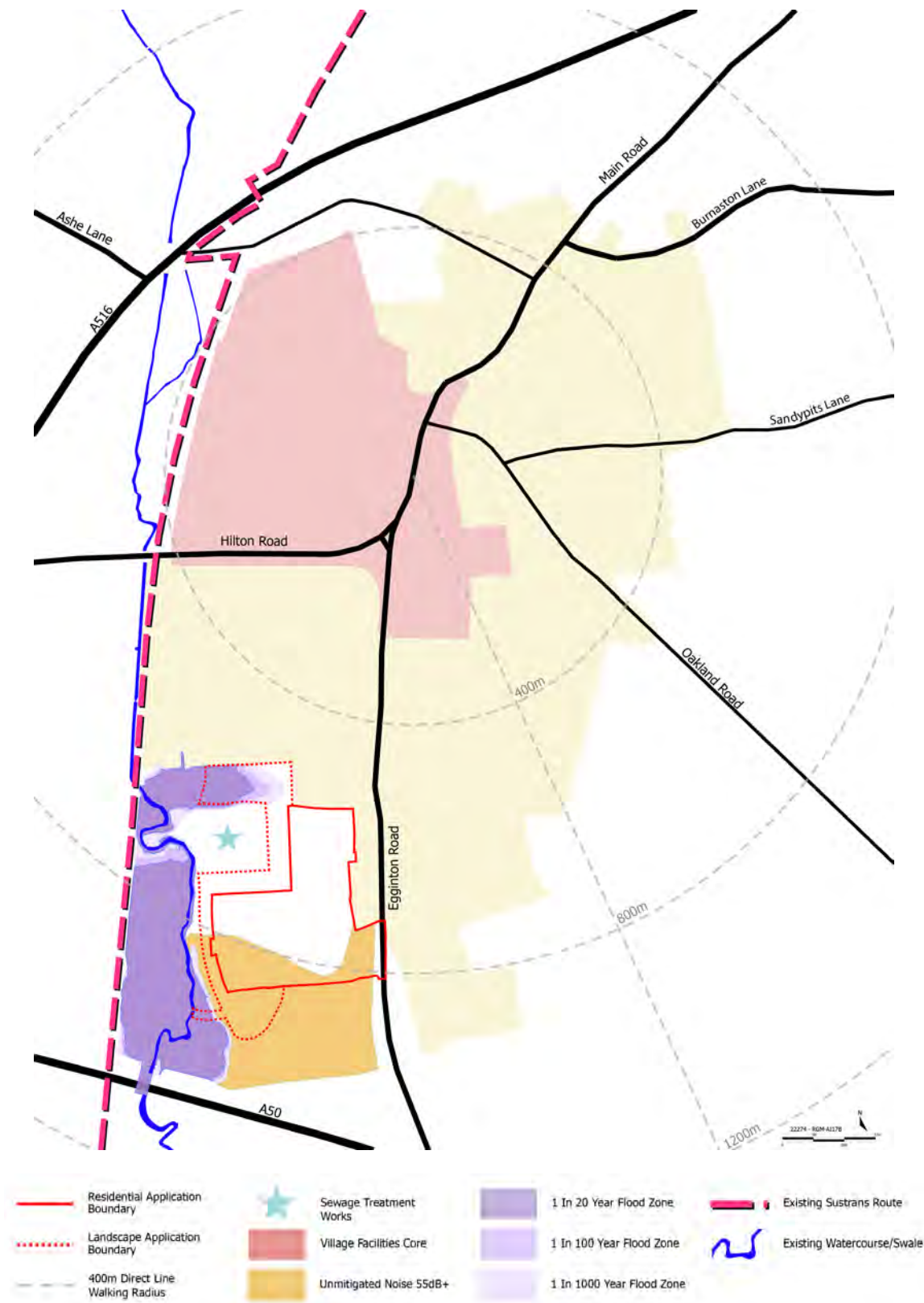


Figure 6.1 Settlement Pattern and Sustainability Diagram

Integrating with the Green Infrastructure Network and Open Space

6.7 The village of Etwall has a distinctive green infrastructure (GI) network. Street trees, verges and domestic planting in front gardens contribute to the character of many street scenes.

6.8 Surrounding the Sites are three significant north to south GI elements, namely; the verge and domestic planting along Egginton Road; the Etwall Brook landscape corridor with associated flood meadow elements; and the Sustrans route (disused railway line).

6.9 The network is further supported by localised green elements within the Sites. These connect between the contextual GI elements (both north to south and east to west). These elements should be retained and enhanced as part of any proposed development.

6.10 The availability and distribution of public open spaces within Etwall has also been considered. The majority of the publicly accessible spaces are located to the north of the village, with just one area of publicly accessible natural open space located to the south of the village (delivered as a part of the Old Station Road development).

6.11 The distribution and diversity of open space can potentially be rebalanced through development of the Sites.

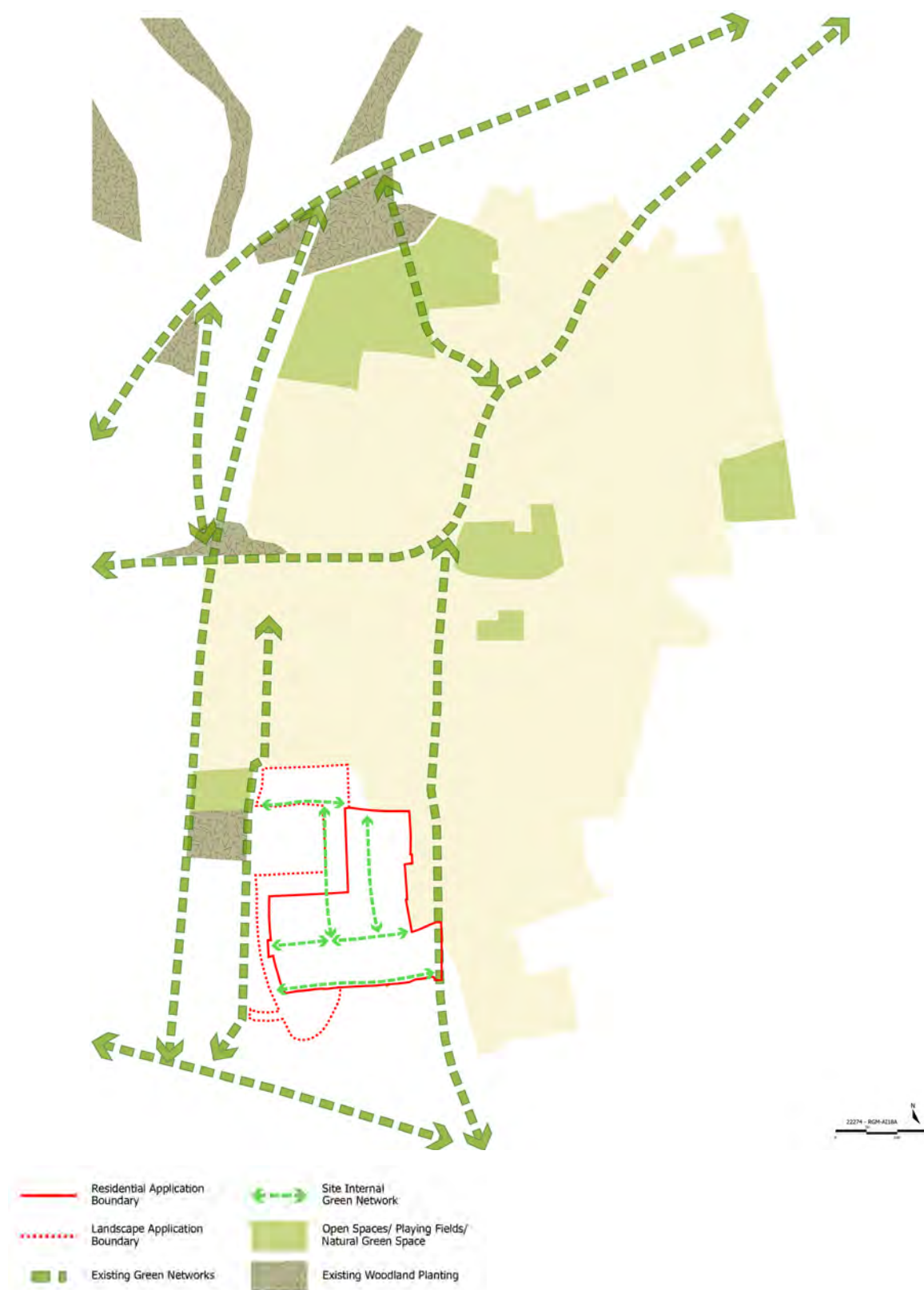


Figure 6.2 Settlement Green Infrastructure and Open Space Diagram

Integrating and Enhancing Movement

6.12 Movement is an important part of the design rationale when considering a development’s potential contribution to improve sustainability and integration. The Sites benefit from the following movement provisions:

- Direct access from Egginton Road which provides a direct pedestrian/ cycle and vehicle route to the village facilities (north of the Sites).
- Bus connections to the ‘Villager’ bus service, linking Derby with Burton-on-Trent are located within 400m direct line distance from the Sites.
- Potential access to designated vehicular & non-vehicular Sustrans cycle routes.

6.13 The Sites are well positioned to encourage more sustainable forms of movement and healthier lifestyles.

6.14 The non-vehicular Sustrans Route 549 is a notable asset to the village. The Sites offer the opportunity to provide a legible connection between Egginton Road and the Sustrans route 549 creating a looped walking/ cycling route around the village.

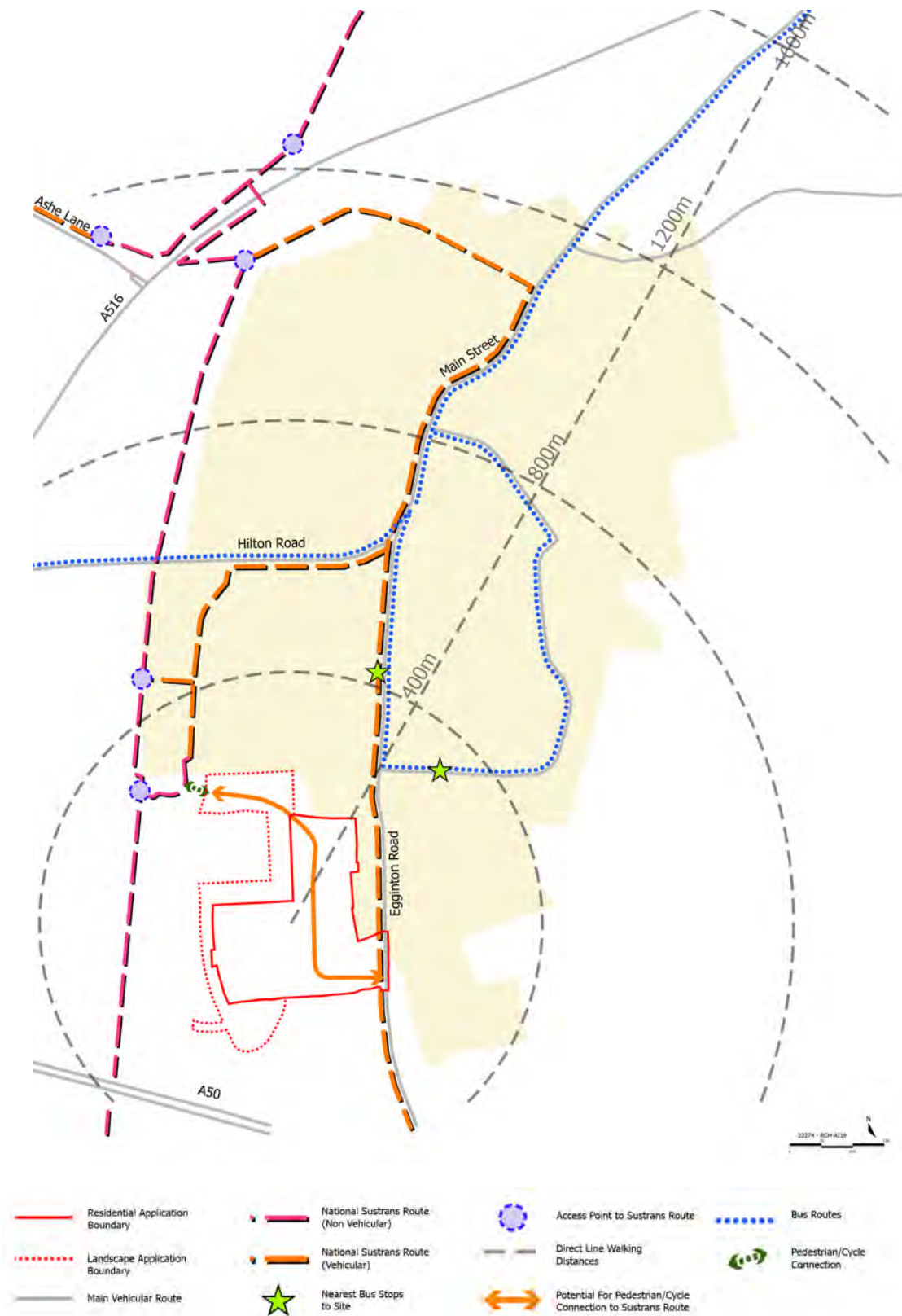


Figure 6.3 Settlement Movement Diagram



Assessment

In order to successfully integrate a new development into an existing settlement a thorough understanding of the existing context and the site is required. This section of the DAS summarises the analysis that has been undertaken in relation to the Sites and their village context.

7. Local Facilities Analysis

The main facilities in the village are shown in Figure 8.1 and include:

Education

7.1 The nearest schools to the Sites are:

- Etwall Primary School (approx. 550m from the Sites)
- John Port Secondary School (approx. 750m from the Sites)

7.2 Both of these schools are located within walking distance of the Sites (within 800m). It is anticipated that appropriate contributions will be made to ensure that the high standard of education provision in Etwall are maintained.

Healthcare

7.3 The most accessible primary health care facilities are at Hilton (Wellbrook Medical Centre) or Willington (Willington Surgery). These two facilities are approximately 3.5km and 5km from the Sites respectively. It is understood that both surgeries are currently accepting new patients, with Willington having just moved in to a new surgery in order to increase the level of healthcare provision locally.

Employment

7.4 There are a number of employment opportunities within a 6km radius of the Sites. The largest of these are Toyota’s Burnaston Plant (approx. 5.5km east of the Sites) and Hilton Business Park (approx. 4.0km south west of the Sites).

7.5 In addition to these large scale employment areas there is local employment within Etwall’s existing businesses and the schools, which is further enhanced by opportunities within Burton-upon-Trent town centre and Derby city centre.

Retail and Leisure

7.6 It is considered that there is a good level of retail provision for a settlement of Etwall’s size. Within the centre of the village there is a Londis supermarket on Main Street, the Spread Eagle pub and a Post Office, which incorporates a Tea Room and sandwich bar located on Willington Road. Both of these are within approximately 1km of the Sites.

7.7 In addition to this central village area, on Springfield Road there is a convenience store and takeaway (approx. 300m from the Sites) and on Chestnut Grove there is a pharmacy, hairdressers and local supermarket (approx. 500m from the Sites).

7.8 Etwall Leisure Centre is located within the grounds of John Port School, and is available for community use. The centre is a modern facility and includes a swimming pool, floodlit all weather pitches, a sports hall and a fitness suite.

7.9 Further afield retail provision is available in Hilton and on a larger scale in Burton-on-Trent and Derby centres. A full range of retail facilities that would be expected from centres of this size are available. There is also provision in Mickleover district centre in Derby City, including a supermarket, which is located approximately 5km to the north east of the Sites.

Recommendations

7.10 The local area and wider context offers an excellent range of accessible retail and leisure facilities to meet local needs. The development of the Sites offer potential benefits to these facilities by securing additional expenditure within the local area.

