

Derby City Council

Local Plan Part 1: Core Strategy

Site Summary Compendium: Update

August 2015



Derby City Council



Introduction:

This document provides a compendium of 'Site Summary Sheets' relating to strategic sites in Derby and the wider Derby Urban Area (DUA). These form part of the evidence base used to develop the Local Plan Part 1, Core Strategy. The first version of this document was published in 2012 alongside the Council's Preferred Growth Strategy (PGS). This document provides an update to the 2012 compendium.

The updated summary sheets have been prepared for the following reasons:

- To bring together evidence on sites promoted for development through the Core Strategy from a wide range of sources into a single, easy to understand summary;
- To enable the public and other interested parties to better understand the issues, constraints and opportunities that have been taken into account in deciding which sites should be included / not included in the Core Strategy;
- To provide a tool for negotiations with developers, service providers and utilities to better understand any issues affecting deliverability or the viability of individual sites;
- To assist the Council in making policy by identifying what issues need to be addressed, for example what mitigation is required; and
- To consider the suitability of sites where the principle of residential development has not already been established through other mechanisms. Previous iterations of this document have been used to demonstrate the acceptability of sites.

Which sites are included and why?

The 'Site Summary Compendium' only relates to sites that have been promoted as being 'strategic'. The merits of sites considered to be 'non-strategic' will be considered through the Local Plan Part 2.

We have not prepared updated summaries for every strategic site submitted for consideration. Updated summaries have only been produced for those sites which do not have existing 'in principle' support for residential development. Therefore, sites that benefit from an existing residential allocation, that have planning permission or where there is a resolution to grant planning permission have not been included. The principle of development has already been accepted on these sites and there is no need to try to revisit the evidence or re-establish the principle. A number of sites previously included in the compendium now fall into this category having gained planning permission since 2012. Such sites have subsequently been excluded from this updated version.

The previous version of the compendium also provided information on a number of sites located within the administrative areas of Amber Valley Borough Council and South Derbyshire District Council, but which were considered to be part of the Derby Urban Area (DUA). A number of these sites have also been excluded from the update having been considered through the initial examination of the Amber Valley and South Derbyshire Local Plans.

The summary sheets including sites outside of the administrative area of Derby but within the DUA have only been updated where the sites form part of the DUA housing strategy and do not already have in principle support through an existing allocation or planning permission.

Table 1 provides more information on the strategic sites in Derby and the wider DUA that have been identified for residential development in the respective Core Strategies of the relevant Local Planning Authorities, but have not been summarised in this update document.

Table 1: DUA Strategic Sites / Locations Identified for Development and Not Summarised

DUA Strategic Sites / Locations Identified for Development and Not Summarised			
Sites / Locations in Derby			
Site SHLAA Reference	Core Strategy Reference	Site Name	Reasons for Not Summarising
DER/0118	AC17	Sinfin Lane	The Council has accepted the principle of developing this site for residential use through resolving to grant planning application 03/12/00266. All relevant information is available as part of the planning application. The planning application has now been withdrawn and there are uncertainties about the delivery of housing during the Plan period. Therefore, whilst the Council wishes to see the site redeveloped for residential development, it can no longer rely on the site to contribute towards the housing requirement. The site has been re-allocated as a 'Regeneration Priority' as opposed to a specific housing allocation.
DER/0089	AC6	Castleward	The Council resolved to grant planning permission for up to 840 dwellings, commercial development and supporting community uses, including a primary school, in August 2012. The principle of the mixed-use regeneration of the area has already been established and phase 1 of development is currently under construction, with a number of properties having already been occupied.
DER/0120	AC6	Former Derbyshire Royal Infirmary	Permission has been granted on appeal for up to 400 new dwellings on this site. The principle of mixed-use regeneration has therefore already been established and a reserved matters application for the first phase of housing has now been submitted.
Various	AC2	City Centre	The 'strategic location' of the city centre is made up of a number of sites, some of which have been identified in the CDLPR for housing already, and / or have been subject to planning applications for residential development. Other sites included in the assumed housing supply do not raise any significant issues that are not addressed elsewhere (for example, through the OCOR Masterplan). The city centre is generally considered a suitable and sustainable location for residential development and has been designated as a Housing Zone. The principle of changing the use of offices and shops to residential is also established through 'Permitted Development' (PD), further negating the need to justify the principle or

			residential development.
DER/0176	AC23	Fellowlands Way, Chellaston	The Council has accepted the principle of developing this site for residential use through granting planning application 01/13/00086. Relevant information is available as part of the planning application.
DER/0022 and DER/0155	AC24	South of Chellaston	The Council has accepted the principle of developing land within the City to the south of Chellaston for residential use through granting planning applications at Woodlands Farm (08/12/00945) and the cross boundary site at Holmleigh Way (08/13/00941). Relevant information is available as part of the planning applications.
DER/0147	AC22	Mackworth College	The Council has accepted the principle of developing additional land at the former Mackworth College site for residential use through granting planning application 11/12/01333. Relevant information is available as part of the planning application.
DER/0001	AC20	Ryknel Road	The site is allocated for 980 dwellings in the CDLPR and a Supplementary Planning Document has been produced to guide development. The principle of residential development has been established and the Council has resolved to grant planning permission for up to 800 dwellings on the majority of the allocated site.
DER/0003	AC19	Manor / Kingsway	The site is allocated for mixed-use development in the CDLPR and planning permission has been granted for residential led redevelopment of the site. Phase 1 is currently under construction. The principle of residential development has been established.
DER/0016	AC25	Brook Farm	Permission has been granted on appeal for up to 215 new dwellings and 60 extra care units. The principle of residential development in this location has therefore already been established.

Strategic Sites / Locations in Amber Valley (AV) and South Derbyshire (SD)

AVBC/2008/0173	AV17	Land at Radbourne Lane, Derby	Amber Valley Borough Council has accepted the principle of developing land on the edge of the City off Radbourne Lane for residential use through the allocation of part of this site in their existing Local Plan and through the granting of planning permission AVA/2009/0359 allowing the construction of 530 new homes. The site is currently under construction. The site forms part of a much larger promoted area.
S/0174, S/0178, S/220	H14 and H17	Land to south and east of Chellaston	South Derbyshire District Council has accepted the principle of developing land on the edge of the City to the south of Chellaston for residential use through granting planning application 9/2012/0568 at Chellaston Fields and 9/2013/0663 at Holmleigh Way. Relevant information is available as part of the planning applications.
/	H12	Highfields Farm	The principle of developing land on the edge of the City to the south of Littleover / Heatherton for residential use has been

			accepted by the Secretary of State through the granting of planning application 9/2006/0775. The majority of the site also benefits from detailed planning permission, enabling the development of 979 new homes. Relevant information is available as part of the planning application.
S/0231	H16	Primula Way	South Derbyshire District Council has accepted the principle of developing land on the edge of the City to the south of Blagreaves / Sunnyhill for residential use through resolving to grant planning application 9/2007/0655 which proposes the development of 145 homes. South Derbyshire has allocated an additional 366 homes in this area. Relevant information is available as part of the planning application, whilst justification for the additional allocation can be found on the SDDC website.

Table 2 identifies the strategic DUA sites / locations located wholly within Amber Valley and South Derbyshire that have not been identified for residential development in the respective Core Strategies and have not been summarised. More detailed justification relating to why DUA sites within Amber Valley and South Derbyshire have not been identified for development can be found on the respective websites of the two authorities.

Table 2: DUA Strategic Sites / Locations Wholly in Amber Valley and South Derbyshire Not Identified for Development and Not Summarised

DUA Strategic Sites / Locations Wholly in AV and SD Not Identified for Development and Not Summarised		
Site SHLAA Reference	Site Name	Reasons for Not Summarising
AVBC/2008/0056	Land at Markeaton Stones, Markeaton	Site wholly within Amber Valley. Justification for not including site in the DUA strategy can be found on the AVBC website
AVBC/2008/0173	Land off Radbourne Lane	Site wholly within Amber Valley. Justification for not including site in the DUA strategy can be found on the AVBC website
AVBC/2008/0175	Land at Springfield Farm, west of Kedleston Road	Site wholly within Amber Valley. Justification for not including site in the DUA strategy can be found on the AVBC website
AVBC/2013/0010	Land west of Kedleston Road	Site wholly within Amber Valley. Justification for not including site in the DUA strategy can be found on the AVBC website
AVBC/2013/0009	Land between Allestree and Quarndon	Site wholly within Amber Valley. Justification for not including site in the DUA strategy can be found on the AVBC website
S/0070, S/0206	Stenson Road (west of the railway),	Site wholly within South Derbyshire. Justification for not including site in the DUA strategy can be found on the SDDC website

	Stenson Fields	
S/0077a	Highfields Farm Extension, Littleover	Site wholly within South Derbyshire. Justification for not including site in the DUA strategy can be found on the SDDC website
S/0078	Land at Etwall Road/Ladybank Road, Mickleover (Newhouse Farm)	Site wholly within South Derbyshire. Justification for not including site in the DUA strategy can be found on the SDDC website
S/0261	Land west of Ladybank Road	Site wholly within South Derbyshire. Justification for not including site in the DUA strategy can be found on the SDDC website
S/0162	Thulston Fields	Site wholly within South Derbyshire. Justification for not including site in the DUA strategy can be found on the SDDC website
S/0100	Land at Lowes Farm	Site wholly within South Derbyshire. Justification for not including site in the DUA strategy can be found on the SDDC website

In addition to the land at Radbourne Lane, Amber Valley Borough Council has now identified additional land at Radbourne Lane to provide a 90 home extension to the existing site. The additional site has been identified as a proposed modification to the Amber Valley Core Strategy following initial examination. Further information relating to this site can be found on the Amber Valley Local Plan Examination webpages.

Whilst not identified as a strategic allocation by South Derbyshire, land to the east of the railway line on Stenson Road is currently under construction for in the region of 500 new homes. This site forms part of the DUA strategy but has not been summarised as the principle of development has already been established through a Conjoined Inquiry.

Table 3 identifies all of the DUA sites / locations that have been included in this updated compendium, including sites that have been identified for development in the relevant Core Strategies of the respective Local Planning Authorities and those that have not.

Table 3: DUA Sites / Locations Included in the Updated Compendium

DUA Strategic Sites / Locations in Derby Identified for Development and Summarised			
Site Reference	Core Strategy Reference	Site Name	Page No.
DER/006, DER/008, DER/009, DER/0011, DER/0134	AC14	The Osmaston Regeneration Area	7
DER/0021 & DER/0027	AC22	Land north of Onslow Road, Mickleover	9

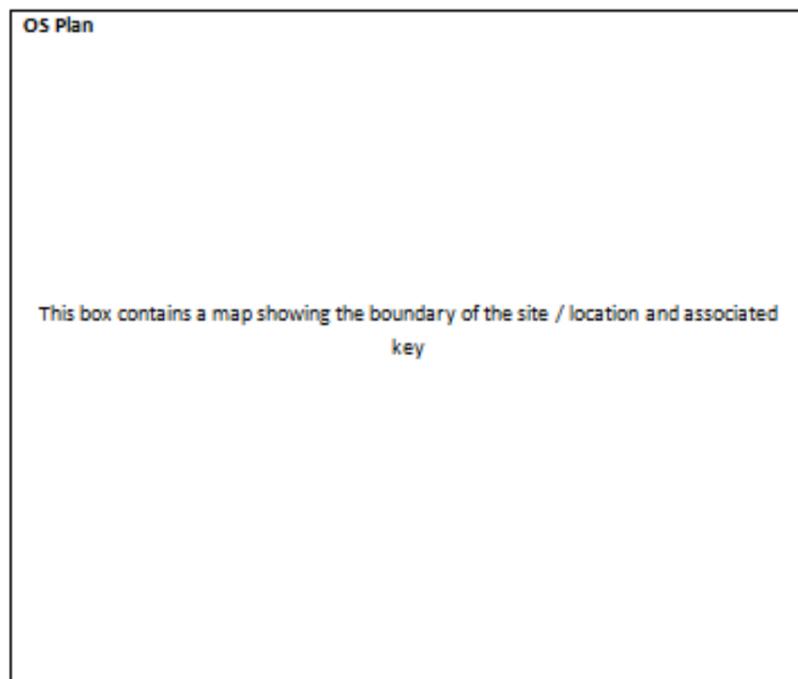
DER/0030	AC26	Land South of Mansfield Road, Oakwood	11
DER/0189	AC13	Land at the former Celanese Acetate Works, Spondon	13
Cross Boundary Strategic Sites / Locations Identified for Development and Summarised			
DER/0018, S/0080	AC21 and H18	Land at Hackwood Farm	16
DER/0104, S/0090, S/0090a, S/0090b, S/0121	AC18 and H15	Land at Stenson Fields / Wragley Way, Derby	18
DER/0105, S/0041, S/0072 and permission site	AC23 and H13	Boulton Moor	20
Sites / Locations in Derby Not Identified for Development and Summarised			
Site Reference	Site Name		Page No.
DER/0013	Land off North Avenue, Darley Abbey		23
DER/0028	Land off Pritchett Drive and Allan Avenue, Littleover		25
DER/0015	Land at Acorn Way, Spondon		27
DER/0020	Land at Mickleover Sports, Station Road, Mickleover		29
DER/0025	Land east of Sandringham Drive, Spondon		31
DER/0101	Land off Mansfield Road, Breadsall Hilltop		33
DER/0156	Land at Moorway Lane, Littleover		35
DER/0167	Land at Royal Hill Farm, Spondon		37
DER/0177	Land at Rough Heanor Farm, Mickleover		39
Cross Boundary Strategic Sites / Locations Not Identified for Development and Summarised			
DER/0099, S/0048, S/0049, S/0113, S/0158, S/0172, S/0172a, S/0205, S/0212	Land around Pastures Hospital, Mickleover		42

How to Use These Summaries:

This section sets out the format of the summaries and examples of the type and source of information included.

Site Name

OS Plan



This box contains a map showing the boundary of the site / location and associated key

Location Name:	Name of site
SHLAA Ref:	Reference number from the SHLAA
Site Address:	Address of site
Site Area:	Total site area in hectares
Estimated Site Capacity (Dwellings):	Estimated number of dwellings the site can accommodate

Site & Context:

This element of the summary provides basic information on the location of the site and a description of the site including its current use. It also identifies any planning applications that are relevant to the promotion of the site.

Conclusions:

This section draws together the main factors that have determined whether the site / location is appropriate for development and confirms whether it has been included in the Core Strategies of the relevant Local Planning Authorities.

Environmental Considerations:

This section identifies whether there are any environmental designations on the site and what this may mean for the development of the site. Designations include:

Ecological designations: This includes national, regional and local designations for site of significance for wildlife or biodiversity e.g. SSSI's, SINCS, TPO's, RIG's and LNR's

Flood Zone 1: Flood zone 1 is everywhere in England and Wales not covered by zones 2 or 3. Less than a 1 in 100 year probability

Flood Zone 2: a 1 in 200 year or greater probability

Flood Zone 3a: a 1 in 100 year or greater probability

Flood Zone 3b: is classed as flood plain. Has a 1 in 20 year probability or greater chance of flooding in any one year.

Water Supply & Treatment Works: Information regarding water supply and capacity at treatment works was obtained from Seven Trent Water and South Staffordshire Water based on a desktop study.

Contamination: An assessment based on what the site has been previously used for from Council records and information submitted to us and what this may mean for the development of the site.

Agricultural Land Classification: National classification system for assessing the quality of agricultural land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. Grades run from 1 = Excellent to 5 = Very Poor

Green Infrastructure:

Identifies what Green Infrastructure and landscape designations exist on the site, including:

Green Belt: This is a national designation. Its role is to prevent urban sprawl, towns merging into one another and assist in the safeguarding of the countryside, urban regeneration and also preserve the setting of historic towns. The Derby-Nottingham Green Belt extends around the northern and eastern boundaries of the City, extending into the City in Allestree Park and in the Chaddesden and Spondon areas.

Green Wedge: These are a local policy from the CDLPR whose primary function is to define and enhance the urban structure of the City as a whole and its neighbourhoods and allowing the countryside to penetrate the City whilst also acting additionally as 'buffer zones' between residential communities and industrial areas.

6C's GI study: A study was undertaken for the Derby DUA and the town of Swadlincote that assessed the Strategic GI Assets, Needs and Opportunities and also indicated what actions should be prioritised. This summarises the results of this study.

Townscape & Integration:

This section discusses the boundaries of the site, character of surrounding area, the sites relationship with nearby developments and open countryside, whether the site contains any historic assets and how this could influence the potential development of the site.

Archaeology: Comments were obtained from archaeologists at Derbyshire County Council regarding each site which was based on a desktop study.

Historic Assets: include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Current Building Preservation Notices (BPNs) and Conservation Areas.

Areas of Multiple Environmental Sensitivity (AMES): This is research carried out by Derbyshire County Council to bring together existing environmental data within a landscape and spatial framework. The research identified areas multiple environmental sensitivity, in terms of their ecological, historic landscape and visual importance.

Social Infrastructure:

States what services, facilities and employment opportunities exist within the local vicinity of the site and also wider area, including local shops, health facilities, schools and community facilities.

Education: Derby City Council and Derbyshire County Council are legally responsible for providing education for those pupils residing within their own administrative boundaries. A significant amount of cross boundary working has already taken place between Derby City Council and Derbyshire County Council in relation to those developments around the southern edge of the City boundary, where the majority of DUA development is concentrated. As part of the strategy for delivering school places to meet housing growth, it is likely that a new secondary school will be required in the County. The two local authorities continue to work closely together on school place planning to help shape and develop proposals.

This section provides information relating to the capacity of the nearest primary and secondary schools is discussed here. This information has been obtained from Derbyshire County Council and Derby City Council. This section also provides information on initial options on how pupil places may be provided in relation to developments within the DUA that do not have planning permission. The options are subject to change and on-going developmental work. Any proposals to expand existing schools will be subject to consultation.

Open Space: Sets out what open space exists in the vicinity of the site. This will help to assess what level and type of open space might be expected to deliver.

Transport:

This element summarises what impact development of the site would have on the local transport network, strategic transport network, capacity issues, states where the proposed access points to the site may be. It also considers public transport accessibility and nearby railway stations, right of ways and any new proposed transport routes within the area.

