



DESIGN MIDLANDS in South Derbyshire Design Review Panel

DMDR046

Strategic Site, Land South of
Mickleover, STRA 2

DESIGN MIDLANDS

SOUTH ANNEX,
PERA BUSINESS PARK,
NOTTINGHAM ROAD,
MELTON MOWBRAY,
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16th January 2025

1. Introduction

1.1 This Design Review is one of a series of three looking at a possible strategic-scale land releases. Each Design Review will cover a site as one of a number of possible land releases being considered under the emerging Local Plan for South Derbyshire District Council currently at Phase Three towards a preferred strategy (Reg. 18).

1.2 The sites that are subject to review are:

Infinity Garden Village (DMDR047)
South Mickleover (DRDR046)
Former Drakelow Power Station (DMDR048)

1.3 SDDC seeks Panel scrutiny and challenge on how the site being proposed will:

- Deliver a **well-designed housing-led sustainable extension of Derby** that focuses on cross-boundary green infrastructure including the retention of existing trees and hedgerows and promotes **biodiversity net gain and active travel opportunities** through improved connectivity for new and existing residents
- Ensure that site creates a **sustainable community with high quality public spaces, routes and meeting places** with necessary hard and soft infrastructure including drainage infrastructure provided at the right time.
- **Consideration of heritage assets** and the individual character of the Pastures Hospital Estate.
- **Respond to highways challenges** and provides an appraisal of sustainable transport interventions to minimise the reliance on private cars. Including consideration of vehicular connection between A38 & A516 if required (as a defensible western boundary).
- Creates **multifunctional green buffers/meeting places between existing built-up areas** including the built up area of Derby and the rural village of Burnaston.

1.4 For each Design Review the panel receive information from the South Derbyshire District Council and the project team/s prior to the meeting. Each review is then preceded by an accompanied site visit and a presentation from South Derbyshire District Council and the project team/s. We are grateful for the information provided prior to the meeting, the presentations and the well-organised accompanied site visit - and the helpful way in which participants have engaged in the meeting discussions.

As ever, the Panel's aim is to help maximise the value associated with the development through good design, and by considering potential value holistically, in terms of environmental, societal and economic benefits.

The Panel comprised a mix of disciplines to meet the needs of the site as follows:

Laura Alvarez	Urban Design and social structures
Juliet Bidgood	Architecture/Urban Design/Sustainability (Chair)
Andrew Cameron	Transport/Active Travel
Nick Corbett	Conservation
Chris Dodd	Hydrology
Peter Neal	Landscape/POS

2. Scheme Context

2.1 The scheme is outlined as: Land South of Mickleover (STRA2) is a mixed use site proposed for housing (circa 2500 dwellings), employment land (5-10ha), retail centre, primary school, public open space etc.

Policy STRA2: Land South of Mickleover

The Strategic Allocation identified as Land South of Mickleover will be expected to deliver the following requirements and be in accordance with other Local Plan Policies:

A Development Requirements

- i) Approximately 2500 new homes;
- ii) Approximately 5-10 ha of employment generating land;
- iii) Explore the provision of a retirement village within the scheme
- iv) The provision of Gypsy and Traveller pitches in line with Policy H21;
- v) Vehicular access to serve the sites shall be developed appropriately. The principal accesses to the sites shall be from;
 - a) Principal site – access to be off the A38 roundabout;
 - b) East of the A38 – access to be off Rykneld Road;

B Social infrastructure / services for the development

- i) Provision of appropriate scale community facilities;
- ii) Delivery of healthcare infrastructure sufficient to meet need, either on site or off site through contributions. These contributions towards healthcare facilities will be commensurate with the scale of the development, and in accordance with INF1 and the Planning Obligations SPD
- iii) Delivery of primary and secondary education sufficient to meet need, either on site or off site through contributions. These contributions towards primary and secondary education, schools and facilities will be commensurate with the scale of the development, and in accordance with INF1 and the Planning Obligations SPD.
This will include;
 - a) The provision of a three form entry primary school with nursery; and
 - b) Financial Contributions towards secondary education;
- iv) Provision of a local retail centre commensurate with the size of the development to provide for the day to day needs of the development and surrounding area;

C Green Infrastructure.