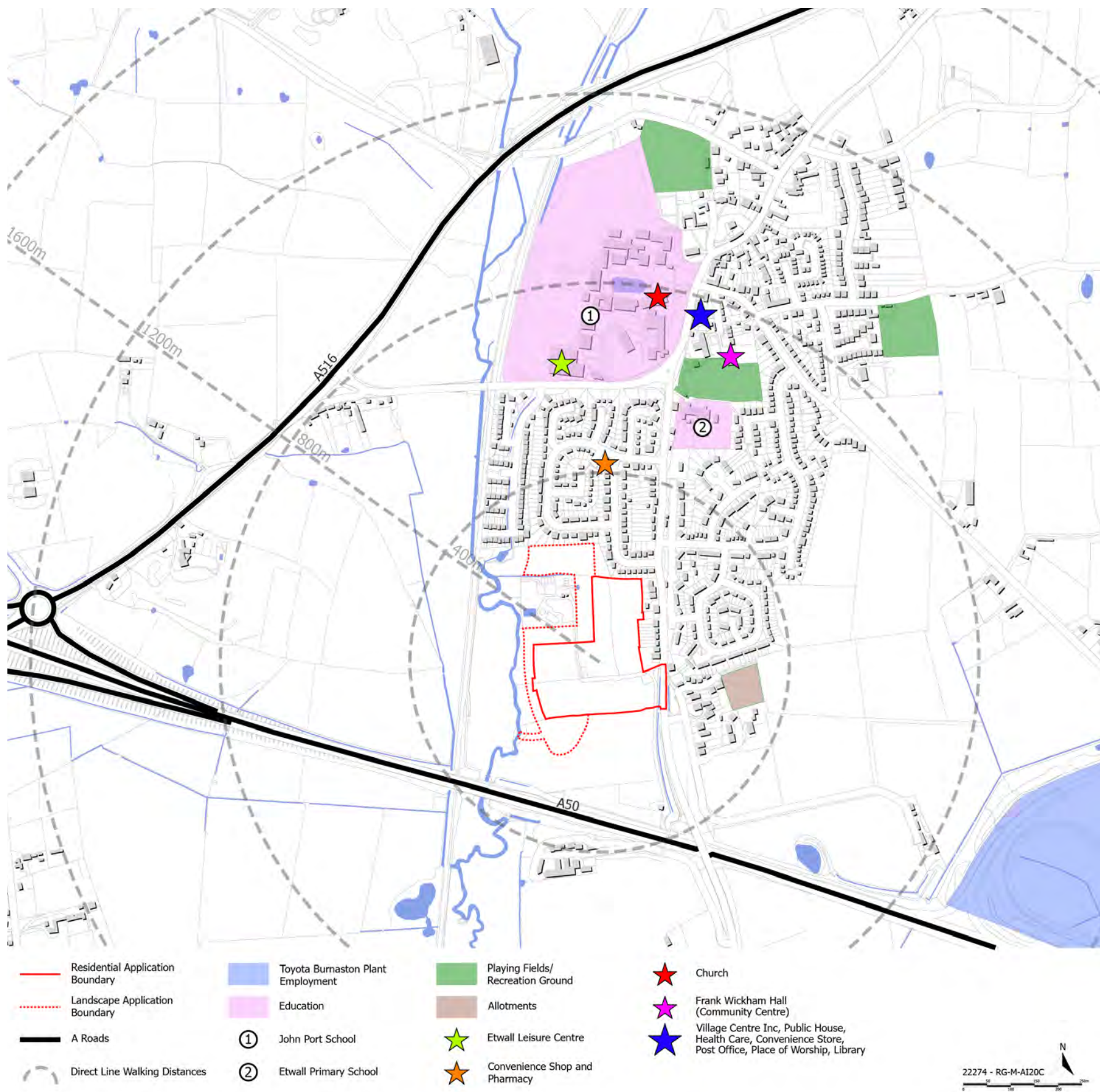


Figure 7.1 Local Facilities Plan

8. Movement Analysis

- 8.1 The village of Etwall benefits from a high level of connectivity. The village has easy access onto major road networks, with the A516 to the west and A50 to the south.
- 8.2 Egginton Road, from which the Sites are accessed provides the main route into the centre of Etwall from the south.
- 8.3 In terms of bus provision, Etwall is served by the Villager Service (V1 & V2), provided by Trent Barton (Figure 8.1). The services link Burton upon Trent with Derby. The V1 travels via Tutbury & Hatton and V2 travels via Egginton. Both services enter the village from Hilton Road via the A516, circulate around the village along Egginton Road, Belfield Road & Oaklands Road, before turning back onto Main Street. This circulation allows the Sites to be accessible to public transport with main bus route being within 400-800m.
- 8.4 Etwall benefits from being highly accessible to National Sustrans cycle routes. The village is quite unique in that it offers a four-way cycle network interchange, with links to and beyond Burton-upon-Trent to the South, Uttoxeter to the West, the Peak District to the North and Derby to the East (Figure 9.2).
- 8.5 The Sites are located between two Sustrans routes. To the east of the Sites the route is on road, while to the west the route is traffic free.
- 8.6 An access point to the non-vehicular Sustrans Route 549 is located close to the north west corner of the Sites. Potential to form a new connection between the two routes should be explored in order to deliver a looped cycle and pedestrian route around the village.



Figure 8.1 The Villager Bus Service Map between Burton-upon-Trent & Derby (Source: Trent Barton)

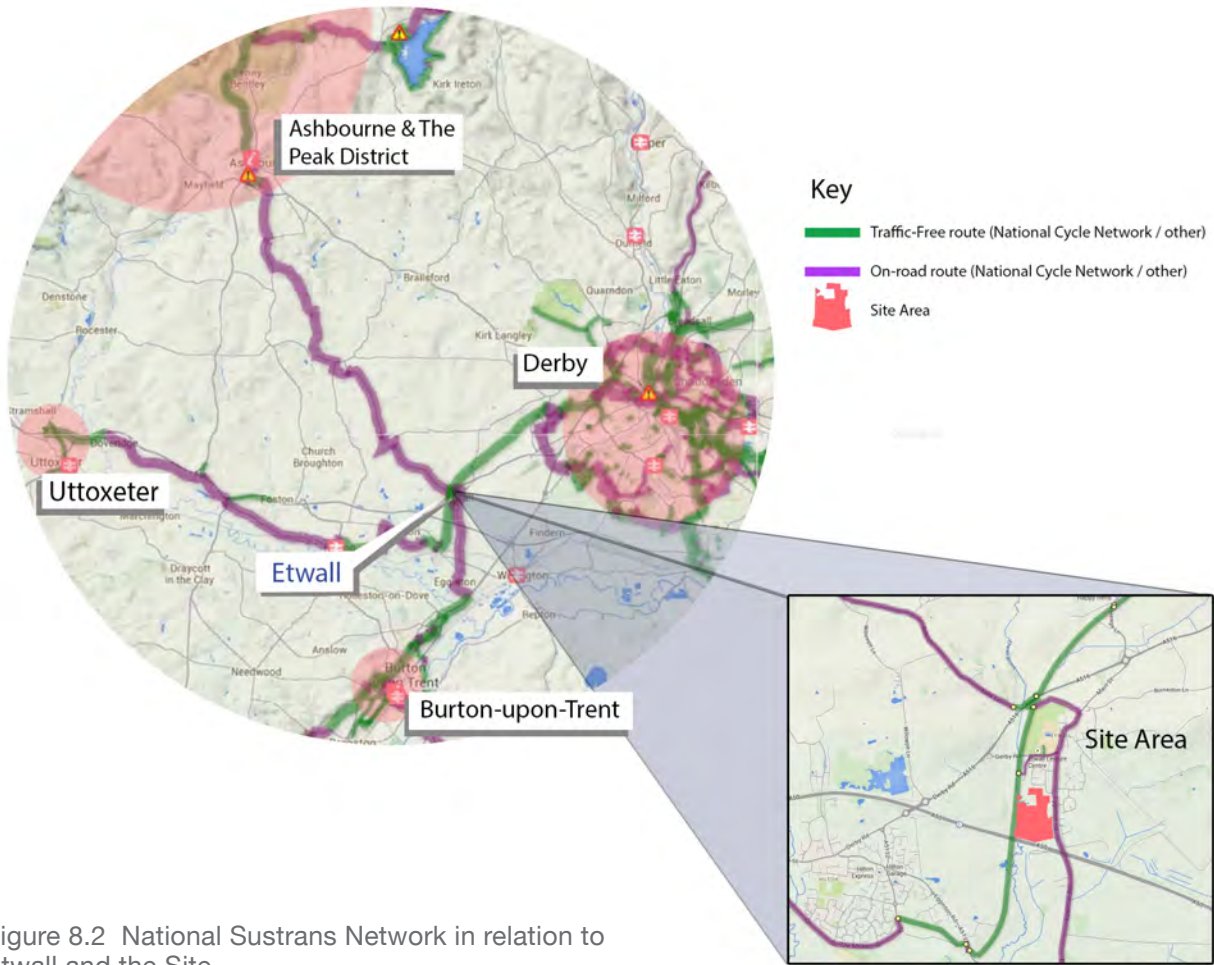


Figure 8.2 National Sustrans Network in relation to Etwall and the Site

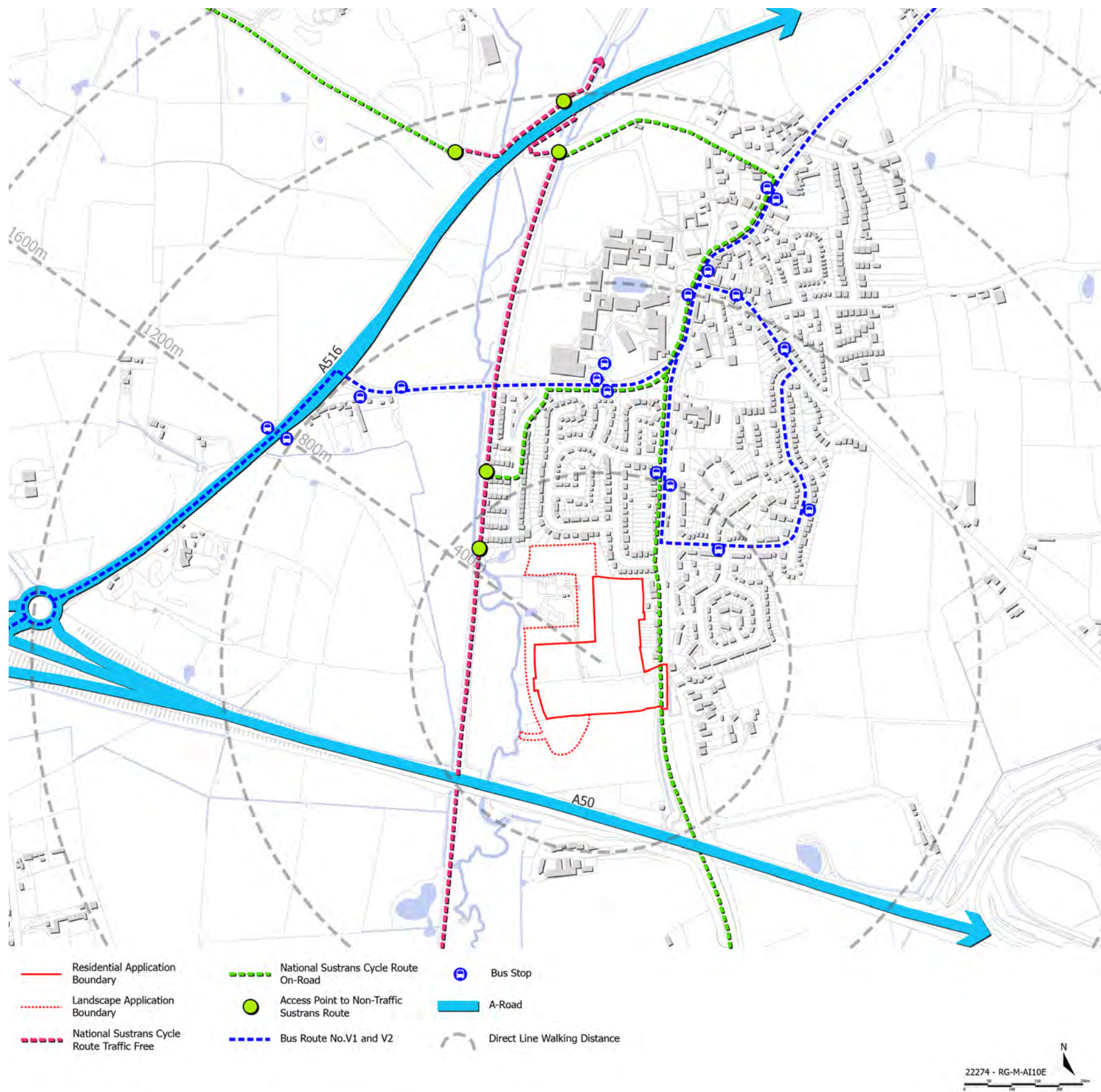


Figure 8.3 Local Movement Analysis

9. Site Features & Development Constraints

Topography

9.1 The Sites are gently sloping, with gradual falls west towards the Etwall Brook and north towards dwellings on The Bancroft. Localised areas of more rapid topographical change are evident within the Sites, particularly in the north eastern corner. At the reserved matters application stage localised land regrading may be proposed to reprofile this zone.

9.2 The general topographical conditions do not constrain the delivery of development on the Sites, but aids the creation of a positive surface water drainage strategy as detailed in Section 17.

Landscape Visual Analysis

9.3 The land is classified as being outside the settlement development boundary in the Adopted Local Plan (1998).

9.4 In terms of landscape impact, views into the Sites from the north are limited as a result of the existing development on the northern and eastern boundaries.

9.5 Views into the Sites can be gained from the A50. The southern hedgerow is somewhat sparse and as a result some residential development is currently visible from this viewpoint. The development could deliver buffer planting along the southern boundary, in order to improve upon the current situation and minimise any future landscape impact from this aspect.

Site Drainage and Flood Plain

9.6 The Residential Application Site falls totally within Flood Zone 1 and is therefore appropriate for residential development under National Planning Policy Framework (NPPF) guidelines.

9.7 The northern parts of the Landscape Application Site, and a southern spur area fall within areas of Flood Zone 2 and Flood Zone 3 adjacent to the Etwall Brook. No residential development is intended to be delivered within these areas.

9.8 A series of existing field drains, located adjacent to field boundary hedgerows cross the two Sites on both an east to west and north to south alignment and ultimately flow into the Etwall Brook. These features will be retained and a 5m buffer provided to either side to enable maintenance.

9.9 To facilitate development of the Residential Application Site, locations for new surface water attenuation ponds and swales (up to 6.5m wide) are identified within the Landscape Application Site. The locations have been guided by analysis of the site topography and designed to contain run off before it enters the Etwall Brook.

Agricultural Land Quality

9.10 The Sites are located in an area of Grade 3 agricultural land and do not therefore constitute the best or most versatile agricultural land; as such no constraint is envisaged in this regard.

Site Access

9.11 The Sites are currently served from Egginton Road by an agricultural access. To form an acceptable vehicle access to serve a residential development a new access position just to the north of the existing agricultural field access will be formed and the field access will be closed. Access onto the existing track running parallel to Egginton Road will be provided from the new access junction.

9.12 An existing access track serving the Severn Trent Sewage Treatment Works (STW) also connects to Egginton Road. Access to the STW must be maintained from Egginton Road. However, an alternative routing within the Sites may be possible. The access track could potential provide an alternative pedestrian/ cycle connection on to Egginton Road.

9.13 Opportunities to provide a pedestrian and cycle connection from Egginton Road, through the Sites, and connecting with the existing pedestrian route from Old Station Close and the Sustrans Route 549 should be promoted.

Noise

9.14 Acoustic analysis of the Sites confirms that the dominant noise source is from the A50. Noise surveys confirm that some parts of the Sites measure 55dB and over. This is in excess of the World Health Organisations (WHO) guidelines on acceptable noise standards for external private amenity areas.

9.15 In order to achieve acceptable noise standards a mitigation strategy will be required, particularly along the southern edge of the Residential Application Site. Section 16 provides a series of design principles to guide acoustic designs at the reserved matters design stages.

Sewage Treatment Works (STW)

9.16 The STW has been assessed both in terms of operation noise and odour. The analysis confirmed that the STW provided no noise constraints. A discrete area to the north eastern corner of the works was identified as having a faint odour. However, the odour levels where not considered to be significant or a constraint to development.

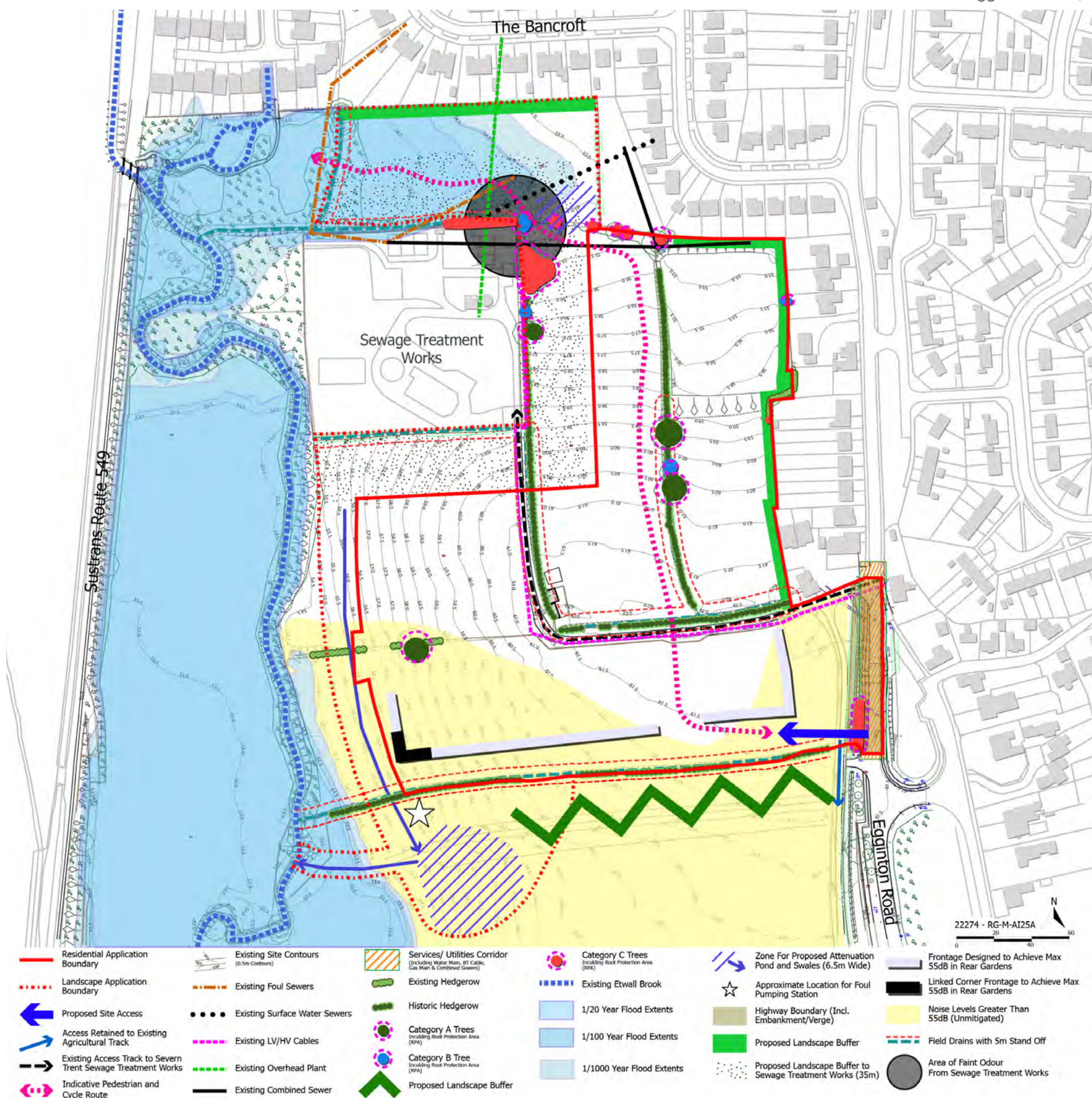


Figure 9.1 Site Features and Development Constraints Summary Plan

Service and Utilities

- 9.17 There are no significant utility constraints, particularly within the Residential Application Site area.
- 9.18 A service corridor runs along Egginton Road, away from any potential development. Other services such as overhead plant, surface water sewers and foul sewers cross the northern parts of the Sites. These will be retained in-situ and opportunities to access them for maintenance retained.
- 9.19 A LV/HV Cable currently runs alongside the existing access track to the Sewage Treatment Works. Potential to retain or reposition this cable will be explored at the reserved matters stage.
- 9.20 Due to the Sites topography, an approximate location for a foul pumping station is identified as part of the constraints information.