The transport information contained within this element of the site summary has been obtained from a range of sources, including the MVA DUA Transport Modelling Report and from County and City officers. This work is on-going and further detail will become available as the Core Strategy progresses.

This section also considers the sustainability of the site from a transport perspective, including distances to key services by non-car modes of transport.



Site Name

Sustainability Appraisal Performance:

This section provides a summary of the headline sustainability issues highlighted by the Sustainability Appraisal (SA).

The majority of greenfield sites considered are constrained by multiple sustainability issues, so there is little to differentiate some of the preferred and non-preferred sites in terms of their sustainability implications. The SA in this instance is of greater value in identifying measures for mitigation and enhancement, rather than identifying which sites would be most suitable for allocation. Nonetheless, the SA highlights the main sustainability constraints, some of which can be mitigated and some which cannot.

Mitigation:

In the case of sites that have been selected for allocation, this section provides a summary of the mitigation measures that have been informed by the SA and included in the site specific policies.

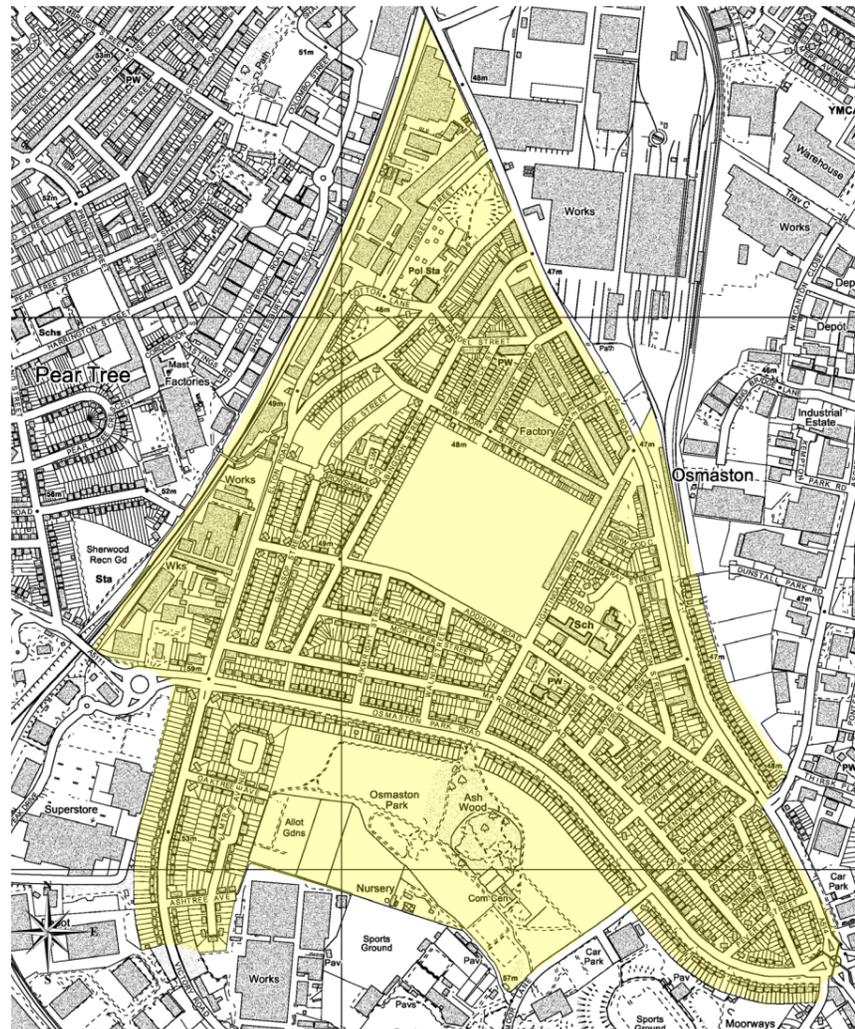
In the case of sites that have not been selected, this section provides a summary of the main sustainability factors that cannot be appropriately mitigated.

Deliverability Considerations:

Summarises factors relating to the sites, which we consider may affect the viability of the sites. This includes whether the site is available to develop now and whether developers are on board to help deliver the site. The section also looks at the impacts of any potential costs associated with site remediation or the need to provide new social or physical infrastructure.

Sites / Locations in Derby Included in the DUA Strategy:

Osmaston Regeneration Area



Location Name:	Osmaston Regeneration Area
SHLAA Ref:	N/A – Broad Location
Site Address:	Osmaston Road / Osmaston Park Road
Site Area:	N/A – Broad Location
Estimated Site Capacity (Dwellings):	600

Site & Context:

This broad location, known as the 'Osmaston Regeneration Area' is located approximately 3km south east of the City Centre. The area is broadly bounded to the north by Osmaston Road, to the south by the southern edge of Osmaston Park and to the west by the Derby-Birmingham railway line. A small number of residential properties on the northern edge of Osmaston Road have also now been included into the defined area.

Osmaston Park Road runs through the area from east to west and forms part of the Outer Ring Road. Osmaston Road is a main route connecting the City Centre with the south of the city and the A50(T).

The area comprises a mix of public and privately owned housing, a number of

existing and vacant employment sites and Osmaston Park. The Osmaston estate was originally constructed to provide housing for employees working at the Rolls-Royce 'Main Works' site on Nightingale Road. The northern part of the area, including Elton Road has seen some later development and more recent housing renewal. Within the northern area there is also a police station, a small area of public open space and a recently developed permanent site for travellers.

The local community has formed a group called 'OSCAR', which is working closely with the Council to deliver regeneration and renewal within the Osmaston area. Key to their aspirations has been the refurbishment of Osmaston Primary School and the refurbishment and re-use of the Marble Hall building for a range of community uses. These projects have acted as a catalyst to the wider regeneration and renewal of the area. 25 energy efficient new homes have already been completed on Elton Road whilst work has also started on the construction of 95 new homes on Glossop Street.

Conclusions:

This broad location is a key regeneration priority for the Council, offering an excellent opportunity to improve a deprived area, by regenerating vacant land and historic buildings. These include several sites relating to Rolls-Royce previous interest in the area that are either currently available or likely to become available in the near future. It is a sustainable location with very good access to the local road network, existing public transport corridors, the City Centre and a variety of employment and service offers.

The Council is working closely with representatives of the local community, including OSCAR to improve the area and deliver aspirations through regeneration and development. By working with a number of agencies in a partnership approach to planning and development it is felt that the sites can be delivered within the framework of a longer term vision.

The wider Osmaston Regeneration Area is included in the Core Strategy.

Environmental Considerations:

- Areas at the northern extent are within Flood Zones 2 and 3. Some areas of the former Rolls-Royce Main Works site are also within Flood Zone 2 according to the Council's SFRA. Potential flooding in this area can be attributed to Cotton Brook which is a culverted watercourse and forms part of the surface water drainage network. The area is relatively flat and therefore the exact extent of any flooding is difficult to establish, although flood depths are likely to be shallow.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are known constraints with the

existing local sewerage infrastructure to the south of the City. Severn Trent Water is currently exploring options to increase capacity in order to accommodate growth.

- Because of the industrial nature of many of the development sites, contamination is likely to be an issue and will need investigation and remediation. Investigative work has already been completed on the Nightingale Road Works Site.

Green Infrastructure:

- There is very little public open space within the Osmaston estate itself, relative to the size of the population, and the area has a distinctly urban feel to it. However, Osmaston Park is located to the south of Osmaston Park Road and is a sizeable park which is classed as a neighbourhood park and has a range of facilities.
- The wider area is characterised by houses with relatively large mature rear gardens and some of the streets are tree lined which does help to provide further green infrastructure.

Townscape & Integration:

- The Osmaston estate area is characterised by 3 bedroom semi-detached houses with generous rear gardens and small front gardens.
- There is a wide mix of uses surrounding the area. To the south, is Osmaston Park which is set behind semi-detached housing fronting onto the main outer ring road. At the southern tip of the area is Allenton District Centre which has a wide variety of shops and services and a market. Areas to the east of Osmaston are predominantly used for employment whilst to the north beyond the railway line is the community of Rosehill which is characterised by high density terraced housing, employment and commercial uses.

- Osmaston forms part of the urban area of the City and is well related to employment, commercial, retail and housing uses. It has good accessibility to other areas of the city and the City Centre being located next to a main radial route and the outer ring road, both of which have good public transport provision.
- Part of the former Nightingale Road Main Works site contains the listed Marble Hall which is currently being brought back into beneficial use to include a range of community uses.
- The former Rolls-Royce Main Works site on Nightingale Road retains no potential for below-ground archaeology, although the Grade II Listed frontage building (Marble Hall) is being retained. Sites on Glossop Street and Elton Road have no archaeological potential.

Social Infrastructure:

- The regeneration area falls within the catchment of the three GP surgeries. The Osmaston Surgery, Parkfields Surgery, the Haven Medical Centre and Meadowfields will all be affected by an increase in the local population.
- The development of the identified sites for 600 homes would generate the need

Osmaston Regeneration Area

for 168 primary school and 120 secondary school places. The existing primary school catchment area is Osmaston Primary School which has recently been refurbished. The first three phases of the project were completed in 2014 and the last phase is due for completion in June 2015. As a result of the refurbishment, the school can now accommodate 630 pupils and it is anticipated that there will be sufficient school places to accommodate pupils from the proposed new housing in the Osmaston Regeneration Area.

- The area lies in the catchment for Merrill Academy. There should be sufficient capacity through expansion or existing surplus to accommodate the secondary school pupils arising from the regeneration of the area. The school is now an Academy and an expansion proposal, if needed, would be subject to agreement with the Academy.
- There is limited usable public open space within the area to the north of Osmaston Park Road. The two main areas are at Russell Street, in the northern part of the site and at Mowbray Gardens south of the former Nightingale Works site. Both areas are relatively small although the former now includes a BMX / skate park.

Transport:

- The site has excellent access to the local road network with Osmaston Road (A514) and Osmaston Park Road (A5111) both running through the area. Osmaston Road is a main arterial route into the City Centre whilst Osmaston Park Road forms part of the Outer Ring Road. However, it is notable that the junction of these two routes at the Mitre Island is known to experience high levels of congestion at weekday peak times.
- The site is not close enough to the Trunk Road network to have a direct impact upon it.
- General accessibility to the site is very good. It is bounded on two sides by main roads which offer bus services. There are several access points into the area by road. Many facilities and services are within walking or cycling distance and to the north east of the site is Peartree Railway Station although this has limited services.
- In and around the site there is a variety of accessible employment opportunities and there are also good public transport links to the city centre. There is also an opportunity to develop the available sites for a mix of homes, community facilities and employment opportunities.
- The development sites within the area are generally previously developed and therefore have existing trip generation associated with them. Regeneration of the area is unlikely to lead to a significant net change over and above the level associated with the existing uses.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to hospitals and secondary schools, proximity to an AQMA, distance to district parks and potential for surface water flooding.

Mitigation:

The Council will:

- ensure that new residential development is complemented by the provision and enhancement of local amenities, facilities and access to employment
- deliver improvements to the local primary school
- maintain and improve public realm, green spaces and internal and external pedestrian and cycle links, particularly with Osmaston Park and employment opportunities
- encourage the development of employment generating uses and particularly those which would create employment opportunities for local people
- ensure that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere
- require developments to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- Osmaston is an area of known deprivation and presents significant regeneration and neighbourhood renewal opportunities.
- Sites are available or are expected to become available which could contribute to the regeneration of the area by delivering new homes and services. There is short / medium term development and regeneration potential on a number of specific sites including the former Rolls-Royce Main Works site on Nightingale Road, which alone could deliver approximately 400 new homes.
- Keepmoat Homes have been selected as a delivery partner to develop the Main Works site and are party to a Joint Venture Agreement with the Council. They are currently developing proposals for the Main Works site.
- Strata Homes are currently in the process of constructing 95 new homes on the site of the former unauthorised Traveller site on Glossop Street. The community group OSCAR has led on progressing this development making it one of the largest community led regeneration projects in the country.
- The Council have now taken ownership of Marble Hall and work is underway to convert the historic building into a community centre, offices, nursery, café and healthcare facilities. The refurbishment will form the centrepiece of the regeneration of the wider area.
- The Council has control of some of the development sites and others have been promoted by current owners as being ready for disposal for redevelopment imminently. The wider area is a mix of public and private sector housing. Much of the private stock has been purchased under the right to buy.

Land North of Onslow Rd, Mickleover



Location Name:	Onslow Road, Mickleover
SHLAA Ref:	DER/0027
Site Address:	Land North of Onslow Rd, Mickleover
Site Area:	9.52ha
Estimated Site Capacity (Dwellings):	200

Site & Context:

The site is located on the northern edge of the built up area of Mickleover, on the western side of Derby. Station Road forms the western boundary of the site with housing development along Onslow Road forming the southern boundary. The line of the former Great Northern railway line forms the northern boundary. Mickleover Park, including Mickleover Meadows Local Nature Reserve (LNR) lies adjacent to the eastern boundary.

The site is made up of a group of cultivated and fallow agricultural fields with strong hedge boundaries and is relatively flat.

This site has previously been promoted as 2 distinct parcels of land through the SHLAA. The Council has been informed that the 2 sites are now in the control of a single developer and this has been reflected in the SHLAA. Dwelling numbers have been revised to 200 homes across the site as a whole.

There are no relevant planning applications relating to the promotion of this site.

Conclusions:

Subject to issues relating to the intrusion of the site into the green wedge being resolved, by adjustments to the site boundary and appropriate protection of the hedgerows and ponds that form part of the Local Wildlife Site, this site is considered to offer a sustainable opportunity to logically extend the built up area of Mickleover.

The site is included in the Core Strategy.

Environmental Considerations:

- The site lies in flood zone 1, although part of the Bramble Brook watercourse traverses the site.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. Severn Trent do not envisage any land or physical constraints preventing expansion of their facility should additional treatment capacity be required in order to accommodate future development. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent Water is currently exploring options to increase capacity in order to accommodate growth.
- Further because the treatment works is located north of the river, it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues.

- It is recommended that new development should include Sustainable Urban Drainage System (SUDS).
- There is no known contamination on the site.
- The site comprises Grade 3 Agricultural Land. Grade 3 Land is of Good/Moderate quality.

Green Infrastructure:

- The site lies wholly within the Mickleover / Mackworth green wedge, which separates the distinct communities of Mickleover and Mackworth. The green wedge runs from the open countryside at the city boundary in the west to the A38 and the Manor Kingsway site in the east.
- The green wedge study has assessed the potential of this site for development in terms of the impact on the green wedge. The study suggests that "development of the site could provide a logical extension to the urban area of Mickleover". However, the study raises concerns regarding how far the site

extends into the green wedge at its north eastern extent. The study states that "the north eastern part of the promoted site would intrude towards the axis of the GW which is the most sensitive area, causing significant narrowing and undermining the primary functions of the wedge.....The north-eastern area of the promoted site is also an issue when considered alongside the promoted site at Mackworth College on the north side of the GW. Development of both of these sites as promoted would create a significant pinch point in the centre of the GW that would undermine the primary function of the GW and is unlikely to be acceptable".

- The study concludes that "there may be some scope to develop this site, although the exact extent of the site will need to be reconsidered in order to limit the impact upon function. If development was rounded off on the north-eastern corner it may be more acceptable from a green wedge perspective. However, there will undoubtedly be an impact in terms of narrowing and visual amenity". The study concludes that around 200 homes could be accommodated on this site subject to a revised north east site boundary and a similar approach being taken at the Mackworth College extension site. This approach has been adopted at the Mackworth College site which has planning permission. .
- The hedgerows and ponds running through the centre of the site form part of the Mickleover Meadows Local Wildlife Site (LWS), the majority of which is located just to the east of the site. Most of the LWS is managed as a Local Nature Reserve (LNR). The hedgerows within the site provide connectivity for wildlife moving through the Green Wedge. A full habitat survey of the site should be undertaken and the design of any development should retain the hedgerows and ponds with a sufficient buffer to maintain the value of these features for wildlife.
- The site is identified as proposed open space in the CDLPR. There is no current way of delivering this open space, or maintaining it in the long term. Therefore, consideration is being given to whether development of this site could help to deliver a smaller parcel of open space and / or contribute towards investment in other local areas of open space, including areas within the Green Wedge.

Townscape & Integration:

- The sites adjoin the northern edge of the built up area of Mickleover in an area characterised by 1970's detached and semi-detached houses set around Brisbane Road. Both the Brisbane Road and Silverhill estates, located on the east and west sides of Station Road, respectively, are similar in character with strong distributor roads serving and smaller residential cul-de-sacs.
- The site is well related to the urban area, acting as a logical extension to the existing 1970's estate to the south. The site is further contained by the road corridor to the west and the former Great Northern railway line to the north.
- The site borders well-preserved blocks of medieval ridge and furrow on the Murray Park School site to the east and north. The site should be subject to archaeological evaluation at a pre-application stage, with geophysics in the first instance supplemented by trial trenching to validate.
- Some parts of Mickleover are noted as exhibiting a level of mature townscape character dominated by detached and semi-detached houses, which could provide a locally distinctive cue for further development.

Social Infrastructure:

Land North of Onslow Rd, Mickleover

- The site is in the catchment of two GP practices. Empirical evidence provided by the surgeries themselves indicates that both practices have limited scope for expansion and, therefore, development would have an impact on their service.
- Development of the site for 200 homes is likely to generate an additional need for 56 primary and 40 secondary school places. The development is not large enough to necessitate a new primary school.
- The site lies in the catchment area of Ravensdale Infant & Junior Schools, which are already large schools with limited scope for expansion. There may, however, be the potential to accommodate pupils at the proposed new primary school provided as part of new developments in this area.
- In terms of secondary provision, this site lies within the catchment of Murray Park secondary school. It is possible that pupils arising from this and other sites with the Green Wedge, namely Mackworth College, could be accommodated through existing provision and a potential expansion at Murray Park.
- Murray Park school is also located in the green wedge. Whilst it has the potential to expand; the impact on the Green Wedge of extending the school further will have to be carefully assessed.

