

FREQUENTLY ASKED QUESTIONS

Q) Will a primary school be included?

A) We have provided land for a primary school as part of the development and land will also be available within the primary school site to allow for the future expansion of the school. We are considering developing the school in association with an academy sponsor. Alternatively, if preferred by the Local Education Authority, developer funding would be made available to meet the cost of delivering the new school.

Q) What about secondary school provision?

A) As the planned housing is not sufficient to sustain a further secondary school itself, financial contributions will be made which the Local Education Authority would invest in the expansion of a local school (John Port School) or towards the provision of a new secondary school in the area.

Q) Will a Doctor's surgery, with parking a pharmacy and other medical facilities be provided?

A) Within a 5km radius of the site there are 15 GP surgeries. All of these are currently accepting new patients. However, using the typical provision rate of 1,600 patients per GPⁱ suggests that 10 out of the 15 practices are running above capacity. Adopted Local Plan Part 1 Policy H19 seeks consideration of a GP surgery on the site subject to discussions with the Southern Derbyshire Clinical Commissioning Group (CCG). There is the potential for a GP surgery to be located on the application site and the proposed masterplan which will form part of this planning application provides land to accommodate a GP surgery. The provision of a surgery would need to be agreed with the CCG/Local Authority and developer funding would be made available as required to meet the needs of the new residents.

Q) What facilities will the local centre include?

A) The local centre has been designed to accommodate neighbourhood shops, and public house, a café/restaurant, a community centre which would have flexible use for community, leisure, sports, youth facilities, and services such as a doctor's surgery. There is potential for a local shop to also include things such as a cash point facility and post office if demand permits.

The local centre is located at the heart of the scheme. It is intended to form part of a mixed use character area, including housing. The pub/ restaurant is intended to provide a landmark building located at the gateway to the scheme. It is envisaged that the local shops and community building would overlook the green/local park which provides a cricket green/sports pitches. Car parking will be provided in accordance with Derbyshire County Council's parking standards

Q) What green spaces will be included within the proposals?

A) Around 32 acres of green and open spaces are included within the illustrative masterplan which will form part of the planning application. This includes a village green sufficient to incorporate a cricket pitch/two football pitches.

Outdoor sports provision is located within 'The Green'/local park at the centre of the scheme and would be accessible to all future residents. Additional facilities such as changing rooms could be provided within the adjacent local centre. The development will provide usable open space, accommodating a wide range of experiences from sheltered, passive recreational space to larger open areas with play structures for different age groups.

The development will include separate routes to provide a major incentive for people to use cycles, encouraging people to walk, cycle and spend time outdoors.

Q) At what stage would new infrastructure provision be delivered?

A) The social infrastructure, such as the affordable housing and playing pitches, would be delivered on trigger points agreed with the local authority. This is usually based on the numbers of homes delivered, and is guaranteed by way of a S106 legal document which ensures the developer obligations to fund infrastructure are legally binding and related to these trigger points. Serviced land to accommodate the local centre uses is also likely to be provided on this basis.

Q) What types of homes would be built and will they be eco-friendly and will bungalows and affordable homes for the City as well as South Derbyshire be delivered?

A) A range of properties would be provided to meet the needs of families and first time buyers. It is anticipated that the development will accommodate a mixture of 1, 2, 3, 4 and 5 bedroom properties. The design of these properties would be determined at a later detailed (reserved matters) planning application stage where there is further opportunity for comment.

30% (up to 330 houses) are proposed as affordable. The exact format and type of affordable units to be provided within the development will be agreed with the Local Authority as the planning application progresses. The S106 legal document will include provisions which will control who is able to take up the affordable housing, which will be a matter for a Registered Housing Association and the local authority.

The latest building regulations for new homes guarantee the level of environmental/eco considerations

Q) Why does development have to take place here?

A) This site is identified in the Local Plan Part 1, as part of a wider allocation, to deliver 1,650 new homes in order to meet local needs.

Land at New House Farm is ideally located to deliver the new homes that are needed in South Derbyshire. This has been recognised by the Council in allocating the site in the adopted Local Plan Part 1. It is in a sustainable location, close to the city centre.

Housing supply in the UK is struggling to keep up with demand. For decades, there have not been enough homes to meet the needs of our growing and ageing population. In 2012/13 England had one of the lowest house building rates since 1923 – there were just 108,190 completions. Affordability has plummeted and first time buyers are at record lows. It is therefore crucial that new homes are built to make buying home a realistic and affordable proposition for more people.

Q) Can the buffer on this phase be greater, similar to that of phase one?

A) A buffer of approximately 10 metres in width has been provided between the rear gardens of the proposed development and existing properties on Ladybank Road. The buffer will comprise tree planting to protect the amenity of existing residents on Ladybank Road and Greenside Court.

Q) Will existing trees and hedgerows be protected?

A) Trees and hedgerows will be retained and incorporated into the design where possible and through good design practices we will use the landscape character and existing features to position the development sensitively in the landscape. We will also provide extensive new landscaping throughout the development.

Q) Is there enough utilities capacity?

A) Additional capacity will be provided for the new development as required. This will be undertaken by the statutory utility companies who have a responsibility to maintain adequate supplies.

Q) How will drainage and surface water be managed to ensure there is no flooding?