Trees and Hedgerows

- 9.21 A series of hedgerows and historic hedgerows exist within the Sites. A number of these have become quite sparse and broken. The opportunity therefore exists to maintain and enhance the hedgerows in order to utilise them as distinctive site features, aiding in return the site’s landscape and biodiversity offering.
- 9.22 A small number of category A trees are located along existing hedgerows. These tree’s should be maintained to enhance any future residential environment and considered with the masterplan. Category B and C trees will be retained in-situ if possible. Where removal is required to facilitate appropriate development layouts replacement planting as part of the wider landscape strategy will be provided.

Existing Residential Amenity

- 9.23 Where existing dwellings back onto the Sites, an access controlled landscape buffer of 5m will be provided to maintain separation and existing residential amenity. See Section 17 for design principles. In order to respond to the proximity of some dwellings along the eastern boundary the height and type of landscape treatment will vary within this corridor. Details will be provided at the reserved matters stage.

Archaeology and Cultural Heritage

- 9.24 There are no Scheduled Monuments within or adjacent to the Sites.
- 9.25 There are no listed buildings within the Sites. The nearest listed building is located approximately 520m to the north of the Sites. Analysis of the listed building confirms that the Sites will have no impact on the heritage asset due to the intervening modern housing developments.
- 9.26 The Sites are not located within a conservation area or within a Registered Park and Garden. The Etwall conservation area is some 440m to the north-east of the Sites.
- 9.27 The Sites do display areas of ridge and furrow associated with historic agricultural farming methods.
- 9.28 A geophysical survey has been undertaken to inform the planning applications. There is no evidence to indicate the presence of archaeological remains of high importance that would warrant preservation in-situ and preclude development. This has been confirmed with the development control archaeologist who has stated that trial trenching to test the geophysical anomalies could be undertaken after outline consent but prior to a reserved matters application.
- 9.29 In addition, an earthwork survey may also be required in respect of any ridge and furrow earthworks impacted upon by any development. This could also be undertaken as a condition to planning consent.



Gradient change within the Sites and interface with existing development along the eastern boundary

10. Landscape & Built Character Analysis

10.1 The NPPF attaches great importance to the design of the built environment. One of the key factors it identifies in achieving this is through responding to local character and history, as well as reflecting the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

10.2 This section seeks to explore and understand Etwall’s character in terms of both its landscape characteristics and its built form. This has informed high level layout, appearance and landscape principles within this DAS.

Landscape Character

10.3 The Countryside Agency’s (now part of Natural England) publication “Countryside Character Volume 4: East Midlands” describes the area within which the Sites are located as the Needwood and South Derbyshire Claylands (LCA68) with the Trent Valley Washland (LCA69) located to the south of the Sites.

10.4 A more in-depth assessment (undertaken by Derbyshire County Council) of the landscape character of the area is provided in The Landscape Character of Derbyshire. This assessment has formed the baseline and has been analysed as part of the Landscape Visual Impact Report submitted under separate cover with the applications.

10.5 The Landscape Character Type (LCT) within which the concurrent application sites fall is: Needwood and South Derbyshire Claylands (CA 68), Landscape Type. The key characteristics are described below.

Needwood and South Derbyshire Claylands (CA68)

10.6 The landscape is generally described as: “...rolling lowland over glacial till and Mercia Mudstones that were amenable to early settlement and farming...”

“Small red brick villages and estate farms are distinctive features, and although some settlements west of Derby have expanded through post-war development, the landscape retains a deeply rural character.”

“Woodland is not a prominent characteristic, although there is a strong sense of enclosure pertaining to the patchwork of fields enclosed by hedgerows with hedgerow trees. Although much of the pasture has now been improved there are still remnants of unimproved pasture and meadows...”

“Winding country lanes bounded by plump mixed species hedgerows help define the rural character of the area and provide a sense of enclosure particularly where the lanes have become sunken within the minor valley sides. On areas of former common and heathland.... roads are often straight and direct with uniform width verges.”

10.7 The Needwood and South Derbyshire Claylands CA is subdivided into one LCT of relevance: This is ‘Settled Farmland’.

10.8 The landscape of the Settled Farmland LCT is described generally as:

“... a broadly undulating to gently rolling, lowland, and dairy farming landscape over Permo-Triassic sandstones and mudstones. Tree cover is defined by scattered hedgerow trees, lines of trees along watercourses and the occasional small woodland or copse. There are clusters of red brick farmsteads and cottages along a dense network of country lanes creating a well settled landscape.”

10.9 Characteristics associated with this LCT are:

Landform:

- Gently undulating to rolling lowland dissected by minor stream valleys with localised steep slopes; and
- Seasonally waterlogged soils over Permo-Triassic mudstone, siltstone and sandstone.

Land Use and Land Cover:

- Small to medium size semi-regular and strip fields enclosed by hedgerows;
- Extensive ridge and furrow; and
- Dairy farming on permanent pasture with localised arable cropping.

Woodland and Tree Cover:

- Small woodland blocks and copses associated with steeper slopes;
- Scattered oak and ash trees along hedgerows;
- Dense lines of trees along streams; and
- Despite the lack of woodland, tree cover is well represented throughout, due to the densely scattered hedgerow and watercourse trees. Collectively these trees filter views through the landscape and at lower elevations north of the Trent Valley they create a strong sense of enclosure with more restricted views.

Transport and Settlement:

- Network of winding lanes often sunken on steeper slopes.
- There are many footpaths and green lanes connecting the small settlements and scattered farmsteads.
- Small clusters of red brick and blue clay tile farms and cottages; and
- Owing to the intensive nature of the farming regime and the large size of some farms, bulky and poorly sited modern farm buildings dominate many areas. Some traditional farm buildings have been converted to residential use and there is a growing quantity of sub-urban type housing development in some parts.

10.10 Elements of the wider landscape character have been referenced to inform the approach to landscape within the Sites. These are described in detail in Section 17.

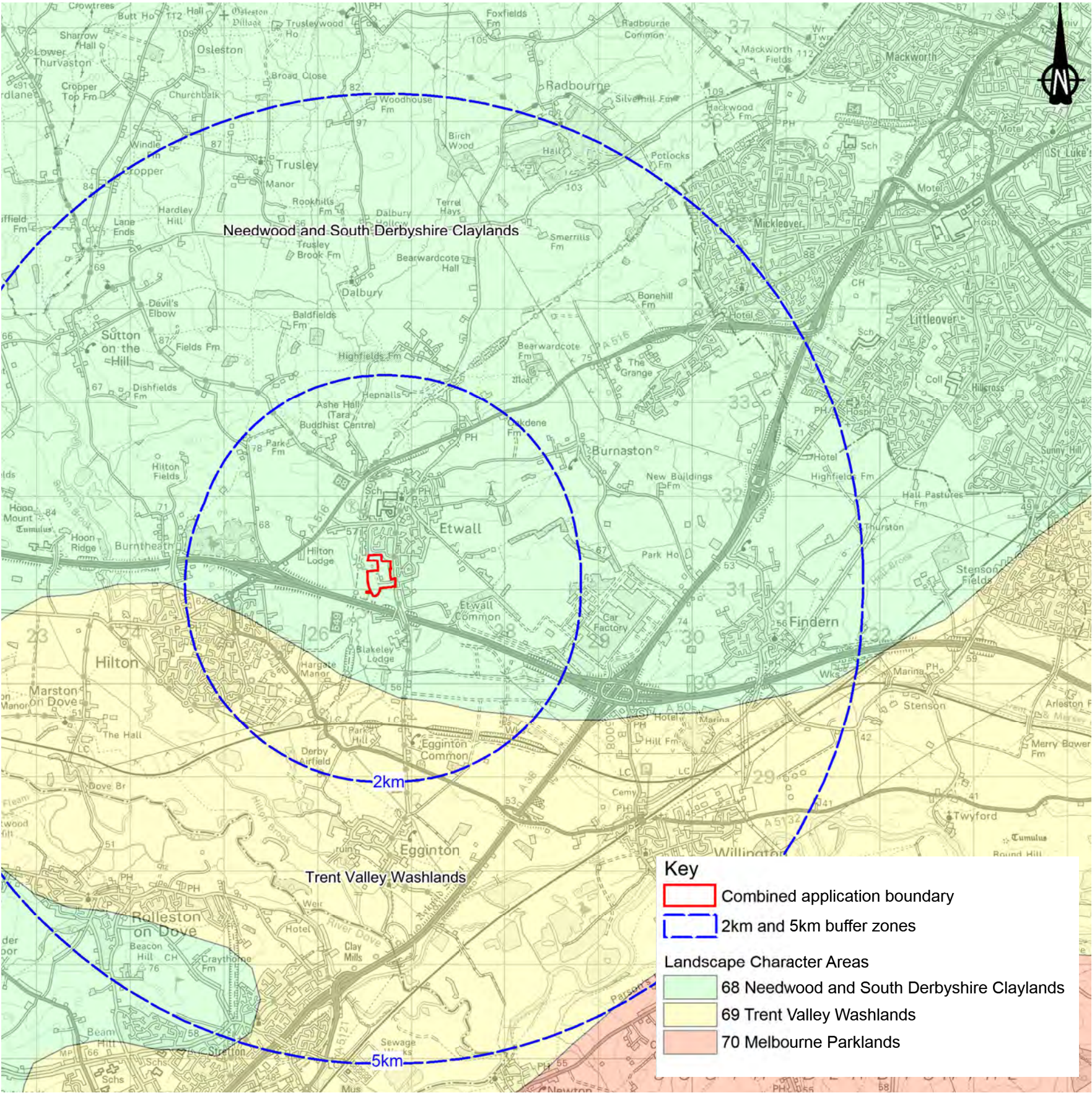


Figure 10.1 Extract from The Landscape Character of Derbyshire (Derbyshire County Council)

Local Built Character

10.11 The local built character of Etwall can be defined by distinctive periods of development and settlement growth (Figure 10.2). Up until the mid 1950’s, Etwall featured as a typical Derbyshire hamlet, rich in character due to an interesting juxtaposition of buildings that combined Victorian architecture with the rural Derbyshire vernacular.

10.12 Subsequently, between the late 1950’s to 1980’s, extensive residential development saw the village expand almost threefold. Nearby restrictions, such as the former railway line and the land uptake of John Port School meant residential growth mainly occurred on outlying land towards the south and east of the village.

10.13 The Etwall Bypass (A516) opened in 1992 removing a level of through traffic within the village.

10.14 This character analysis investigates the Urban Form; Built Form & Scale; Streetscape & Parking; and Details & Materials amongst four identified study areas within the village (Figure 10.3), namely:

- The Village Centre
- Mid 1950’s – 1980 General Housing
- Terraced Rows
- Rural Clusters

10.15 From these areas, a summary of the main elements that should inform future developments will be provided as a conclusion to this section.

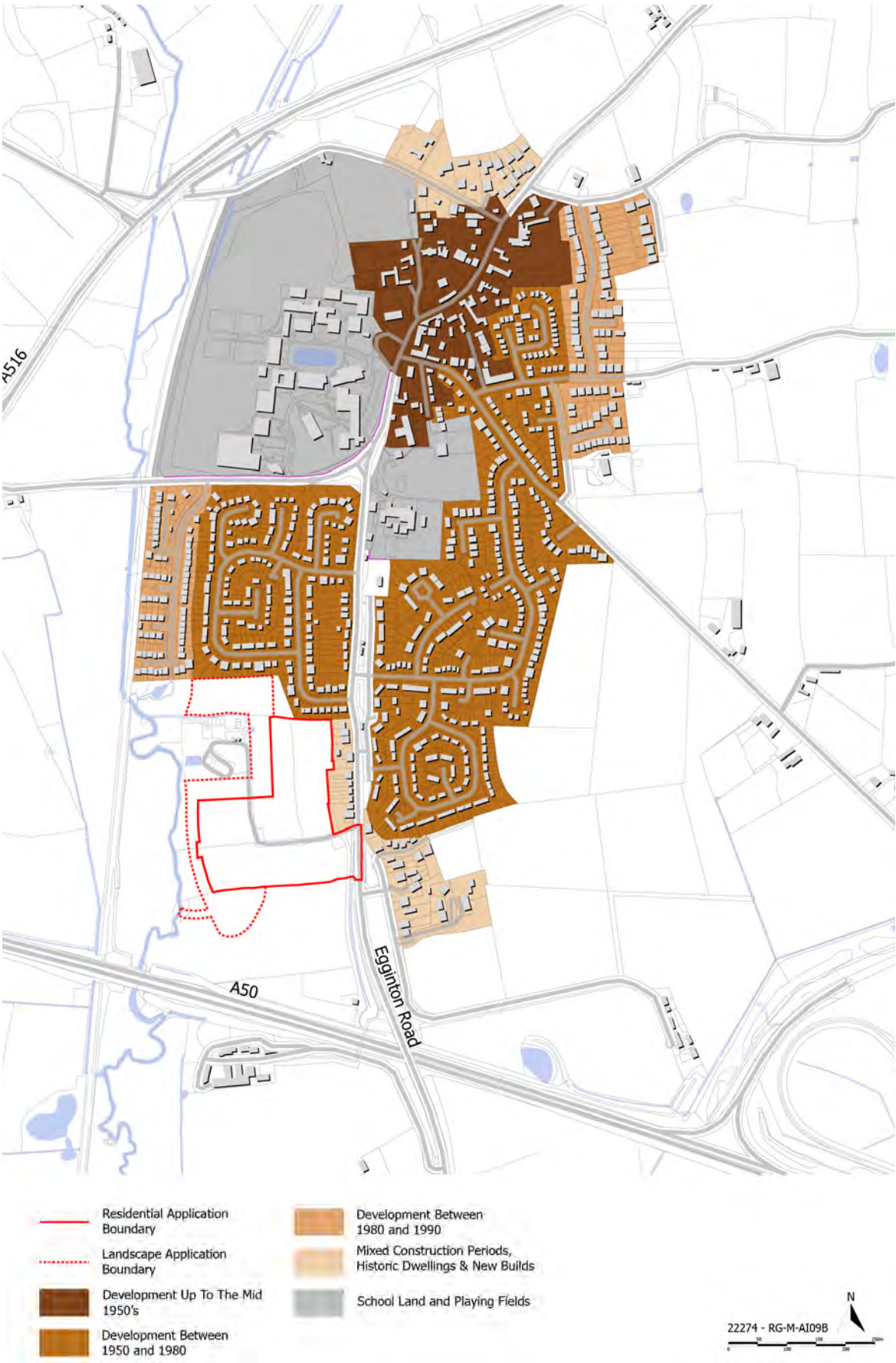


Figure 10.2 Settlement Development and Periods of Growth

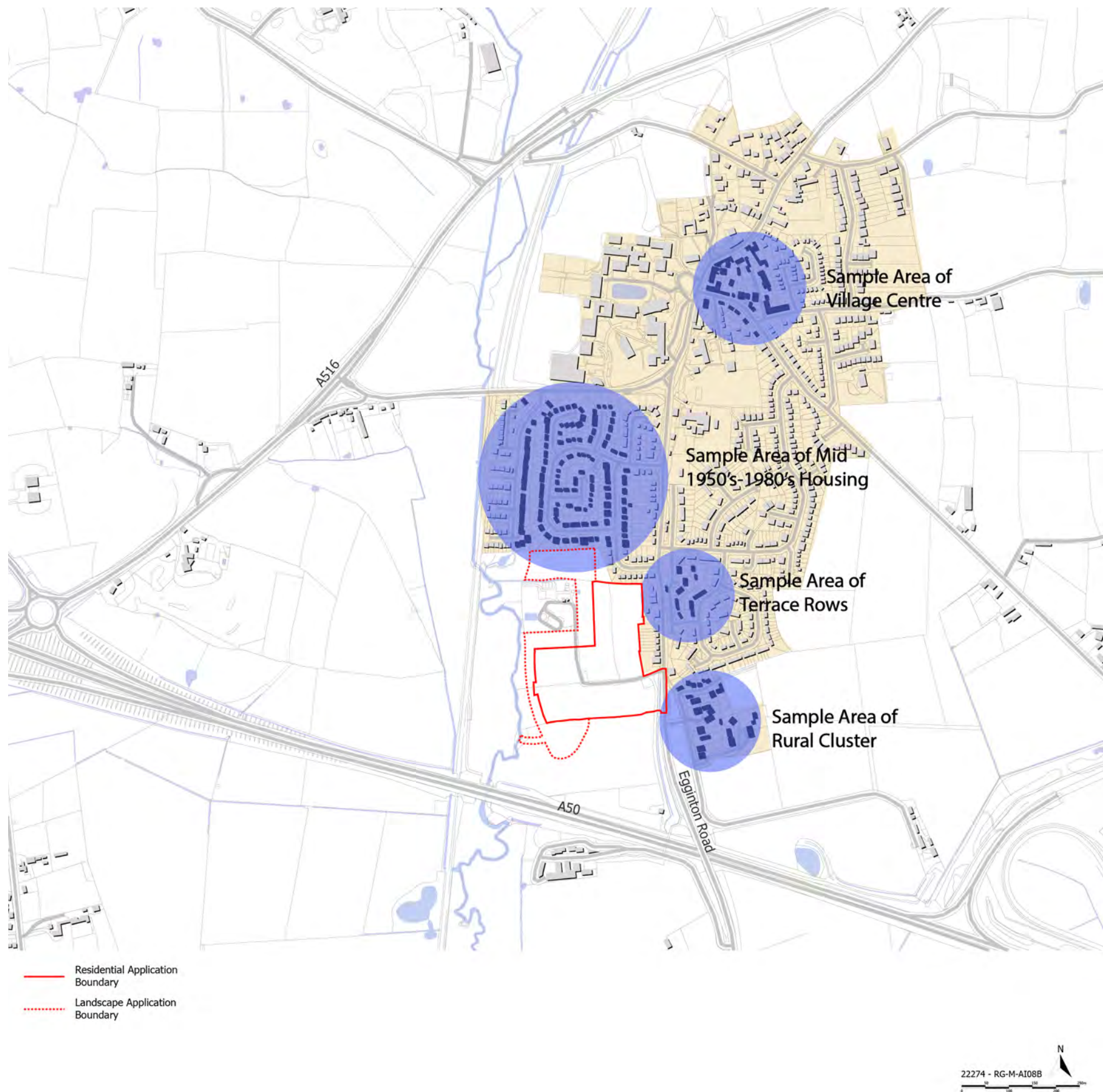


Figure 10.3 Built Character Analysis Study Areas

The Village Centre

10.16 Much of the historical vernacular remains, the quality of which has been confirmed by the large concentration of listed and locally listed buildings, alongside the designation of the core as a conservation area.

