



Ilkeston Road, Ilkeston, Derbyshire

Design & Access Statement
June 2022

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1. Introduction

1.1. Introduction

This document has been prepared by RDC Ltd on behalf of Wulff Asset Management in support of their Outline Planning Application relating to Land off Ilkeston Road, Ilkeston, Derbyshire.

This Statement has been produced in accordance with Article 4 of Statutory Instrument 2013/1238, which sets out the legal requirements for Design and Access Statements, which requires the explanation of the following:

The design principles and concepts that have been applied to the development:

- How issues relating to access to the development have been dealt with.
- The design principles and concepts that have been applied to the development;
- Demonstration of the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explanation of the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- Statement of what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explanation of how any specific issues which might affect access to the development have been addressed.

It should be read with the accompanying documents

1.2. The Proposal

- The proposal is for a residential development of up to 196no dwellings on land located off of Ilkeston Road, Ilkeston. The planning application is for Outline Consent with all matters reserved apart from access. The Reserved Matters in relation to the final layout, scale, appearance and landscaping will be submitted in a subsequent application(s). Two new access points are proposed; one on to Ilkeston Road and the other on to Sowbrook Lane. The residential scheme would also include public open space, pedestrian routes, sustainable urban drainage system, play areas, and community gardens.
- The site is one of the few non Green Belt sites within the Borough and is located on the edge of the Ilkeston urban area. It currently operates as an arable field. To the east of the site is the Stanton Regeneration Site, which is a major allocation on a previously developed site in Ilkeston.
- It is anticipated that any Reserved Matters scheme would offer a spread of market family accommodation and would provide 30% Affordable Housing.

Site Vision

To produce a high-quality living environment that meets the needs and aspirations of local people, provide a sensitive development on a site that has become surplus to the requirements of the current owner, and create a development that integrates into its edge of settlement setting for now and into the future.

2. Site Context

2.1. Site Location

The site is located to the west of Ilkeston Road, Ilkeston and occupies an area of approximately 10ha. It is located on the southern edge of the Ilkeston urban area, approximately 2km from the centre which lies to the north of the site. Whilst Ilkeston is surrounded by Green Belt land, the site is not situated within it.

To the north west of the site lies the Ilkeston suburb of Kirk Hallam, approximately 400m from the site along Sowbrook Lane.

The site boundaries are bordered by two roads; Ilkeston Road to the eastern boundary and Sowbrook Lane to the south western boundary. These boundaries are both bordered by existing trees and hedges, providing separation from the surrounding roads. From the eastern boundary a linear area of small trees and bushes extends to almost half way across the site.

The northern boundary of the site is defined by an existing informal footpath that runs from Ilkeston road alongside the Nutbook Canal. To the northern edge of the footpath are existing trees and vegetation that line the canal bank. The Nutbrook Trail runs adjacent to the canal on the opposite bank.

To the north western boundary is Roughts Open Hole, a fishing lake that is the result of previous quarrying activities. This is served by the footpath that runs along the northern boundary and it continues along the north western boundary to Sowbrook Lane. The footpath runs along the outer edge of a large area of vegetation along the north western boundary.

To the south of the site, off of Sowbrook Lane, there is an electrical transformer station, and a terrace of Grade II Listed Victorian houses close to the junction with Ilkeston Road and Lows Lane.

To the east of the site is the former Stanton Ironworks. This is subject to a mixed use allocation in the adopted local plan. A planning application has been submitted for the northern part of this which will see the comprehensive regeneration of the site via a scheme that will comprise of 260,000sqm of Industrial & Storage/Distribution units and the full remediation and landscaping of the site to include biodiversity enhancements. The proposal also includes a rail hub. The planning application brings the Stanton Ironworks site up the eastern side of Ilkeston Road and this is supported by the current review of the Core Strategy which extends the allocation to Ilkeston Road. The development will see improved pedestrian connectivity into Ilkeston to the north.

