

Derby Housing Market Area

Strategic Site Options Study

Final Report

2010

Foreword from the Derby HMA

The Derby Housing Market Area Strategic Site Study was originally commissioned in 2010.

Following receipt of the initial draft report, the local authorities of the HMA proceeded to make a number of update amendments and additions to the baseline information and analysis work originally provided by Savills and Atkins. The following report is the culmination of this work and was used to assist in drawing preliminary conclusions on strategic sites.

However, our assessments are ongoing, particularly in relation to schools, health, highways and sewerage infrastructure planning and the report and site assessments must now be regarded as historical data. Going forward, up-to-date evidence on strategic sites is being updated and drawn together in a series of Strategic Site Summaries in each local authority area.

These will be available on the respective pages of the HMA local authorities and the HMA website

Final Report

December 2010

Notice

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PART 1: INTRODUCTION & CONTEXT

1. Introduction

Appointment

- 1.1 Atkins Limited (Atkins), in conjunction with Savills (L&P) Limited (Savills) was commissioned by the Derby Housing Market Area (DHMA) in February 2010 to undertake a Strategic Site Options Study (hereafter referred to as 'the Study') as an evidence base to inform the DHMA's emerging Local Development Frameworks. The 3 Local Planning Authorities of Derby City Council (DCC), Amber Valley Borough Council (AVBC) and South Derbyshire District Council (SDDC), supported by Derbyshire County Council (DSCC) come together to form the DHMA.

The Need for the Study

- 1.2 In accordance with the requirements set out by the introduction of the Planning and Compulsory Purchase Act 2004, the three Local Authorities who make up the Derby HMA are in the process of preparing their Local Development Frameworks (LDF), a suite of documents which will replace their current Local Plans and Supplementary Planning Guidance. The first of these documents, the Core Strategy (CS), which provides an overarching policy framework for the LDF to guide development over the next 15-20 years, is currently being produced by each of the three authorities. Each Authority's Draft Options for their CS underwent a period of public consultation between January and May 2010.
- 1.3 As part of their LDFs and in support of their Core Strategies, the three Authorities will also be preparing Site Allocations Documents (SADs) and other Supplementary Planning Documents (SPDs). These documents will allocate sites for specific land uses, including housing and employment, to assist in delivering the CS visions, objectives and spatial strategies and to meet the future needs of the three Authorities over the next 15-20 years. Government guidance set out within Planning Policy Statement 12 'Local Spatial Planning' (June 2008) emphasises the need for a 'robust evidence base' to underpin LDF document production. A range of studies are therefore being undertaken by the Derby HMA to inform their LDF documents. This Study represents just one piece of evidence which will be used to inform the production of the three Authorities' LDFs.

The Study

- 1.4 The aim of this Study is twofold. Firstly the Study seeks to identify the key Broad Locations (geographical areas) within the HMA and assess their potential for accommodating future housing growth. Secondly, the Study seeks to assess a wide range of specific sites within these Broad Locations and the opportunities and constraints associated with each site. This has been undertaken to assist in determining the potential of each of these specific sites to be developed as a Strategic Site.
- 1.5 It should be noted that this Study does not seek to recommend which individual sites should be allocated for future housing development. The Study seeks to assess each Broad Location and potential Strategic Site against a wide range of criteria to determine the opportunities and constraints that each potential site presents. It will be the role of the three Authorities to use this Study in

conjunction with all relevant evidence to inform the allocation of sites within their administrative areas.

- 1.6 The Study of potential Strategic sites primarily considers Greenfield sites along with a small percentage of Brownfield sites, and some sites which contain a mix of Brownfield and Greenfield land. The Brownfield sites represent significant areas of land, within the urban area, which may be suitable for residential development, but where the viability of the sites for this use is not known. In the interests of making the most efficient use of land and directing development to previously developed land, the assessment of Brownfield sites is an important component of this Study. It is essential that the Derby HMA has sufficient and robust evidence to determine whether these Brownfield sites can be realistically developed. This Study, in conjunction with the findings of their Strategic Housing Land Availability Assessments (SHLAAs), aims to assist in determining how much residual housing development will need to come from the Greenfield sites.
- 1.7 There have been significant changes made to the planning system following the formation of the Coalition Government and there is an emerging new agenda for planning including the provision of housing for future needs. However, it is important to note that this study is concerned with the merits of the Broad Locations assessed and potential individual Strategic sites. Whilst the assessment considers the potential housing capacity of each site it is not itself concerned with allocating land to meet housing targets. This Study therefore continues to be appropriate as an LDF evidence base.