Urban Form

10.17 The organic form of building placement makes a significant contribution to the village character. In many instances built form, in the guise of façades, gables & brick walls help shape and define public and private space. Buildings tend to define the street as opposed to streets defining the placement of buildings.

10.18 Development blocks are less well defined; a trait that reflects the rural origins of the village. Properties tend to be accessed via drives to the front or in many cases to the side of properties. Access often leads to small courtyards/parking areas associated with the property to the side or rear of the building.

Built Form & Scale

10.19 Building heights range between 1 and 3 storeys with the majority of the buildings being 2 storeys. Ridge line heights are quite varied throughout the core.

10.20 There is a reduced sense of rhythm to the street scene due to the level of variation in built form. Building lines tend to vary. In instances where streets have a continuous building line variation occurs in the form of façade treatments or building height.

10.21 Ridgeline chimneys, projecting gables and active gables fronting the street are all common features.



Figure 10.4 Village Centre Figure Ground



Property Boundaries and Parking

10.22 Built form or boundary treatments often define the street edge creating a strong definition and sense of enclosure. Boundary treatments tend to vary from property to property, and include box hedging, metal railings and both low and high brick walls.

10.23 Parking tends to be on plot, located at the side or rear of properties. Garages and small communal parking courts are subservient to the main properties and securely enclosed on plot (tucked away, generally to the rear or side of properties). In certain areas, informal incidental spaces allow space for visitor parking.



Details & Materials

10.24 General architectural styles are quite traditional and typical of rural Derbyshire. Below are prevalent features observed that contribute to the rural character of the village core:

- A variety of roof shapes and pitches, but generally gabled.
- Small projecting porches and gable outcrops.
- Mortared projecting verge dentil coursing to gable ends.
- Corbelled eaves detailing.
- Stone lintels and a variety of arched and gauged brick headers to windows and entrances.
- Rectilinear windows, helping to provide a vertical emphasis to elevations.
- Occasional horizontal string courses.
- Occasional boxed and pitched dormers.
- Red brick, slate roofs and collective use of lightly coloured render are dominant material features.



Mid 1950's-1980 General Housing

10.25 Advances in road infrastructure and the presence of nearby industry placed pressure on Etwall for housing. During the late 50's through to the early 80's, Etwall's population grew rapidly. Houses 'a-typical' of the period were developed; making up the majority of Etwall's housing stock today. Although more suburban in character the dominance of 1950's to 1980's general housing makes it an essential area of study when considering local character.

Urban Form

10.26 Buildings tend to provide a consistent building line set behind front garden areas. Perimeter block principles are apparent, with a back garden to back garden arrangement. The arrangement aids security by defending private land to the rear of properties.

10.27 Dwellings tend to be accessed from secondary streets or culs-de-sac. The secondary streets 'loop off' or 'link between' primary routes and are characterised by wide, straight carriageways and sweeping corners.



Figure 10.5 Mid 1950s - 1980s General Housing Figure Ground



Built Form & Scale

10.28 The majority of homes are 2 storeys, with occasional pockets of bungalows. 2 storey detached and semi detached dwellings are the most common house types. However, instances of detached and short terraces are also present.

10.29 Ridge heights tend to be uniform along the street, as does the built form. Roofs tend to be pitched, running parallel with the street with ridgeline chimneys.

Property Boundaries & Parking

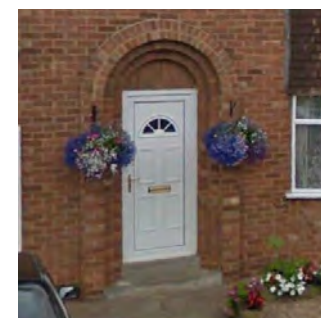
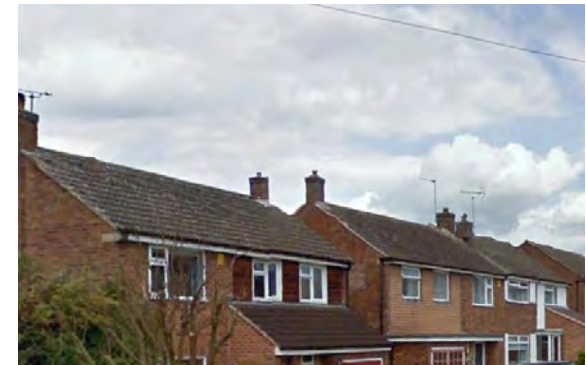
10.30 Building lines sit back from the plot edge, allowing space to accommodate front gardens or parking, and creating wide streets. Private front gardens tend to be the only landscape features in the street scene. Inconsistency in terms of landscape and boundary treatments tends to dissolve any unity of character in the street scene. Small trees placed in front gardens help provide some vertical landscape structure to the street scene. This aids in creating a softer/ greener street, more identifiable with the village character.

10.31 Parking is dominant due to its location across the front of properties. Informal on-street parking occurs frequently.

Details & Materials

10.32 Although the material palette may not correlate directly with those found in the historic village core, there are elements of detail and treatments which could aid in reinforcing local character.

- Red/orange brickwork (although more variation in brick tone may be required to re-create the rich variety found within the village's core).
- Occasional rendered façades create a softer, more varied environment.
- Brick arched detailing to front doors.



Terraced Rows

10.33 Pockets of development throughout the village comprise terraced rows, and these add diversity to the village character. The terraced rows in more modern parts of the village create an element of built form similar to the cottage rows built within the village core and are therefore familiar to the village vernacular and character.

Urban Form

10.34 The terraced rows help define a more defensible urban block form, creating a back to back garden arrangement with neighbouring properties. All terraced rows positively address the street. Front gardens provide generous thresholds to properties, creating a well-defined separation between public and private space.



Figure 10.6 Terrace Rows Figure Ground



1970's Terraced Rows



Built Form & Scale

10.35 The terraced dwellings are 2 storeys with a generally consistent ridge line. The dwellings have gabled roofs with ridge line chimneys.

Boundary Treatments and Parking

10.36 Landscape treatments to property boundaries and particularly within front gardens play an important role in strengthening the character of the street scene. This is evident as frontage landscaping is more robust in some terrace rows than others.

10.37 Boundary treatments include a mix of low level brick walls, metal railings, timber fencing and box hedging.

10.38 Parking is accommodated either on street or on plot where front gardens have been adapted to provide parking spaces. In certain instances, end properties accommodate parking to the side and out of sight from the street scene.

Details & Materials

10.39 General architectural styles are quite simple, with architectural details limited in use.

- A variety of porch canopies, pitched, lean-to and flat are present.
- Red/brown brick with grey roof tiles are the prevalent materials.

Village Core Terraced Rows



Rural Clusters

10.40 Around Etwall's settlement edge are a number of residential clusters which are distinct in their character.

10.41 Individual, predominantly detached dwellings sit within comparably large plots. Buildings & plots tend to sit informally amongst each other. Mature vegetation and sensitive boundary treatments allow the character of these rural clusters to provide the gradual transition between the rural edge of the village and the village core.

Urban Form

10.42 The clusters are generally characterised by rows of detached dwellings fronting the main road, with a short cul-de-sac of between one and six dwellings set behind the frontage. The cul-de-sac dwellings are more varied in their placement and orientation.

10.43 Large front gardens with room for mature planting are a dominant feature. Large feature properties tend to be located towards prominent frontage or corner plots.

Built Form & Scale

10.44 Dwellings are generally detached and larger in footprint and massing than the dwellings types and styles more commonly found within the village core.

10.45 Building heights are predominately 2 storey, with occasional 1 and 3 storey properties in key locations. Roofs are complex in form with hips and gable elements.

10.46 There is no dominant building line due to the varied and organic placement of dwellings within the plots. This provides variety in front garden depths and therefore the density of landscaping also varies adding to the character of this part of Etwall.



Figure 10.7 Rural Clusters Figure Ground



Boundary Treatments and Parking

10.47 Public and private space is clearly defined by strong boundary treatments, including low brick walls and feature hedging. Well established trees help soften the appearance of built form and aid in creating a more secluded environment.

10.48 Generous plot sizes allow for on plot parking. Examples of parking located to the front, side or to the rear of the properties are all evident.

Details & Materials

10.49 Architectural styles are quite varied, ranging from Georgian and Victorian through to modern styles. In general however dwellings tend to be classical in appearance.

10.50 Red brick elevations and grey roof tiles are dominant characteristics.

10.51 White/ cream window frames and surrounds contrast with the red brick.

10.52 Ground floor bay windows are common features.



Character Analysis Summary

10.53 Through the review of Etwall’s local character, the areas of study can be characterised into two distinctive groups; the informal (the Village Centre & Rural Clusters) and the formal (the Mid 1950’s - 1980’s housing & Terraced Rows).

10.54 The village of Etwall contains sections of formal and informal elements of built form. The Sites provides an opportunity to maintain this interesting juxtaposition through suitable placement of contrasting formal and informal characters.

10.55 Table 10.1 summarises the main design elements of each of the characteristic groups within the Village. This table identifies specific locally distinct design elements that can be interpreted and used to inform the appearance and layout principles proposed by the development at Section 16.

Table 10.1 Existing Local Character Analysis

	Formal Character	Informal Character
Urban Form	- Formal placement of buildings. - Well defined and consistent building lines. - Minimal variation in setback between buildings and consistent front garden depth. - Back to back perimeter blocks provide well define streets and spaces and secure rear private amenity spaces. - Buildings positively address streets - Buildings provide strong definition at street corners.	- Informal placement of buildings. - Irregular building lines with setback variation between buildings. - Buildings or boundary treatments articulate corners. - Building positively address streets. - Larger properties are located along prominent frontages and support street hierarchy.
Built Form & Scale	- Mix of detached, semi-detached and terraced 2 and 3 storey building typologies evident. - Buildings provide a uniformity to the street scene through consistent built form and ridge heights. - Roof forms are pitched in nature, with ridge-line variation occurring as a result of underlying topography.	- Mix of detached and semi-detached predominantly 2 storey building typologies. - Buildings support informal character through variation in dwelling position in plot and therefore groupings of dwellings. - Roof forms are more complex with pitched and gabled elements, alongside variation in ridge line both on individual dwellings and within the groups and clusters of dwellings.
Boundary Treatments & Parking	- Clear delineation between public and private realm through domestic boundary treatments. Examples of box hedging, metal railings and low lying brick walls with planting or metal railings. - Common boundary treatments along frontages support the creation of a formal street character. - Parking mainly accommodated on-plot with occasional on-street and courtyard parking. - Where terrace rows are present, parking is located to the front of properties. Where applied, intersecting landscape elements and differentiated hard-standing reduce the visual impact of vehicle parking.	- Variation in boundary treatments, with particular use of landscape boundaries, and occasional use of metal railings, low lying brick walls. - A mixture of parking arrangements, including on plot and courtyard parking evident. - Where evident, garages and small communal parking courts are subservient to the main properties and not dominate the street scene.
Details & Materials	- Primarily red/brown brick with black/grey roof tiles. - Occasional instances of lightly coloured render. - Small projecting porches and gable details - Occasional brick string courses	- Primarily red/brown brick with black/ grey roof tiles. - Occasional instances of lightly coloured render also permitted. - Small projecting porches and gable outcrops (gable outcrops can provide the function of a garage) - Occasional brick string courses



11. Planning Policy Review

11.1 A full planning policy review is carried out in the Planning Statement which accompanies the concurrent planning applications. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) set the national context for the consideration of planning applications and these are reviewed fully within the Planning Statement.

11.2 At the local level, the key planning documents include the South Derbyshire Local Plan (Adopted 1998) and the South Derbyshire Pre-Submission Local Plan (Part 1) (March 2014).

11.3 The following provides a brief summary of the main policies influencing the approach to the masterplan and design principles.

National Planning Policy Framework (NPPF)

11.4 At the heart of the NPPF is a presumption in favour of sustainable development. For plan-making this means that local planning authorities should positively seek opportunities to meet the development needs of their area. Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted.

11.5 NPPF paragraph 47 states that in order to boost significantly the supply of housing Local Planning Authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period.

11.6 In the context of this site it is particularly important to consider the ‘duty-to-cooperate’ as set out in the NPPF in paragraphs 178-181. It is widely accepted that Derby is not capable of meeting all of its housing needs within its boundaries; however, concerns remain over the level of housing provision across the Derby Housing Market Area (HMA).

11.7 It is within the context of the above that Council are producing their Local Plan Part 1 and Part 2.

Planning Practice Guidance (PPG)

11.8 The PPG web-based resource was launched on 6th March 2014. Significantly, the PPG reinforces the importance of the NPPF as representing the most up-to-date Government planning policy, which must be taken into account where it is relevant to a planning application (Paragraph: 006 Reference ID: 21b-006-20140306).

11.9 The contents of this DAS has also been prepared in compliance with the guidance in the PPG.

1998 Local Plan

11.10 In the 1998 Local Plan the site is shown as being outside the development boundary for Etwall. Land in this category is intended in the Plan to be protected against development except in special circumstances as set out in policy H8 of the Local Plan. However, this document is now significantly out of date; with thirteen years having passed since the envisaged end of the Plan period.

11.11 Given this position, and the clear signal for growth from the Government in the NPPF, it is considered that the Council should look to support sustainable development opportunities which relate well to existing urban areas such as this Site.

11.12 Etwall is listed as one of the villages in Policy H5, under which development can be located within the settlement boundaries. We would consider that Etwall is one of the most sustainable settlements listed within Policy H5 although no hierarchy is published within the Adopted Local Plan.

Local Plan June 2016 (Part 1)

11.13 The new Local Plan for South Derbyshire was adopted in June 2016.

11.14 The document includes a residential allocation in Etwall in order to reflect its status as a 'Key Service Village' in Policy H1 – Settlement Hierarchy. The document classifies Etwall as one of the most sustainable settlements in South Derbyshire, behind only Swadlincote and the edge of adjacent major urban areas (Derby and Burton upon Trent).

11.15 Further allocations are proposed in Part 2 of the Local Plan in the Key Service Villages and Local Service Villages. However, we have made representations to suggest that the Plan period should be extended and additional dwellings provided. As such, we consider it logical to allocate additional sites in Etwall to take advantage of its sustainability and meet the needs of residents.



12. Design Evolution & Consultation

12.1 The extents of the Sites and the design concept has undergone an iterative process, responding both to consultation with stakeholders and refinement of technical analysis from the consultant team.

12.2 The masterplan design has been continuously refined in combination with an evolved understanding of the Sites and the context. The illustrated time line provides a summary of the key changes and evolution of the masterplan leading up to the final concurrent application masterplans.



Design Evolution Timeline

December 2014 - Concept Evolution

12.3 As the technical analysis of the Sites refined alongside updates on the emerging local planning policy context , the concept for the Sites explored the concentration of developable area to the south of the Sewage Treatment Works track, and the retention of key features such as historic hedgerows.

12.4 Following and initial consultation with the Parish Council, and also A50 acoustic testing, the proposed concept masterplan was adjusted and refined as shown in the January 2015 plan.

January 2015 - Noise Mitigation Concept Design

12.5 Following extensive consideration, it was considered that focusing development above the main east-west hedgerow would provide a more considerate placement for new development, while also enabling an appropriate design response to noise mitigation. Benefits included utilising an existing historic hedgerow to provide a well defined settlement edge, and the opportunity to provide a more defined and surveilled link between Egginton Road and the Sustrans Cycle route to the west.

June 2015 - Consultation Illustrative Masterplans

12.6 The concurrent Illustrative Masterplan was presented at a public exhibition in June 2015, and comments were welcomed, as described in the following pages (pg48 & 49).



Outline Application Planning Submission

Dec 2015 - Local Authority Consultation Illustrative Masterplans

12.7 Subsequent to public engagement, design consultation with South Derbyshire District Council took place in December 2015. From the comments received, the design objectives met included the creation of more accessible and valued open space, additional pedestrian and cycle links, maintenance of green links and distinction of key spaces.