Transport:

- The Highways Agency (HA) has indicated that further development on the west side of the A38 should be phased towards the end of the Plan period to enable the grade separation improvements to Grand Canyon, Markeaton Island and Little Eaton junctions to be completed first. The HA are currently engaged in an intensive period of project development to bring the A38 work forward as quickly as possible and the Council is actively involved in the development of the scheme.
- The site is adjacent to Station Road where an access could logically be created. Pedestrian and cycle access could be created from existing gated access on Onslow Road, subject to amenity considerations.
- The site is located 1.7km from the district centre at Mickleover; however it is within walking distance of the shops on Devonshire Drive. Both local primary and secondary schools are within walking distance of the site. The site could also be served by facilities provided on other development sites in this area.
- The Trent Barton Mickleover bus service (blue and green routes) runs along Brisbane Road, which is within walking distance of the site, although not within the preferred 400m. This service operates every 7-8 minutes, and serves Mickleover District Centre, Royal Derby Hospital as well as the City Centre, providing good access to employment opportunities.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including access to a dentist, distance to neighbourhood and district parks and access to leisure facilities. In addition, the SA highlights potential for impact on wildlife sites and potential surface water flooding issues.

Mitigation:

The Council will require:

- high standards that reflect the sensitive greenfield location and proximity of existing residential properties
- maintenance of the Green Wedge principle and facilitation of qualitative improvements to the Green Wedge
- vehicular access to be taken from Station Road and the provision of necessary off-site highway improvements
- contributions to extend primary and secondary provision
- development to take full account of and mitigate potential impacts on the nearby wildlife site and the ecological value of the ponds and hedgerows within the allocated area that also form part of the wildlife site
- exploitation of opportunities to enhance biodiversity
- that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere
- developments to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- The site is available and in the control of a single developer.

Land South of Mansfield Road, Oakwood



Location Name	Land south of Mansfield Road
SHLAA Ref	DER/0030
Site Address	Land adjacent to Mansfield Road and Lime Lane, Oakwood
Site Area	18.51ha
Estimated Site Capacity (Dwellings)	200
Green Wedge	North Oakwood

Site & Context:

This site is made up of a group of fields on the northern periphery of the City at Oakwood. The site is bounded by Mansfield Road and Lime Lane to the north, which form the City boundary in this location. The southern and south-western boundaries of the site adjoin the existing built up area of Oakwood. The eastern boundary of the site is formed by linear public open space at the edge of the Oakwood estate. The site is in agricultural use and slopes steeply down to Lime Lane at the north.

The site is enclosed by hedgerows and Breadsall Railway Cutting SSSI lies to the north of the site. A Public Right of Way runs down the western boundary, whilst a Tree Preservation Order (TPO) covers the whole site.

The site has been promoted for mixed-use development. It is estimated that the whole site could potentially accommodate up to 300 dwellings. However, since the publication of the Preferred Growth Strategy the site promoters have amended their proposals to limit development to only residential development on the western side of the site, with a revised capacity of around 200 dwellings.

A planning application for 250 new homes on the western part of the wider site has

been submitted, but is yet to be determined.

Conclusions:

Subject to detailed master planning of the site, managing the impact on the openness of the green wedge and provision of an appropriate access arrangement from Mansfield Road, development of the western portion of the site is considered to offer a sustainable opportunity to logically extend the built up area of Oakwood, providing in the region of 200 new homes.

The western part of the promoted site is included in the Core Strategy.

Environmental Considerations:

- Chaddesden Wood, an area of ancient woodland, adjoins the southern boundary of the site. It is a Local Wildlife Site (LWS) and Local Nature Reserve (LNR). The site is also part of a Tree Preservation Order which covers a wider area including land off Lime Lane, Mansfield Road and Morley Road.
- The site is within flood zone 1. It is understood that a watercourse may run through the site although this has not been plotted. This will be to be investigated as it is the only potential outfall for surface water that exists on the site, without the need for pumping. Instances of surface water flooding have occurred around the junction with Mansfield Road and Lime Lane and a suitable surface water outfall will need to be established.
- Due to changes in level to the north of the site, it will need to be ensured that discharge from the site does not impact on existing flooding issues in Breadsall village.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms.
- It is recommended that new development should include Sustainable Urban Drainage System (SUDS).
- There is no known contamination on the site.
- The site comprises Grade 3 Agricultural Land. Grade 3 Land is of Good / Moderate quality

Green Infrastructure:

- The site lies wholly with the Oakwood Green Wedge. The Green Wedge in this location allows the open countryside to penetrate into the urban area of the

city, providing residents with access to the countryside and space for recreational activities. It also provides a haven for wildlife within the urban area of the city and includes Chaddesden Wood LNR.

- The Oakwood Green Wedge, covering both Lime Lane and Mansfield Road, was considered at the CDLP Inquiry when the Inspector stated that, "I consider that it is a particularly important green wedge which is already well used and appreciated by the public by means of official footpaths and cycle-ways as well as unofficial desire line tracks for dog walking and exercise. The 'openness' [of two areas] are both in marked contrast to the very extensive areas of residential development which are separated and defined by the green wedge. I consider that it is very important that the green wedge should be retained at the full width currently available."
- In assessing the City's green wedges afresh, the Green Wedge Study (2012) considers that development on either side of the wedge, as proposed by the promoters, would lead to an unacceptable narrowing of the green wedge undermining the principle of the green wedge.
- However, the study concludes that there may be some scope for development on the western side of the wedge, north of Foxglove Drive that could maintain the principle of a green wedge. Development in this area would still lead to a narrowing of the green wedge and be a potentially visually prominent form of development as there is no obvious boundary to delineate a revised site.
- Land directly to the north of the site in Erewash Borough forms part of the Derby-Nottingham Green Belt. This land is made up of open and pleasantly rolling fields that surround Breadsall village to the north. Any development on this site would need to ensure that the openness of the green belt in this location is not impinged.

Townscape & Integration:

- The site is bounded on its southern and south western sides by built development. This development however turns its back on the site and is separated by a strong landscape edge to the Oakwood development. Successfully integrating new development will therefore be challenging.
- Roman, Saxon and Medieval finds have been recorded from the general area of Breadsall Hilltop and this site should be subject to archaeological evaluation at a pre-application stage, with geophysics in the first instance supplemented by trial trenching to validate.
- A locally listed building, known as The Lodge adjoins the western corner of the site, off Porters Lane.

Social Infrastructure:

- The site is in the catchment of three GP practices. Empirical evidence provided by the surgeries themselves indicate that development would have an impact on their service.
- The development is likely to generate an additional need for 56 primary and 40 secondary school places. This may necessitate an expansion of an existing primary school. In terms of secondary provision, this site lies within the catchment of Da Vinci secondary school. It is likely that pupils arising from this site can be accommodated through existing provision and a potential

Land South of Mansfield Road, Oakwood

expansion.

- The site has good links to formal and informal open space at Springwood Leisure Centre and Chaddesden Wood LNR respectively.

Transport:

- Access could be provided from Mansfield Road, although upgrades may be required. Measures could be implemented at the junction of the A608/Lime Lane/Brookside Road to alleviate existing traffic issues. There is no obvious access into the site from the internal road network south of the site.
- The site lies within 1km of the District Centre at Oakwood, which offers a range of facilities. A primary school and sport centre are located between the site and district centre.
- Access to secondary schools is less convenient, being an 18 minutes trip by public transport. A regular bus services is available on Mansfield Road

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to hospitals and impacts upon Green Wedge objectives

Mitigation:

The Council will require:

- high design standards that reflect the sensitivity of the site, in particular the topography and relationship to nearby Green Wedge and Green Belt
- maintenance of the Green Wedge principle
- comprehensive landscaping throughout the site to help minimise the urbanising impact
- a green corridor providing a link between Chaddesden Wood and open countryside
- improved pedestrian and cycle links
- contribution to the expansion, enhancement and on-going maintenance of Chaddesden Wood
- the provision of publicly accessible green space
- a comprehensive surface water management scheme
- contributions towards both primary and secondary school provision
- development to be flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere

- development to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- The site is available and a planning application has been submitted. No developer is understood to be involved with the site at present.

Former Celanese Acetate Site, Spondon



Location Name:	Former Celanese Acetate Site
Site Address:	Land off Holme Lane, Spondon
Site Area:	72ha
Estimated Site Capacity (Dwellings):	c1,000
SHLAA reference:	189

Site & Context:

This 72ha site lies on the eastern side of the city, approximately 3 miles from Derby City Centre. The site is bounded by the Derby to Nottingham railway line to the north, with Spondon Railway Station lying directly to the north of the site on the eastern side of Station Road. The site is bounded to the south and east by the River Derwent and wraps around the northern extent of the Raynesway employment allocation. This site known as Derby Commercial Park has consent for significant scale employment and industrial development, on either side of the river. Directly to the west of the site is the Severn Trent Waste Treatment Works, which also accommodates two large wind turbines.

The current vehicular accesses to the Celanese site is via Holme Lane which can be reached either by the level crossing from the north along Station Road, or by Megaloughton Lane and Celanese Road to the immediate west, which in turn link into the A52 / A5111 junction.

Approximately 3.12ha of the site land is currently still in active use, having

previously been an active chemical factory producing acetate products and materials used for cigarette filters. The landowners are now seeking to promote the redevelopment of the site and this offers significant potential for brownfield regeneration.

There are no relevant planning applications related to the promotion of this site.

Conclusions:

The site offers the opportunity for the large scale regeneration of a currently underutilised and contaminated industrial site. The potential regeneration of this site poses a series of challenges in terms of assessing the impact of losing it from the employment land supply, providing appropriate access, remediating contamination, mitigating flood risk and passing the sequential test as well as reducing the impact of any redevelopment on local wildlife sites. The challenges posed by redevelopment largely depend on the mix of uses being proposed and therefore until such time as proposals are more firmly established the impacts of any re-development will be difficult to define. Consequently, the Council cannot rely on the site to contribute towards the housing requirement set out in the Core Strategy.

Nevertheless, the site offers one of the most significant opportunities for large scale regeneration within the City. The draft Core Strategy therefore allocates the site as a strategic scale regeneration opportunity, permitting further industrial and commercial uses but also allowing for wider redevelopment opportunities subject to the numerous constraints being satisfactorily overcome.

Environmental Considerations:

- The site both contains and abuts 3 separate Local Wildlife Site (LWS) designations relating to the River Derwent corridor. These include, Acordis Lagoons LWS situated within the south-western parcel of the site boundary. In addition, the River Derwent and its banks and Sewage Farm Lagoons abutting the south west corner of the site, are also a designated Local Wildlife Sites.
- The site is situated in Flood Zone 3, meaning it is at risk from high levels of flooding from the River Derwent. The site is therefore less sequentially preferable for development than those sites outside this highest area of risk.
- The Our City, Our River (OCOR) masterplan, which seeks to implement flood relief management to the Lower Derwent by 2022, may help to reduce the flood risk across the Celanese Site. However, the OCOR masterplan is still in early stages and therefore it is not clear exactly how the Celanese site will benefit.
- Work undertaken on behalf of the site owner has identified four different zones across the site; 3 of which contain varying levels of contamination. Zone 2 (location of the Clarifoil site) contains suspected contamination levels that can potentially be mitigated within a 12 month time frame. The western parcel of Zone 3 also contains a range of unidentified contaminants, which will require either remediation treatment or the installation of vapour barriers in buildings to accommodate the proposed uses. Zone 4 has more extensively characterised contamination than the other zones, which will likely require additional treatments such as soil cover and vapour barriers.

Whilst land contamination can technically be overcome, it is apparent that these contamination issues will act as an impediment both to the site's financial and environmental viability.

Green Infrastructure (GI):

- The site does not lie within the Green Belt.
- The site is situated adjacent to the Lower Derwent Valley Green Wedge, which helps to define the neighbourhoods of Alvaston, Chaddesden and Spondon, acts as a major part of the River Derwent flood plain providing vital flood storage; and provides an amenity buffer between the residential and business areas to the south of the river and the heavier industrial areas to the north.

Townscape & Integration:

- The site comprises of mainly derelict / vacant buildings, although a small percentage of these industrial units are still occupied by Clarifoil. The majority of these buildings are a mixture of large brick industrial properties of varying heights, arranged in a dispersed grid pattern which creates a tight urban grain across the site.
- The site borders the existing residential conurbation of Spondon to the north, although the railway line forming the northern boundary of the site along with the more industrial/commercial uses on the south side of Nottingham Road acts as a significant barrier in integrating this site with the residential area of Spondon to the north.

- There are no historic designations on the site.

Social Infrastructure:

- There are no primary health facilities located within easy reach of this site. However, there is the potential to expand existing facilities in nearby Spondon.
- If the site was to be developed for approximately 1,000 new dwellings, this would specify the need for 280 primary places and 200 secondary school places. Currently primary and secondary school capacity within the vicinity are constrained; meaning any residential re-development of this site is likely to result in a shortfall of school places. If the site were to be wholly redeveloped for housing a new primary would need to be accommodated on the site.
- The site is located within a 2km (walking distance) and 5km (cycling distance) range of local facilities, promoting sustainable travel approaches. Within this 2km and 5km catchment area there is access to: local shops; employment opportunities; a pharmacy; a bus and railway station; primary, community and secondary schools; a superstore; a retail park; petrol filling stations and a hospital.
- Further to this, any significant residential re-development of the site would be expected to deliver an appropriate range of on-site facilities.

Former Celanese Acetate Site, Spondon

- Due to the site's current industrial nature, there is an absence of accessible open space. Depending on the mix of uses put forward as part of the sites regeneration there is the potential to incorporate new open space, of varying types and function including land to assist with flood mitigation.

Transport:

- Access to the site is constrained either being reached across the level crossing of the railway line to the north via Station Road and Holme Lane or via a limited access service road off the ring road (A5111) then via Megaloughton Lane and Holme Lane.
- The proximity of the site to the A52 means that the redevelopment of the wider site could have the potential to impact on the strategic road network, subject to the mix of uses proposed.
- The site has relatively good access to the public transport network within the locality. Spondon railway station is located within 100m of the main site entrance. The station offers disabled access and provides East Midlands and Cross Country services. Trains from Derby to Spondon operate every 30 minutes or so during peak periods, with the journey taking roughly 6 minutes. Trains from Spondon to Nottingham also operate on a 30 minute frequency, and the journey time lasts approximately 25 minutes. There is also a limited bus service to Pride Park available outside the main site entrance. More frequent bus services (approximately every 10mins) are available from Nottingham Road, which is within a 400m walk of the existing site entrance. Due to the size of the site large parts of it will be outside a comfortable walking distance to access public transport services.
- In order to accommodate a new redevelopment scheme, a road network and site access capable of coping with higher volumes of traffic will be required. If residential re-development of the site is envisaged it is likely that a new point of access will be required to serve the scale of development needed to create a sustainable, standalone neighbourhood.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including access to a GP, pharmacy, dentist, hospital, primary school, secondary school, district and neighbourhood parks and leisure facilities. In addition, the SA also highlights that parts of the site are subject to flood risk and contamination, whilst there could be impacts on wildlife sites and the employment land supply.

Mitigation:

The Council will require:

- creation of a sustainable form of development
- remediation of contaminated land to an appropriate standard
- appropriate access arrangements, taking account of the level crossing on

Station Road

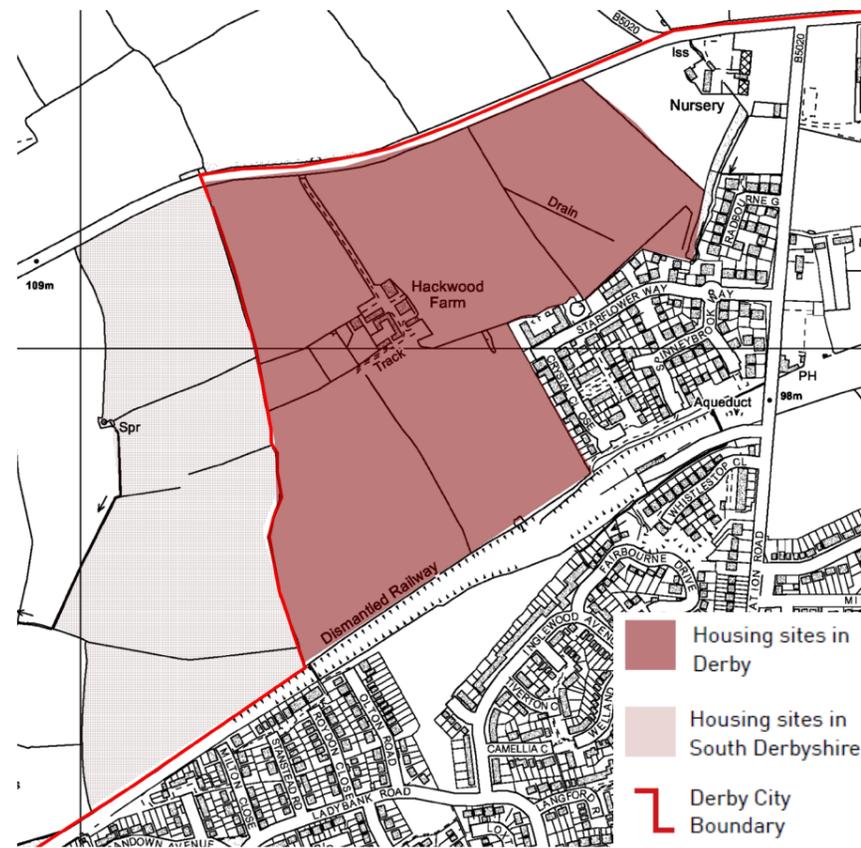
- provision of satisfactory flood and environmental mitigation, taking account of the impacts of the OCOR programme
- contribution to the extension and enhancement of the GI network, including links to surrounding Local Wildlife Sites and the River Derwent
- proposals to be served by public transport
- satisfactory treatment of the area adjoining the River Derwent in terms of visual, recreational and natural history importance
- good quality cycle and pedestrian links
- demonstration that redevelopment for residential use would not lead to a deficiency in the employment land supply
- a critical mass of residential development to deliver a new, high quality, sustainable neighbourhood with on-site facilities
- that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere
- developments to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- The site is understood to be in single control / ownership and available for redevelopment, however there are a number of significant constraints that will need to be overcome, which will impact upon the viability of the site

Cross Boundary Sites / Locations Included in the DUA Strategy:

Land at Hackwood Farm, Mickleover



Location Name:	Hackwood Farm
Site Address:	Radbourne Lane, Mickleover, Derby
Site Area:	48.6ha (DCC: 28.3ha, SDDC: 20.3ha)
Estimated Site Capacity (Dwellings):	700 (DCC: 410, SDDC: 290)
SHLAA reference:	DER/0018, S/0080

Site & Context:

Hackwood Farm lies on the western boundary of the City. The site adjoins the northern edge of Mickleover and lies to the north side of the former Great Northern railway line (now a recreational route) and on the west side of Station Road. This cross boundary broad location consists of two sites, one within Derby City (DER/0018) and the other within South Derbyshire (S/0080). The two sites together are being promoted as a potential urban extension to Mickleover.

