



# **DESIGN MIDLANDS in South Derbyshire**

## **Shaping Streets Design Review**

Strategic Site, Land South of Mickleover,  
STRA 2

### **DESIGN MIDLANDS**

South Annex  
Pera Business Park  
Nottingham Road  
Melton Mowbray  
Leicestershire  
LE13 0PB

**04 / 07 / 2025**

---

# 1. Introduction

---

**1.1** Land South of Mickleover is one of a number of possible land releases being considered under the emerging Local Plan for South Derbyshire District Council.

**1.2 A Design Review (DMDR046)** was undertaken in January 2025 to consider the key design principles that should influence the development of the site. This comprised a multi-disciplinary panel which included urban design, social structures, architecture, hydrology, landscape and transport / active travel. The Panel's aim was to help maximise the value associated with the development through good design, and considering potential value holistically, in terms of environmental, societal and economic benefits.

Movement and connectivity are a key issue with the comments raised summarised below:

- 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 address 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.

**1.3** In July 2025 further connectivity and movement design review work was undertaken through a **Shaping Streets Design Review** which is a design tool to support those designing and implementing new streets in delivering excellent places which includes supporting sustainable travel - walking, cycling and public transport rather than focusing on the needs of motorised traffic; regeneration of new streets in particular those which do not part of / within a development / outside of the red line boundary; regeneration of existing streets i.e. introducing cycle lanes etc..The reason for this is to maximise the opportunities for active travel and having a a well-connected place not just for the benefit of South Derbyshire residents, but also recognising the opportunities for cycle and pedestrian connectivity to and from adjacent communities in Derby.

The Shaping Streets Design Review builds on the aforementioned design review specifically the issues highlighted above and should be read in conjunction with the design review report.

The Panel comprised those who were involved with the previous design review to provide continuity and consistent advice and those with specialist knowledge / expertise as follows:

Juliet Bidgood	Architecture/Urban Design/Sustainability (Chair
Andrew Cameron	Transport/Active Travel
Julian Woolley	Landscape/POS
Chris Dodd	Hydrology

**1.4 The role of Land South of Mickleover** - Taking full advantage of the opportunity to create a development with a strong identity and clear vision is considered crucial to the success of the scheme.

The Panel considered the overall ambition for the site needs to be developed taking a stronger lead from the surrounding context and developing the role the site could play in strengthening the local character, economy and networks.

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; what do you need it do at a local level and at a broader level? For example: :

- What facilities/uses are missing in Mickleover and could be provided on site?
- How do the streets/spaces reference the local context and typologies - for example how do buildings relate to streets in the locality such as those in the Pastures Estate and learn from those further afield in Repton?
- How does the site connect with local employment such as Toyota?
- What measures are proposed to reduce vehicle usage and support walking and cycling for example will the development include mobility hubs/car hubs?
- How will walking and cycling inform the structure of the development, design of the streets etc?
- How will the development support a compact and mixed development/20 minute neighbourhood for example provision of office buildings which are mixed use? Nansledan in Cornwall was cited as an example with 1 job created per home.

## 2. Main Street - north south connectivity

---

**2.1 The 'Spine Road'** - The proposals for the site include a potential Spine Road which runs from Burton Road (A38) to the southeast to Etwall Road (A516) to the north.

At the January design review the Panel highlighted *the importance of the Spine Road to the overall scheme and the need for this to be a character defining feature of the development - this will be the principal route within the development accommodating pedestrians, cyclists, buses and cars. Emphasising the need for the route to be considered as a 'tool for place-making'.*

**2.2 Terminology** - Terminology is important. The 'Spine Road' focuses on highway function only and encouragement was given to provide a new name which reflects and reinforces its place and sustainable movement functions instead for example 'avenue' 'street' rather than 'route' and to give it a more appealing identity, e.g. referencing the site context / history of the site. Its role e.g. as the **'Main Street'** which we will use in this report needs to be consistently referenced across policy and masterplan documents.