12.9 In order to address the reason for refusal from our earlier application, a softer landscaped entrance to the site has been developed. This will present an appropriate landscape response to the site.

12.8 The council also suggested some thought be applied towards the incorporation of the STW woodland and SuDS area into the public domain. However, after some consideration, it was deemed that this could be problematic in maintaining a 'sense of security' within the scheme. With little value to be gained, it was therefore proposed that the SuDS area and tree belt surrounding the STW should function primarily as natural environments; aimed at providing ecological enhancement, as well as visual amenity.

Public Consultation

12.10 In accordance with National and Local planning policy, public consultation was undertaken with local residents to gain their views and opinions on the proposals. Given the scale of the proposed development, the most appropriate form of consultation was considered to be a public consultation event which included a manned exhibition and a questionnaire for residents to complete. This approach was confirmed by South Derbyshire District Council to be acceptable during the pre-application discussions.

12.11 On the 22nd May 2015 over 750 invitations were posted to local residents. This included residents along Egginton Road as well as the adjoining areas of housing to the north and east of the application sites. Copies were also sent directly to the Parish Council, Councillor Lisa Brown and Councillor David Muller. The invite included a brief introduction to the proposals and the purpose of the exhibition event.

12.12 The event itself was held at the Frank Wickham Hall on 8th June 2015, with a preview session held for local stakeholders between 3pm and 4pm, followed by an event open to the public until 7pm. The event was very well attended, with 134 persons visiting the event. A copy of the consultation boards is shown at Figure 12.1.

12.13 In total 52 responses were received to the questionnaire, the full feedback received is provided in the statement of community engagement submitted with the applications.

12.14 The feedback responses specific to and influencing alterations to the design response at the Sites are set out in Table 12.1.

12.15 Some positive responses to the site being an appropriate location for residential development were also received from members of the public.

12.16 The views of all participants have been taken into consideration and, where possible, amendments have been made to the proposed scheme.

12.17 It should be noted that at the consultation event, an area to the south of the residential application site was identified to potentially accommodate a community use, should a viable use be identified through the consultation event. The majority of responses considered that a community use was not appropriate on the land shown to the south

and as a result this area was removed from the application proposals. Should widespread support be identified during the application process then we are able to return to consider this as an option.

12.18 Where response were related to matters of fact or principle, additional information has been submitted to alleviate local resident’s concerns. For example the Flood Risk Assessment and Drainage Strategy respond to issues of flooding and a Transport Assessment has been submitted to consider any potential impacts on the local highway network.

Table 12.1 Consultation Influences to Design

Summary of Consultation Comment	Response/ amendments to Design Approach
• [Proposed] Plots are in close proximity to current residential dwellings frontages with requests for an increase in buffer width/ separation between the boundary and proposed dwellings • Light and privacy impact on existing residents;	Amended the landscape buffer width to a minimum of 5m (and specifying planting restrictions to localised parts of the buffer where exiting dwellings are in closer proximity to the boundary) along the eastern boundary of the Residential Application Site. This ensures that future designs take account of the existing dwellings and responds to residents wishes. (Design Principles set out in DAS Section 16, Figure 16.2)
• Concerns raised in regards to the smell emanating from the sewerage works	35m landscape buffer provided to the STW to provide both visual and physical separation. Odour analysis confirms that odour is not a design constraint for the proposed development.
• Concerns about the loss of ‘village feel’	Design principles in the layout and appearance section confirm how the local landscape and built character has informed the approach to principles at the outline stage and will continue to inform reserved matters design approaches, to maintain a ‘village feel’ for Etwall.
• Buses should be re-routed close to the development	A review of the existing bus routes and bus stop locations serving Etwall confirmed that the site was within an acceptable 400m direct line walking distance of bus services. (Section 8) As such no re-routing is proposed as part of these applications.
• Wildlife impacts	The proposals have been informed by the desire to maintain strong landscape and therefore ecological/ habitat corridors through the sites. The diversification and enhancements to existing landscape features will also enhance the availability of appropriate wildlife habitats. (Section 17 provides details of this element)



Figure 12.1 Public Exhibition Display Boards

Description of Proposal

This section of the DAS describes the outline proposals for the concurrent applications and sets a series of design principles to inform future reserved matters applications.

13. Use & Amount

13.1 The distribution of the land uses and their relationship to the Sites is shown in Fig.13.1.

13.2 The proposal comprises up to 120 dwellings on a net development area of approx 3.66Ha. This provides an average density of around 32 dwellings per hectare.

13.3 Within this average density the development has potential to deliver a mix of house types, sizes and tenures. At the reserved matters stage densities will be refined responding to localised site features.

13.4 At this outline application stage an indicative market mix of dwellings has been used to inform the illustrative layout plan. These are as follows, and will be refined at the reserved matters stage:

- 1 & 2 bedroom dwellings - 25% (21 dwellings)
- 3 bedroom dwelling - 45% (38 dwellings)
- 4 bedroom dwelling - 30% (25 dwellings)

13.5 Up to 30% of the dwellings (36 units) will be provided as affordable. The tenure mix of the affordable housing will be agreed following further detailed discussions with South Derbyshire District Council during the application period. However, at this stage it is proposed at around 65% social rent and 35% shared ownership. Of the 30% the following mix is suggested:

- 1 and 2 bed - 68% (24 dwellings)
 - 3 bed - 32% (12 dwellings)
- 13.6** Across the two applications, a total of 2.62Ha is identified as informal/natural green space or informal/natural public amenity space. This equates to almost one third of the combined site area. The majority of the informal/ natural green space will provide an extension to the existing natural green space south of the Old Station Road development, or accommodate sustainable drainage elements to the south.

- 13.7** Supplementary ‘green’ elements include landscape buffers (equating to 1.18Ha) and formal open space (0.35Ha) are also provided.
- 13.8** Formal open spaces will include potential to provide children’s play areas. The identified areas are catered for within the main body of the development, where spaces will benefit from passive surveillance. Further details are provided in following pages.
- 13.9** An area of 0.026Ha has been retained to allow access to the Severn Trent Sewage works, should it be required. An element of the existing highway (approx 0.1ha) has also been included as part of the overall land budget to facilitate the creation of the new junction.

Table 13.1 Land Use Schedule

Land Use	Hectares	Acres	Dwellings (Up To)
Residential Application Boundary			
Residential Development Area (includes roads)	3.66	9.04	120
Informal/ Natural Greenspace	0.83	2.05	
Formal Open Space	0.35	0.86	
Existing and Proposed Highway Junction	0.10	0.25	
Amenity Buffer to Existing Dwellings & Highway Verge	0.15	0.38	
Low Level Amenity Buffer to Existing Dwellings	0.04	0.10	
Severn Trent Access/ Pedestrian Link	0.03	0.07	
TOTAL	5.17	12.78	
Landscape Application Boundary			
Informal/ Natural Greenspace	1.00	2.47	
Amenity Buffer to Existing Dwellings	0.14	0.34	
Informal/ Natural Public Amenity Space	0.78	1.94	
STW Woodland Buffer	0.85	2.10	
STW access track	0.01	0.03	
TOTAL	2.78	6.88	
Combined Total	7.95	19.65	

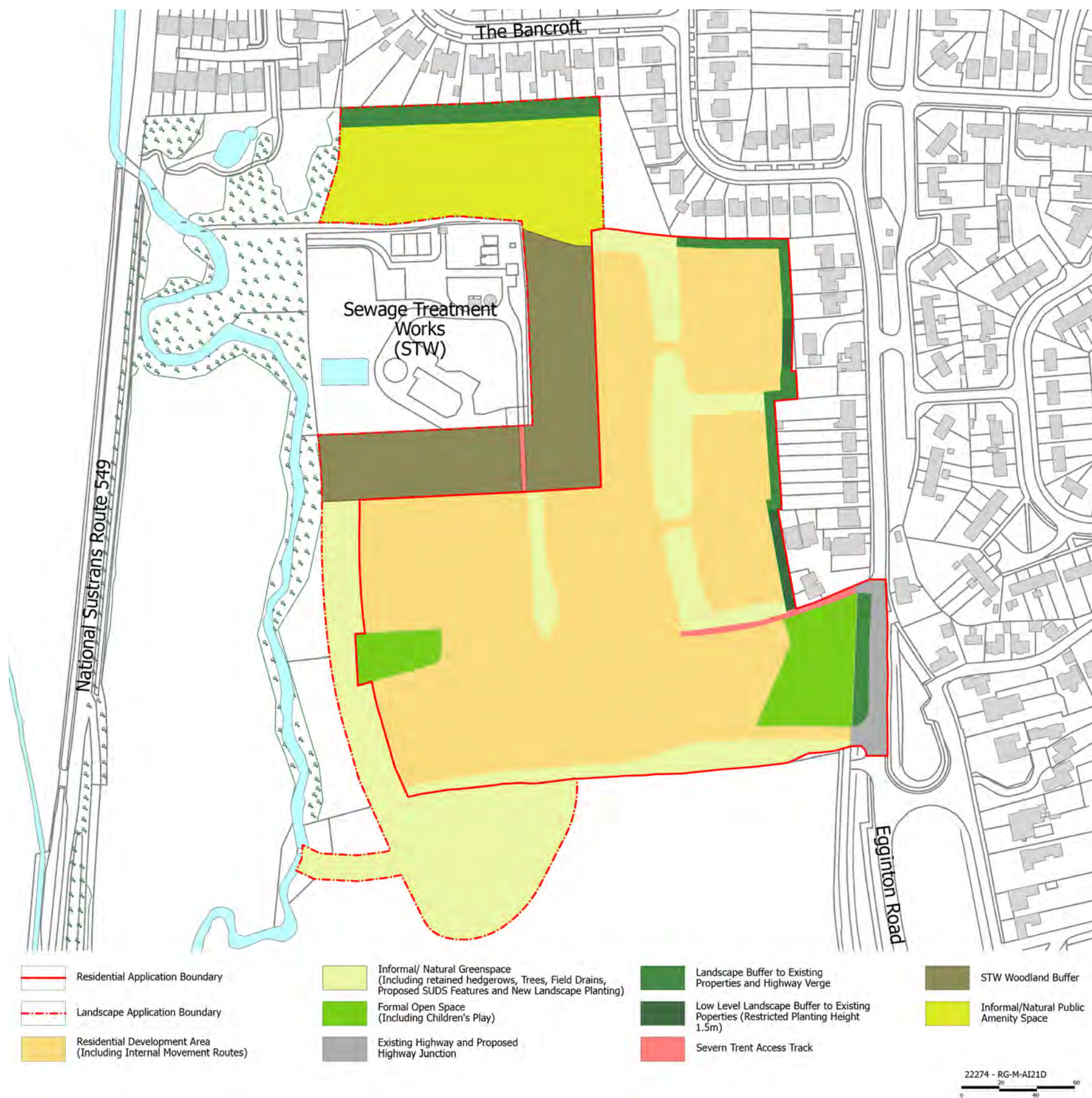


Figure 13.1 Concurrent Application Land Use Plan

Open Space and Children’s Play

13.10 South Derbyshire Green Space Strategy sets out a series of open space components and quantity standards for new developments in the district. Table 13.2 compares the District’s open space requirements against the proposed on-site provision.

13.11 The combined applications will deliver a significant quantum of high quality open space appropriate to the character of the Sites and the wider village.

13.12 The proposals aim to provide Etwall with additional children’s play space and informal natural amenity areas to rebalance the distribution of existing amenity/leisure provision across the village.

13.13 The concurrent applications propose 3 new publicly accessible open spaces. These provide opportunities for both formal and informal play. A new area of informal natural amenity is proposed to the north of the Landscape Application Site and will extend and compliment the existing natural open space which connects to the Sustrans Route. This will provide Etwall’s residents with additional opportunity to walk and explore the surrounding natural setting.

13.14 Two formal open spaces are proposed within the Residential Application Site. These spaces provide opportunities to accommodate children’s play equipment (subject to agreement with the LPA).

13.15 As identified in the land use plan (Figure 13.1) the concurrent applications will also provide additional areas of informal and natural open space. These will accommodate drainage ponds and swales and landscape planting where appropriate. These will offer a visual amenity to the scheme rather than serving a directly accessible amenity.

Table 13.2 Open Space Provision Review

Open Space Typologies	South Derbyshire DC Green Space Strategy SPD Standard per 1000 population*	On site Requirement Based on average 2.5 people per dwelling (300 on site population)	Actual On Site Provision (across concurrent applications)
Outdoor Playing Space for Children’s Use	0.3ha / 1000	0.09ha	0.3ha (formal open space)
Casual or Informal Play Space within Housing Areas	0.5ha / 1000	0.15ha	0.78ha (Informal/ Natural Public Amenity Space)
Youth & Adult Play	1.6ha/ 1000	0.48ha	Off site contribution
Additional Informal/ Natural Green Amenity Space (not accessible)	0	0	3.01ha (comprising Informal/Natural Green Space; Amenity Buffer to Existing Dwellings & Highway Verge; Low Level Amenity Buffer to Existing Properties and STW Woodland Buffer).
TOTAL	2.4ha/ 1000	0.72ha	4.09ha

* For 120 dwellings we have assumed an average of 2.5 residents per dwelling = 300 residents



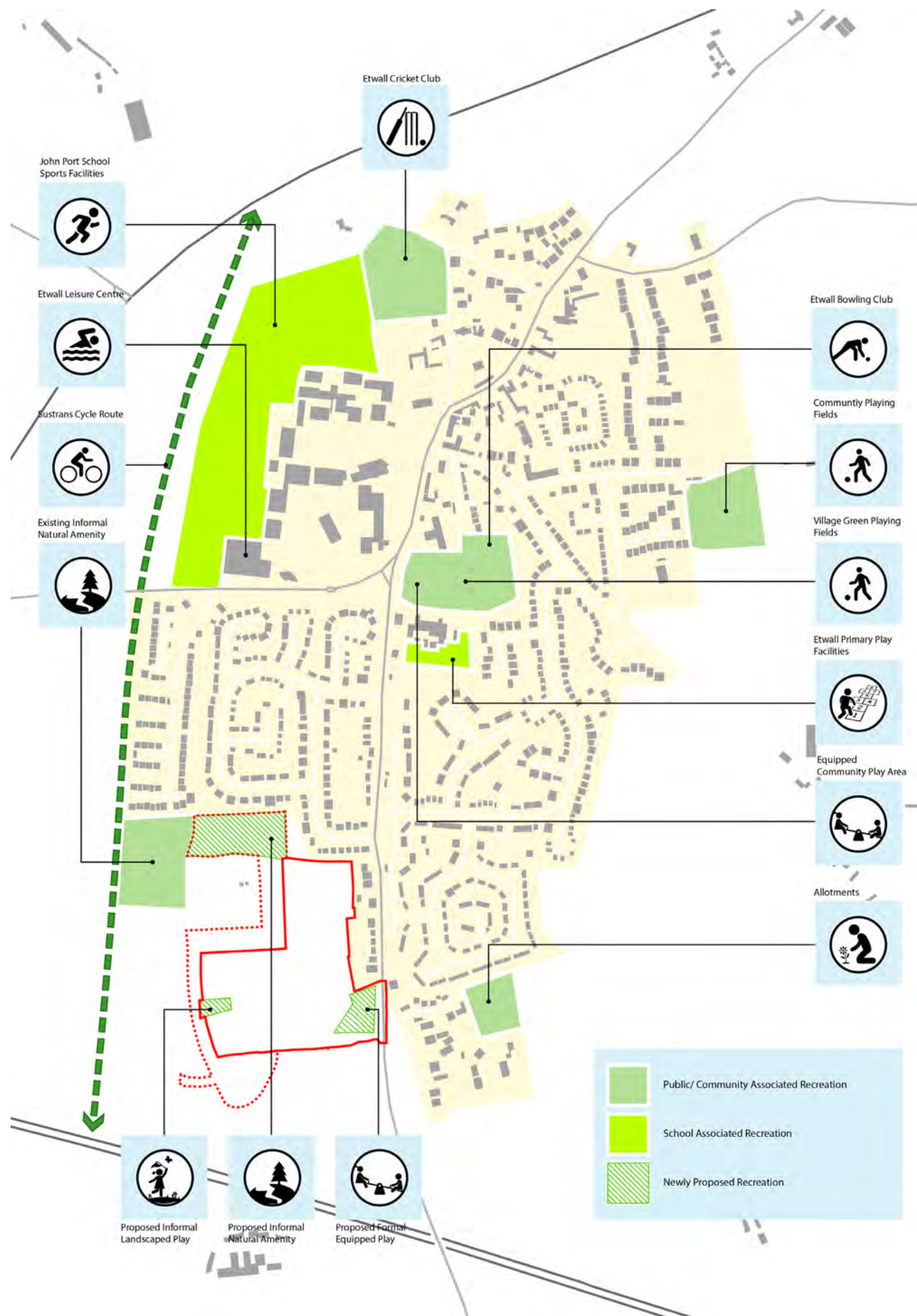


Figure 13.2 Existing and Proposed Open Space and Play

14. Detailed Site Access

- 14.1 Figure 14.2 illustrates the location of the main vehicle and pedestrian access points into the Sites.
- 14.2 A new vehicular access is to be created from Egginton Road into the Sites (Figure 14.1). It has been designed to accommodate vehicle movements associated with up to 120 dwellings as well as offering an alternative vehicle access to the Severn Trent Sewage Treatment Works (should it divert from its current access track located to the north of the proposed access). The junction has also been designed to maintain access to land south of the Sites.
- 14.3 Further detailed junction design information is formally submitted with the outline application package for approval.
- 14.4 The new access has been designed to tie into the existing function of Egginton Road as well as connect into the existing pedestrian footpath. The position has been safety audited to confirm that it will function without impact to the existing junctions to the east of the Sites.
- 14.5 It is proposed that the existing 30 to 50mph speed limit sign, currently located to the north of the proposed junction will be relocated further to the south. This will have the benefit of instructing reduced traffic speeds entering Etwall earlier than currently experience. This should benefit the function of the existing bell mouth junction to the east of the site (also called Egginton Road).
- 14.6 The new access road into the Sites will be provided as a 5.5m carriageway with 2m footpaths on both sides.