Report Structure

- 1.9 This report is divided into four parts. Part One provides an introduction for the Study; sets the context of the Study in terms of need and purpose and also provides a planning policy background and document review. Part Two of the Study provides an assessment of Broad Locations throughout the Derby HMA Study Area assessing the opportunities and constraints that each geographical area presents for accommodating large scale new residential development. Part Three provides an assessment of 61 potential Strategic sites across the Derby HMA and again looks at the opportunities and constraints associated with each. Part Four sets out overall conclusions and recommendations for the Study.

2. Background & Document Review

- 2.1 A background document and policy review has been undertaken to inform the Study and the assessment of Broad Locations and Potential Strategic sites. This is intended to provide an overview to the policy and other document/evidence relevant to the Study and is based on relevant and available policy and studies at the time of undertaking the Study.

National Planning Policy & Other Documents

PPS 1 'Delivering Sustainable Development'

- 2.2 Planning Policy Statement 1 (PPS1) was published in February 2005 and sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. The guidance states that planning should:

'Facilitate and promote sustainable and inclusive patterns of urban and rural development'.

- 2.3 The guidance goes on to state that as a general approach to delivering sustainable development, Local Authorities should:

'Promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for people living in those communities'.

- 2.4 The guidance also advocates the promotion of:

'Mixed-use developments to allow the creation of linkages between different uses and thereby create more vibrant places'.

PPS 1 Addendum 'Planning & Climate Change'

- 2.5 'Planning and Climate Change' was produced in December 2007 as a supplement to PPS1 and sets out how planning should contribute to reducing emissions and stabilising climate change whilst also taking into account the unavoidable consequences.

- 2.6 Tackling climate change is a key Government priority for the planning system in the delivery of sustainable development and to this end, the guidance sets out the following key planning objectives:

- In providing for new jobs, homes, services and infrastructure secure the highest viable resource, energy efficiency and reduction in emissions;
- Deliver patterns of urban growth and sustainable urban developments that help secure the fullest possible use of sustainable transport, reducing the need to travel, especially by car;
- Secure new development and shape new places which minimise vulnerability and provide resilience to climate change in ways that are consistent with social cohesion and inclusion;

- Conserve and enhance biodiversity;
- Reflect the development needs and interests of communities to enable them to contribute effectively to tackling climate change; and
- Respond to the concerns of businesses and encourage competitiveness and technological innovation in mitigating and adapting to climate change.

PPG 2 'Green Belts'

2.7 Planning Policy Guidance Note 2 was published in 1995 and sets out the Government's policies with regard to Green Belts. The document outlines the history and extent of Green Belts and explains their purposes. It describes how Green Belts are designated and their land safeguarded. The document outlines five purposes for including land within the Green Belt, these are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.8 With regard to defining Green Belt boundaries PPG2 stipulates that:

'Where existing local plans are being revised and updated, existing Green Belt boundaries should not be changed unless alterations to the structure plan have been approved, or other exceptional circumstances exist, which necessitate such revision'.

2.9 When drawing Green Belt boundaries, PPG2 encourages local planning authorities to consider sustainable patterns of development and the consequences for:

'Sustainable development of channeling development towards urban areas inside the inner Green Belt boundary, towards towns and villages inset within the Green Belt, or towards locations beyond the outer Green Belt boundary'.

PPS 3 'Housing'

2.10 Planning Policy Statement 3 (PPS3) was published in November 2006 and sets out the Government's objectives for the delivery of housing. The guidance advises that the Government's key housing goal is to:

'Ensure that everyone has the opportunity of living in a decent home, which they can afford in a community where they want to live.'

2.11 To achieve this, the guidance advocates the need to provide a wide number of quality constructed homes, both affordable and market housing, which form sustainable and inclusive, mixed-use communities.