**2.3 Speed Limits** – The speed limit to Main Street should not be the same for its entire length and should accord with the character, place making activities / functions of the street for example 20mph where the street is adjacent to housing, within the Local Centre and 30 mph to the section to Burton Road / A38. A lower speed limit of 20mph to sections of the route would make a significant difference to the accessibility and environment of the street and would not impact on traffic flows.

**2.4 Creating a Street** – The Main Street needs to be integrated within the development with an emphasis on place and sustainable movement. As stated above a speed limit of 20mph will require a coordinated approach from the design of the route itself, buildings and spaces which edge / bound the route and parking. The Panel recommended ensuring a robust frontage to the route with housing and mixed uses fronting onto and overlooking the route and no private drives.

A place based approach to parking should include parking to the frontage (end on parking) separated by wide / generous green verges, **Queen Mothers Square in Poundbury** was cited as a good example. On street visitor parking integrated into the street which should be designed in from the onset. The above parking approaches are a more efficient land use and will assist in reducing vehicle speeds. The Panel cited the soon to be updated ['Car Parking – What works where'](#) guidance as a practical design tool.



Fig 1 - 3 – Queen Mother Square and local and residential squares, Poundbury (ACA)



Fig 4 Main Street, Nansledan – mixed uses including office space, retail and school, use of Copenhagen Crossing (ACA)





Fig 5-8 Poundbury, Peverell Avenue (ACA)

The detailed design of the Main Street needs to align with current guidance specifically Manual for Streets not Design Manual for Roads and Bridges (DMRB). This should include Copenhagen crossings and corners with a tight/sensible radii at all junctions prioritising pedestrians. Ensuring the width of Main Street keeps to a width of 6.1 to 6.25m will help traffic calming, the option to create a medium strip in some places/sections of the route was also suggested.

The panel suggested a Y shape rather than a T shape to the central village green they recommended looking at how these spaces evolved historically so that they could flex to accommodate varying intensity of use. **Peverell Avenue in Poundbury, Dorset and Baldock High Street in Hertfordshire** were cited as a best practise examples.

**2.5 Character** – The Main Street will traverse through the development from north to south from Etwall Road to Burton Road including housing, a range of open spaces, a neighbourhood centre. A placemaking design approach needs to be undertaken for the Main Street which is drawn from the character of the places along the route and the function of the route for example sections of the route are double loaded and single loaded.

**2.6 Tree Strategy** – Trees are essential (not desirable) infrastructure to the design of the street. Trees also provide a wide range of functions from helping to deal with climate change by absorbing water, mitigating flood risk, providing shade in high temperatures; supporting biodiversity, assist in navigation, wayfinding, create a focal point, contribute to character and sense of place etc.

The Panel recommended a Tree Strategy be provided to ensure a coordinated and strategic approach for the route. This should include clarification on the approach to tree planting. To include tree planting which reinforce street character, trees which terminate a viewpoint, trees which support wayfinding and trees which create side friction acting as a natural traffic calming measure for example trees in verges. To ensure the long-term sustainability of the street trees, space will need to be provided for the tree to grow.

**2.7 Cycle Infrastructure** - Cycle infrastructure will need to be designed to meet the requirements set out in LTN 1/20. The Panel highlighted the provision of a cycle lane adjacent to the Main Street would result in a wide street and recommended the provision of two movement grids with cycle routes separate for example one block back rather than immediately adjacent to main Street. This approach will result in a tighter street design to be achieved for Main Street and a better integrated cycle route. Consideration will also need to be given to how cycle infrastructure will need to be integrated with the green infrastructure.

## 3. Connecting the site to Derby and The Hollows

---

**3.1 The Access Points** – The design review stated that; *the gateways into the site are important ‘thresholds’ for the development connecting to other destinations beyond the site, provide an opportunity to knit the development into the fabric of the existing settlement and a sense of identity for the development.*

The site has three potential access points, the two potential access points to the Main Street at the junction of Etwall Road (A516) and Burton Road (A38) and a third junction at Staker Lane which connects to the Hollow and Mickleover. The Panel recommended a strategy outlining the design approach to each of these gateways, which vary in relation to environment, character and function.