A network of interconnected Green Infrastructure which as a minimum shall include the following:

- i) The provision of a wide green buffer around the Pastures Hospital estate and along the boundary of the A38;
- ii) The provision of a Country Park, to be located within the site to the north, west and in part of the land immediately to the south of the pastures hospital estate;
- iii) The green infrastructure network should allow active travel connections through and across the site to points of interest and recreation;
- iv) High quality continuous pedestrian and cycle routes shall be provided within the site and links between the site and Burnaston village, and development within Derby City;
- v) Built development within the Green Infrastructure locations shall be restricted to that ancillary to and necessary to support green infrastructure (such as grounds maintenance huts, small changing rooms etc);

D Mitigation.

- i) Appropriate sound attenuation/noise mitigation for both dwellings and recreation/ habitats from the A38 and A516;
- ii) On site biodiversity net gain in line with national legislation and protection and management of key biodiversity assets such as trees and hedgerows;
- iii) Appropriate flood risk management in accordance with policy SD2 across the site and ensure that all more vulnerable development is located wholly within flood zone 1;
- iv) SUDS will be provided in accordance with Policy SD3;
- v) A layout and form of development that respects the landscape character, as well as the character significance and setting of heritage assets, including Grade II Church at Pastures Hospitals and Grade II Winter Garden at Pastures Hospital;
- vi) Measures necessary to mitigate the traffic impact of the site, including the use of travel plans to encourage the use of more sustainable transport modes; in accordance with policy F2;
- vii. Ensure that the development is well connected to frequent public transport to Derby centre as well as other key designations, and that bus stops and routes are provided through the site to allow for convenient boarding;

E No phase of development shall be occupied until:

- i) i) The necessary Green Infrastructure including open space, active travel provision, connectivity, community facilities including education and health provision, public transport provision, hard infrastructure including access points and highway improvements where required is provided to service that dwelling/ phase. This is to enable new residents to access the full suite of services and facilities to support the delivery -

- of housing in a safe and convenient manner without relying on the private car;

- F** The development shall be provided in broad conformity with the plan *provided*. With the details to be confirmed in a Development Framework which shall be informed by a Design Review process.

3. Site Context

3.1 Land South of Mickleover is located to the southwest of **Derby**.

The site is irregular in shape and comprises a number of parcels. It is bound predominantly to the east and south east by the A38, **Heatherton Village** and the city of Derby beyond. To the south by open landscape / fields and the continuation of the A38. To the west by open landscape and the village of Burnaston which includes a number of listed buildings, there is a Public Right of Way (PRoW) which connects Burnaston with The Pastures / Merlin Way. To the north by the A516 / Etwall Road which connects to the aforementioned A38. **Mickleover** is to the north of the site and comprises a local centre, school, hotel etc.

3.2 Central to (although not within the site) is the former grade II listed **Pastures Hospital**, Pastures Church (which is in private ownership) and winter gardens. The heritage assets sit within the Merlin Way housing development which also includes High Grange secondary school, Pastures golf club and Mickleover Country Social Club. There are also a number of Tree Preservation Order (TPO's) within this area.

3.3 The site itself is open landscape, key features include the site topography with the site elevated to the surrounding area affording long views to the wider context including the village of **Burnaston**, the existing fields and field pattern which are defined by mature hedgerows; mature trees within hedgerows, copses and isolated trees within the fields themselves.

3.4 Vehicular access into the site is from the A38 to **Staker Lane** which serves a farm, kennels and nursery which are not within the allocation and from the A516 / Etwall Road.

4. A Shared Design Vision

4.1 The approach undertaken with the landowners working in collaboration and the ambition to create **an exemplary development** is positive and supported. Encouragement was given to continue working with each other, including the production of a shared Vision for the site.