- 2.12 The guidance sets out 5 key objectives for the delivery of the Government's key housing goal. These are:
- High quality housing that is well designed and built to a high standard;
 - A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households;
 - A sufficient quantity of housing, taking into account need and demand and seeking to improve choice;
 - Housing development in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure; and
 - A flexible and responsive supply of land, managed in a way that makes efficient and effective use of land, including the re-use of previously developed land, where appropriate.
- 2.13 The guidance also outlines the Government's commitment to ensuring that the planning system delivers a flexible and responsive supply of land for housing. The guidance therefore requires that LPAs maintain a continuous 5-year supply of deliverable sites available for housing.
- 2.14 The Department of Communities and Local Government's supporting affordable housing policy is set out in 'Delivering Affordable Housing' (2006). The document echoes PPS3's approach to ensuring that housing developments include a mix of both market and affordable housing and seek to assist LPAs in:
- 'Delivering high quality affordable housing in mixed, sustainable communities'.*
- 2.15 The guidance provides key issues for LPAs to consider when working towards the delivery of affordable housing. One of these issues relates to the viability of affordable housing on development sites and the guidance advocates that targets should reflect the definition of affordable housing and an assessment of likely economic viability as defined under Paragraph 29 of PPS3.
- 2.16 Paragraph 29 of PPS3 requires that through their development plan documents, LPA's set a plan wide target for the amount of affordable housing to be provided in the plan area. Such targets should:
- 'Reflect an assessment of the likely economic viability of land for housing within the area... taking into account the level of developer contribution that can reasonably be secured... and information from the Strategic Housing Market Assessment.'*
- 2.17 On 9th June 2010, the Government re-issued PPS3 with the following two immediately effective changes:
- An amendment to the definition of previously developed land as set out in Annex B of the PPS to exclude private residential gardens; and
 - The deletion of the national indicative minimum density of 30 dwellings per hectare.

PPS5 'Planning for the Historic Environment'

- 2.19 Planning Policy Statement 5 (PPS5) was published in 2010 sets out the Government's policies on the conservation of the historic environment. Some of the sites covered in this Study have the potential to detract from the setting of heritage assets. PPS5 states that when considering applications for development that affect the setting of a heritage asset, local planning authorities should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset. When considering applications that do not do this, local planning authorities should weigh any such harm against the wider benefits of the application. The greater the negative impact on the significance of the heritage asset, the greater the benefits that will be needed to justify approval. It also states that local planning authorities should identify opportunities for changes in the setting to enhance or better reveal the significance of a heritage asset. Taking such opportunities should be seen as a public benefit and part of the process of placeshaping.

PPS 7 'Sustainable Development in Rural Areas'

- 2.18 Planning Policy Statement 7 (PPS7) was published in 2004 and sets out the Government's policies with regard to development and rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. The main priorities of the Government are to raise the quality of life in rural areas through the promotion sustainable patterns of rural development, improve the economic performance of the regions and promote a sustainable and diverse agricultural sector.
- 2.19 With regard to new residential development, the document stipulates that new development should be focused in or near to existing centres where employment, housing, services and other facilities which are in close proximity to one another. In the case of housing in rural areas, PPS7 states that Local Authorities should use Local Housing Needs Assessments to inform the quantity, type and tenure of housing required. Where there is an identified need for new residential development in any scenario, Local Authorities should aim to make the best use of previously developed land in existing service centres prior to using Greenfield sites for development.
- 2.20 In addition to the above, PPS7 states that Local Authorities should strictly control housing in the Countryside and ensure that the quality and character of the wider countryside is preserved, in particular those areas that are protected by national, regional or local landscape designations.

PPG 13 'Transport'

- 2.21 This Planning Policy Guidance Note was published in May 2001 and sets out objectives to integrate planning and transport and encourage/promote more sustainable transport methods. The guidance seeks to:
- ***'Focus land uses which are major generators of travel demand in city, town and district centres and near to major public transport interchanges*** - City, town and district centres should generally be preferred over out of centre transport interchanges. Out-of-town interchanges should not be a focus for land uses which are major generators of travel demand;
 - ***Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport.*** This may require the phasing of sites being released for development, in order to co-ordinate growth with public transport improvements, and ensure it is well related to the existing pattern of development;

- **Take into account the potential for changing overall travel patterns**, for instance by improving the sustainability of existing developments through a fully co-ordinated approach of development plan allocations and transport improvements; and
- **Locate day to day facilities which need to be near their clients in local and rural service centres, and adopt measures to ensure safe and easy access, particularly by walking and cycling**. Such facilities include primary schools, health centres, convenience shops, branch libraries and local offices of the local authority and other local service providers’.

PPS 25 ‘Development & Flood Risk’ (2010)

- 2.22 Planning Policy Statement 25 (PPS25) was first published in December 2006 and sets out the Government’s policy on development and flood risk. It aims to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas of land at greatest risk of flooding.
- 2.23 The Guidance promotes the adoption of a sequential risk based approach to determine the suitability of land for development in areas of flood risk. The guidance therefore advises that new development should demonstrate that there are no reasonably available sites within the area, which have a lower probability of flooding and which would be suitable for the type of development proposed.
- 2.24 In March 2010 the Government published responses arising out of consultation on proposed amendments to PPS25. The consultation document explained that the Government was not proposing to change the policy approach in PPS25; rather the intention was to clarify how certain aspects of the policy are applied to ensure it works better and is more effective. In particular, the proposals related to how the ‘functional’ floodplain should be defined and how the policy should be applied to essential infrastructure. The changes have now been incorporated into the 2010 updated version of the PPS.