To the south of the site and rear of the Listed terrace is the SATEBA precast concrete works and other employment units on the western side of Littlewell Lane. On the eastern side of the Littlewell Lane is the southern part of the Stanton Ironworks site that is planned to come forward as a residential development.

2.2. Connectivity

The main access to the site is taken from Ilkeston Road which runs north to Ilkeston and south into Lows Lane. In turn Lows Lane runs south to Sandiacre and Stapleford.

A secondary site access is taken from Sowbrook Lane. This connects to Ilkeston Road and Lows Lane at the intersection of the two roads.

Ilkeston itself is located adjacent to the M1 motorway, between junctions 25 & 26. Junction 25 is the closest to the site, being 3.5km to the south east. Junction 26 is 6km to the north.

Junction 25 provides access to Derby to the west and Nottingham to the east

Ilkeston is very well placed, being equidistant (11km) from Derby to the west and Nottingham to the east.



Figure 1: The site in relation to surrounding settlements

As such employment opportunities are available within Ilkeston and the regenerated Stanton Works that would be within walking/cycling distance and also within a short drive to Nottingham or Derby. Ilkeston railway station is located approximately 5km from the site which provides services to the north and south as well as east to Nottingham.

Further details of the accessibility of the site are set out in the Transport Assessment. to Nottingham or Derby. Ilkeston railway station is located approximately 5km from the site which provides services to the north and south as well as east to Nottingham.

2.3. Site Context

The Context Plan shows the land uses that surround the site. There are a variety of uses that complement the proposed residential use of the site such as:

- **Employment/Industrial**
- **POS / Leisure**
- **Residential**

The site is situated adjacent to a green corridor that runs between the Ilkeston suburb of Kirk Hallam and Little Hallam. It continues to the south west, following the Nutbrook Canal, through to the former Stanton Ironworks.

The site is close to residential and commercial uses, being located near to the suburb of Kirk Hallam and also close to Quarry Hill Industrial Estate to the north, the former Stanton Ironworks to the east and the St Gobain/SATEBA facilities to the south.

Despite the site's proximity to these commercial sites the overall feeling of the site is fairly rural, due to the existing trees and thick hedges along the site boundaries that screen the site from its surroundings. The setting of the site is also greatly enhanced by the presence of the Nutbrook Canal and its associated green corridor that runs adjacent to the northern boundary.

There are residential dwellings close to the site on Sowbrook Lane. These comprise of a row of listed cottages on the junction with Ilkeston Road and provide a residential context to the scheme. In addition, the former Stanton Ironworks is allocated for mixed use development including residential.