4.2 Attention was drawn to the Merlin Way housing development to the Pastures which has not developed a community or a place and the necessity for the new development to not replicate or continue this approach. Taking full advantage of the opportunity to create **a development with a strong identity, based on a clear vision**, is vital to the success of the scheme.

4.3 Further work needs to be undertaken to develop the Vision with a much clearer narrative to ensure a distinctive development with a strong sense of place. The **vision and narrative** should identify what you are wanting to create including borrowing / learning from great places, considering; character, connections, community etc. Proposals should be informed by the distinctive characteristics of the site and site context in particular the former Pastures Hospital which was founded to improve living conditions and had a strong focus on **health, wellbeing and sanctuary** for residents. The hospital was also sustainable generating its own power etc

4.4 The **landscape and topography, the expansive views, and connections** need to be properly integrated and work with each other to create a more compelling vision. Once developed and refined, the vision could be usefully captured in a simple concept diagram and pithy, site specific statement. There is the potential for interdependency between this new neighbourhood and those adjacent this should be supported by prioritising active travel and public transport connections between places.

5. The Wider Site Context

5.1 The Panel referenced that the site forms part of a network of settlements in the locality which include **Burnaston, Mickleover and Littleover**, all of which need to come together as a whole. The development of the site presents an opportunity to provide combined functions and facilities and to do that requires proper collaboration with all relevant parties. Whilst most of these issues were described during the course of the meeting, information needs to evidence a more comprehensive acknowledgement of the **wider context beyond the red line boundary**.

5.2 It was recommended to **evidence a detailed understanding of the local environs / context**. The information and plans should show the relationship of the scheme with neighbouring developments in particular strategic connections / active travel routes to the aforementioned -

- settlements, schools and employment areas in particular Toyota i.e. mapping the connections and routes to the above and the journey times for different modes - foot, cycle and bus. - It should also demonstrate how the plan will enhance existing wildlife networks, create habitats to support species within the site context and generally improve biodiversity. Again, this should set out specific proposals as examples of how the general approach can be achieved in this particular context.

6. The role of South of Mickleover

6.1 Taking full advantage of the opportunity to create a development with **a strong identity and clear vision** is considered crucial to success of the scheme.

6.2 As proposed, the Panel considered the overall ambition for the site needs to be developed taking a stronger lead from the surrounding context and **the role the site could play** in strengthening the local character, economy and networks. While the policy requirements in the Local Plan outline the need to provide a retirement village, local centre, primary school etc. the role of the site within its immediate and broader context needs to be addressed. What is the role of the site socially, economically and environmentally? Drawing on comments on the healthy living ambitions of the Pastures Hospital; what do you need it do at a local level and at a broader level?

6.3 Will it be a destination that brings in residents from further afield / neighbouring settlements? If yes, what is bringing them here for example the country park? What facilities / uses are missing in the locality that could be provided within the development for example what will the critical mass of the development enable to be delivered? What are the **aspirations and ambitions** for the development i.e. 20 minute neighbourhood, a new way of living etc. How will it differ from the other large scale developments / sustainable urban extensions? What is that will make it special? How do you safeguard what makes it special?

7. Heritage Assets

7.1 The **former Pastures Hospital** comprises the hospital building, church and winter gardens. The hospital and associated buildings have significance as a unique development built to support wellbeing and provide a sanctuary for patients. The importance of the heritage assets in informing the proposals was emphasised. A holistic approach was recommended drawing on the ethos / principles of the hospital – a development which is designed to support wellbeing / positive mental health and should be central to the Vision.

7.2 In addition to the above, reference was made to the character and identity of the heritage assets. These should be considered as a whole -

- from the interesting design aesthetic, the open spaces /setting of the buildings, the gateway lodges which form robust entrance points progressing to tree lined streets, the shared reflective and productive gardens, the estate railing and boundary treatments etc. The panel recommended **drawing from the character of the heritage assets** to shape the development seeing this as an extension of the original Pastures Hospital estate and perhaps reinterpreting some of the features in the layout.