Regional Planning Policy & Documents

Regional Spatial Strategy for the East Midlands (March, 2009)

2.27 The Government announced the revocation regional spatial strategies in July 2010. Whilst this decision was overturned in the Courts following a legal challenge, the Government has re-affirmed its intention to revoke regional strategies through the forthcoming Localism Bill. Given this it can be reasonably expected that in the future Local Planning Authorities will be responsible for establishing the right level of local housing provision in their area, and identifying a long term supply of housing land without regional housing targets. Some Authorities may decide to retain their existing housing targets that are set out in the Regional Strategies; whilst others may decide to review their housing targets.

It is worth noting that the Derby HMA Joint Advisory Board met on 12th July 2010 following the initial revocation of the East Midlands RSS. The DHMA Board agreed to support continued joint working between DCC, AVBC, SDDC and Derbyshire County Council on planning issues, including the preparation of aligned Core Strategies and a supporting evidence base. The Board also agreed to review the Core Strategy preparation programme, with a view to revisiting strategic questions relating to the scale and distribution of development across the DHMA, with full engagement of local communities.

2.28 Table 2/1 below sets out the RSS regional housing provision figures which Local Authorities are, required to plan for until the formal abolition of the East Midlands RSS,

Table 2/1: Regional Housing Provision (East Midlands Plan)

LPA	Annual Apportionment From 2006	Total Housing Provision 2006-2026
Derby HMA	1,830	36,600
Derby City	720	14,400
Amber Valley	510	10,200
South Derbyshire	600	12,000

2.29 These figures are also broken down further for the specific Boroughs, with direction to where significant amounts of the development should be aimed. For Derby City the RSS states that the 720 dwellings per annum (dpa) should all be located within Derby PUA. With regard to Amber Valley, 510 dpa are required throughout the plan period in order to meet the RSS target, of these at least 30 dpa are required to be within or adjoining the Derby PUA. The RSS requires that development in the remainder of the Borough should be located mainly at Alfreton, Belper, Heanor and Ripley. For South Derbyshire, of the required 600 dpa, the RSS requires that at least 320 dpa should be within or adjoining the Derby PUA and that development in the remainder of the District should be located mainly at Swadlincote.

2.30 In considering the best general locations for urban extensions in and around Derby, the RSS has regard to the following constraints and opportunities on the periphery of the PUA.

- The RSS considers that PUA locations on the periphery of the PUA to the north west in Amber Valley are constrained by the Green Belt. With regard to the greenfield land on the western edge of Derby in Amber Valley, there are other constraints which include the ability of the existing road network to serve new development, the setting of Kedleston Hall Historic Park and Garden and the setting of Mackworth village Conservation Area. Parts of these sites also have the potential to close off the 'mouths' of Green Wedges penetrating the City. The RSS requires that the Swadlincote – Burton upon Trent Green Belt is retained and that the existing Green Wedges in Derby City be reviewed and the potential to create new ones considered.
- The RSS notes that suitable opportunities lie within South Derbyshire, as it is well located for employment opportunities and development could therefore take place without adversely affecting Green Belt.

- In non-PUA parts of Amber Valley, South Derbyshire and Swadlincote, the RSS notes that the proposed provision may create the need for modest urban extensions. When deciding the location of these, the RSS suggests that consideration be given to the functional relationship between Swadlincote and Burton upon Trent. In Amber Valley, the RSS highlights Green Belt and topography constraints and suggests that where towns are highlighted for growth, following an assessment of possible locations, the most sensitive areas of Green Belt should be identified and avoided. It also states that new boundaries should be clearly defined, using natural features such as streams or other barriers such as major roads, so that boundaries can be defended against un-planned growth.

Three Cities & Three Counties New Growth Point: Partnership for Growth Programme of Development 2006-2026.

- 2.31 This Programme of Development is an initial statement on the sustainable growth ambitions of the Three Cities & Three Counties Partnership for Derby, Nottingham and Leicester. It is based on proposals included in the RSS. A timeline in the programme indicates how the Derby HMA is expected to progress:

- 2008-2011, concentrate on delivering further strategic Brownfield housing sites, in particular those highlighted in the Derby Cityscape Masterplan and in City Centre areas;
- 2011-2014, Build up momentum within Derby City, but also invest in the Amber Valley and South Derbyshire PUA extensions; and
- 2014-2016, continue momentum within Derby City, Amber Valley and South Derbyshire with the PUA extensions taking shape.