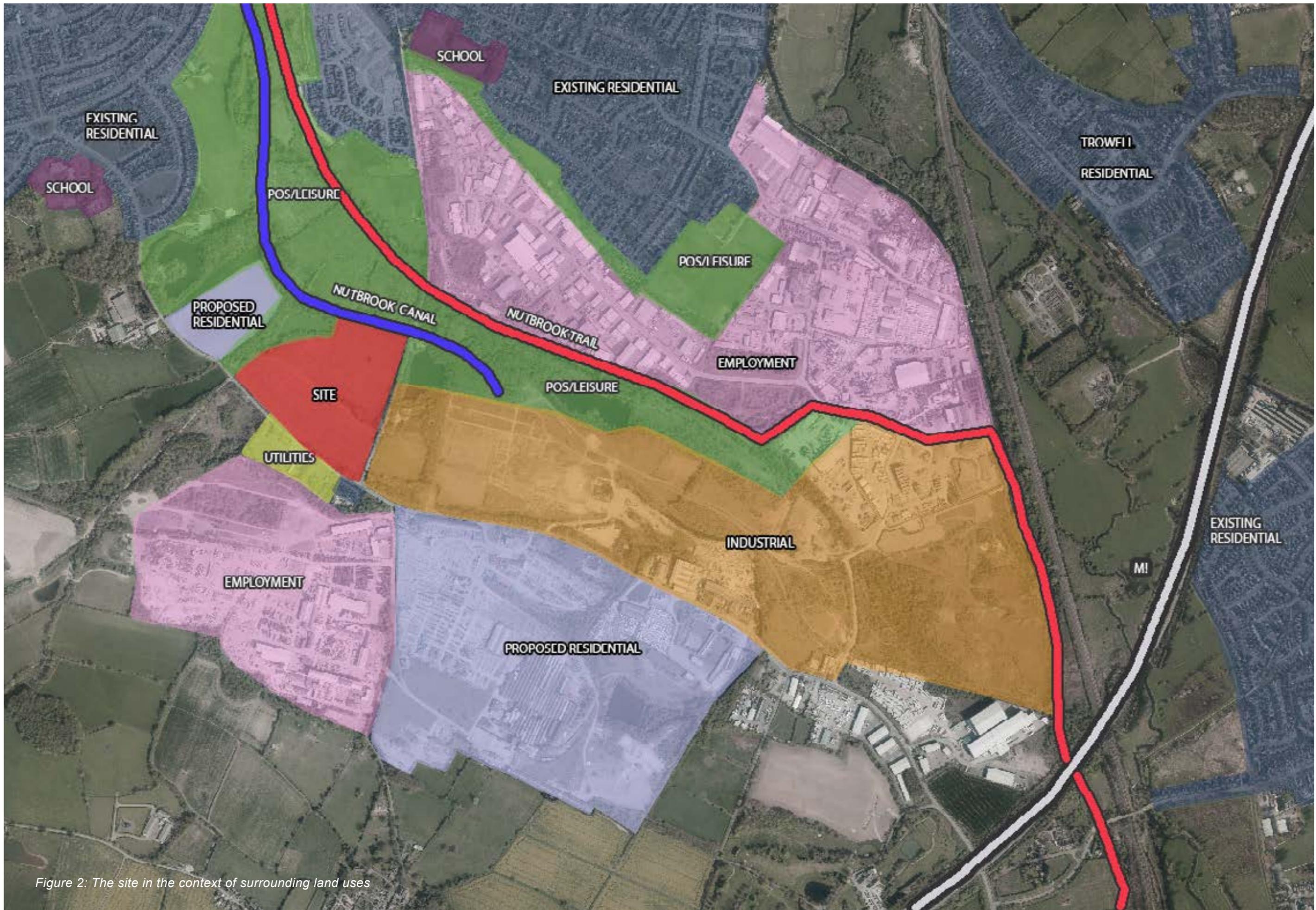


Figure 2: The site in the context of surrounding land uses

3. Assessment

3.1. Topography

The site slopes in a south to north direction from its high point close to the junction of Sowbrook Lane and Ilkeston Road down to the lowest point of the site at the boundary with the canal.

The northern half of the site past the existing hedge that separates the site into two areas is steeper than the southern half. This is most likely due to the site's history of being worked for coal in the past. This is covered in detail in the Desk Study Ground Report.

3.2. Access

The site is bordered by both Ilkeston Road and Sowbrook Lane. Access can be made into the site from either or both of these roads.

Local facilities in Kirk Hallam can be reached via the footway provision on Sowbrook Lane.

3.3. Public Rights of Way

An existing footpath runs along the northern boundary adjacent to the canal and this continues to Roughts Open Hole, following the perimeter of the site along the northwestern boundary to Sowbrook Lane.

On the opposite side of the Nutbrook Canal is the Nutbrook Trail. This is a Sustrans route that runs from Heanor to Long Eaton and is approximately 16km long. The trail can be joined just off of the canal bridge on Ilkeston Road.

3.4. Public Transport

Local bus services run in the vicinity of the site. The no.14 route runs past the site on Ilkeston Road and goes from Ilkeston to Stanton By Dale and Sandiacre on an hourly service

The closest train station is in Ilkeston, 5km to the north. This is served by the Midland Mainline and serves Nottingham, Derby and Leeds via a regular service.