**3.2 The Hollow** - The Hollow provides a connection to the north into Mickleover including community facilities in particular Brookfield Primary School. The Hollow comprises houses to one side of the route, a passage underneath a bridge for Etwall Road (A516). The environment to The Hollow and the junction of Brierfield Way is hostile with fast moving traffic, narrow footways, pedestrian guardrails to Brierly Way, the school and The Hollow.

Land South of Mickloever presents an opportunity to improve the environment and function of the Hollow. The Main Street has capacity to take traffic away from The Hollow providing an opportunity to address the existing problems and create a much improved environment for the existing and new community.

The recommendations include designing the junction at The Hollow and Brierfield Way to support walking and cycling and lower vehicle speeds for example design solutions which reduce speeds to 10mph. Suggestions included a roundel at the junction, reference was made to **Poynton in Cheshire** where all the traffic lights were removed and replaced with an informal junction involving two inter-connected roundels which significantly reduced speeds and created a more responsive environment for pedestrians, cyclists and drivers.

A wider footway including positioning the footway and pedestrians above the traffic; lighting underneath the bridge which will be key to its usage. Consideration should also be given to need for the railings which are dominant at the junction - if the traffic is taken out can the railings be removed?

**3.3 Brookfield Primary School** - The School is an important community asset which support community cohesion. The Panel highlighted that schools have a particular type of movement which



is busy at the start and the end of the school day. The junction arrangement currently prioritises vehicles over pedestrians with children having to navigate the junction and give way to vehicles to get to school. The school also forms an important gateway into Mickleover. In addition to the comments above, opportunities to improve the environment of the school need to form the design discussion including the provision of a much better frontage to the school for example a landscape civic space which can be used for parents for school pick up and drop off and the wider community.

**3.4 Crossing to Etwall Road A516** – Etwall Road A516 comprises 4 lanes of traffic. The provision of an at grade crossing facility would result in pedestrians and cyclists having to wait a long time to cross Etwall Road. While an underpass would be problematic as it would result in a route which is unsurveyed, unused and difficult to access.

The provision of **an Active Travel bridge** which works for as many users as possible i.e. pedestrians, cyclists, potentially horse riders should be pursued. Attention was drawn to the level difference on site and the opportunity to utilise the spoil from the site, this will also assist in avoiding over long ramps to deal with unfavourable site levels. The bridge also presents an opportunity to create a gateway to Derby. The Active Travel bridge to the A14 Cambridge was cited as a good example. The Bridge should be positioned to connect legibly with existing footpaths and desire lines linking to the cycle route into Derby city centre.

**3.5 Connections to Freeport / Toyota** – To the southeast of the site at the junction of Burton Road (A38) and Derby Southern bypass is the Toyota manufacturing plant which is a major local employment. Connections between the development (homes) and Toyota (workplace) was recommended. There is an existing footpath at Millway Lane and Green Lane from northeast of the site to Toyota however the route is terminated with a 'no entry' sign and security fence. The Panel also raised the provision of an on demand bus which would better suit the needs of workers in particular those working shifts.

SDDC were recommended to engage in dialogue and work in collaboration with Toyota and the Freeport Site further to the south to explore the opportunities to connect with the site.

**3.6 Parcel to the East of Burton Road (A38)** - The Parcel to the East of Burton Road (A38), is a self-contained site. The site will be accessed from Tutbury Avenue to the east. While the site will not be physically connected with land south of, it should connect in terms of character. The scale and location of the parcel provides an opportunity for this to be a 'tester site', for the wider development for example street design including junctions with tight radii and Copenhagen crossings, SuDS etc.

## 4. Links / enhancements to Green Wedges and a coordinated approach to creating attractive routes to and from the city via the Green Wedges.