The sites are predominantly made up of agricultural fields, separated by hedge and tree boundaries. A set of farm buildings are located centrally within the site and are currently used as a farm shop and cafe. The sites slope gradually southwards towards the former railway line.

Two planning applications in Derby proposing a total of 410 new homes, a primary school and a small local centre have been refused by Planning Committee. The applicant has appealed the decisions and submitted revised planning applications. The revised applications are yet to be determined.

A planning application for 290 homes in South Derbyshire remains undetermined.

Site capacities in the SHLAA have been amended to reflect the housing numbers promoted through the planning applications.

Conclusions:

These sites were not previously included as part of the DUA strategy. In response to this, the promoters of the site identified a number of sustainability enhancements and mitigation measures which have improved the overall sustainability performance of the sites. Proposed improvements and mitigation measures have included the construction of a new primary school, provision of a local centre and improvements to the linkages with built development to the south, including the potential for a new pedestrian and cycle bridge over the railway cutting. On this basis and the need to identify additional deliverable housing sites, the sites have been included into the DUA strategy, the Derby element of which was approved by Full Council in 2014.

Despite the proposed sustainability enhancements and approval of the DUA strategy by Full Council, two applications proposing a total of 410 homes, a primary school and local centre in Derby were refused by Planning Committee in 2015. New applications have now been submitted but are yet to be determined. An application for 290 homes in South Derbyshire remains undetermined.

The Council is confident that the grade separation improvements on the A38 will be completed during the Plan period and has accepted that Murray Park secondary school has the potential for expansion in order to accommodate pupils generated from this site.

In light of in principle approval by Full Council, the sites remain in the Derby City and South Derbyshire Core Strategies.

Environmental Considerations:

- There are no environmental designations other than the protected hedgerow which runs along Radbourne Lane and a wildlife site which abuts the southern boundary of the site.
- The sites are wholly within Flood Zone 1, however surface water runoff from this site, and surrounding fields, has caused flooding issues for existing properties on the northern edge of Mickleover. There would appear to be advantages in combining the two sites for surface water drainage. This could reduce flood risk in northern Mickleover further downstream on the Egginton Brook.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent

Water is currently exploring options to increase capacity in order to accommodate growth.

- The Water Cycle Study recommends that new development should include Sustainable Urban Drainage Systems (SuDS).
- There is no known contamination on the site.
- The site is Grade 3 agricultural land - moderate / good.

Green Infrastructure (GI):

- The north eastern corner of the site is part of the Mickleover / Mickleover green wedge. The Green Wedge Review (2012) acknowledges that, "there may be an argument to redefine the GW to the west of the housing at the northern end of Station Road. Some of this land is now inset and makes limited contribution towards GW function". The relevant planning applications propose development in the area identified in the Green Wedge Review. Built development further east of the area identified would lead to a narrowing of the mouth of the wedge, where the two suburbs it seeks to separate, Mickleover and Mickleover are at their closest. It would also reduce openness and undermine the extent to which to countryside can penetrate the urban area.
- The site is on land that is designated an Urban Fringe Green Infrastructure Enhancement Zone in the 6C's GI Strategy. The GI Strategy also designates the site as an 'Existing Strategic Accessible Natural Greenspace'.
- A small area of natural / semi-natural open space lies to the south of the site in the city, south of the disused railway line. Mickleover Sports Club lies to the east of the site.
- The County Council have identified this area as being of Multiple Environmental Sensitivity in terms of Historic and Visual Sensitivity.

Townscape & Integration:

- English Heritage has previously expressed concerns that development to the west of the B5020 would have detrimental impacts upon the setting of Grade I listed Radbourne Hall and its parkland as development would be visible. However, in response to the submitted planning applications it is acknowledged that appropriate landscaping on the western edge of the site could help to mitigate impacts. In addition, a County Council Conservation Officer has confirmed that following a site visit to Radbourne Hall it is clear that development at Hackwood Farm will not have a visual impact on the asset itself and that impacts upon the setting will be negligible.
- The site is not well connected to existing services but is reasonably well related to the urban area that already lies on the north side of the disused railway. It should be noted that the most recent development proposals include local facilities on site.
- Mickleover is noted as a mature suburb dominated by detached and semi-detached houses.
- The site forms part of a landscape block probably representing fossilisation of medieval strip fields, albeit with some enlargement of fields in more recent times. Because of its scale it should be subject to archaeological evaluation at

Land at Hackwood Farm, Mickleover

the pre-application stage including geophysics and trial trenching.

Social Infrastructure:

- The sites lie within the catchment areas of Murray Park and John Port Schools. Murray Park School has some capacity, some of which is already allocated to serve an existing development. Whilst Murray Park School has the potential to expand, the impact on the Green Wedge of extending the school further will have to be carefully assessed. Derby City Council and Derbyshire County Council will continue to work together closely to consider options for accommodating the housing growth in this area.
- The nearest primary school is Silverhill Primary. If the two sites are developed together, for in excess of 750 dwellings, then a primary school would be required on site. If either site went ahead in isolation, this would be problematic as a new school would not be provided for a lower number of properties and existing schools may not have capacity to support additional pupils from this development.
- The site is not particularly well related to existing services by foot or public transport. Mickleover District Centre is 2km away and whilst there are two smaller Neighbourhood Centres closer by, these have limited facilities. The scale of the site would require the provision of on-site local services and facilities such as a local centre.

Transport:

- The Highways Agency (HA) indicated that further development on the west side of the A38 should be phased towards the end of the Plan period to enable the grade separation improvements to Grand Canyon, Markeaton Island and Little Eaton junctions to be completed first. The HA are currently engaged in an intensive period of project development to bring the A38 work forward as quickly as possible and the Council is actively involved in the development of the scheme.
- There are concerns that further development to the west of the A38 is likely to exacerbate existing congestion issues, particularly as connections between the area and the rest of Derby are restricted to roads that cross or form a junction with the A38. However, this issue on its own may not necessarily rule out any development on this site and the more detailed modelling suggest the impacts of this development can be mitigated.
- Haven Baulk Lane, The Hollow, Station Road, Radbourne Lane and Markeaton Lane form local route that residents use to circumvent the A38 Derby Junctions and to travel between destinations in Allestree, Mackworth, Mickleover, Littleover and Sinfen. There are localised congestion problems as a result and in particular at the junction of Radbourne Lane and Station Road, which will be improved as part of the development with the introduction of a roundabout at this junction.
- It is unlikely that this development in isolation is of a scale that will support a dedicated bus service. As such, bus provision to the site would have to be provided by extending existing routes. The ability to do this will depend on the length of existing routes and access to the site.
- There is potential to provide a direct link to the Route 68/66 of the national Cycle Network, which passes to the south of the site and links to Mickleover

District Centre.

- Given the potential size of the site, there would need to be a minimum of two access points. Access could be provided on Station Road, which should be located at least 50m from the junction of Radbourne Lane and Station Road. A second access should be offered from Radbourne Lane which should be a minimum distance of 50m from the Radbourne Lane and B5020 junction.
- Traffic volumes generated may require the realignment of the junction of Radbourne Common and Radbourne Lane.
- Radbourne Lane is currently a rural road and as a consequence provision of a footway alongside Radbourne road should be considered, this may however increase the urbanising impacts of development on this edge of the City.
- As part of the developer contributions associated with this site a bus servicing the site and improved pedestrian /cycle links to Route 68/66 will be provided, as well as additional measures to promote sustainable transport. The exact details of these proposals are currently under discussion.

Sustainability Appraisal Performance:

- In terms of the site within Derby, the SA highlights a number of significant constraints including the distance to a GP, dentist, hospital, district and neighbourhood parks, leisure facilities and a train station. In addition, the SA also identifies the loss of greenfield land, access to key employment areas and surface water drainage as significant issues.

Mitigation:

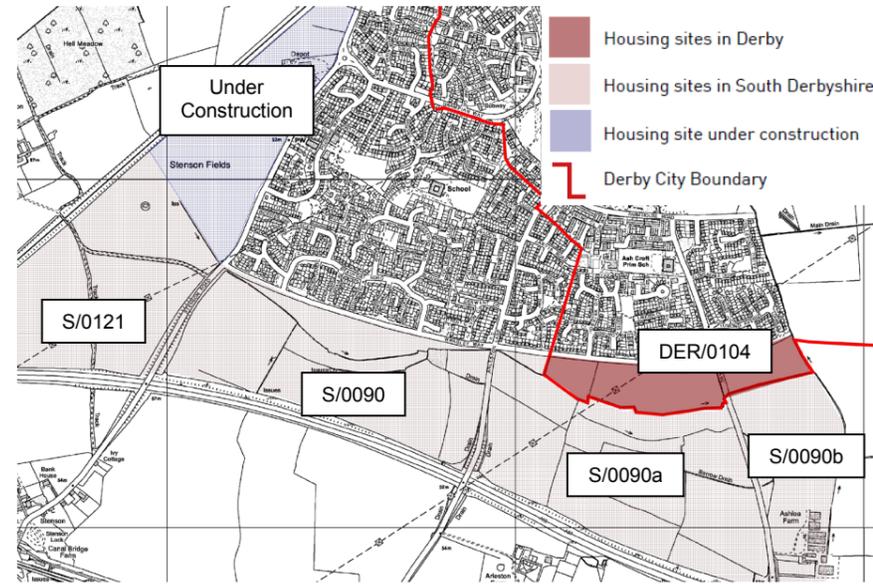
- a comprehensive approach to cross boundary development and the provision of infrastructure
- high quality design that reflect the sensitivity of the greenfield location, including the proximity of Radbourne Hall
- provision of a new on-site primary school and contributions to secondary provision
- provision of a minimum of two points of highway access across the whole cross boundary site
- a new Neighbourhood Centre to be provided on-site
- enhancements to the remaining areas of the Green Wedge
- improvements to the junction of Station Road and Radbourne Lane
- retention of as much as possible of the hedgerow along Radbourne Lane and the provision of replacement hedgerows and tree planting to compensate for losses
- links to be provided across the Mickleover to Egginton Greenway, linking the site with the existing urban area

- improved links across the site and with open countryside for walking, cycling and horse riding
- comprehensive flood mitigation measures
- contributions towards a bus service, providing links to the surrounding area and city centre
- that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere
- developments to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- It is expected that if both the Derby City and South Derbyshire sites came forward together then there would be a need for a new primary school either on-site or locally.
- The viability of either a bespoke bus service or extension of an existing route would need to be considered to reduce car dependency.
- The sustainability of the site and its integration with the existing built area of Mickleover, to the south of the former railway line, could be significantly improved through the provision of an improved link, such as a pedestrian bridge over the railway cutting. This could have an impact on the viability of the site.
- The site is understood to be within the control of a developer and there is a strong developer interest.

Land at Stenson Fields / Wragley Way, Sinfin



Location Name:	Stenson Fields / Wragley Way
Site Address:	Land to the South and West of Wragley Way, Stenson Fields
Site Area:	127.1ha (18.7ha Derby; 108.4ha SDDC)
Estimated Site Capacity (Dwellings):	2,128 in Total (180 Derby; 1,948 SDDC)
SHLAA reference:	DER/0104, S/0121, S/0090, S/0090a, S/0090b

Site & Context:

These sites lie on the southern edge of the built up area of Derby, extending from the built area of Stenson Fields to the A50. The Derby to Birmingham railway line runs to the west of the area. This cross boundary broad location consists of a number of promoted sites of which only one is within Derby City. The sites could be developed as a holistic urban extension and are being promoted by a single land agent.

The sites currently comprise agricultural fields with hedgerow and tree field boundaries.

The site located between the railway line and Stenson Road (in South Derbyshire) is currently under construction for approximately 500 new homes, whilst the majority of the area fronting Wragley Way within Derby city has planning permission (05/13/00596) for up to 130 dwellings. A planning application for a further 50 dwellings in Derby has been submitted but is yet to be determined.

No planning applications for the remaining sites in South Derbyshire have been received, although the promoters are working closely with ATLAS (Advisory Team for Large Applications) to develop detailed proposals for this area.

Conclusions:

The combination of sites offers the potential for a significant urban expansion to the City at Sinfin / Stenson Fields. The sites are in a good location in terms of access to services and facilities with good public transport and the presence of the Sinfin District Centre, which incorporates a food superstore, library, post office and health centre.

There are in principle solutions to the transport and school place planning issues and work is ongoing to explore more detailed infrastructure solutions, in terms of deliverability and impact on viability. The majority of the site within Derby has planning permission.

The sites have been included in Derby and South Derbyshire's Core Strategies.

Environmental Considerations:

- The central part of the site within South Derbyshire is designated as a potential County wildlife site.
- The eastern part of the wider site, around Ashlea Farm, lies within flood zone 2, with small areas falling within flood zone 3b.
- A number of Tree Preservation Orders are present on the site between Stenson Road and the railway line.
- The broad location would be served by Severn Trent Water. Climate change is expected to reduce the amount of water available by 2035. Severn Trent reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent Water is currently exploring options to increase capacity in order to accommodate growth.
- Further, because the treatment works is located north of the river, it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues.
- It is recommended that new development should include Sustainable Urban Drainage System (SUDS).
- There is no known contamination on any of the sites.
- The majority of this area is classified as Grade 3 agricultural land.
- A noise attenuation buffer could be required along the southern edge of the sites to protect future residents against road noise from the A50.

- A large part of the site to the south of Wragley Way and east of Deepdale Lane is considered as a Regionally Important Geological Site (RIGS).

Green Infrastructure (GI):

- The Green Infrastructure (GI) strategy designates the City part of the site as existing strategic accessible natural greenspace and the South Derbyshire portion as an Urban Fringe GI Enhancement Zone.
- This location also represents a green buffer between the built up area of Derby and the A50 when viewed from the City.

Townscape and Integration:

- New development presents an opportunity to improve the townscape and character of the area through quality architecture and layout.
- There is a good relationship with the urban area, potentially wrapping around the built form.
- The site is not covered by any historic designations, however, Arleston House Farm (Grade II) and the Trent and Mersey Canal Conservation Area lie a short distance to the south, beyond the A50.
- Physically, the site is well connected to the existing urban area and is relatively contained by the A50 to the south and the railway line to the west although it would represent an intrusion into the countryside surrounding Derby City.
- Geophysical survey and evaluation trenching of this site in 2006 identified no archaeological potential beyond channel fill deposits with palaeo-environmental potential. The evaluation did not cover the eastern end of the potential allocation site, where the boundary intersects a known prehistoric cropmark site (HER 27419), and is close to other known sites to the south of the A50.

Social Infrastructure:

- The site within the City is in the catchment of two GP practices. Empirical evidence provided by the surgeries indicate that the Village Community Medical centre would be able to accept additional patients but the Sinfin Health Centre has limited physical capacity.
- One or two new primary schools on site could be required as part of the wider development of this area, to accommodate the need arising from the South Derbyshire sites. The permitted site within the City will contribute towards Ashcroft Primary if required.
- The South Derbyshire sites currently lie within both Chellaston Academy and John Port School catchment areas. Chellaston Academy is full and has limited or no potential to extend. The pupils arising from the Stenson Road planning permissions site are to be accommodated at The City of Derby Academy. The City of Derby Academy does have potential to expand and Derby City Council and Derbyshire County Council will continue to work together closely to consider options for accommodating the housing growth in this area.
- Large parts of the sites are located within walking distance of the Sinfin district

Land at Stenson Fields / Wragley Way, Sinfin

centre, which is also accessible by public transport. The scale of the combined sites is likely to require the provision of additional on-site local services and facilities.

- Two power lines bisect the sites, running in a north east to south west direction. A total of five pylons are located within the sites.

Transport:

- North-south road connections between these sites and the wider city are restricted. Both Stenson Road and Goodsmoor Road have capacity restrictions where they cross the railway line.
- Highway capacity in the area is constrained. Implementing Phase One of the South Derby Integrated Transport Link (SDITL), joining Stenson Road to T12, will create additional route choices and alleviate some of the pressure on the transport network, both in the immediate vicinity of the site and on the wider network. It also provides an opportunity to connect the significant housing development to a major area of employment. There will be a limit on the number of additional homes that can be built in this area before Phase 1 of the SDITL is operational.
- New access onto the A50 has been considered in connection with this site but this would also require Phase One of the SDITL to be in place to realise the potential benefits. This remains a future opportunity for consideration in conjunction with the Highways England if evolving circumstances in the vicinity of the A50 result in a strategic case.
- Additional smaller scale improvements and sustainable transport opportunities related to the housing delivery will be agreed through the planning application process.

Sustainability Appraisal Performance:

- In terms of the site within Derby, the SA highlights a number of significant constraints including the distance to the City Centre, access to hospitals, neighbourhood parks, leisure facilities and a train station.

Mitigation:

The Council will require:

- the provision of new highway infrastructure, including the development of and contributions towards the South Derby Integrated Transport Link (SDITL). The potential for a new junction onto the A50 should also not be prejudiced
- appropriate primary school provision to serve the wider development as a whole
- secondary school needs to be met through the extension of existing facilities and / or the provision of a new secondary school
- the provision of new on-site local shopping and facilities
- appropriate flood mitigation and drainage measures

- appropriate landscaping / buffering provided between new homes and the proposed employment area to the east, the railway line to the west, the A50 to the south and Local Wildlife Site / Local Nature Reserve at Sinfin Moor Lane
- a mix of new green infrastructure integrated into the existing network
- improvements to the Green Wedge at Sinfin Moor
- provision of / improvements to cycleways and pedestrian links
- a comprehensive design approach to ensure that the element in Derby is integrated within the wider development area
- that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere
- developments to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- The viability, deliverability and effectiveness of the potential highway mitigation require further testing, however the City Council is working with Derbyshire County Council, South Derbyshire District Council and ATLAS to consider delivery options for phase 1 of the SDITL
- There is a need for new primary school(s) to be provided on site and contributions towards expansion of existing secondary schools and / or provision of a new secondary school
- The sites are being promoted by a single land agent.
- There is likely to be strong developer interest once the land is marketed by the land agent.