3.5. Flood Risk

The Flood Risk Assessment identified an area of Flood Zone 2 adjacent to the northern boundary and the Nutbrook Canal. The remainder of the site (approx. 95%) is within Flood Zone 1 and so is at low risk of flooding. The area of Zone 2 will be within public open space

3.6. Noise

A noise survey was undertaken by Hepworth Acoustics in November 2021. The survey found that the site is affected by noise from the electrical transformer on Sowbrook Lane that operates 24 hours per day.

The survey recommended that to protect residents from noise the plots are set back from Sowbrook Lane by at least 50m in the worst affected area and are orientated to face the noise in order to protect rear gardens.

The survey also identified road and traffic noise but this was found to be less of an issue, particularly once more than 10m from the site boundary.



3.7. Trees

A tree survey was carried out by Westside Forestry in November 2021. The survey identified 3no category A trees that should be able to be retained in any eventual scheme. The survey also identified thick hedging to the site boundaries.

3.8. Local Facilities

There is a range of employment, education, leisure and recreational facilities within walking and cycle distance from the site as follows:

- Quarry Hill Industrial Park – 8 min walk, 3min cycle
- Dallimore Primary School – 9 min walk, 3 min cycle
- Stanton Employment Area – 5-24 min walk, 2-8 min cycle
- Kirk Hallam Community Centre – 13 min walk, 5 min cycle
- Butterfly Castle Day Nursery – 13 min walk, 5 min cycle
- Pharmacy - 13 min walk, 5 min cycle
- Nisa Extra Convenience Store - 13 min walk, 5 min cycle
- Co - op Convenience Store - 17 min walk, 6 min cycle
- Takeaway - 17 min walk, 6 min cycle
- Texaco PFS - 17 min walk, 6 min cycle
- Ladywood Primary School - 17 min walk, 6 min cycle
- All Saints Church - 17 min walk, 6 min cycle

- Kirk Hallam Community Academy - 27 min walk, 10 min cycle
- St. John Houghton Catholic School - 29 min walk, 10 min cycle



Figure 3: Facilities Plan

4. Site Photographs



Figure 4: The site from Sowbrook Lane and the overhead cables



Figure 5: The central hedge running across the site



Figure 6: Existing footpath adjacent to Nutbrook Canal



Figure 7: Rough's Hole, adjacent to the northwestern boundary



Figure 8: Ilkeston Road



Figure 9: Retained Category A Tree



Figure 10: Existing footpath adjacent to north western boundary



Figure 11: View across site from the canal to Sowbrook Lane



Figure 12: View along north western boundary to the canal



Figure 13: Boundary with Sowbrook Lane and overhead cables



Figure 14: View north to Ilkeston from within site



Figure 15: Existing Grade II listed houses on Sowbrook Lane

5. Opportunities & Constraints

5.1. Opportunities

- To provide much needed market and affordable housing on the edge of the Ilkeston urban area in an attractive environment close to services and employment opportunities.
 - To provide housing to contribute towards the 5-year land supply for Erewash Council
 - To increase the biodiversity of the site through new planting
 - To retain and enhance green corridors around the site perimeter
 - To provide new play opportunities through the provision of a play area and children's trim trail
 - To provide a circular pedestrian route around the site perimeter
-

5.2. Constraints

- Sewer easement running diagonally across the site
- Overhead electricity cables
- Existing trees around site perimeter to be retained
- Very small area of the site within Flood Zone 2
- 24 hour noise influence from electric transformer on Sowbrook Lane
- Disused bell pit entry point
- Topography will require pumping station
- Existing public rights of way to be accommodated within public open space



6. Design

6.1. Use

The development will provide residential dwellings.

6.2. Amount

The overall gross site area is 10.3ha (25.45 acres).

The net area is 5.6ha (13.83 acres)

At 35 dwellings per hectare, the site would provide 196no dwellings

The mix will be fixed at Reserved Matters and will be designed to meet local needs. The Indicative Masterplan could accommodate a range of dwelling sizes from 1 bedrooms to 5 bedrooms. The types of dwelling would range from terraced and semi-detached to detached houses.