A) The site is shown by Environment Agency mapping as being located in Flood Zone 1 (low risk of flooding from rivers) and it is also at very low risk of flooding from surface water. There are a number of watercourses within the vicinity of the site.

The topography of the site suggests that surface water would naturally drain to the ordinary watercourse located along the boundary of the site in the west, with the exception of the northernmost section of the site which is to remain undeveloped and which would continue to drain to surrounding land to the north.

The dismantled railway and topography/watercourse flows assists in preventing floodwaters encroaching on the site. In order to ensure no flooding on site, and to ensure that the proposed development does not lead to an increase in flood risk elsewhere, surface water runoff from the proposed development will be managed in a sustainable manner to mimic the surface water flows arising from the site prior to development.

The risk of flooding will be mitigated through a package of measures including:

- Using SUDS to minimise the effects from the development and maximise amenity and biodiversity opportunities.
- Designing the site layout so that any surface water arising off site is conveyed safely across the site without putting properties at risk.
- Setting floor levels above adjacent ground levels.
- Implementing a watercourse maintenance regime to reduce the risk of any channel blockages.

It is anticipated that SUDS systems will include:

- Swales – vegetated channels which convey, store and treat surface water runoff.
- Detention basins – a basin that is normally dry and could function as recreation ground, however will provide storm water attenuation during extreme rainfall.
- If required, additional storm water attenuation can be provided in the form of below ground sealed storage units such as attenuation tanks. SUDS features would be maintained by a management company.

Q) How much parking will be provided per house and at the local centre/school?

Car parking will be provided in accordance with the County Council's parking standards. The requirements will be determined based on the type of properties proposed, as well as the occupancy type and number of bedrooms. For housing developments these standards are currently as follows:

- One bedroom dwelling – 1 space per unit + 1 space per 2 units for visitors;
- Two and Three bedroom dwellings – 2 spaces per unit; and
- Four (or over) bedroom dwellings – 3 spaces per unit

Q) How will transport be managed?

A) The Transport Assessment will consider the need for off-site mitigation measures and will identify appropriate improvements if needed. This document forms part of the planning application and will be available to view on SDDC's website once the application is submitted in the coming months. The scope of the Transport Assessment has been agreed with the Local Highway Authority. It also includes the trips predicted to be generated by other development sites proposed within the Local Plan and modelling from the Derby Area Traffic model and mitigation will be based on its results.

The effect of the development in terms of trips has also been assessed on the Strategic Highway Network (A38) and will be included in the Transport Assessment to be submitted as part of the planning application. Highways England which oversees the operation of the A38 will review the Transport Assessment to ensure that the impacts have been adequately assessed both with and without the A38 improvements.

Q) Will there be a through road similar to Ladybank Road?

A) No. Connections through to Radbourne Lane and the provision of a connection to Ashbourne Road is outside of the scope of these proposals and does not accord with the policy requirements of the Local Plan. The only vehicular connection to Ladybank Road from the site would potentially be for buses that would travel via a secure Bus Gate through the adjacent Richborough Estates site to Ladybank Road. This connection could also serve as an access for emergency vehicles.

As part of the previously approved development of 300 dwellings a connection to Old Etwall Road will be constructed. The residents of the development which is the subject of this current application will be able to use this connection.

Both of these links are proposed to minimise the impact of the development in particular single occupancy car trips on the highway network.

Q) How will traffic/parking be mitigated in Burnaston and Mickleover?

A) There is no direct access from the site to Burnaston. We are seeking to provide ample services on site to reduce the need to travel. This would include:

- A Primary School is provided on site, which will reduce traffic movements on the external public highway
- Local centre including local shops and community centre, again, these will reduce traffic movements on the external public highway
- Footpath and cyclepath links internally and externally to existing facilities
- Located adjacent to the NCN route 54 into Derby
- Located at the end of a high quality bus corridor (Etwall Road /Uttoxeter Road) into the centre of Derby.

A Travel Plan will also set out how public transport, walking and cycling will be encouraged and the Transport Assessment will set out the mitigation measures to be delivered as part of this proposal to promote sustainable travel patterns and limit the impacts of development generated trips, including new pedestrian crossing facilities and improvements to local cycling facilities.

Q) What is proposed in terms of local bus services?

The broad principles of the development's public transport strategy has been discussed with the local highway authority and Trent Barton, the public transport operator. There is potential for local bus services to access the site and discussions continue with the potential for specific initiatives such as:

- Extending the Mickleover bus services into the site which will include the provision of an additional bus so the impact on existing services are minimised
- Diverting the Villager service into the site
- Measures to encourage public transport use such as the provision of season tickets for residents.

Q) What is proposed in terms of cycle linkages?

A) We can provide connectivity to existing routes such as the National Cycle Network Route 54 to the north, the Public Right of Way which connects this route to Greenside Court, two cycle accesses through phase one to the Old Etwall Road and access via the new roundabout on the A516 and Hospital Lane.

Q) Are city residents and Councillors being consulted?

A) City, County and District Councillors were invited to the public consultation event. The team has also engaged with officers to discuss issues such as transport and education provision. The City and County Council are also statutory consultees and will have the opportunity to comment on the planning application. Residents of the City as well as the District were also notified, and attended, the public consultation event in order to provide their comments prior to the planning application being submitted. There will be a further consultation undertaken by the District and all will have an opportunity to comment at that stage as well.