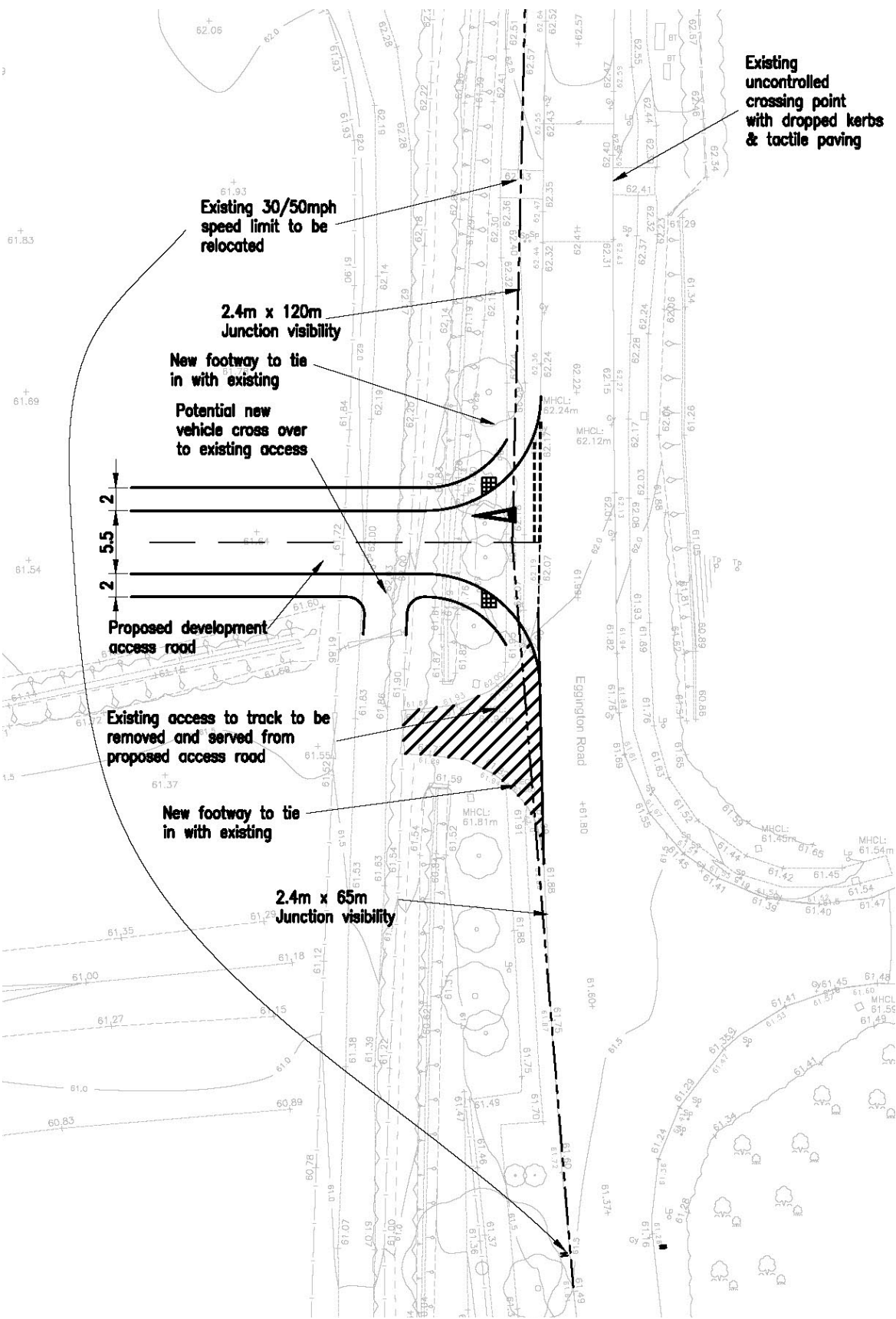


Figure 14.1 Proposed Egginton Road Site Access

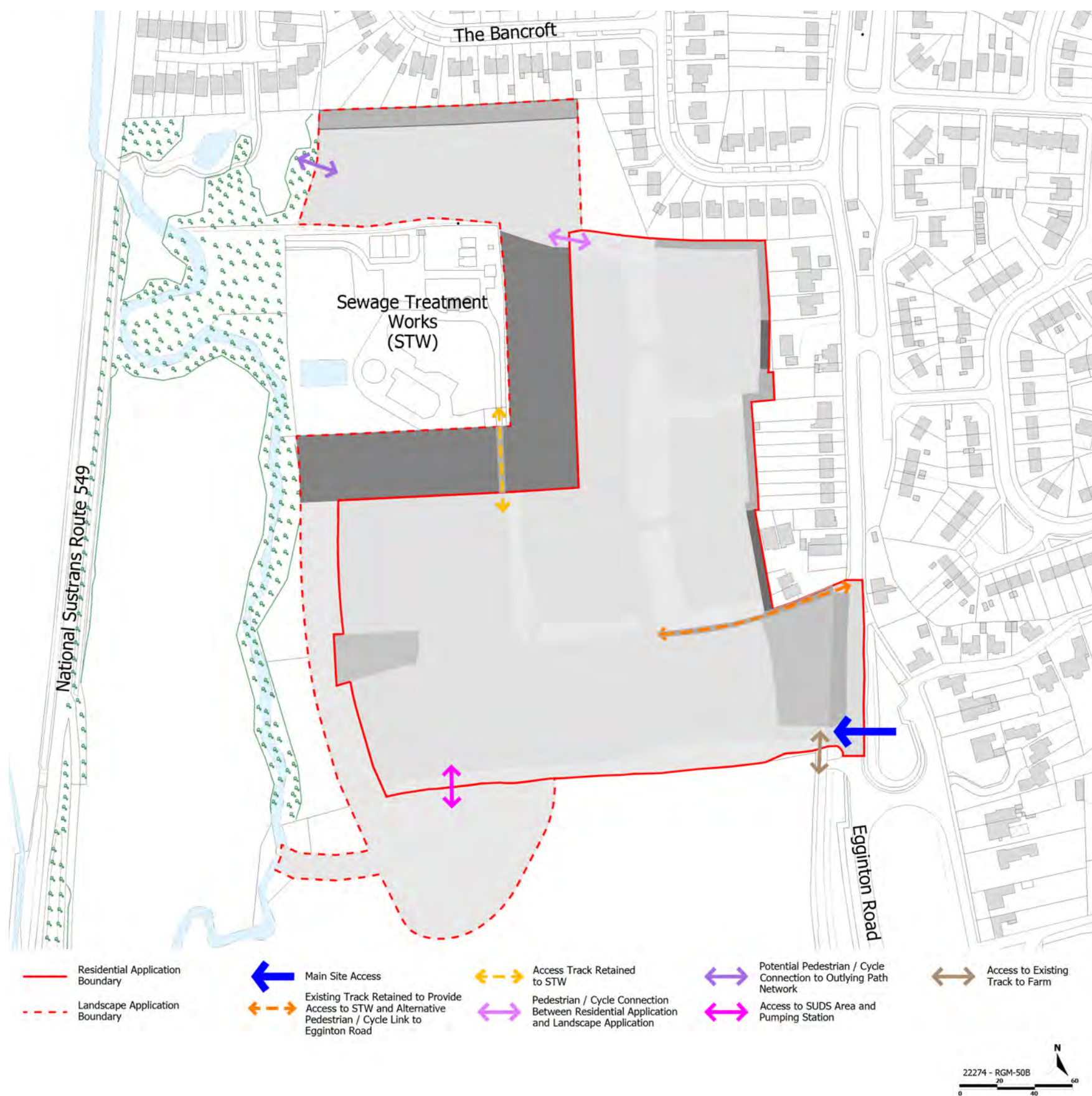


Figure 14.2 Site Access Locations Plan

15. Building Heights & Ground Levels

- 15.1 Building height distribution on the Residential Application Site has been informed by the typography, and reference to the local character surrounding the Sites.
- 15.2 A maximum of two storeys is proposed for all dwellings on the Site. At the reserved matters stage the house types proposed will introduce variety in the roofscape. Variance in the roofscape will also be achieved as a result of the underlying site topography.
- 15.3 Figure 15.1 illustrates the maximum ridge height appropriate to the Site and future Reserved Matters Applications.
- 15.4 The zones for the maximum development height is an amalgamation of the ground levels and building heights. Figures are given as Above Ordnance Datum (AOD).
- 15.5 Final building floor levels for the development may range from -1m to +2m above the existing ground levels (subject to the localised reprofiling Figure 15.2).



Adjacent dwelling heights



Figure 15.1 Proposed Building Heights Plan

Ground Re-profiling

15.6 Some localised ground re-profiling will be confirmed at the reserved matters stage in relation to reducing the need for the removal of ‘cart-off’ material from the site during construction phases.

15.7 Figure 15.2 provides an illustration of the zones in which indicative ground level re-profiling may occur across the Site. The change in level is minimal lifting by a maximum of 225mm in the development zone and

450mm within the Sewage Treatment Works landscape buffer zone.

15.8 Where existing landscape components are to be retained and integrated into the development ground level changes will be minimised.

15.9 Where transitions between new ground levels occur gentle profiling will ease the level change.

15.10 Detailed submissions will be made at the reserved matters application stage to confirm the ground levels and finished floor levels for the proposed dwellings on the Site.



Adjacent dwelling heights

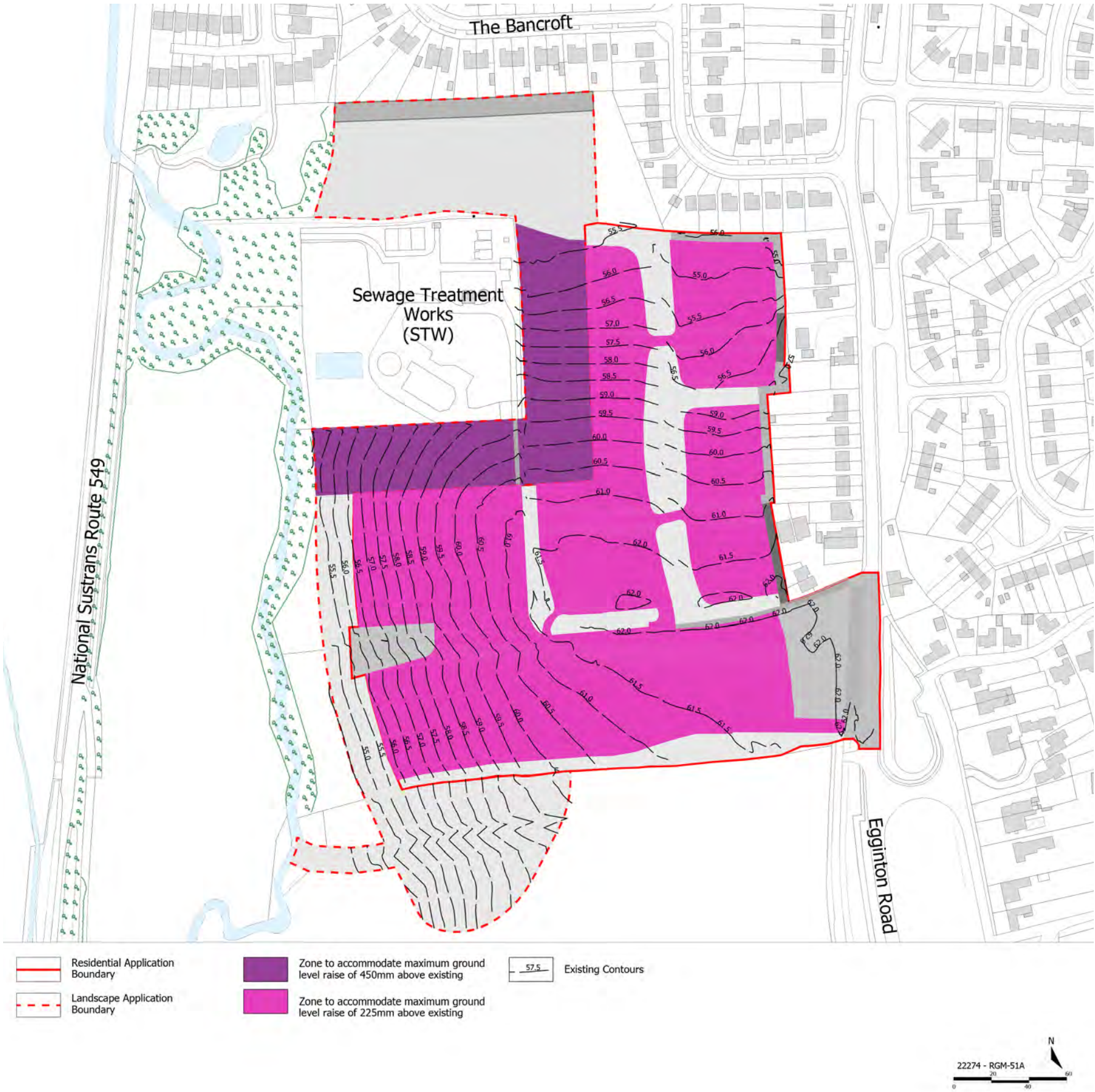


Figure 15.2 Proposed Indicative Ground Level Re-profile

16. Layout & Appearance Principles

16.1 Amongst other design objectives, the NPPF (paragraph 58) requires new development to “reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.”

16.2 This section of the DAS provides a series of design principles relating to layout and appearance to inform the future reserved matters design approach. The principles have been guided by best practice approaches for creating and achieving safe and secure communities.

Urban Form

16.3 A series of design principles instructing the form that the development will take are shown in Figure 16.1 The application of these principles will support the creation of a legible and distinctive development for Etwall.

Character Areas and Key Frontage

16.4 Drawing reference from the character analysis (Section 10), two character approaches; namely; formal and informal have been identified in the village. Reflecting this approach and in order to response appropriately to landscape characteristics of the Sites two distinct character areas have been identified; namely the ‘Formal Blocks’ and ‘Informal Clusters’.

16.5 The application of these two distinct character elements coincides with the natural landscape character and context of the Sites. The block typologies set out in paragraphs 16.10 - 16.15 provide guidance on the design principles to be applied to the character areas.

16.6 In addition to the general character zones for the Sites, two key frontage areas have been identified:

- Formal Street Frontage - supporting and defining the primary movement route within the Site; and
- Acoustic Frontage - This specifically responds to mitigating the identified acoustic conditions on the Site. Figure 16.5 and Paragraphs 16.16 - 16.19 provide specific design principles to be applied to this frontage.

Focal Buildings and Vistas

16.7 Approximate locations for Focal Buildings have been identified. These buildings serve to:

- Complete a view or vista;
- Assist way finding and legibility; and
- Create a sense of scale and enclosure around key spaces within the development.

16.8 At the reserved matters stage, these buildings should consider architectural detail, building design, scale and/ or materials to support their distinctiveness, particularly when read in the future proposed street scene.



Figure 16.1 Proposed Urban Form Plan

Block Typology and Parking

16.9 The Site supports the use of back-to back block types creating secure perimeter blocks. However, as identified by the Urban Form Plan (Figure 17.1) the principles of the dwellings positions within the block alter to respond to creation of character and specific site conditions. Figures 16.2 and 16.3 illustrate the key design principles for each character area.

16.10 Figure 16.4 also illustrates the Acoustic Mitigation approach to be applied to the Acoustic Frontage.

Car Parking

16.11 Each illustration also shows the typologies of car parking that would be appropriate to the Site.

16.12 The general principle is to ensure that both on-plot and off-plot parking solutions are carefully integrated within the public realm with minimal visual intrusion and obstruction to pedestrians.

16.13 The means of car parking is designed with reference to ‘Parking What Works Where’ and is intended to be safe and secure, and with natural surveillance provided by overlooking properties. Spaces for cars should not interrupt services or emergency vehicle access.

16.14 The quantum of parking will be delivered in accordance with South Derbyshire District Council’s parking standards once the final mix of properties is established at the reserved matters application stage.



Figure 16.2 Formal Block Character

Formal Frontage Character Principles

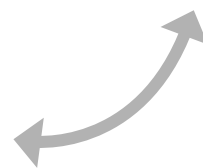
- 1. Uniformity in building line encouraged
- 2. Parking on plot located to the side of dwellings
- 3. Off Plot or frontage parking bays to be allocated spaces located in defined parking bays with natural surveillance from dwellings. Landscape must be integrated to visually soften frontage parking in the streetscene.
- 4. Where back to back blocks are created a minimum separation of 20m between rear elevations to be achieved.
- 5. Dwellings to face the public realm with front doors and / or windows to habitable rooms to give natural surveillance to streets and open spaces.
- 6. Garages are to have minimum dimensions of 3m x 6m. Double garages to have a minimum internal dimension of 6m x 6m.
- 6. Appropriate storage will be provided for refuse and recycling bin for each dwelling, so that it does not impact on the function and quality of dwellings or streets.
- 7. Dwellings located at corners of streets should have active elevations through positioning of windows and doors.
- 8. Cycle storage will be provided for each dwelling - either within garages or garden stores.



Figure 16.3 Informal Block Character



EXISTING INFORMAL LAYOUT



Informal Frontage Character Principles

1. Variation in building line encouraged
2. Parking on plot located to the side of dwellings
3. Where back to back blocks are created a minimum separation of 20m between rear elevations to be achieved.
4. Dwellings to face the public realm with front doors and / or windows to habitable rooms to give natural surveillance to streets and open spaces
5. Garages are to have minimum dimensions of 3m x 6m. Double garages to have a minimum internal dimension of 6m x 6m.
6. Appropriate storage will be provided for refuse and recycling bin for each dwelling, so that it does not impact on the function and quality of dwellings or streets.
7. Dwellings located at corners of streets should have active elevations through positioning of windows and doors.
8. Dwellings to be carefully positioned to maintain existing residential amenity of dwellings to the east of the site.
9. Cycle storage will be provided for each dwelling - either within garages or garden stores.