Boulton Moor, Alvaston



Location Name:	Land at Boulton Moor
Site Address:	Snelsmoor Lane, Derby
Site Area:	180.5ha (DER/0105: 42.28ha, S/0072:21.49ha, S/0041: 9.5ha)
Estimated Site Capacity (Dwellings):	1,690 (2,750 including permitted site) (DER/0105: 800, S/0072: 700, S/0041:190)
SHLAA reference:	DER/0105, S/0072, S/0041

Site & Context:

These sites lie on the south east edge of the built up area of Derby, to the east of Chellaston and to south of Alvaston, extending south and east to the A6 spur road and Snelsmoor Lane. This broad location consists of one site within the City (DER/0105) and three sites in South Derbyshire, one of which already has planning permission (through Conjoined Inquiry) and is under construction for 1,058 dwellings, a local centre and a primary school. Land to the east of the A6 spur is proposed to be used as public open space, as part of the permitted application. The principle of development on this site has already been established and therefore its impacts are not considered as part of this update.

The City site lies on the southern edge of Alvaston, extending up to the City boundary. It comprises of land within the Boulton Moor Green Wedge. The SDDC sites extend eastwards from the City boundary to the A6 spur and to the north of Shardlow Road, including allotment land. All the sites are currently in agricultural / horticultural use with hedgerow and tree field boundaries.

Each of the sites are within single ownership, or in the control of developers and have a strong developer interest. A planning application made on behalf of Bellway Homes and Clowes Developments has been submitted covering the land within the City. The outline application proposes up to 800 dwellings (including full permission for 145) and associated development including a primary school and public open space.

An additional site within the City (DER/0176) is located on the western side of the Boulton Moor Green Wedge (Fellowlands Way). This site has planning permission

and has therefore been excluded from the update.

The previous Boulton Moor site summary included land at Thulston Fields (S/0162) as part of the broad location. This site has now been excluded from the update as it is wholly within South Derbyshire and has not been included as part of the DUA strategy. Further justification for excluding land at Thulston Fields from the DUA strategy can be found on South Derbyshire's website.

Conclusions:

These sites, combined with the permitted site, offer the potential for a large urban extension to the south east of Derby that would be confined within the A50 and the A6 spur. The promoters of the sites have indicated their willingness to work together to bring forward a strategic growth area and work is ongoing on producing a masterplan covering the broader area, including the existing consented site.

The sites are not currently within easy access of services and facilities but will be once the permitted site is constructed. The permitted site has a Park and Ride scheme as part of the planning consent which should benefit the wider area and minimise car usage.

The Derby City Core Strategy identifies DER/0105 as a sustainable urban extension to the city, whilst the South Derbyshire Core Strategy identifies sites S/0041 and S/0072 as extensions to the permitted site already under construction.

Environmental Considerations:

- There is a SSSI designation in the centre of the Boulton Moor Green Wedge. This adjoins site DER/0176 but is set away from site DER/0105. There are no environmental designations on site S/0072.
- The north east part of site DER/0105 is identified as being in flood zone 2. There are also surface water flooding issues in this area of the site.
- The sites comprise Grade 3 agricultural land.
- There is no known contamination on any of the sites.
- Site S/0041 adjacent to the A6 spur is in an area at high risk of pluvial flooding. The site also incorporates areas at moderate and low risk of flooding throughout the site.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent Water is currently exploring options to increase capacity in order accommodate

growth.

- The Water Cycle Study recommends that new development should include Sustainable Urban Drainage Systems (SuDS)

Green Infrastructure Considerations:

- Site DER/0105 lies entirely within the Boulton Moor Green Wedge, whilst site S/0072 adjoins the mouth of this Green Wedge. The development of either or both of these sites would narrow the mouth of this wedge.
- The Green Wedge Review (2012) acknowledges that the width of Boulton Moor allows for reconfiguration to enable a significant amount of land to the east of the wedge to be released for development without undermining the principle of the wedge.
- Site S/0041 is wholly within the Derby-Nottingham Green Belt. The development of this land would necessitate its removal from the Green Belt. Site S/0041 is a small site that is contained by the A6 spur and release from the Green Belt could occur without harm to the wider Green Belt and could be compensated for by including additional land into the Green Belt, to the east of the A6 spur.
- The broad location lies adjacent to two areas of public open space within the City, Chellaston Park, adjacent to the south eastern boundary of the Green Wedge, and Field Lane Recreation Ground and allotments at the northern end of the Green Wedge.
- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- The site lies within the Trent Valley Washlands national landscape character area.

Townscape & Integration:

- Site DER/0105 adjoins the urban area, in part, along its northern boundary and would be adjacent to site S/0072, if developed, which adjoins the urban area, south of Sevenlands Drive.
- There are no historic designations on any of the sites, although directly to the east of site S/0041 is Elvaston Castle which is a Grade II registered historic park and garden.
- A noise attenuation buffer may be required, especially on site S/0041, to protect future residents from road noise from the A6 spur.
- The site with planning permission already identifies access points and internal road layout for that development which may have to be revisited to ensure there is sufficient vehicular/cycle/pedestrian connectivity through the adjoining sites S/0072 and DER/0105.
- There is little archaeological information for the surrounding area, which may have historically been marginal land, although the surveys for the planning permission site did identify some potential areas of archaeological interest. Sites should be subject to archaeological evaluation at a pre-application stage, with geophysics in the first instance supplemented by trial trenching to validate.

Boulton Moor, Alvaston

Social Infrastructure:

- The sites are all within the secondary school catchment area of Noel-Baker School. Whilst Noel Baker currently has some capacity, it is not able to accommodate the volume of housing growth proposed within its catchment area. Some of the existing capacity will be taken by pupils arising from the site which already has planning permission and is under construction (Boulton Moor Phase 1).
- Therefore, there is likely to be a significant shortfall in secondary school places, if all of these sites come forward. Derby City Council and Derbyshire County Council are continuing to work together closely to consider options for accommodating the housing growth in the DUA as whole, including the potential for school expansions within the City and the provision of a new secondary school within the County Council area.
- A primary school secured through the permission site will serve the sites within the County. A new primary school will be required to serve the site within the City and the nearby Fellowlands Way site. This is likely to be built as part of the 800 home site within Derby.
- The sites are located within reasonable proximity to the existing urban area but are not currently within easy access of a range of facilities. A new local centre is planned as part of the proposals for the permission site, which once constructed, will result in improved access to infrastructure for the broad location. However, given the scale of development, more localised convenience facilities may be required within individual sites to ensure that properties are within reasonable walking distance of such facilities.
- There are employment opportunities at Raynesway and Pride Park.

Transport:

- There is currently a planning application for the site within Derby and discussions relating to this are ongoing. However, the development is being considered in the context of the overall strategic site allocation.
- Discussions relating to the necessary off-site improvements within the City are on-going, however proposals include a new signal junction on the Snelsmoor Lane / A6 Shardlow Road and a significant improvement scheme for Alvaston Centre. Developers have agreed to provide a traffic management scheme to discourage traffic from using High Street and A514 in Chellaston.
- There is a cycling and walking strategy to integrate a network across the developments and provide linkages to the existing network. Public transport provision is subject to agreement and more detail will be developed as part of the Boulton Moor Phase II application. However, the development will be served by a minimum frequency of service across the whole development.
- Discussions relating to off-site improvements in the County are also ongoing. The County's final decision could impact on the Highways Agency's requirements.

Sustainability Appraisal Performance:

- In terms of the site within Derby, the SA highlights a number of significant constraints including the distance to a pharmacy, hospital, primary school, district park, indoor leisure facilities, quality bus routes, train station and cycle routes. In addition, the SA also identifies the loss of greenfield land, access to key employment area and surface water drainage as significant issues.

Mitigation:

The Council will require:

- high design standards, including a jointly prepared Development Framework Document to ensure a holistic vision for the wider cross boundary site
- maintenance of the Green Wedge principle
- significant qualitative improvements to the Green Wedge and existing green spaces
- the creation of strategic landscape boundaries to mitigate the urbanising impact
- the layout and design of development to integrate with existing townscape
- the provision of appropriate new shopping and community facilities, provided as part of the Derby site
- a package of sustainable transport measures, including contributions to a new park and ride facility and associated bus service
- appropriate on and off site highway works, including improvements to Snelsmoor Lane. Contributions towards the Strategic Road Network may also be required
- a new access point to be provided off Snelsmoor Lane and a secondary access to be taken from Field Lane
- high quality pedestrian and cycle routes
- the delivery of a new Primary School within the Derby element of the site
- contributions towards the extension of a local secondary school and / or the delivery of a new secondary school
- provision of comprehensive cross boundary flood mitigation measures
- protection of the nearby SSSI and Elvaston Castle Historic Park and Garden
- that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere
- developments to be designed and laid out to incorporate sustainable drainage systems (SuDS) and to ensure that water run-off is directed to areas where it does not cause harm to people or property.

Deliverability Considerations:

- These sites offer the potential for a strategic growth area if all site promoters were to work together. Promoters have indicated their willingness to work together to bring forward a strategic growth area and work is ongoing on producing a masterplan covering the broader area, including the existing consented site.
- There is a potential need for a new secondary school or significant expansions to City secondary schools to accommodate pupils generated from these developments. Contributions and/or land may be required to meet this need.
- There is likely to be a need for additional upgrades of Snelsmoor Lane and the junction of High Street / A514.

Sites / Locations in Derby Not Included in the DUA Strategy:

Land off North Avenue, Darley Abbey



Location Name	A6/A38 Roundabout
SHLAA Ref	DER/0013
Site Address	Land off North Avenue, Darley Abbey, Derby
Site Area	2.27ha
Estimated Site Capacity (Dwellings)	45

Site & Context:

This site is located on land to the east of the A38 roundabout at its junction with the A6, Duffield Road. The site is bordered by the A38 to the north and by North Avenue to the south. The site lies on the slopes of the Derwent Valley, made up of a parcel of undeveloped agricultural land located between the northern extent of Darley Abbey and the A38, extending westwards into the river valley, roughly continuing the line of South Avenue.

The site comprises agricultural land, accessed by an existing single track farm access running off the western end of North Avenue. The topography of the site falls from west to east and the site is lower lying than the built up area to the south.

An outline planning application (02/14/00198) proposing residential development of up to 45 dwellings on this site was refused in September 2014. The refusal was based on impacts on the Green Wedge, relationship to existing development and impacts upon the World Heritage Site. A new application proposing 49 dwellings has now been submitted but is yet to be determined.

Conclusions:

The development of this site, due to its topography and relationship with the existing built up area would create an isolated and visually prominent form of development harmful to both the Green Wedge and Outstanding Universal Value (OUV) of the Derwent Valley Mills World Heritage Site. The Council has recently refused a planning application on this basis. In addition, it is poorly related to existing services and is of insufficient scale to accommodate new amenities on site.

The site is not included in the Core Strategy.

Environmental Considerations:

- The site lies in Flood Zone 1 and there are no known drainage issues. An outfall for surface water would need to be established.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms.
- There is no known contamination on the site.
- A noise attenuation buffer could be required to protect future residents from road noise from the A6 / A38; this may affect the net developable area.
- The site comprises Grade 4 Agricultural Land. Grade 4 Land is of poor quality.

Green Infrastructure:

- The site lies on the western side of the Upper Derwent Valley Green Wedge. In assessing whether the site formed an essential part of the Upper Derwent Valley Green Wedge during the CDLP Inquiry, the Inspector concluded that *"There are no strong boundaries [to the site] and no particular justification for deleting this small area. Even if this were not so, any residential development would have a very unsatisfactory relationship to the adjoining long established group. It would not be "rounding off", as claimed, but a clear extension into open countryside"*.
- In further assessing the development potential of the site, the Green Wedge Study (2012), concludes that *"although built development in the location to the north of Darley Abbey would not impact on the openness to the east of the settlement, it would create a very visible and prominent*

developed area to the south-east of Allestree. Whilst separating Darley Abbey from Allestree is not one of the main functions of the GW, development of the site would lead to further coalescence of these two areas of the city, closing off an open and undeveloped area."

- The study further concludes that *"due to the topography of the site, development of this area would appear isolated and unrelated to either Darley Abbey or Allestree"*.

Townscape & Integration:

- The housing to the south of the site on North Avenue turns it s back to the site. This combined with the fact that the site is lower lying than the built area to the south, means that development would have an unsatisfactory relationship with the prevailing built form of Darley Abbey.
- The site is within the allocated Derwent Valley Mills World Heritage Site (WHS) buffer zone. Development of the site would be harmful to the OUV of the WHS due to being part of the undeveloped rural landscape providing the setting for the Darley Abbey Mills industrial settlement, which contributes to the significance of the WHS.
- Derbyshire County Council has identified this area as being of Primary Sensitivity in terms of Historic, Ecological and Visual Sensitivity.
- The Historic Environment Record identifies that a Roman Road may cross the site.

Social Infrastructure:

- Based on a development of 45 new homes, the site is likely to generate 13 primary school pupils. Walter Evans C of E Primary School is already expanding admission numbers to accommodate general population growth. The school may have little surplus if pupil numbers increase as anticipated. Portway Infant & Junior Schools are also expanding admission numbers but are further away from the development. As this is a small scale development generating only 13 primary pupils, between the expansions at Walter Evans C of E Primary and Portway Infant and Junior Schools, there should be sufficient capacity.
- The development would generate around 9 secondary aged pupils. The catchment area secondary school would be Allestree Woodlands School which currently has a small level of surplus capacity. It is not anticipated that there would be any significant school place planning issues with this development. Any school expansion proposals would be subject to feasibility studies and consultation.

Transport:

- Access would need to be from North Avenue. Access from the A6 would not be acceptable due to the proximity of the roundabout.
- The site is not particularly well related to existing facilities. Whilst there is a corner shop in Darley Abbey the nearest district centre (Park Farm) is 1.3km away. Additionally, it is 1km to primary school and non-car based

Land off North Avenue, Darley Abbey

access to a secondary school is difficult.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to a neighbourhood park, access to indoor leisure facilities, impacts on Green Wedge objectives and proximity to the World Heritage Site

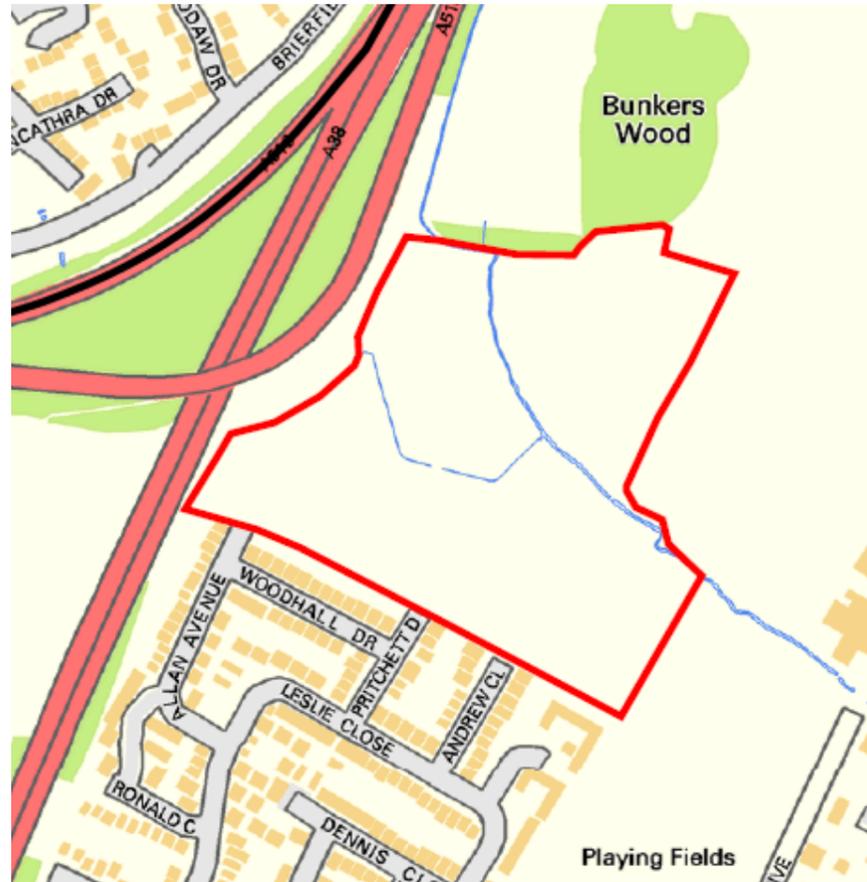
Mitigation:

- The Council do not consider that the impacts on Green Wedge and the World Heritage Site can be adequately mitigated

Deliverability Considerations:

- The site is available but developer interest is not known

Land off Pritchett Drive and Allan Avenue, Littleover



Location Name	Mickleover STW
SHLAA Ref	DER/0028
Site Address	Land off Pritchett Drive and Allan Avenue, Littleover
Site Area	7.86ha
Estimated Site Capacity (Dwellings)	120

Site & Context:

The site is located in south west Derby, on the western side of the suburb of Littleover. Lying to the north of existing housing along Woodhall Drive and surrounding roads, the site is currently overgrown grass land interspersed with hedge and tree boundaries. The site is made up of the former Severn Trent Sewage Treatment Works and surrounding land which slopes in a northwards direction towards Hell Brook, which bisects the site in a west-east direction. The A516, where it merges with the A38, forms the western boundary of the site. Land at Mickleover Golf Course forms the northern boundary and the school playing fields at Littleover Community School form the eastern boundary.

Previously the site has been promoted as a wider area with no real details of extent of development. More recently, the promoters have submitted a masterplan which identifies a 'developable area' which would form an urban extension to the existing housing. There is potential to develop wider supporting facilities such as new open space further out into the Green Wedge.

An outline planning application (12/14/01678) proposing development of up to 80

dwellings on the southern part of the site has now been submitted, but is yet to be determined. An application to change the use of the northern part of the site to public open space has also been received by the Council but is also yet to be determined.

Conclusions:

Whilst the site offers a logical opportunity to extend the built up area of Littleover, further work is required to identify an appropriate development boundary to the site and a revised dwelling capacity figure.