---

**4.1 The Green Wedges** - The Green Wedges are to the east of the site within Derby City Council. Derby City Council are in the process of reviewing the Local Plan which will include a review of the green wedges.

The Panel drew attention to the importance of the Green Wedges and the need to ensure a coordinated approach with the Green wedges being integrated into and positively contributing to green infrastructure in the land south of Mickleover. The Panel recommended work be undertaken in developing a comprehensive understanding of the green infrastructure, this should include mapping the routes, desire lines within the green infrastructure, where the routes connect to and from and how are the routes are used. The green infrastructure should be interlinked, functional, safe, attractive and of sufficient size that it acts as a destination in its own right and not considered simply as a buffer to development.

The development will form an edge to the green infrastructure, the design approach and treatment to these edges are important and key to achieving a positive response. Recommendations include housing fronting onto the green infrastructure providing overlooking and natural surveillance of the green infrastructure, the provision of an 'edge lane' street type (rather than disconnected private drives) which are lightly trafficked routes which support walking and cycling. For example as a **Derwenthorpe in York.**

## 5. Water Management

---

**5.1 Water Management** - Effective surface water management (blue infrastructure) will be an important component in the successful development of the site. The Panel raised the importance of the water - drainage strategy in forming the blue/green infrastructure for the development, 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 and drought.

The Panel recommended a strategic, integrated and considered approach to water management should be undertaken. This should include detailing the water management measures in particular how water attenuation is designed to work with the topography of the site which is key characteristic of the site. The design of the water attenuation should reinforce the character areas and street hierarchy supporting placemaking. For example, integrating formal and informal SuDS depending on location and character areas.

There needs to be a detailed understanding on the design of SuDS defining what will they look like/function as when dry, how they be used for informal play and how SuDS supports BNG – so SuDS spaces are multifunctional and deliver on the four pillars. Generally, water management should be a feature that is visible and not hidden within the development.

**Best Practise Examples** – A number of best practise examples were cited. Evaluating the examples and synthesising learning from these was recommended.