8. Integrating Employment Use

8.1 To ensure a truly sustainable development, Land South of Mickleover needs to be **a place where people live and work** – with places of work mixed with homes. Employment is proposed to the east of the site comprising small scale / start up and move on units to address the deficiency / shortage in the locality. While the rationale for locating the employment close to the strategic road network was understood, the ‘zoned’ approach separating land uses to be somewhat outdated and could result in the creation of barriers between places.

8.2 Reference was made to **Poundbury in Dorset** (The Duchy Model) which has been designed with employment interspersed throughout the development with **one job per home and 1 in 3 people walking and cycling to work**. The opportunity to reimagine the approach to employment use was recommended with a framework which supports employment centrally /within the heart of the development enabling a true mixed use development to be delivered. The small scale and start up employment use proposed was also considered to be a good use central to the development. The above will also enable employment use which is integrated, has the potential to become an attractive place to work and will assist in internalising movement.

9. A Well Connected Development

9.1 Land south of Mickleover has an important role to play in connecting existing and new communities to ensure the development is properly integrated and becomes part of and is connected to the surrounding settlements. The provision of **a well-connected, permeable development with strong linkages** is key. This should include creating a development which is genuinely attractive for walking and cycling and reduces reliance on the private car.

9.2 It is essential to ensure residents can travel by sustainable modes rather than only by private car, and that significant levels of internalisation and **modal shift** can occur.

9.3 The development provides an opportunity to **design for and actively promote cycling** – a development where a bike is a preferred choice of vehicle for movement. The Panel noted it would take circa 30 minutes to -

- cycle from the site to Derby which will be undertaken by the few / minority. Following on from the comments above it is important to evidence how residents would be able to walk and cycle to key facilities / destinations outside of the site (as well as within) including the existing settlements and visa versa.

9.4 This should also include identifying what needs to happen / works to be undertaken (including outside of the site /red line boundary) to enable **active travel routes** to be provided to access the facilities / destinations. Duration of travel and quality of route are essential elements of encouraging people to choose sustainable modes. The approach to **cycle parking** also needs to be considered and must be integrated within the development i.e. safe, accessible and functional cycle parking to the front of houses. **Derwentthorpe in York** (David Wilson Barratt Development scheme) was cited as a good example where cycle parking is in the front porch of houses.

9.5 The provision of a **parking strategy** which reinforces the above is crucial. The Panel recommended setting up a car club / share scheme which would provide an alternative option for those who need to drive, whilst reducing the need for parking spaces; provision of a range of parking solutions including parking to the side not front of houses and moving away from traditional parking standards, in particular directly addressing the provision of third parking spaces for larger bed houses.

9.6 There is a need to consider **bus services** in detail at the early stage to ensure the delivery of a bus service within the site, with a good / regular frequency, connecting with existing residents. The bus service will also need to be sustainable with an associated long term financial plan. One option is to establish **in perpetuity support** funded by occupier contributions to a community trust to fund the bus service, the Panel cited [Wisley Airfield in Surrey](#) as a working example. The provision of denser / compact neighbourhoods comprising direct routes and shorter journeys would also assist in supporting a bus service.

10. A Main Street or Avenue

10.1 The link between Burton Road (A38) and the Etwall Road (A516) is important to the overall scheme. Terminology is important, the Panel recommended renaming the 'spine road' to give it a more appropriate identity, referencing the site context rather than a purely highways function. This should be designed as **a street or avenue** and should be an attractive character defining feature of the development - this will be the principal route within the development accommodating pedestrians, cyclists, buses and cars. The Panel emphasise the need for the route to be considered as **a 'tool for place-making'**.

10.2 The position of the route through the local centre was supported which will enable the uses to benefit from passing vehicles and also -

- provide a level of activity. With regard to the design of the route, as stated above it needs to be designed as a street (not a bypass) which includes **a speed limit of 20mph**; provision of a generous space to the street to enable a landscape design approach which aids legibility, creates interest, provides character and variety within the street scene. i.e. street trees and supports and accommodate buses. The Panel cited **Peveiril Avenue at Poundbury** as an example.