Acoustic Mitigation Frontage

16.15 As identified by the technical site analysis, parts of the Site are washed over by noise levels in excess of 55dB. In accordance with the World Health Organisation’s (WHO) guidelines the following design principles should be achieved:

- Rear external private amenity areas for domestic properties should not exceed sound levels over 55dB $L_{Aeq,T}$
- Internal sound levels in living rooms should not exceed 35dB $L_{Aeq,16hr}$
- Internal sound levels in bedrooms should not exceed 30dB $L_{Aeq,8hr}$ and 45dB L_{Amax}

16.16 In order to achieve the external private amenity area sound levels, Figure 16.5 illustrates a design approach to the acoustic frontage. This has been tested within an acoustic model and satisfies the acoustic requirements. The illustration contained here does not preclude alternative solutions coming forward providing the WHO sound levels in rear private gardens can be achieved.

16.17 To achieve acceptable internal noise standards enhanced glazing specifications will be provided where required. The exact specification will be determined at the reserved matters stage.

16.18 There may also be requirements for enhanced glazing specifications in other parts of the site (outside the acoustic frontage zone). The extent and location of these will be determined at the reserved matters stage and following additional acoustic modelling and testing.

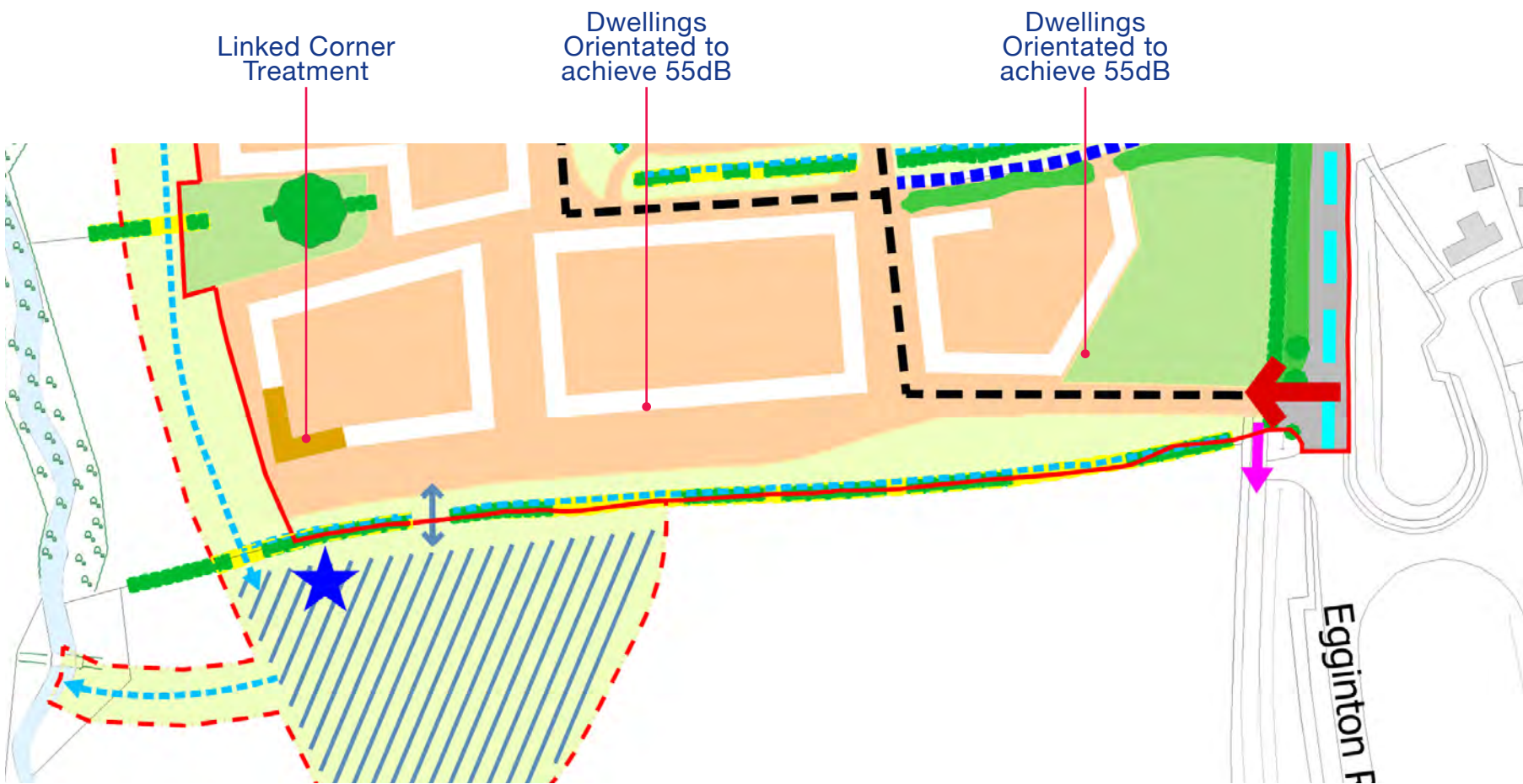


Figure 16.4 Acoustic Design Principles



Street Typology and Movement

16.19 A hierarchy of street types is proposed for the Site as indicatively shown in Figure 16.9. This will support the legibility and permeability of the site. A series of design principles for each street is illustrated in Figures 16.6 - 16.8. In combination these will inform the reserved matters design stage. The dimensions are supported by Manual for Streets guidance and the desire to achieve a high quality public realm environment as well as maximum internal design speeds of 20mph.

16.20 In addition to the streets a network of pedestrian routes are promoted.

Pedestrian/ Cycle Movement

16.21 Pedestrian and cycle connectivity through the Sites have been a key design principle. The permeable block structure and street hierarchy provides a sequence of linked routes between existing and proposed open spaces, as well as providing the opportunity to form a sustainable connection between existing sustrans cycle routes to the east and west of the Sites.

Public Transport

16.22 The Sites are located within 400m of existing bus stops providing a sustainable suitable transport alternative than the private car.

Key

- Carriageway
- Pavement/Service Strip
- Private Garden/Landscaping
- Parking
- Natural Drainage Feature
- Existing Hedgerow/Open Space

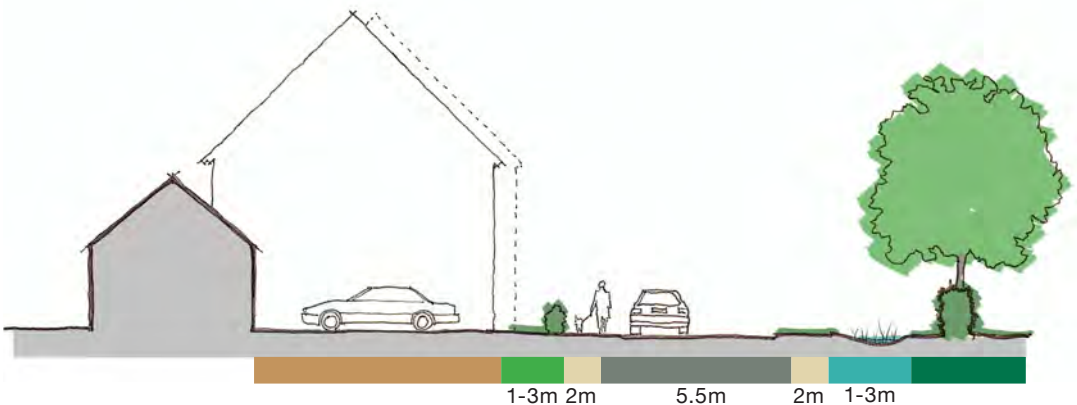


Figure 16.5 Lanes/ Private Drives

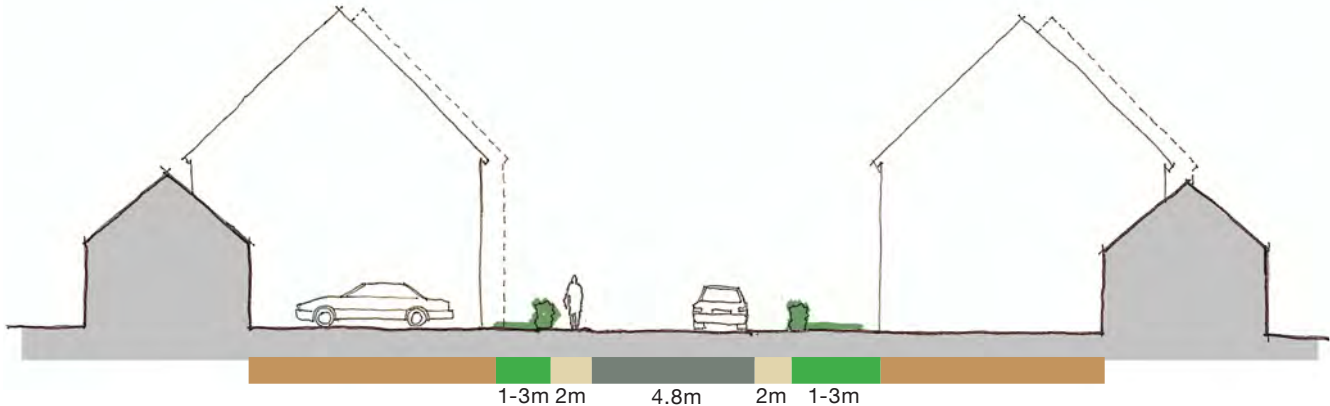


Figure 16.6 Side Streets

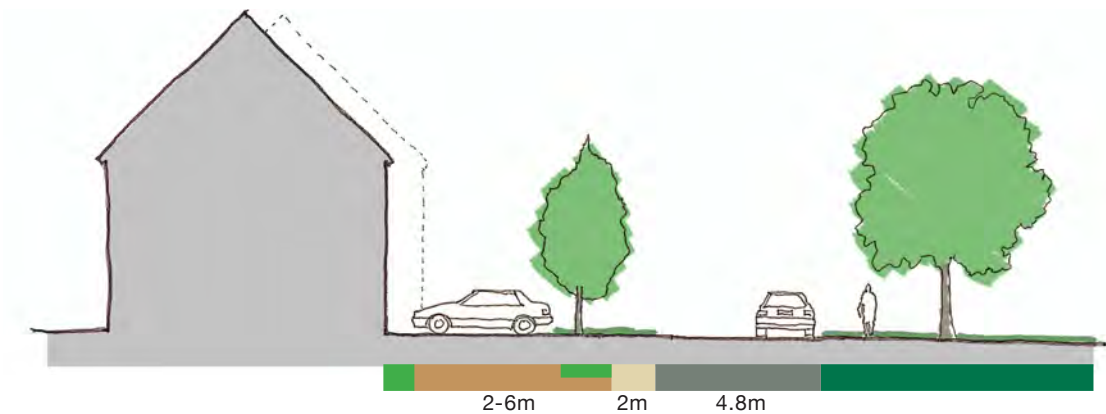


Figure 16.7 Main Street

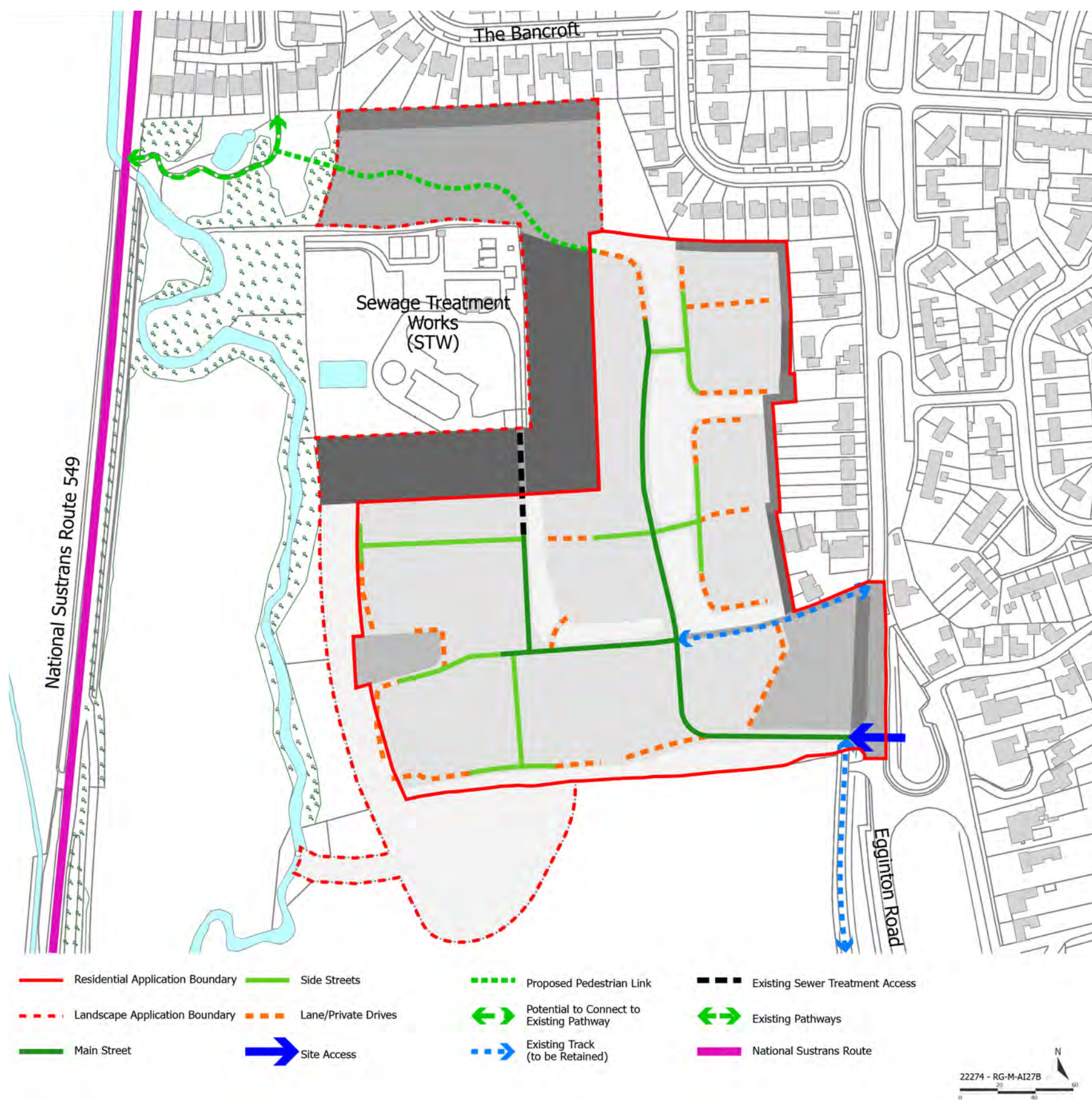


Figure 16.8 Street Typology Plan

Appearance Strategy

16.23 The appearance strategy is informed by the local character appraisal (Section 10). Local characteristics have been interpreted and suggested appearance principles for dwellings set out here.

16.24 The appearance strategy and variation in appearance within the site is linked to the character areas defined by the urban form plan at Figure 16.1

16.25 Table 16.1 sets out the main design attributes that should be sought at the reserved matters stage.

16.26 Further details of appearance will be provided at the reserved matters safe and supported by analysis of the local vernacular.

Table 16.1 Appearance Strategy

	Formal Character	Informal Character
Building type	Predominantly semi-detached with occasional terraces	Predominantly detached with occasional short terraces and semi detached units
Gaps between the buildings	Kept to a minimum	Irregular gaps, usually for single or double garages
Building height	2 storey with opportunities for occasional 1 storey units on minor streets.	2 storey with occasional 1 storey units possible on minor streets.
Set Back	Consistent building line 2 metre set back	Changing building line Set backs vary between 2m and 6m depending on parking arrangement
Boundary Treatment	Hedging - 1 - 1.5m brick walls Railings may be appropriate in key locations	Hedgerows or brick walls between 1 - 1.5m high
Walls	Walls: red brick with render features	Walls: red brick
Roofs	Roof tiles will be grey . Occasional red tiled roofs in key locations may be acceptable.	Roof tiles will be grey. Occasional red tiled roofs in key locations may be acceptable.
Details and materials (windows and doors)	Window and door frames are to be white. Some brick string course details would benefit the visual proportions of dwellings	
Roof Types	Mainly pitched roofs with occasional gable fronts a feature.	
Roof Eaves	Overhanging eaves with fascia and soffit or brick verges with corbel block.	
Dormers and Roof lights	Occasional	
Bay Windows	Occasional single storey bays can be used	More regular use of single storey bays would be appropriate
Porches	Flat roof and lean to canopies.	Flat roof canopies.



Figure 16.9 Illustrative Typical House Types

17. Landscape, Ecology & Drainage

17.1 The proposed development has the advantage of being able to link to both the surrounding countryside and the existing Green Infrastructure that Etwall has to offer.

17.2 The development has opportunities to provide pedestrian and cycle links through the development connecting directly on to adjacent footpaths and the wider Sustrans network to the east and west of the site. These routes give access to the adjacent natural open space and the wider recreation facilities in and around Etwall.

17.3 Easy pedestrian links into the wider countryside offers health benefits for the residents of the new development and also for the increased integration of the new development with the existing settlement.

Landscape Strategy

17.4 The concept for the landscape strategy is comprehensive across the two application areas. It is based on the integration of a network of multi-functional green routes and spaces, providing ‘something for everyone’ be they new or existing residents of Etwall.

17.5 The strategy delivers spaces for landscape buffers, natural open space and formal/informal amenity, all within a short walk of each property. The Sites benefit from strong existing landscape assets which are retained and enhanced by inclusion.