Opportunities to address the secondary school needs from the development will also need to continue to be explored with education colleagues. Due to the additional work still required, the site is not included in the Core Strategy.

The site will be considered in more detail as part of the Local Plan Part 2.

Environmental Considerations:

- Bunkers Wood, a protected woodland and wildlife site is located to the north of the site.
- Hell Brook crosses the central portion of the site, running west-east. This element of the site is located within flood zones 2 and 3.
- The site will need investigation for any possible constraints relating to the major water infrastructure in terms of drains and watercourses associated with the former use of the site as a sewage treatment works. The easements required to avoid these areas could limit the developable area.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent Water is currently exploring options to increase capacity in order to accommodate future growth.
- There is no known contamination on the site, although the former use as a sewage works will need to be addressed.
- A noise attenuation buffer could be required to protect future residents from road noise from the A516/A38.

Green Infrastructure:

- The site lies wholly within the Littleover / Mickleover green wedge, which separates the distinct communities of the Littleover and Mickleover and acts as

a buffer to the A516 / A38 road corridor.

- The site was promoted as a housing omission site at the CDLPR. In considering the site for housing development, the Inspector concluded that *"the effect of new housing, spilling down from its existing ridgeline confines, would be to present a much closer face to the view from the bridge over the A38. This would result in an apparent and significant narrowing of the wedge, where it already has a natural pinch-point due to the major highway intersection, which would be particularly pronounced from within the remnant gap between the confines of new housing on rising ground and the steep roadside embankment."*
- The Green Wedge Study (2012) further considers the release of this site for housing and recognises that *"The green wedge is a bow-tie shape, with relatively wide ends narrowing to a pinch point in the middle where the green wedge narrows to less than 200 metres. It penetrates approximately 1500 metres into the built area of the city from the city boundary to the heart of Littleover. The boundaries of the green wedge are logical with strong definition particularly on the northern edge.....There are no obvious alternative boundaries that could provide a logical and defensible edge."*
- The study further suggests that *"Whilst development of the site would form a logical extension to the built area around Andrew Close, it would significantly narrow the GW at its narrowest point. However, the A38 and elevated A516 slip road already form a substantial barrier between Littleover and Mickleover. Therefore there could be case for limited narrowing of the green wedge without leading to a feeling of coalescence between Littleover and Mickleover."*
- In terms of the extent of any potential development site, the Green Wedge study concludes that *"Development of the northern half of the promoted site would be a prominent intrusion into the GW and would have a serious impact upon visual amenity, particularly for residents of the existing urban area to the south. The southern half of the promoted site may be more appropriate for potential new development, although this side would still be very visible from the golf course and the A516 slip road."*
- The Green Wedge study concludes that *"If development could be limited to the south side of the brook it may overcome some of the major concerns, although there would clearly still be narrowing of the green wedge and visual impact. Development would also need to be set back from embankment of the A516 slip road for amenity reasons."* A revised, potentially smaller site could therefore be released if issues of visual amenity can be overcome.

Townscape & Integration:

- Development in the immediate vicinity of the site is made up the 1970's development of the Matthew Way estate, which extended the post war linear development along Rykneld Road and Havenbault Lane. Housing is typically detached with integral garages on modest uniform plots, with bungalows interspersed amongst the development.
- The site has a strong relationship with the urban area at its southern end, acting as a logical extension to the existing 1970's estate. The site is further contained by the road corridor to the west and the brook to the north. Due to the open nature of the green wedge, development on the northern side of the brook would be prominent and difficult to visually contain.
- The site appears to show well-preserved medieval ridge and furrow earthworks on aerial photographs, although vegetation obscures the earthworks at ground

Land off Pritchett Drive and Allan Avenue, Littleover

level. The site is close to the line of the Ryknield Street Roman Road (HER 99016). Site should be the subject to archaeological evaluation at a pre-application stage, with geophysics in the first instance supplemented by trial trenching to validate.

Social Infrastructure:

- A development of 120 homes is likely to generate an additional need for 34 primary and 24 secondary school places. This may necessitate an expansion of a local primary to provide sufficient places.
- In terms of secondary provision, this site lies within the catchment of Littleover School. Additional development within Littleover School's catchment area is likely to be extremely problematic as the school is oversubscribed and little scope for further expansion. Additionally, the school is located in the Green Wedge. If any expansion were to be possible the impact on the Green Wedge will have to be carefully assessed. Any school expansion proposals would be subject to feasibility studies and consultation.
- The site has good access to a number of community based activities including those that take place at Littleover Community School Community facilities.
- The majority of the site is included as proposed open space as part of the CDLPR. There is no current way of delivering this open space, or maintaining it in the long term. Therefore, consideration is being given to whether development of this site could help to deliver a smaller parcel of open space or whether development of the whole proposed open space allocation, could help invest in other local areas of open space as mitigation.

Transport:

- There are 3 potential accesses to the site via cul-de-sacs off Leslie Close. These could support a max of 120 dwellings.
- It is 1.9 km to Mickleover District Centre, 1km to Heatherton district centre, 1.6km to primary schools. The site is adjacent to secondary school.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints such as the distance to a district park and leisure facilities, potential impacts on wildlife sites, the loss of open space, loss of land within Green Wedge and surface water flooding

Mitigation:

- Work to understand the nature of impacts and potential mitigation is ongoing. The site, including potential mitigation measures will need to be considered in more detail through the Local Plan Part 2.

Deliverability Considerations:

- The site is available and in the control of two developers.

Land off Acorn Way and Derby Road, Spondon



Location Name:	Acorn Way
SHLAA Ref:	DER/0015
Site Address:	Land off Acorn Way, Derby Road, Spondon
Site Area:	6.76ha
Estimated Site Capacity (Dwellings):	200

Site & Context:

The site lies approximately 4km to the east of the city centre. The site comprises 6.76 ha and is situated in the south-west corner of the Green Wedge which separates the suburbs of Chaddesden to the west and Spondon to the east. It is bounded to the north and east by playing fields associated with West Park Academy, to the west by Acorn Way, and to the south by the existing ribbon of development along Derby Road. The site is roughly rectangular in shape and occupies a gentle, south facing slope. The land is used for agriculture and boundaries are generally fences and hedges. A well used footpath crosses from south-west to north-east.

An outline planning application (08/13/00995) proposing residential development of up to 250 dwellings on this site was refused in March 2014. A subsequent application for 125 dwellings was also refused. Green Wedge impacts were amongst the reasons for refusal in relation to both applications.

Conclusions:

Residential development on the site would be prominent and intrusive leading to the narrowing of the Chaddesden / Spondon green wedge, damaging its openness, undeveloped character and strong boundaries. It would reduce the extent to which the countryside is able to penetrate the urban area and would create a potential for the gradual coalescence of Chaddesden and Spondon. As such, development would compromise the role and function of the Green Wedge in this location.

Residential development on this site would also struggle to directly identify with the prevailing built form of either Chaddesden or Spondon. Given the strong physical boundaries between the site and its neighbours, it is considered that it would be difficult to secure a layout of development that relates well to existing housing in the locality. Development would create an 'island' with a limited relationship to neighbouring communities.

For these reasons the site is not included in the Core Strategy.

Environmental Considerations:

- West Park Meadow Local Nature Reserve adjoins the north-west corner of the site.
- Whilst the site is located in Flood Zone 1, it slopes towards houses in the south-east corner of the site fronting Derby Road. These properties are at risk of flooding from surface water runoff from the field. This flood risk will need to be addressed if developed in the future. Surface water drainage should be directed towards a culverted watercourse that runs across the rear of properties in Derby Road.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in this area in general terms.
- There is no known contamination on the site.
- The site comprises Grade 3 Agricultural Land. Grade 3 Land is of Good/Moderate quality.

Green Infrastructure:

- The site is located in the Chaddesden / Spondon Green Wedge, which separates these two distinct suburbs. The wedge is part of a wider tract of open land formed by the Derby / Nottingham Green Belt directly to

the north, which further adjoins the Lees Brook Valley Green Wedge to the north west of the site.

- The Green Wedge study concludes that development in this part of the wedge would create an 'island' of development in the wedge between the two distinct suburbs. The Study states that the "site comprises part of a significant open break within the existing area and represents an important visual amenity. Housing on the site would be prominent and intrusive and erode the open character of the area. Development would result in the coalescence of two distinct communities and undermine community identity".
- In considering objections to the CDLP, the Inspector stated that "the development of the objection site would form a visual bridge between the two settlements in a far more substantial way than the present thin broken line of frontage dwellings" and concluded "that any significant reduction in the penetration of the wedge or in its effective width would seriously diminish its role in providing both separation of the settlements and the advantages of the proximity of the open countryside to the relatively densely developed residential areas".
- This view was further supported by the Inspector considering objections to the CDLP who concluded that "the site, with adjoining open land, forms part of the long established green wedge which separates Chaddesden and Spondon. Open countryside flows from the north, generally without interruption, into the built-up area. The omission site and adjacent playing fields form an integral part of this open green setting. Acorn Way, with its green western margins, now provides the clearest of lines to the established built-up area and an effective stop to the easterly expansion of Chaddesden which occurred in the late 1960s / early 1970s. The loss of this site to development, even with open land remaining to the north and east, would seriously compromise the function and character of the green wedge."
- An outline planning application (08/13/00995) proposing residential development (up to 250 dwellings) on this site was refused in March 2014. The application was refused on the basis of impacts on the Green Wedge and the relationship with existing development.

Townscape & Integration:

- The site adjoins the built up area on its southern side, abutting the rear of properties on Derby Road, a ribbon of 1930's semi-detached houses. There are limited access opportunities through this frontage development to create an integrated form of development. One of the reasons for refusing application 08/13/00995 was that residential development would, "struggle to directly identify with the prevailing built form of either Chaddesden or Spondon. Given the strong physical boundaries between the site and its neighbours, it is considered that it would be difficult to secure a layout of development that relates well to existing housing in the locality".

Social Infrastructure:

- Development of this site for 200 dwellings would result in the need for 56 primary school places and 40 secondary school places. There are unlikely to be significant issues with primary places although an

Land off Acorn Way and Derby Road, Spondon

expansion to an existing primary school may be needed.

- The site lies within West Park Academy catchment area. West Park has a very small level of surplus capacity and it is anticipated that pupil numbers will increase. Whilst there is some potential to expand, the school is now an Academy and this would be subject to agreement with the school. Additionally, the school itself is located within the Chaddesden / Spondon Green Wedge and therefore expansion has the potential to impact on the openness of the wedge. Any school expansion proposals would be subject to feasibility studies and consultation.

Transport:

- An access solution from Acorn Way was accepted through consideration of application 08/13/00995.
- ASDA supermarket is immediately to the south of the site on the opposite side of Derby Road, however it is 1.3km to district centre at Spondon. The site is within reasonable walking distance of Springfield Primary School and West Park Academy secondary school adjoins the northern boundary of the site.
- The CDLPR Inspector made the following comments regarding the sustainability of the site. *"The site has good access by non-car modes to education facilities and some employment to the south of the A52. The City centre is also accessible by bus with 6 services/hour. The superstore, which provides a wide range of shopping and some services, is within a convenient and easy walk. However, district centre facilities in Spondon and Chaddesden lie well beyond a comfortable walking distance of 800 metres and Chaddesden District Centre stretches a considerable distance along Derby Road once its nearest point has been reached. The proximity of ASDA, although relevant, is offset by these disadvantages."*
- A protected route (T15(14)) for cycles and horse riders runs across part of the site fronting Derby Road.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to a neighbourhood park, access to indoor leisure facilities and impacts upon Green Wedge objectives

Mitigation:

- The Council do not consider that the impacts on Green Wedge can be adequately mitigated

Deliverability Considerations:

- The site is classed as available as it is being promoted by the landowners who are seeking to develop the site. No developer is understood to be in place.

Mickleover Sports Club, Station Road, Mickleover



Location Name:	Mickleover Sports Club
SHLAA Ref:	DER/0020
Site Address:	Station Road, Mickleover
Site Area:	6.08ha
Estimated Site Capacity (Dwellings):	200 dwellings

Site & Context:

The site lies on the western edge of the built up area of Derby on the corner of Station Road and Radbourne Lane. It currently accommodates Mickleover Sports Club and includes open sports pitches with some ancillary buildings and structures such as stands and a clubhouse.

Several other sites are being promoted for development within this wedge at Onslow Road, Mackworth College and Hackwood Farm. The potential cumulative effects on the function and character of the wedge need to be taken into account.

There are no relevant planning applications relating to the promotion of this site.

Conclusions:

If developed, the promoted site would close the mouth of the Green Wedge at its western end where Mackworth and Mickleover are at their closest, preventing the countryside from penetrating the City. It is therefore not possible to develop the site for residential development without undermining the principle of the Green Wedge.

The site is not included in the Core Strategy.

Environmental Considerations:

- The site lies in flood zone 1.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are known constraints with the existing local sewerage infrastructure to the south of the city. Severn Trent Water is currently exploring options to increase capacity in order to accommodate growth.
- Further because the treatment works is located north of the river, it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues.
- It is recommended that new development should include Sustainable Urban Drainage System (SUDS).
- There is no known contamination on the site.
- The site comprises both Grade 2 and Grade 3 Agricultural Land. Grade 2 land is of very good quality, whilst Grade 3 Land is of Good/Moderate quality.

Green Infrastructure:

- The site is entirely in the Green Wedge between Mickleover and Mackworth lying adjacent the city boundary. If developed, the promoted site would cut off a significant amount of the wedge at its periphery where the two suburbs are at their closest. The Green Wedge Study states that *the development of the promoted site would be very damaging and would involve development of a very sensitive part of the Green Wedge, either side of the axis. It would block off the mouth of the Green Wedge and restrict the extent to which open countryside is able to penetrate the urban area. The principle of the Green Wedge would be undermined by the development of this site.*

- The study further states that *“development for residential uses would significantly reduce the level of openness in this part of the green wedge and would be unrelated to the existing urban area. Ultimately, development would contribute to the coalescence of Mickleover and Mackworth”*.
- The study concludes that *“the entirety of the site contributes towards the function of the Green Wedge and therefore it is not possible to develop any of the site for residential development without undermining the principle of the green wedge”*.

Townscape & Integration:

- The site is divorced from the built up area of Mickleover, typified by 1970's semi-detached and detached houses, and Mackworth characterised by post war, low density, semi-detached properties, interspersed with large areas of incidental open space.
- Development in this site would create an island of development divorced from the built up area which would not relate well or contribute obviously to either of the two closest neighbourhoods Mickleover or Mackworth. The site is therefore considered to have a poor relationship with the urban area.
- Some parts of Mickleover are noted as exhibiting mature townscape character, dominated by detached and semi-detached houses, which could provide a locally distinctive cue for further development.
- The County Council have identified the area immediately adjacent to the City boundary as being of Multiple Environmental Sensitivity in terms of Historic and Visual Sensitivity.

Social Infrastructure:

- The development is likely to generate an additional need for 56 primary and 40 secondary school places. The development is not large enough to necessitate a new primary school, this is problematic as the existing primary, Ravensdale Infant & Junior, is already a large school with limited scope for expansion. There may however be the potential to accommodate pupils at other primary schools in the vicinity or at new schools provided as part of new developments in this area
- In terms of secondary provision, this site lies within the catchment of Murray Park school. It is possible that pupils arising from this and other sites with the Green Wedge, namely Mackworth College and Onslow Road, could be accommodated through existing provision and a potential expansion at Murray Park.
- Additionally, Murray Park school is located in the Green Wedge. Whilst it has the potential to expand; the impact on the Green Wedge of extending the school further will have to be carefully assessed. Any school expansion proposals would be subject to feasibility studies and consultation.
- The development of this site would lead to a loss of private sports provision, including grass pitches. Any loss of pitches would need to be assessed in accordance with national and local policy to ensure that any

Mickleover Sports Club, Station Road, Mickleover

loss would result in an equivalent or better provision in a suitable location.

Transport:

- The Highways Agency (HA) has indicated that further development on the west side of the A38 should be phased towards the end of the Plan period to enable the grade separation improvements to Grand Canyon, Markeaton Island and Little Eaton junctions to be completed first. The HA are currently engaged in an intensive period of project development to bring the A38 work forward as quickly as possible and the Council is actively involved in the development of the scheme.
- Haven Baulk Lane, The Hollow, Station Road, Radbourne Lane and Markeaton Lane form local route that residents use to circumvent the A38 Derby Junctions and to travel between destinations in Allestree, Mackworth, Mickleover, Littleover and Sinfen. There are localised congestion problems as a result and in particular at the junction of Radbourne Lane and Station Road.
- The site is not particularly well related to existing facilities and services by foot or public transport. Mickleover District Centre is some 2km away and whilst there are two smaller Neighbourhood Centres closer to it Ladybank Road or Devonshire Drive, these have only very limited facilities. However, the site could be served by facilities provided on other development sites in this area.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to the city centre, access to dentists, neighbourhood, district and city parks, leisure facilities and access to quality bus routes and a train station. The SA also highlights that development could impact on wildlife sites and would lead to the loss of land within a Green Wedge.

Mitigation:

- The Council do not consider that the impacts on Green Wedge can be adequately mitigated

Deliverability Considerations:

- The site has been promoted through the SHLAA and there was previously an interested developer. However, there have been no recent indications that the developer is still pursuing the site, particularly now that Onslow Road and Hackwood Farm have been included as part of the strategy.

Land East of Sandringham Drive, Spondon



Location Name	Land East of Spondon
SHLAA Ref	DER0025
Site Address	A52/Borrowwash Road/Dale Road
Site Area	61.3ha
Estimated Site Capacity (Dwellings)	800

Site & Context:

This greenfield site was promoted through the 2010 SHLAA as a potential urban extension to Spondon. The site lies on the eastern edge of the built up area of Derby, running in a north south direction from the A52 in the south, to Dale Road (A6096) in the north. Existing residential development, in the form of culs-de-sac, accessed off Sandringham Drive form the western boundary of the site, with open agricultural land separating the site from Ockbrook to the east. The northern part of the site comprises a recreation ground and public open space. The rest of the site is open fields with trees, hedgerows and a pond. The site slopes north to south.

Current access to the site is taken from Dale Road and Borrowwash Road. A number of footpaths bisect the site. Power lines run along the western edge of the site, with 3 pylons falling within the site boundary. The site is very close to the A52 linking into the City and out to Nottingham and the M1 Motorway. The nearest local facilities and schools are in Spondon.