11. The Site Access / Gateways

11.1 The gateways into and within the site are important **'thresholds'** for the development - connecting to other destinations beyond the site and providing a sense of identity for the development. The Panel recommended a strategy outlining the design approach to each of these gateways, which vary in character depending on their location within the site. The importance of the landscape character and infrastructure in informing the approach and gateway identity, was also highlighted. For example, to the north east it's important to achieve **safer, easier connections into Derby City**. To the north west and south east to potentially make links to existing bus routes.

11.2 Historically **Littleover and Mickleover** were so named according to their location outside the city on flat topped ridges, Similarly the **Pastures Hospital** sat on a raised promontory and views of the buildings (former hospital and new homes) surrounded by trees from the west are distinctive. Here the linking street also needs to create a safe threshold to the development providing access to existing bus routes. Different approaches to this need to be tested. Could setting buildings amongst larger trees contribute to this character? Does the dense bank of trees along the Etwall Road partly provide a screen to the site here? Where are the access points/gateways to the Country Park?

12. The Local Centre

12.1 The Panel noted the existing local centre in Mickleover is inadequate. The development provides an opportunity to create a much better local centre to serve both the new and existing community. The location of the centre is important and needs to be easily accessible by active travel modes for those living within the site and those outside. Consideration also needs to be given to how the centre **works with and complements existing facilities in the locality**. Clarifying what and where are the existing facilities are in the locality, identifying the facilities needed strategically and what is missing in the area will increase and strengthen the reach of the local centre and add to its vibrancy and appeal. The importance of securing the centre and the parcels around it will also be key to creating vibrancy.

13. Landscape Strategy

13.1 The Panel commented on the **attractive landscape character** of the site and the need to go much further in responding to this context. The provision of **a landscape and healthy lifestyle led masterplan** which includes recreation, sport, activity etc. (rather than constraints led) was recommended. The Panels saw the opportunity to build a story for the place **drawing on the founding principles of the former Pastures Hospital** to inform and push the identity of the development.

13.2 At the strategic level, focus should be on **developing the landscape character** – what is it going to be? How does it reference and reinforce the existing landscape infrastructure? How will the spaces be used and enlivened? How will the development frame and define the spaces? This should be supported by studies to show what the experience of moving through the green infrastructure / spaces will be like for pedestrians and cyclists, etc.

13.3 The opportunity should be taken to look beyond capturing landscape assets, and protecting and working with the environmental constraints, to include the pursuit of **a more functional and active landscape infrastructure**, i.e. a dynamic and productive green infrastructure resource. Encouragement was given to the to explore the potential of embracing nature recovery networks, in particular an understanding of biodiversity enhancement in greater detail, stating which part(s) of the **nature recovery** is being targeted for which species and ensuring climate resilience is 'baked in' especially in terms of surface water management and flood risk which will become much important as the site is developed.

13.4 The policy requirements include the provision of a **Country Park** as part of the development. The Country Park will be a place which will attract / be used by those living within the wider context i.e. surrounding settlements, Derby etc. The Country Park provides a significant opportunity to create a unique place within the development which reinforces the **healthy lifestyle** theme of the Vision and masterplan. Encouragement was given to look at precedents where this has been undertaken successfully.

13.5 The existing **hedgerow network** has historic, landscape and ecological value. Information will need to be provided to enable a better understanding of the strategy for hedgerows - from identifying the most valuable hedgerows, protecting the best / most hedgerows and balancing any losses with new planting, including tree planting within the new hedgerows to enhance biodiversity.

13.6 The existing **working agricultural landscape** is an important component of the site. Care needs to be taken to ensure the landscape-

- does not simply change from a working landscape to a residential landscape. Opportunities should be sought to embrace the character and function of the landscape within the emerging scheme, this should include demonstrating how phasing works with the ongoing productive use of the fields.