4.7ha of public open space is provided around the site, comprising of wildlife corridors around the site perimeter, formal and informal public open space, balancing ponds, play areas and circular walks

6.3. Scale

The closest dwellings to the site are located on Sowbrook Lane. This is row of listed cottages that date from circa 1900. They are 3 storey and have a hierarchy of windows with the ground and first floor windows being of the same depth and the second floor windows being less deep. The second floor also has a lower storey height.

he next closest dwellings are in Kirk Hallam, Ilkeston on Windsor Crescent and are 2 storey.

The site could accommodate varying storey heights with taller dwellings being located to the give emphasis at desired locations such as at the end of vistas, along the avenue and at node points.

In general, a spread of 2 – 3 storey housetypes would be appropriate for this site.



Figure 17: Grade II listed houses on Sowbrook Lane. The closest dwellings to the site



Figure 18: Grade II listed houses on Sowbrook Lane.



Figure 19: Grade II listed houses on Sowbrook Lane.



Figure 20: Grade II listed houses on Sowbrook Lane.

7. Layout

7.1. Design Concept

The design concept is to provide a new residential development in Ilkeston, which is attractive, and of a high quality that is befitting of its setting on the edge of the town. The development will provide a range of home sizes that respond to the site specific constraints and opportunities.

To create a sense of place through new and retained green infrastructure and a well designed public realm.

The layout principles are:-

- To ensure an appropriate response to the edge of Ilkeston and the surrounding industrial/residential uses.
- To ensure the future retention and maintenance of the public open space and wildlife corridors
- Proactively link into the wider movement framework.
- Landscape to be retained where possible and safeguarded from harm during and after construction
- Wildlife interest in the site must be closely monitored and measures implemented in accordance with the Ecological Appraisal to ensure the protection of important species and habitats.
- The design has regard to the identified site constraints.
- It can be seen that these factors contribute to the design response when considered in conjunction with the specific site constraints and opportunities.



Figure 21: The Indicative Masterplan

7.2. Design Principles

The Indicative Masterplan has been developed to inform the potential level of development that could be accommodated on this site and show how this could be achieved, with the detailed layout to be determined at the Reserved Matters stage.

Consideration has been given to topography, response to opportunities and constraints and retention of existing green infrastructure.

Outward facing dwellings ensure that the areas of public open space and public realm in general are well overlooked with a perimeter block structure being adopted.

Of paramount importance in developing the scheme has been its setting. The site is set on the edge of Ilkeston and despite its industrial neighbours, its character is defined by its landscaped setting. We felt it appropriate to propose a low/medium density scheme of 35 dwellings per hectare, with the net area set within generous public open space, befitting of its edge of settlement location and respecting the constraints presented by the site.

The gas easement is perhaps the biggest influence on the layout. It runs south west to north east across the site from Sowbrook Lane to Ilkeston Road. An easement cannot have buildings or gardens on it and so this heavily affects the layout. Turning this into a positive, it gives a very strong diagonal build line across the site fronting onto the public open space from which the remainder of the layout can be built.

The site is accessed from two points, one from Ilkeston Road and the other from Sowbrook Lane. The indicative masterplan shows that these two accesses are linked together by a central tree lined avenue forming the main spine road through the site. From this access is taken to the development edges through secondary streets and private drives.

One of the site's biggest assets are the existing trees and hedges that line the site's boundaries, along with the leisure corridor to the north. These will be retained and enhanced to form perimeter wildlife corridors and will complement the areas

of public open space. A perimeter trail is proposed to enable residents to get the maximum benefit from the sites retained landscape.

An area of open space is proposed adjacent to the canal. This will enhance the setting of the canal and with careful planting could increase the biodiversity value of the canal bank. Within the open space is a retained Category A tree. The circular footpath around the site perimeter will also provide a link to the footpath that runs alongside the Nutbrook Canal. A children's trim trail with simple pieces of fitness equipment placed along its length. This will be completed by a LAP and a LEAP.

A Community Garden is proposed. This will give residents the opportunity to take part in allotment type gardening, without having to commit to a full size allotment. It is proposed that the garden would be managed by residents. It would be formed by raised planters separated by footpaths and the garden would be securely fenced. The garden would be provided with storage, watering and lighting facilities.