There are no relevant planning applications relating to the promotion of this site.

Conclusions:

The Green Belt Study has confirmed that all areas of the Green Belt on the edge of Derby continue to fulfil their purpose and should not be looked at for release, except as a very last resort. Whilst significant, the level of growth being promoted through the Core Strategy would not require the release of Green Belt land to supply housing. National Planning Practice Guidance is clear that unmet housing need is not a reason to release Green Belt land.

Additionally, creating satisfactory vehicular access to this site is a major challenge which could affect the viability and overall deliverability of development.

The site is not included in the Core Strategy.

Environmental Considerations:

- The site lies entirely within Flood Zone 1.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms.
- There is no known contamination on the site.
- The site comprises Grade 3 Agricultural Land. Grade 3 Land is of Good/Moderate quality.
- A noise attenuation buffer could be required to protect future residents from road noise from the A52, this may affect the net developable area.

Green Infrastructure:

- The site is within the Derby-Nottingham Green Belt. Development of the site would have an urbanising impact on this greenfield site and would decrease the gap between the City and Ockbrook, which lies within Erewash. The Derby HMA SHLAA discounted the development potential of the site due to its Green Belt impact.
- The Green Belt Study states that "this area is extremely sensitive and important because the primary function of the Green Belt is to prevent the coalescence of the cities of Nottingham and Derby and this part of Derby is the closest to Nottingham. The roles this area plays in "preventing the urban edge of the City merging with the villages of Ockbrook and Borrowwash, which are themselves separated by the A52

Trunk Road is also recognised"

- Erewash BC have chosen not to allocate any sites on their side of the boundary in this area and have now adopted their Core Strategy.
- Erewash sites (Ref: E272 and E317) have been assessed as Non Deliverable or Developable in the Erewash SHLAA due to their strategic importance in the role of the Green Belt between Derby & Nottingham and in particular Ockbrook. Erewash have assessed this area as "a key strategic area of green belt locally given that the extent of the site covers the entirety of the open landscape between the settlement edge of Borrowwash and the administrative boundary with Derby City". The SHLAA assessment further states that it is "essential that some form of green belt corridor is maintained to prevent the coalescence of Spondon and Borrowwash".

Townscape & Integration:

- Open ended culs-de-sac on the eastern edge of Spondon, off Sandringham Drive and along the western boundary of the site may allow for some links to be created to the surrounding area, giving the ability for layouts to integrate with surrounding urban form.
- Urban extensions would significantly bridge the gap between the built up area of Derby and the village of Ockbrook, extending the sphere of urban influence.
- The lands falls gently north to south towards the river corridor
- The County Council has identified the northern portion of this broad location as being of Primary Sensitivity in terms of Historic and Visual Sensitivity.

Social Infrastructure:

- There is currently a small surplus capacity at West Park School with pupil numbers expected to increase. The catchment area for West Park extends outside of the city boundary and therefore the land immediately to the east of Spondon falls within this catchment area. The school is now an Academy and therefore no longer maintained by the Council. Expansion may be possible through developer contributions but feasibility studies and consultation would be required. In addition, the school is located within a Green Wedge and therefore further expansion could impact upon the openness of the Green Wedge.
- Development of 800 homes would require the provision of a new primary school.
- Dale Road Park lies at the northern end of the site and is included in the sites boundary. To west of the site on the opposite site of Sandringham Road lies Borrow Wood Recreation Ground.

Transport:

- There is good access to public transport at the northern end of the site.

Land East of Sandringham Drive, Spondon

The site is 1.1 km from Spondon district centre and is within easy reach of both primary and secondary schools.

- There are limited opportunities to provide appropriate access from culs-de-sac in Spondon or direct from A52. A strategic level development is likely to need a new bypass road to gain access, which may adversely affect the viability of the site, as well as increase the urbanising impact on the Green Belt

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to hospitals, neighbourhood and district parks, access to indoor leisure facilities, loss of public open space and loss of land within Green Belt

Mitigation:

- The Council do not consider that the impacts on Green Belt can be adequately mitigated

Deliverability Considerations:

- The site is available and has been promoted by the land owner. However, strategic scale development is likely to require the construction of a new bypass road, which is likely to impact on viability
- There is no known developer interest.

Land off Mansfield Road, Breadsall Hilltop, Derby



Location Name:	Breadsall Hilltop
SHLAA Ref:	DER/0101
Site Address:	Land off Mansfield Road, Breadsall Hilltop
Site Area:	14.45ha
Estimated Site Capacity (Dwellings):	200

Site & Context:

The site lies on the northern edge of Derby, on the north-western side of Mansfield Road and is made up of agricultural fields. There is a steep slope down from east to west across the potential development area which affords distant views towards the Derwent valley but also affects the physical development potential of the site.

The northern and southern edges of the site adjoin the existing ribbon of development along Elmwood Drive and Mansfield Road, which forms the western boundary of the site. The eastern boundary of the site is formed by the tree lined route of the Breadsall Railway Cutting, which is a greenway and a Local Wildlife Site.

The site was identified as a 'star' site in the Council's Preferred Growth Strategy, highlighting that the site could have some development potential, but that further information would be required before it could be considered for allocation. Additional information was submitted on behalf of the land owner, but not in time to inform the Draft Plan. There are no relevant planning applications relating to the

Conclusions:

Whilst the site could offer a sustainable opportunity to extend built development along Mansfield Road, further work is required to identify an appropriate development site, a satisfactory point of access and a revised dwelling capacity figure. Due to the additional work required the site is not included in the Core Strategy.

The site will be considered in more detail as part of the Local Plan Part 2.

promotion of this site.

Environmental Considerations:

- Breadsall Railway Cutting Local Wildlife Site runs along the western boundary of the site. Part of the cutting including Croft Wood is covered by a Tree Preservation Order.
- The majority of the site is within Flood Zone 1, although there are some small areas of Zone 2 related to a watercourse that runs from east to west across the site.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms.
- The site has previously been the subject of landfill, having been used as borrow pits for the construction of the A52 Borrowwash Bypass. This may affect land stability and the development potential of the site.
- The site comprises Grade 3 and Grade 4 Agricultural Land. Grade 3 Land is of Good/Moderate quality with Grade 4 being of Poor quality.

Green Infrastructure:

- The site is located within Chaddesden / Derwent Industrial Area Green Wedge. This Green Wedge is generally narrow and runs southwards into the City from the City boundary with Erewash, where it adjoins the Derby / Nottingham Green Belt. The Green Wedge fulfils three main functions as a buffer between residential and commercial areas, as a wildlife corridor and as a recreational route.
- The site forms part of the mouth of the Wedge, at its northern end where it joins the Derby / Nottingham Green Belt.
- The CDLP inspector in considering the land between Sir Frank Whittle Road and

Mansfield Road stated "the eastern section of the objection site is of a different character, largely arable and facing northwest to north over the Green Belt to Breadsall. It still fulfils the function of separation but because of the changed contours, it is of less benefit as a buffer between residential and employment uses".

- CDLP Inspectors Report "The deletion of the eastern section from the Green Wedge would still leave a long narrow but effective green corridor. The natural history interest of the western section could be largely protected with the wildlife corridor and the recreational route unaffected. However, the longer views across the valley and from the north include significant parts of the eastern section and development could be prominent and, in some locations, seen against the skyline. I conclude that whilst the 2 areas are of very different character and value, they both contribute to the objectives of Green Wedge policy..."
- In looking at the City's Green Wedges afresh, the Green Wedge Study (2012) states that "The site forms an integral part of the mouth of the Green Wedge. Development of the entirety of the promoted site would block the mouth of the green wedge and reduce the extent to which it separates Breadsall Hilltop and the edge of Oakwood from the commercial A61 corridor to the west. It would cause significant narrowing which would severely impact on the openness and undeveloped character of this area. Development of the entire site would be a prominent intrusion into the Green Wedge and would be clearly visible from the west due to the topography of the land which would again impact upon openness."
- In assessing whether any of the Wedge may be able to be released for development, the Study comments that "the eastern section of the promoted site sits on a plateau of land fronting Mansfield Road. There may be some potential for new residential development in this area as it is partially screened by the mature tree line which runs alongside the former railway track and is less visually prominent than other parts of the site, particularly from the west. This part of the site is also screened from the north by the topography of the land, which would help to limit the impact of new development on the Green Belt to the north." The study concludes that whilst development potential exists that further work in relation to realigning the sites boundary to reduce visual prominence and identify a suitable and defensible edge to the wedge are required. A reduced site capacity of 200 homes is suggested as potentially appropriate
- Derbyshire County Council has identified this area as being of Primary Sensitivity in terms of Historic, Ecological and Visual Sensitivity.

Townscape & Integration:

- The southern edges of the site adjoin the existing ribbon of development along Mansfield Road and Elmwood Drive. Development in the vicinity is typified by 1950's ribbon development of semi-detached housing on the both sides of Mansfield Road on the approach to the site from the south. Opposite the site, more modern 1980's housing exists as part of the Oakwood development. The site is therefore considered to have the potential to forms a good relationship with the urban area.
- This site is close to or on the postulated line of the Ryknield Street Roman Road (HER 99016). Archaeological evaluation should be undertaken at a pre-application stage, with geophysics in the first instance supplemented by trial trenching to validate.

Land off Mansfield Road, Breadsall Hilltop, Derby

- Parts of the site are visible from across the Derwent Valley, for example from Darley Abbey, the Nutwood Local Nature Reserve and the Derwent Heritage Way National Trail. Therefore, consideration must be given to the visual impact development will have on the wider views.

Social Infrastructure:

- An expansion of an existing primary school may be required to accommodate pupils arising from this scale of development. The school lies within the catchment for Da Vinci secondary school. It is possible that pupils arising from this development can be accommodated through existing provision or school expansions. Any school expansion proposals would be subject to feasibility studies and consultation.

Transport:

- Access would need to be provided off Mansfield Road. There are no obvious opportunities to provide secondary access.
- A Public Right of Way extends along the north-eastern boundary of the site, linking Breadsall Hilltop and Breadsall village.
- 10 minute walk to a primary school and 13 minute walk to a secondary school. There is reasonable access to other services in Breadsall and Oakwood, although outside of comfortable walking distance (800m).
- Public transport is accessible adjacent to the site on Mansfield Road. The site is also close to the Meteor Centre retail park where there is a Lidl store, Morrisons Superstore and petrol station.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including access to hospitals, district and neighbourhood parks, potential impacts on wildlife sites and potential surface water flooding

Mitigation:

- Work to understand the nature of impacts and potential mitigation is ongoing. The site, including potential mitigation measures will need to be considered in more detail through the Local Plan Part 2.

Deliverability Considerations:

- There is known developer interest in this site and a concept plan is being developed.

Land at Moorway Lane, Littleover



Location Name	Land at Moorway Lane, Derby
SHLAA Ref	DER/0156
Site Address	Littleover, Derby
Site Area	26.12ha
Estimated Site Capacity (Dwellings)	1,000 (200)

Site & Context:

The site lies within the City boundary, to the south of Littleover. The site is bounded to the west by Moorway Lane, to the north by an existing area of open space and to the east by the residential community of Sunny Hill. The southern boundary of the site is formed by the City boundary with agricultural fields lying further to the south running up to the A50.

The site comprises open fields interspersed with tree and hedgerow boundaries. A network of public footpaths lies immediately to the north and north-east of the site. The site is proposed for use as public open space in order to form a new city wide park under the saved policies contained within the CDLPR. Immediately to the north east of the site is an area of public open space which the Council has recently acquired and laid out as the first phase of the wider City Park proposal. Site DUA7, Primula Way abuts the southern corner of this site, lying within the administrative area of South Derbyshire.

The promoted area includes the full width of the Green Wedge, however the promoters have acknowledged that built development in this area could be limited to a smaller area in order to provide new public open space on the remainder of

the site. An indicative development area in the western part of the Green Wedge, with access from Moorway Lane has been suggested, providing in the region of 400 homes. An alternative potential development area in the south-eastern corner of the Green Wedge (potentially accessed from Boylestone Road) has also been identified (based on the findings of the Green Wedge Review) providing in the region of 200 homes.

There are no relevant planning applications relating to the promotion of this site.

Conclusions:

The whole of this Green Wedge in this location was previously promoted through the SHLAA and was assessed as being able to accommodate around 1,000 homes. This scale of development would lead to a significant loss of Green Wedge, the coalescence of Littleover and Sunnyhill and effectively make redundant the remaining Wedge to the north of the site. The development of the whole site would also prevent the delivery of the proposed City Park.

The site promoters have now indicated that a part of the western edge of the site (approximately 400 dwellings) could be developed for housing which would help to facilitate a wider area of open space being delivered and a narrower Green Wedge maintained. The site area assessed through the SHLAA has been amended to take account of this.

Developing part of the site, to facilitate the delivery of a park, has different but as significant impacts. In terms of the Green Wedge, development of the western side would result in an isolated island of development detached from the existing built up area poorly related to both Littleover and Sunnyhill. Development in the south-eastern corner may be more acceptable from a Green Wedge perspective and be better related to existing built development but it is likely to also fail to deliver the critical mass of development to secure necessary infrastructure.

Irrespective of the scale of development, there are questions over the sustainability of the site as it is poorly related to existing facilities and services, along with the fact that it will be difficult to provide a commercially viable public transport service to the site.

In light of these considerations, the site is not included in the Core Strategy. Further consideration will be given to the smaller site in the south-eastern corner of the Green Wedge through the Local Plan Part 2.

Environmental Considerations:

- The site lies largely within an area identified as Flood Zone 1. The south-eastern corner of the site, along the line of Hell Brook either side of the City boundary, lies within Flood Zone 3 which is at a higher risk of flooding. Land at the southern end of the Green Wedge could also be subject to surface water flooding.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency,

increase household metering, address leakage, reduction in non household demand.

- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent Water is currently exploring options to increase capacity in order to accommodate growth.
- Further because the treatment works is located north of the river, it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. It is recommended that new development should include Sustainable Urban Drainage System (SUDS).
- The site comprises Grade 3 Agricultural Land. Grade 3 Land is of Good/Moderate quality.
- There is no known contamination on the site.

Green Infrastructure:

- The site forms part of the Littleover / Sunnyhill Green Wedge. The development of the whole of the site would result in a very substantial and significant loss of Green Wedge. This loss would completely erode the purpose of the Green Wedge within this location and lead to the coalescence of and Sunny Hill; effectively making redundant the remaining wedge to the north of the site preventing its flow into open countryside.
- The whole of the Green Wedge in this area is allocated as a proposed City Park in the CDLPR. The proposed City Park has not been delivered as yet due to lack of funding. Partial development of the site could potentially enable the delivery of some additional open space. The site promoters have indicated that a part of the western edge of the site (approx 400 dwellings) could be developed for housing which would help to facilitate the delivery of a wider area of open space whilst maintaining a narrower green wedge.
- The Green Wedge Study concludes that "development of the western side of the wedge is likely to be isolated and detached, particularly if development extended to east of the existing balancing pond". However, the Green Wedge Study also concludes that there may be some limited development potential in the south-eastern corner of the Wedge.
- The GI strategy designates the site as an 'Existing Strategic Accessible Natural Greenspace'. The Findern to Normanton proposed Greenway also runs through the site.

Townscape & Integration:

- Surrounding development on the western side is predominantly modern semi-detached housing based around cul-de-sacs. The Heatherton estate to the west of this site has a strong landscape edge along Moorway Lane, giving it a strong sense of containment. Development on the east side of Moorway Lane would appear isolated and would not relate well to development at Heatherton.
- Development of the site for the number proposed would result in a density slightly above that of surrounding existing development.

Land at Moorway Lane, Littleover

Social Infrastructure:

- If fully developed (c. 1,000 dwellings) the site would generate a need for 280 primary and 200 secondary school places. The site could meet its own need for primary school places, through on site provision of a primary school. In terms of secondary provision there are some limited places at Derby Moor and expansion may be possible through developer contributions but feasibility studies and consultation would be required.
- If consideration were given to developing a smaller portion of the site (c. 400 homes) to help deliver the proposed City Park this may mean that it would not be possible to fund the required secondary school expansion or potentially new primary school. The smaller site is likely to be problematic as it could not sustain a new primary on its own and current primary catchment schools (Ridgeway & Gayton) are full and are already large. Any school expansion proposals would be subject to feasibility studies and consultation.
- The nearest facilities are located at Littleover District Centre, Sinfin District Centre, Heatherton neighbourhood centre and at the junction of Stenson Road and Blagreaves Lane. None of these are particularly close and the district centres are not within reasonable walking distance.

Transport:

- 2 potential access points Bakeacre Lane / Moorway Lane and Oaklands Ave
- Oaklands Avenue could only acts as a secondary access because it is a local road serving an existing residential area. The safety of using this access needs to be assessed as it is located on the outside of a horizontal curve.
- Moorway Lane and Oaklands Avenue both exit onto Blagreaves Lane. During the morning peak period, Blagreaves Lane experiences congestion at a number of junctions, particularly Stenson Road and at the A5250.
- Bakeacre Lane / Moorway Lane will need to be significant upgrading / widening to accommodate additional traffic. Moorway Lane is currently too narrow for expected amount of new generated traffic. Upgrades to this Moorway Lane could have an urbanising impact on this route, which has a particularly rural feel once you pass southwards of development off Farmlands Lane.
- There is limited potential for bus penetration into the site.
- The nearest existing local bus service is approximately 800 metres from the centre of the site. The Arriva 33 and 36 provide 4-6 buses per hour on Blagreaves Lane during the day.
- The National Cycle Route 66 follows Blagreaves Lane and provides a cycle link to Sinfin District Centre.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including the distance to a GP, district and neighbourhood parks, leisure facilities and a train station. In addition, the SA also identifies the loss of greenfield land within a Green Wedge and potential flooding as significant issues

Mitigation:

- The Council do not consider that the impacts of developing 400 homes on the western side of the Green Wedge, can be adequately mitigated from a Green Wedge perspective.
- In terms of developing a smaller site in the south-eastern corner, work to understand the nature of impacts and potential mitigation is ongoing. The smaller site, including potential mitigation measures will need to be considered in more detail through the Local Plan Part 2.