## 6. CONCLUSIONS

---

**6.1** We appreciated the opportunity to provide further input on connections / movement for Land south of Mickleover:

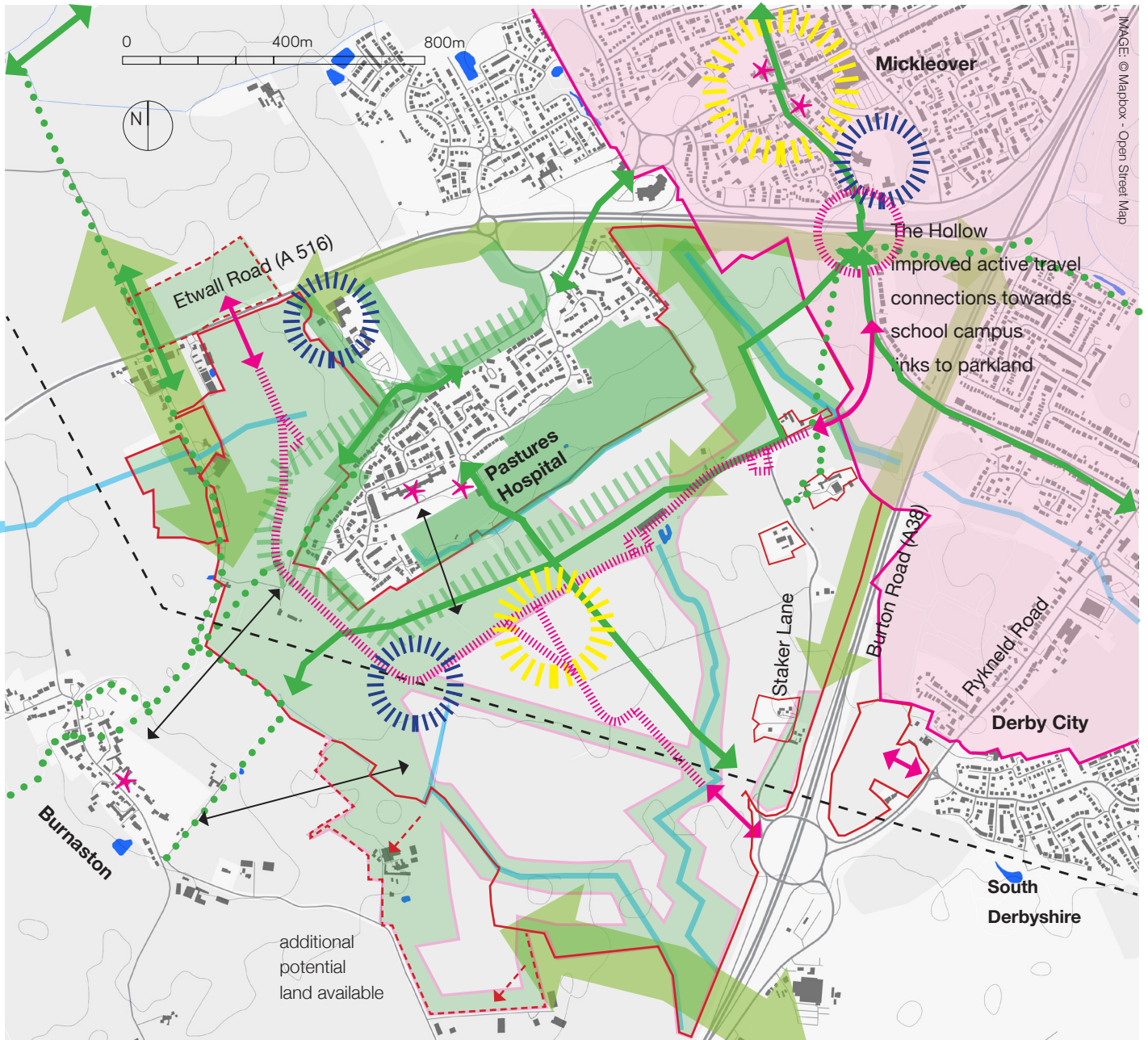
- Undertaking a design approach which focuses on the place and movement function of the **Main Street** including a design which reinforces and character areas / spaces, a speed limit which is predominantly 20mph, houses fronting the route (no private drives), integrating parking within the route.
- An integrated landscape approach for the route including **tree strategy** etc.
- Separate the **cycle lane** from the Main Street i.e. set one block back to enable a tighter route to be delivered.
- Provision of a site specific approach for each of the site **gateways**.
- Improve the function and environment of **The Hollow**.
- Provision of **a bridge to Etwall Road A516** which works for a range of users and bespoke to the site conditions and context
- Connect the site with **Toyota** – homes with work.
- Ensure Parcel to the **East of Burton Road** as a test parcel and connect to the development through character.
- Ensure that the **green infrastructure** is well considered, interlinked and serves a purpose beyond acting as a buffer to development
- Provide an understanding on the approach to the **green infrastructure** i.e. houses fronting onto the spaces.
- Undertake a strategic and placemaking to **water** including the provision of a range of water attenuation features which are in keeping with the character of the site/development, designed to work with the site topography etc.
- Utilise and draw from the **best practise** – take the best bits.

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.



## STRA 2: Draft Land South of Mickleover, Mixed Use Allocation

Illustration broadly locating site features discussed in the Shaping Streets Design Review.



### Key

	Derby City		Potential Parkland & Green Infrastructure		Site Boundary
	Extending green wedges and reframing city edges		Existing Parkland and GI		Landmarks, listed buildings and distinctive landforms
	Potential access points		Blue infrastructure		Key Views
	Potential main streets		Local centres and mobility hubs		Improved active travel connectivity
	Improved active travel links		Learning & recreation and School streets		Power Cable
	Existing footpaths				