One of the site constraints is the noise emitted from the electric transformer station. This requires dwellings in the vicinity to be set back from the noise source in order to fall within acceptable limits. To this end a proportion of the dwellings on Sowbrook Lane have been set back to achieve this and an additional area of public open space has been created. The dwelling will front onto this area to screen the gardens from the noise source.

7.3. Appearance

The final appearance will be dealt with at Reserved Matters Stage. The site is fairly free from any established architectural styles in the vicinity, except for the row of cottages on Sowbrook Lane. These cottages are in an attractive 19/20th century rural style that could easily be referenced by the house elevations on the site. Alternatively, as there are few outside architectural influences a contemporary style could be adopted that would tie in with the proposed buildings on the regeneration site.



Figure 22: Design Principles Plan

8. Landscape and Drainage

8.1. Landscaping

The site will provide a net gain in biodiversity relative the existing arable field.

The 3no existing Category A trees and as much of the existing perimeter hedging as possible will be retained.

The areas of public open space around the site will all feature appropriate planting and will provide further opportunities for tree planting and habitat creation to help to increase the biodiversity value of the site. The site also features two balancing ponds which will also offer potential opportunities for planting and habitat creation.

The front gardens of the dwellings will all feature native planting.

8.2. Drainage

Foul water drainage will be taken to existing sewer in Littlewell Lane via an onsite pumping station.

Surface Water drainage will be taken to the two detention basins adjacent to the north western boundary of the site before discharging from the site, at greenfield run off rates, to a watercourse that runs adjacent to the north western boundary.

9. Access



9.1. Parking

All of the dwellings on the eventual scheme will be provided with adequate off street parking as follows, in compliance with local standards.

- 2 Bed dwellings - 2 spaces
- 3 Bed dwellings – 2 spaces
- 4 Bed dwellings – 3 spaces minimum

9.2. Refuse / Recycling / Servicing

The site accesses cater for the types of vehicle that will need to use and access the site such as refuse collection vehicles and delivery vehicles. Swept path analysis will be submitted to demonstrate this.

Space will be available within garden areas for the storage of wheelie bins and the storage of bicycles. This will be on slabbed areas at convenient locations located within garden areas.

10. Sustainability

10.1. Sustainable Development

Key to the objectives of Sustainable Development is ensuring development is well connected to local services and transportation networks. The Erewash development plan seeks to guidance new housing to the most accessible locations in this context, with sites in or on the edge of the Ilkeston Urban Area being at the top of the hierarchy. Housing on this site is supported by the development plan in this context. Details on the proximity to services and facilities are provided in more detail above. These will only be improved at the Stanton Regeneration Site comes forward. Careful selection of materials will contribute to ensuring sustainable construction methodologies and will reduce the reliance on finite resources. Any external materials will need to be sourced sustainably, using bricks and roof tiles suited to the local vernacular from preferably local sources to reduce their environmental impact from excessive transportation.

Good construction practice will ensure that construction waste is minimised, including the accurate specification of quantities and the re-use and recycling of materials once they have reached the end of their useful life in construction

The basic principle followed for the design of new residential development from a sustainability perspective is to reduce the energy demand of the buildings by a fabric first approach. Compliance with Building Regulations Part L1A requires high levels of insulation, low U-values and efficient building services.

The eventual scheme should consider the provision of electric car charging points as part of the design.

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11. Conclusion



11.1. Conclusion

The site offers an opportunity to create a new development that will provide new housing in a sustainable location in accordance with the Erewash development plan on the edge of the Ilkeston urban area and which will help the council by providing a deliverable site that will assist in rectifying the significant shortfall in their 5-year housing land supply.

A design led approach has been taken to defining the extent of the residential opportunity presented by this site. The Masterplan is based on analysis of the site's Opportunities and Constraints and the contents of the various reports resulting in a layout that responds to the site's immediate surroundings.

The scheme will provide both physical/environmental enhancement and a high quality and attractive residential environment for future occupiers.



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