Deliverability Considerations:

- The wider wedge is in a variety of ownerships, which could affect delivery. However, site promoters have indicated that about 400 dwellings could be built, on the western side of the wedge, which is within single ownership and has a willing owner.
- There is known developer interest in all of the promoted areas.

Land at Royal Hill Farm, Spondon



Location Name:	Land at Royal Hill Farm
SHLAA Ref:	DER/00167
Site Address:	North of Longley Lane, Spondon
Site Area:	8.64ha
Estimated Site Capacity (Dwellings):	260

Site & Context:

The site lies on the north east edge of the City, to the east of Acorn Way and the north of Longley Lane, extending northwards to the City's boundary with Erewash Borough. The site is made up of an irregular group of agricultural fields with clear tree and hedge boundaries.

The site lies wholly within the Derby-Nottingham Green Belt and at the mouth of the Chaddesden / Spondon Green Wedge. Land to the west of Acorn Way forms the mouth of the Lees Brook Valley Green Wedge. Levels across the site fall to the north, towards the City boundary before rising again.

There are no relevant planning applications relating to the promotion of this site.

Conclusions:

The Green Belt Study has confirmed that all areas of the Green Belt on the edge of Derby continue to fulfil their purpose and should not be looked at for release, except as a very last resort.

Whilst significant, the level of growth being promoted through the Core Strategy would not require the release of Green Belt land. Notwithstanding this, National Planning Practice Guidance is clear that unmet housing need is not a reason to release Green Belt land.

Additionally, this site is poorly related to existing facilities and services, has no access to public transport has the potential to impact upon the significance of heritage assets, whilst creating satisfactory vehicular access is would also be challenging.

The site is not included in the Core Strategy.

Environmental Considerations:

- The Lees Brook forms the City boundary in this location and also forms the northern boundary of the site. The Brook and its margins are designated as a Local Wildlife Site (LWS) both for the natural history value of the stream but also the geological interest of the stream and valley.
- The Lees Brook corridor is also within flood zone 2. This affects the northern edge of two of the long linear fields at the centre of the site. The remaining site is in flood zone 1.
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non-household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms.
- There is no known contamination on the site.
- The site comprises Grade 3 Agricultural Land. Grade 3 Land is of Good/Moderate quality.

Green Infrastructure:

- The site lies wholly within the Derby-Nottingham Green Belt and at the mouth of the Chaddesden / Spondon green wedge. Land to the west of Acorn Way forms the mouth of the Lees Brook Valley Green Wedge.

- The Green Belt Study recognises that this site performs a key part of the Derby-Nottingham Green Belt, supporting the purposes of including land in the Green Belt as set out in the NPPF, by checking the unrestricted sprawl of large built up areas, assisting in safeguarding the countryside from encroachment and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. The study states that *"any urban sprawl in this location would have potentially detrimental impacts on the open countryside, the setting of Locko Park and wildlife interests and natural environment interests"*.
- Erewash BC has endorsed the 2006 Nottingham-Derby Green Belt Review and has not allocated any sites within the Green Belt on the edge of Derby in their adopted Core Strategy.
- The site lies at the mouth of the Chaddesden / Spondon Green Wedge. If developed the promoted site would close the mouth of the green wedge entirely at its periphery where the green wedge adjoins the open countryside which is part of the green belt. Development would also prejudice the function of the wedge to the south of the site, preventing the penetration of open countryside into the City.

Townscape & Integration:

- Development in this site would create an island of development divorced from the built up area which would not relate well or contribute obviously to either of the two closest neighbourhoods Chaddesden or Spondon. The site is therefore considered to have a poor relationship with the urban area and there is no obvious built character from which new development could reflect.
- The access to Locko Park (Registered Historic Park and Garden) lies approximately 800m to the north east of the site. The parkland include the grade II* listed hall as well as other listed buildings and structures, including the pair of lodge houses close to the south east of the estate, close to the north east corner of this site. The development of this land has the potential to harm both the intrinsic values of the setting of the park and garden and the listed lodges.

Social Infrastructure:

- There are currently very limited surplus places available at West Park School with pupil numbers expected to increase. The catchment area for West Park extends outside of the city boundary and therefore the land immediately to the east of Spondon falls within this catchment area. The school is now an Academy and therefore no longer maintained by the LA. Expansion may be possible through developer contributions but feasibility studies and consultation would be required. In addition, West Park is located within a Green Wedge and therefore further expansion could impact upon the openness of the wedge.
- The site is not well related to existing facilities and services by foot or public transport. Spondon District Centre is some 1.5km away. This is likely to lead to a car dominated form of development.

Transport:

Land at Royal Hill Farm, Spondon

- Providing access to the site is extremely challenging. There is a recognised accident problem further north along Acorn Way and access off Royal Hill Road and Longley Lane is unlikely to prove acceptable
- There is no accessible bus service in the area.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including access to hospitals, neighbourhood parks, leisure facilities and cycle routes. The SA also highlights that development could impact on wildlife sites and would lead to the loss of land within Green Belt and undermine Green Wedge objectives. Surface water flooding is also highlighted as an issue, although only along the line of the Lees Brook

Mitigation:

- The Council do not consider that the impacts on Green Wedge and Green Belt can be adequately mitigated

Deliverability Considerations:

- The site is available and being promoted by the land owner, but there is no known developer interest

Rough Heanor Farm, Mickleover



Location Name:	Rough Heanor Farm
SHLAA Reference:	DER/0177
Site Address:	Rough Heanor Farm, Mickleover
Site Area:	4.75
Estimated Site Capacity (Dwellings):	75

Site & Context:

The site lies on the western side of the City, between Mickleover to the west, Littleover to the south, Mackworth to the north and the former Manor Kingsway hospitals site and Aldi store to the east. The site contains a number of farm buildings, but the area does not appear to be actively farmed.

The site is roughly triangular in shape and is enclosed by the A516 slip roads, to the north and south, that link the A38 with the Derby Royal Hospital roundabout and by the A38 itself to the west. Access / egress is currently in the form of a farm access onto the A38 slip road.

The site lies wholly within the Mickleover / Mackworth Green Wedge and has been promoted as delivering approximately 75 dwellings as part of a mixed development, including food and drink uses.

There are no relevant planning applications relating to the promotion of this site.

Conclusions:

The site was promoted to the Council after the Green Wedge Review was published and therefore it was not considered as part of this study. Despite this, the area contributes to the separation of Mickleover and the former Manor Kingsway site, helping to limit the feeling of urban sprawl and reinforcing local identity.

Development of the site would require significant changes to the highway network, including the realignment of the A516 slip roads. This is likely to be very expensive and is unlikely to be viable given the scale of development proposed. Development of the site would also require the acquisition of land not currently in the control of the promoter. For these reasons, the site is not considered to be deliverable.

Environmental Considerations:

- An allotment site is located to the north of the site
- A wildlife corridor following the line of the A38 is located to the south of the site
- The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms.
- It is recommended that new development should include Sustainable Urban Drainage System (SUDS).

Green Infrastructure (GI):

- The site lies wholly within the Mackworth / Mickleover Green Wedge, which separates the two distinct suburbs. The Green Wedge Review acknowledges that, to a lesser extent, the Green Wedge also helps to separate Mickleover from the former Manor / Kingsway hospitals site to the east.
- The merits of the promoted site were not considered in the Green Wedge Review. However, the Review acknowledges that the area of land to the north of the former Bishop Lonsdale campus plays an important role in separating Mickleover from the former Manor / Kingsway hospitals sites to the east. It can be argued that the Rough Heanor Farm site also contributes to this function. The former hospital sites are currently being redeveloped for a mix of uses including residential and business. Therefore it is important to retain open and undeveloped land within this area in order to continue to provide separation and avoid urban sprawl.

Townscape & Heritage:

- The highway solution put forward by the promoter of the site involves the relocation / realignment of the A516 slip roads that provide access and egress to and from the A38. The roads would be moved to the northern edge of the site enabling the new development to form an extension to the existing housing area around Partridge Way / Heron Way.
- The housing around Partridge Way / Heron Way is characterised by two storey semi detached and detached housing, arranged around a series of culs-de-sac, dating from the 1980s / early 1990s.
- There are a number of existing farm buildings on the site, including a locally listed building

Social Infrastructure:

- Based on 75 houses, the development will generate approximately 21 primary and 15 secondary school aged pupils. The catchment area schools are Ravensdale Infant & Junior and Murray Park. Ravensdale Infant & Junior is already large with limited scope for expansion. Whilst local schools have some limited capacity pupil numbers generally are increasing. Given the limited numbers of pupils arising from this potential development there is unlikely to be an issue from an education perspective at this time. However, pupil numbers are increasing and, therefore, if the development was to proceed at a later date, the position with school places would need to be reviewed

Transport:

- Access / egress is currently in the form of a farm access onto the A38 slip road and this would not be suitable to serve such a proposed development. The promoters have suggested some significant revisions to the existing access to open the site for development.
- In commenting on the proposed revisions to the highway network, the Highways Agency (HA) has not identified any specific policy reason that the proposal could not be brought forward successfully, provided all requirements were met and negotiations successfully completed. However, the HA has cautioned that the proposed solution is likely to cost a number of million pounds to develop and construct, have extended timescales due to the number and complexity of negotiations required and approvals being sought, and is likely to require significant revision to meet all technical requirements.

Sustainability Appraisal Performance:

- The SA highlights a number of significant constraints including access to dentists, distance to a district park, access to indoor leisure facilities and the loss of land within a Green Wedge.

Mitigation:

- Work to understand the nature of sustainability impacts and potential mitigation is ongoing. The site, including potential mitigation measures will need to be considered in more detail through the Local Plan Part 2, subject to

Rough Heanor Farm, Mickleover

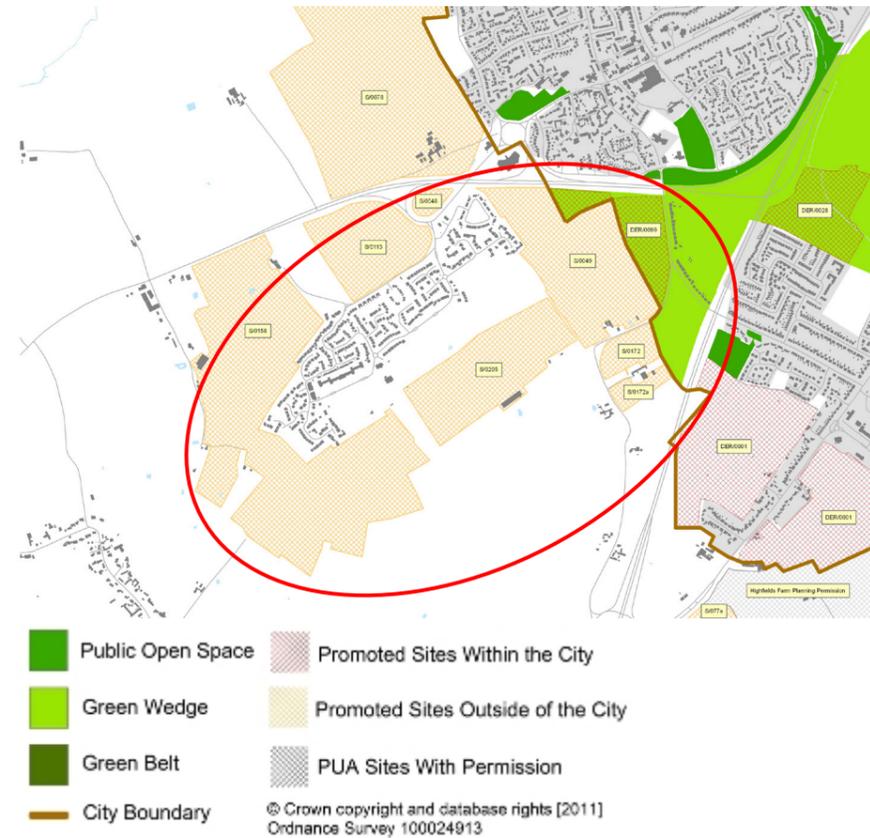
viability and deliverability concerns being overcome.

Deliverability Considerations:

- Delivery of the site is likely to require significant changes to the highway network, including the relocation / realignment of the A516 slip roads that provide access and egress to the A38. As highlighted by the HA, this is likely to be very expensive and have extended timescales. The development is therefore not considered to be viable or deliverable.

Cross Boundary Sites / Locations Not Included in the DUA Strategy:

Land around former Pastures Hospital, Mickleover



Location Name:	Land around former Pastures Hospital
Site Address:	Land off Hospital Lane and land west of the Hollow, Mickleover
Site Area:	93.2ha (5.48ha Derby; 87.7ha SDDC)
Estimated Site Capacity (Dwellings):	2, 010 total (164 Derby; 1,846 SDDC)
SHLAA reference:	DER/099, S/0048, S/0049, S/0113, S/0158, S/0172, S/0172a, S/0205

Site & Context:

This cross boundary broad location consists of a number of sites, only one of which is within the City. The area as a whole extends south westwards from just inside the city boundary to form an extension around the former Pastures Hospital site and golf course. The combined areas are being promoted as a potential large scale strategic urban extension to the city.

The A516 forms the northern boundary of the area and provides access into the city centre. The Derby site consists of agricultural fields that have a steep gradient in places, making it highly visible from the south and south-east. The South Derbyshire sites comprise a number of open fields, which are used for arable farming and are bordered by hedgerows and trees. An overhead power line bisects the south western boundary of the South Derbyshire site with two pylons situated within the site boundary.

The sites are in multiple ownerships although it is believed that there is a high level of developer interest.

There are no relevant planning applications relating to the promotion of these sites.

Conclusions:

The development of all the sites would represent a significant expansion to an arm of development that already protrudes away from Derby City around a recent residential estate that increases the intrusion into the countryside. Development could also potentially close off the Green Wedge within the City, undermining its function.

The sites would have access to the range of facilities available in Mickleover though, access via non-car modes of transport is not good. There is no dedicated bus service for the existing residential development and only a limited service that runs along the A516.

The sites have not been included within either Derby or South Derbyshire's Core Strategies.

Environmental Considerations:

- There are no environmental designations on any of the sites.
- There is no known contamination on any of the sites.
- The sites comprise Grade 3 agricultural land.
- The site would be served by Severn Trent Water. Climate change is expected to reduce the amount of water available by 2035. Severn Trent reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
- Derby Treatment Works on Raynesway has the capacity to accommodate new development in general terms. However, there are constraints with the existing local sewerage infrastructure on the southern edge of Derby City. Severn Trent Water is currently exploring options to increase capacity in order to accommodate growth.
- Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues.
- It is recommended that new development should include Sustainable Urban Drainage System (SUDS).
- There are a few small areas within the area at low and moderate risk of pluvial flooding and one area in the north west of the site, adjacent to the A516, which is at high risk of pluvial flooding. The rest of the site has a limited risk of pluvial flooding.

Green Infrastructure (GI):

- Site DER/099 and the South Derbyshire sites S/0049, S/0172 and S/0172a lie either within, or would have the potential to close off, the Mickleover /

Littleover Green Wedge.

- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- The sites lie within the Area 68 Needwood and South Derbyshire Claylands national character area.

Townscape & Heritage:

- The sites wrap around the former Pastures Hospital site and golf course and is therefore not contained by urban form due to its location around an arm of development that protrudes away from the urban area. The sites to the north and north west including the site within Derby City have at least one boundary adjacent to the urban area of Derby including the A516 whilst there is open countryside surrounding the remainder of the sites
- The former Pastures Hospital site includes the Grade II Listed Winter Garden greenhouse and the former chapel which may need to be taken into account in any development proposals.
- There are several existing buildings within the sites including Staker Flat Farm, Watergo Farm and Long Cross.
- There are topography constraints across the City and South Derbyshire sites and development of the whole area could significantly impact upon the rural character of Burnaston village.
- There is little existing screening of the sites when viewed from public vantage points, particularly public footpaths to the west.

Social Infrastructure:

- The nearest primary school is Etwall in South Derbyshire and Brookfield Primary School in Derby City. If the entire area were to be developed then it is likely that a new primary school would be required on site.
- The site falls within the John Port normal area. John Port in South Derbyshire is currently at capacity. Derby City Council and Derbyshire County Council will continue to work together closely to consider options for accommodating the housing growth in this area.
- The site is located in relatively close proximity to the range of facilities at Mickleover (including the local centre and supermarket). However, the combination of the distance, from some parts of the site, and the barrier proposed by the A516 means that walking and cycling are less attractive.

Transport:

- The site is located within an area that is bounded by two trunk roads, the A50 and A38 and a controlled-access county road, the A516. These are high speed roads with minimal access points.
- Access to the South Derbyshire site is via a grade separated junction of the A516 that also connects to Mickleover village centre and The Hollow.

Land around former Pastures Hospital, Mickleover

- The trips generated would add to peak congestion on the local road network, including Uttoxeter New Road, and on the A38 junctions within Derby.
- The left-in / left-out slip road system at the A516, immediately west of the Mickleover flyover, has some safety problems.
- There is an hourly service on a 'hail and ride' basis towards Derby and Burton upon Trent that stops just off the A516 by the Pastures residential estate.

Sustainability Appraisal Performance:

- In terms of the site within Derby, the SA highlights a number of significant constraints including the distance to a district park and access to leisure facilities and high quality bus routes. The SA also identifies the loss of land within a Green Wedge and the distance to key employment areas as significant issues.

Mitigation:

- The Council do not consider that the impacts on Green Wedge can be adequately mitigated

Deliverability Considerations:

- The site is in multiple ownership which could make delivery challenging.
- Topography of the sites would need to be taken into account in the design of any development.

We can give you this information in any other way, style or language that will help you access it. Please contact us on 01332 640870, Minicom 01332 640666.

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.

Prosimy o kontakt: **01332 640870** Tel. tekstowy: **01332 640666**

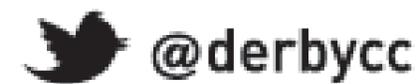
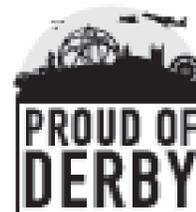
Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਢੰਗ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ

01332 640870 ਮਿਨੀਕਮ 01332 640666 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

Urdu

01332 640870 یہ معلومات آپ کو کسی دیگر طریقے (مثلاً آواز یا زبان میں) میں بھیج سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم
01332 640666 پر ہم سے رابطہ کریں۔



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