13.7 Thinking about the **experience of journeys** within the site and to key local destinations will be important, to ensure the needs of users are catered for. Looking beyond access and parking and considering **play, rest, social interaction, inclusion, and health** as part of the street design would be beneficial.

13.8 As the proposals become more detailed, full consideration needs to be given to the contribution of the **green and blue infrastructure** to **social value, character and place**, and how it supports the shaping of the **distinct identity** of Land south of Micklover.

14. Blue Infrastructure / Water Management

14.1 Effective surface water management (blue infrastructure) is an important component in creating a successful development of the site. It is critical to have **a water and drainage strategy** informing the blue and green infrastructure for the development at the onset, with a strong emphasis on 'place-making', maximising opportunities for biodiversity net gain (BNG) and creating a range of spaces with amenity value, as well as dealing with flood attenuation.

14.2 The site is not within a flood risk area and comprises natural catchments at the top of the hill, attention was drawn to the **site topography** and the risk of flooding off site for example to the existing settlements which do not include drainage features within the housing. The Panel emphasised the need to ensure the drainage is designed to respond to the site conditions and climate change. An exemplary and holistic approach to water management was recommended which looks wider than the site (the red line boundary). Slowing down the movement of water will reduce the risk of flooding including during extreme / severe weather i.e. storms. The key should be to work at holding rainwater in the drainage process from the point where it is collected i.e. at the plot / parcel level. The aim is to absorb and slow the movement of rainwater to reduce volume and slowing the whole water cycle.

14.3 An integrated approach to water management was recommended as part of the landscape strategy. This should include SuDS designed integral to the open spaces, SuDS as multifunctional spaces which can be used for recreation and amenity value; SuDS which are wet / damp and those which are predominantly dry and SuDS designed to support -

- a range of biodiversity which may also require spaces which are not accessible.

13.4 The provision of a range of water attenuation features within the development which reference and reinforce the landscape character should be pursued. As well as addressing surface water attenuation **SuDS should be positive features** that create character, identity, interest and aid legibility within the site.

13.5 Engaging with and working in collaboration with the adopting authorities from the onset will be needed to achieve the above.

15. Ecology / Biodiversity Net Gain

15.1 The development will need to provide 10% biodiversity net gain (BNG) and this will need to be developed in conjunction with the landscape and water strategy to ensure a collaborative, integrated and sensitive approach. BNG calculations will require **a detailed understanding** of the existing wildlife within the site and in the wider area with this information utilised to inform the design of BNG proposals. The Panel recommended an ambitious approach be undertaken for BNG to allow greater BNG to be achieved without jeopardising development.

15.2 Reference was made to the **existing ponds / wetlands, hedgerow and ditch network** and the environments they create in supporting a range of ecology. The proposals should seek to make the most of the existing landscape and the opportunities they present in strengthening and supporting the ecological offer and maximising nature recovery. Attention was also drawn to the opportunity of the proposed landscape (blue and green) in particular the Country Park in supporting the above.

15.3 An approach will need to be pursued which actively promotes native species in keeping with the context, and in support of local biodiversity and ecology for example a landscape which supports dormice and great crested newts which are likely to be present on site. This should include the creation of **a range / mosaic of habitats** for different flora and fauna, which supports existing and encourages new wildlife habitats across the site and wider area.

16. Typologies / Densities

16.1 The density currently envisaged seems low. It's important to maximise the use of land. The panel recommend exploring how to increase density by using more **compact typologies** and/or more terraces which can in turn help to shape well defined streets and spaces. A more compact development will enable a higher level of internalisation-

- to be achieved making amenities more sustainable. More compact development also supports better energy efficiency more easily.

16.2 An understanding of the places with these characteristics more local to the site and nationally was recommended. Proposals should be informed by an understanding of how higher densities street structures, and more mixed uses can support more healthy and sustainable lifestyles.