17.6 The landscape design of the proposed developments not only adds aesthetic and recreational value, but provides physical structuring element to the Sites, aiding legibility and circulation in addition to creating green corridors which connect and enhance the wider landscape setting.

17.7 Figure 17.1 illustrates the broad landscape strategy proposed by the concurrent outline planning applications.

STW - Woodland Planting Buffers

17.8 To the west of the Sites, (Located within the Landscape Application Site) a woodland planting buffer of up to 35m is proposed adjacent to the Sewage Treatment Works (STW). This provides both a physical and densely planted visual separation between the proposed residential development to the east and the STW.

17.9 This element has been informed by reference to the Needwood and South Derbyshire Claylands Landscape Character Type - Settled Farmland which identifies the benefits and contribution of densely planted tree cover to filter views and support enclosure.

17.10 The depth of the buffer also enables the proposed tree planting to mature and make significant contributions to the wider landscape and ecological character of this part of Etwall. The woodland will be enclosed such that no public access can be gained into the woodland other than for maintenance purposes, further supporting opportunities for ecological function and diversity.

Southern Edge - Woodland Planting Buffer

17.11 In addition to the STW buffer, additional tree planting is proposed outside the Site’s southern boundary. A 30m deep landscape buffer will help provide definition and structure to the southern edge, whilst providing suitable screening, visual amenity and ecology accommodation. A demonstration on the nature of the southern woodland buffer is provided in Fig. 17.1. It is envisaged that such provision can be delivered either by condition or through a S106 obligation.



Residential Landscape Buffer

17.12 In line with feedback from stakeholders and the public, a minimum 5m planted landscape buffer is proposed along the eastern boundary of the Residential Application Site. This is provided in order to maintain the amenity/ privacy of existing residents in adjoining properties. This buffer will not be publicly accessible but will have gated access points along its length to facilitate maintenance.

17.13 In two places along the eastern boundary existing dwellings are located in closer proximity to the boundary. Here planting within the landscape buffer will be maintained to a maximum height of 1.5m. This will provide a degree of privacy and separation between the new and existing properties such that residential amenity will be maintained. Figure 17.2 shows a typical cross section through this section of the buffer in relation to existing dwellings.

17.14 To the north of the Landscape Application Site an area of buffer planting will also be provided along the boundary. This provides a visual and physical separation for existing residents on The Bancroft.



Figure 17.2 Location Reference for Cross Section

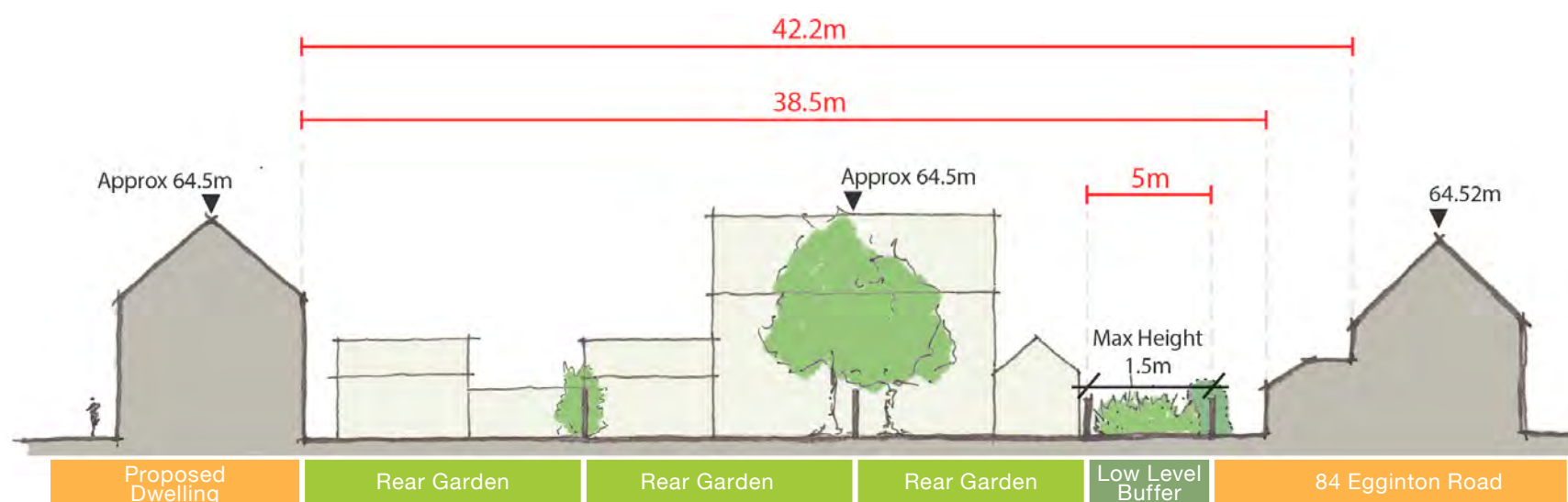


Figure 17.1 Section A-A Illustrative Cross Section of Residential Landscape Buffer

Informal Natural Greenspace

17.15 Within the Residential Application Site, existing landscape features (in particular the historic hedgerows and trees) will be retained within informal natural greenspace corridors (North to south and east to west). This also enables the retention of existing field drains and the provision of an enhanced surface water drainage solution (further detailed in Paragraphs 17.17 to 17.23).

17.16 Within the Landscape Application Site, large areas of informal natural greenspace are proposed. To the north, an extension to the existing publicly accessible natural greenspace (Old Station Road development) is

proposed. Details of the design of this space will be provided at the reserved matters stage. However, it is envisaged that the principles established in the open space to the west will continue through to create a contiguous natural open space character.

17.17 To the south the informal natural open space will provide new landscape planting corridor to the Etwall Brook corridor as well as accommodating surface water drainage features and Swales (detailed in Paragraphs 17.17 to 17.23).

17.18 The natural greenspaces are intended to be multifunctional in their design such that they provide engineering, ecology and amenity function.

Formal Open Space

17.19 Linked to the informal natural greenspace network, two areas of formal open space are proposed within the Residential Application Site. These provide zones for more formal amenity and can accommodate formal children’s play equipment. More naturalistic play equipment is advocated to support the village character of the development area.





Drainage Strategy

- 17.20 A flood risk assessment has been carried out and is submitted with the applications. It assesses the risk of flooding, together with the potential impact of the proposed development on flooding in the vicinity of the Sites and the proposed measures which could be positively incorporated into the design to mitigate the identified risk.
- 17.21 Landscape Application Site - This application zone contains the identified flood zones. No residential development is proposed within this application area to avoid any impact to the existing flood function. SUDs features will be incorporated within this zone, located outside identified flood zone areas.
- 17.22 Residential Application Site - The residential areas will incorporate the existing field drain network, and where appropriate extend this to provide connections to proposed attenuation ponds.
- 17.23 The Etwall Brook lies close to the Landscape Application Site. The existing network of field ditches from the concurrent application sites feed into the brook. Existing field ditches run alongside the existing hedgerows.
- 17.24 The proposed development will be required to maintain existing greenfield surface water run off rates into the brook to avoid impacts to the existing flood plain. As such, surface water attenuation features are required.
- 17.25 Approximate locations for surface water attenuation ponds are identified at Figure 17.4. The attenuation ponds will be sized to accommodate a 1:1000 year storm event + 30% for Climate change. In addition, a Swale network is proposed which will catch and redirect surface water flows from the sites into the attenuation ponds.
- 17.26 Both the attenuation ponds and swales will be designed as part of the wider landscape strategy creating natural features in the landscape which serve both an engineering function but also an amenity and ecological function.



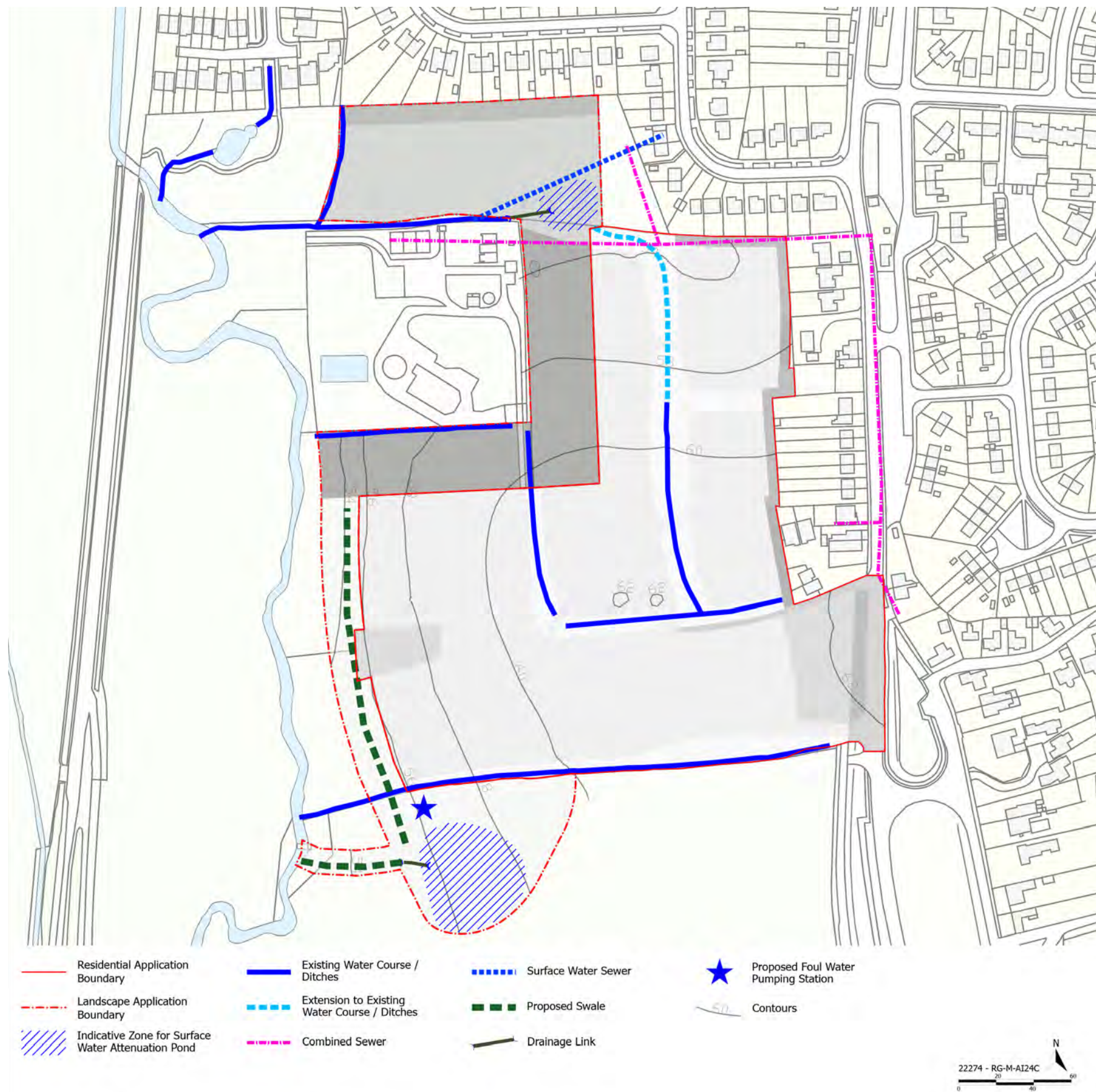


Figure 17.3 Drainage Strategy Plan

18. Building for Life Checklist

18.1 A Building for Life Assessment 12 Pre-Assessment has been undertaken to aid the council’s design evaluation of the scheme.

18.2 In summary, and acknowledging the limitations of the BFL tool at this outline application stage, the proposed development has potential to score 12 Greens at a reserved matters stage, bringing it into contention to receive Diamond Status if implemented accordingly.

Table 17.1 Building for Life 12 Pre-Assessment

Criteria		Evaluation (Based on the BfL12 Assessment Criteria)	Chapter Reference for Additional Information	BFL Score
Integrating Into The Neighbourhood				
1	Connections	The Sites are accessed from Egginton Road and are well placed in relation to the wider highway network, with easy access to be gained onto the A516 & A50. The Sites ability to create additional vehicular connections is limited due to restrictions (such as the Etwall Brook) and the ‘backyard barrier’ caused by adjacent housing. These restrictions prohibit any opportunity to create new vehicular connections to neighbouring streets. The proposal focuses on opportunities to improve sustainable movement routes to local facilities, by creating pedestrian/cycle connections to the National Sustrans Route west of the Sites; alternative access to Egginton Road by maintaining the existing STW track; and access to Old Station Close.	6. Design Rationale 9. Site Features & Constraints 14. Detailed Access	Green
2.	Facilities And Services	The Site is located within a 5 -15mins walking distance to all services and facilities in the village including the local primary & secondary schools, the Church, local pub, community centre and village shops.	3. Contextual Features Review 6. Design Rationale 7. Local Facilities Analysis	Green
3	Public Transport	The local bus V1 & V2 bus services runs through Etwall Village, providing connections to Derby and Burton-on-Trent (and the villages in-between). The Sites are located within 400m from the V1 & V2 bus stops located along Egginton Road. New pedestrian/cycle routes will provide convenient connectivity to the bus stops.	6. Design Rationale 8. Movement Analysis	Green
4	Meeting Local Housing Requirements	The outline development proposal suggests an indicative housing mix that has been informed by the Emerging South Derbyshire SHMA. The detail of the final housing mix will be informed through consultation with South Derbyshire District Council and established at the reserved matters stage. Up to 30% of the dwellings will be provided as affordable, with the tenure mix to be agreed following further discussions with South Derbyshire District Council during the application period.	13. Use & Amount	Green (subject to reserved matters stage)
Creating A Place				
5	Character	The proposed layout has been largely informed by the site constraints, particularly in terms of topography and landscape features. The proposals aim to respond sensitively, creating a distinctive character. Buildings will reflect local character through familiar materials & buildings styles. A Local Character Appraisal has been carried out to inform Layout and Appearance Principles at the out line application stage. Two varying character areas have been identified, tailored to relate directly to their immediate context. This will provide further character distinction with the Site. These principles will be developed further at the reserved matters design stage.	10. Landscape & Built Character Analysis 16. Layout & Appearance Principles	Green

6	Working With The Site And Its Context	Analysis of the Site and it's context has informed the design concept and principles. This is particularly evident in the landscape concept which builds upon the existing green network. The majority of existing vegetation has been retained, providing a sensitive edge to the development and the wider settlement. The proposals work with the topography by utilising existing contours and field ditches to aid sustainable drainage. The proposal also aims to be a considerate neighbour, particularly to adjacent properties by providing rear private amenity spaces backing on to existing gardens and through the provision of low and high level landscape buffering where appropriate.	6. Design Rationale 9. Site Features & Constraints 15. Scale 17. Landscape, Ecology & Drainage	Green
7	Creating Well Defined Streets And Spaces	The design concept and principles establish a clear hierarchy of streets and spaces. These are further supported by the layout and appearance principles. Perimeter block principles have been applied to ensure all public open space is overlooked by active elevations. This will be further confirmed through more detail at the reserved matters design stage. Buildings will be encouraged to positively address corners. The street cross sections provide a level of variation in terms of street enclosure; provided by buildings, trees and hedgerows.	16. Layout & Appearance Principles	Green (subject to reserved matters stage)
8	Easy To Find Your Way Around	The movement strategy shown in Section 16 shows a clear hierarchy of internal movement routes to support 'way-finding' within the development. The main access street will be largely signified by the presence of the existing historic hedgerows. The character approach aims to aid legibility further by identifying key buildings to terminate vistas, all of which will aid legibility within the site.	16. Layout & Appearance Principles	Green
Street And Home				
9	Streets For All	The street hierarchy proposes that beyond the main access street and parts of the side streets, dwellings will be predominantly served from shared surface streets. This will provide a more shared sense of ownership to residential streets, in turn helping streets become social spaces where safe movement and play can be encouraged. Road alignments will contain some curvature due to their flow with land contours. This along with regular junctions will help encourage slower driving speeds.	16. Layout & Appearance Principles	Green
10	Car Parking	Sufficient parking allocation will be provided for both future residents and visitors. Parking will mainly be accommodated on plot in order to allow maximum accessibility & security for residents. Parking will therefore be integrated into the development parcels where landscaped front gardens and thresholds will help reduce parking dominance to the street. This will be particularly the case for those dwellings located within the identified 'Formal' character zone. Clearly defined on-street visitor parking will be incorporated sensitively in areas of incidental space. Courtyard Parking is permitted within the 'Informal Character' zone. Courtyard parking will be overlooked by properties and clearly demarcated to discourage anti-social parking. Existing and proposed landscaping will help provide further integration of parking into the future built setting and reduce parking dominance to the street scene.	10. Landscape & Built Character Analysis 16. Layout & Appearance Principles	Green (subject to reserved matters stage)
11	Public And Private Spaces	The scheme offers formal open spaces to accommodate children's play. This will address the comparative under-provision of play areas within the southern part of Etwall in comparison to the northern part. In addition, a large area of informal natural public amenity is provided to compliment the rich natural environment that currently sits south of Old Station Close. A proposed path running through the informal natural amenity area will allow connections onto a wider walking & cycling network for residents to enjoy.	13. Use & Amount	Green (subject to reserved matters stage)
12	External Storage And Amenity Space	The block principles applied confirm that external provision for bins, recycling and cycle storage will be provided in line with South Derbyshire District Council. Garages will be large enough to provide external storage space as well as room for a family car. Additional storage can also be gained through provision of back garden sheds. Bins will be stored either in garages or to the rear of the property. The highway network will allow ease of access for refuse vehicles. Collection points may be placed in areas at the mouth of some tertiary streets where deemed beneficial. Cycle Storage will also be provided within associated garages or backyards.	16. Layout & Appearance Principles	Green (subject to reserved matters stage)

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