16.3 This [Density and Character Study by South Gloucestershire](#) from 2022 may be helpful. As well as showing how historically the density of towns and villages was higher than recent norms is evaluates some contemporary exemplars. Since the review this research into [Tackling Inequality in Housing Design Quality](#) has been published - several of the exemplars feature compactness as part of their being well designed.

16.4 Saltaire and Bournville were cited as examples of characterful dense developments with a small range of typologies comprising quality houses with a simple palette of materials. This is not in order to simply copy those patterns but to understand how the specific arrangement of those factors in that place contribute to making the whole work well.

16.5 The Panel also raised the importance of the typologies in meeting the needs of the new community - **how people live / want to live** for example, typologies which meet future needs.

17. Energy Strategy

17.1 The approach to **energy generation, utilities and renewables** is an important component of the development. An understanding of how energy generation will be explored and integrated across the development will be required, for example is there opportunity for a community / shared energy etc.? The next stage of the masterplan and development framework should include principles and information concerning this.

17.2 The need to provide a strategic approach to **whole life carbon** also needs to be considered at this stage. A quantified process for whole- life carbon (comprising operational and embodied carbon) should be used to inform decisions made during the design process. As noted above this is not just about building fabric but typology, layout, orientation, elevational design and infrastructure. A recent extension to [Woodstock in Oxford](#) achieved a reduction to grey infrastructure with this taking 14 instead of 40% of the site. These studies may also be informative:

[RTPI & RSPB \(2022\) Cracking the Code, Designing for nature recovery](#)
[UKGBC \(2022\) Building the Case for Net Zero: A case study for low carbon residential developments](#)

18. Design Codes

18.1 The Panel suggested work be undertaken at the early stage in producing a Design Code to enshrine ideas and in communicating and delivering the Vision and Masterplan, including matters such as land use, street hierarchy, parking, building density, building height, open spaces, landscape, etc.

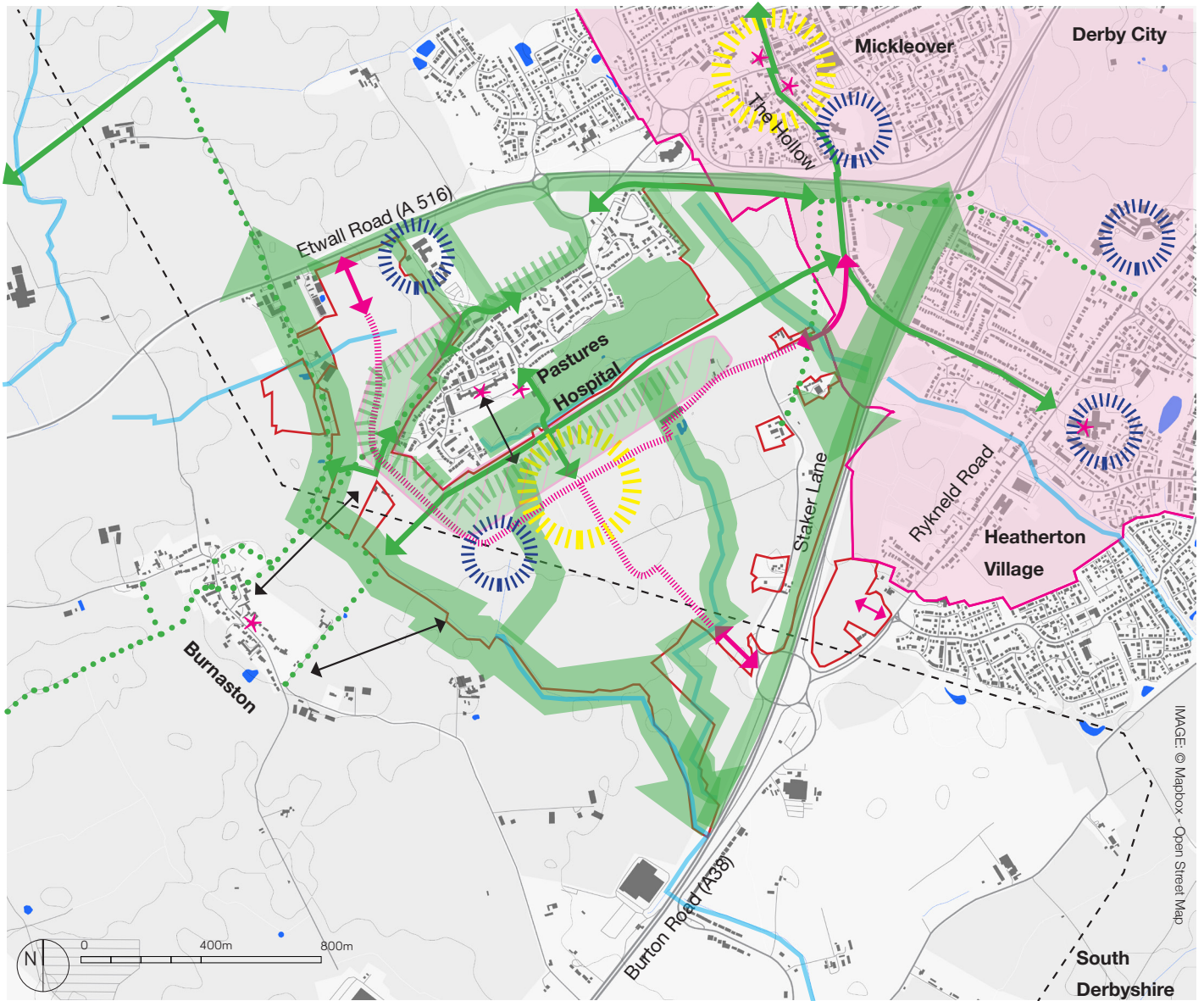
19. Conclusions

We appreciated seeing the scheme at an early stage and applaud SDDC for pressing this. We would be glad to see the scheme once progressed in due course.





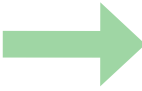








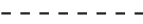

- The site is considered to have considerable potential, with a number of special features including topography, long views, Pastures Hospital etc.
- The site's location close to existing settlements adds to its appeal as a sustainable settlement.
- The collaborative approach undertaken by the landowners and clients is supported and should be further developed including the provision of a shared vision for the development.
- Draw from the robust narrative and principles of Pastures Hospital to create a place with wellbeing / healthy lifestyle as a key theme which underpins the development.
- Make the most of the site assets which include landscape infrastructure (blue and green), views and heritage assets.
- The provision of a Country Park which reinforces the healthy living theme (mental and physical), is unique and integrated within the wider context – a special place for new and existing communities.
- A high level framework / masterplan should set out the parameters and principles for the development supported by best practice examples / precedents.
- A compact and mixed use development should be pursued to addressing internalisation, externalisation and dispersal of movement focusing on sustainable transport – walking, cycling and buses.
- Provision should be made to integrate within the buildings and infrastructure the capacity to support a range of work and life choices for example employment central to the development.
- A landscape strategy should lead the layout being multifunctional combining water management, ecology and the existing landscape.

We wish you well and look forward to further deliberations as the scheme develops.

STRA 2: Draft Land South of Mickleover, Mixed Use Allocation
 Illustration broadly locating site features discussed in the Design Review.



Key

- | | | | |
|--|---|---|---|
|  | Site Boundary |  | Potential Parkland |
|  | Derby City |  | Green infrastructure |
|  | Extending green wedges and reframing city edges |  | Blue infrastructure |
|  | Potential access points |  | Local centres and mobility hubs |
|  | Potential main streets |  | Learning & recreation |
|  | Active travel links |  | Landmarks, listed buildings and distinctive landforms |
|  | Existing footpaths |  | Power Cable |
|  | Key views | | |

Note - The illustration describes the strategic approaches discussed at the Design Review. It not intended to fix these but highlight their potential for further testing and development.