Derbyshire Joint Strategic Needs Assessment (JSNA) (2008)

- 2.33 The JSNA is an analysis of the health and wellbeing needs of the people in Derbyshire. It highlights health conditions and social care issues that people in Derbyshire experience now and those that they may face in the future.
- 2.34 The JSNA raises some issues that could affect the location of potential development. Health inequalities remain an important issue and plans to reduce them are considered to be important by the Study. One target is to improve the health of those less affluent and another issue is improving access to treatment. Solutions for the health issues raised include changing lifestyle and addressing the wider determinants of ill health including the environments in which people live and grow up.

Derby HMA Employment Land Review (2008)

- 2.35 The Review assesses the supply, need and demand for employment land and premises (use class B) in the Derby HMA and provides a robust evidence to underpin and inform their Local Development Frameworks to 2026.
- 2.36 The study outlined that the HMA has 411ha of undeveloped, allocated employment land made up by 70 sites. This is split: 117.08ha in Amber Valley, 232.44ha in Derby and 61.48ha in South Derbyshire.

- 2.37 Very broadly there is an over supply of employment land in the Derby HMA. Over time poor quality land could be de-allocated or redeveloped for other uses. Having said this, new allocations will be needed to offer viable land and property solutions to modern, growing businesses. Consequently high profile schemes such as Cinderhill, Chellaston Business Park and Woodville, Swadlincote will be required.
- 2.38 Amber Valley suffers from a generally poor quality employment land resource, with few obvious opportunities to improve it (i.e. with new allocations). Derby is the most oversupplied area of the three, but its resource is essentially above average and fit-for-purpose. South Derbyshire has a slight undersupply. Given that regional policy is pushing local authorities to work together, major allocations need to be retained to accommodate structural change; compensate for the failures of the property market; and in recognition of the continuing strength of industrial (rather than office) demand in all three areas, but especially so in Amber Valley and South Derbyshire.

Derby HMA Strategic Housing Land Availability Assessment (SHLAA) (2010)

- 2.39 The SHLAA enables Local Authorities to assess what potential housing land is available in their areas. The primary purpose of the SHLAA is to identify sites which are suitable, available and achievable for housing development and to identify when they may come forward for development and how many houses they may deliver..
- 2.40 Since April 2006, 3,022 dwellings had been completed within Derby City. In Amber Valley, since April 2006, 1,893 dwellings had been completed and a further 466 dwellings are forecast to be completed within the current monitoring period (2011/2012). In South Derbyshire, since April 2006, 1,926 dwellings had been completed in the district and a further 265 are expected to be completed within the current monitoring period (2010/2011).

Derby Sub-Region Strategic Housing Market Assessment – (SHMA) (2008)

- 2.41 Commissioned by the Derby sub-region authorities, the SHMA looks to inform policy development and investment decisions across the study area and the wider East Midlands region. The report summarises the needs assessment for affordable housing for the three individual authorities as summarised in Table 2/3 below.

Table 2/3: Annual Affordable Housing Need

LPA	Total Need	Supply	Net Need
Amber Valley	947	380	567
Derby City	1861	1308	553
South Derbyshire	722	328	394
Derby Sub-Region	3,530	2,016	1,514

- 2.42 The SHMA states that the following mix of affordable housing is required across the HMA to address the shortfall in provision:

- 35% one bedroom and 30% two bedroom units, principally flats and terraced houses would meet the needs of single, couple and family households; and
- 20% three and 15% four bedroom houses to address the needs of larger families.

Derbyshire County Draft Sustainable Community Strategy 2009-2014

2.43 The Strategy is the overarching guiding framework for partnership working in Derbyshire, reflecting the collective priorities of local organisations. The partnership vision is *'for everyone in Derbyshire to enjoy a good quality of life, both now and in the future'*. The Strategy does not cover the City of Derby. There exist a further 3 separate SCS's which translate the County-wide SCS into the local context. These are reviewed in the Local Planning Policy and Document Review below.

2.44 The priorities outlined within the Strategy include:

'Well connected communities'

- People in Derbyshire have the services they need and can get to where they need to go, e.g. shops, work, doctor, school, family and friends; and
- People in Derbyshire use their cars less by accessing car share schemes, using public transport, walking and cycling.

'Thriving local economies and sustainable communities'

- Businesses are appropriate and make appropriate uses of resources Derbyshire has to offer; and
- People in Derbyshire have affordable and decent housing.

'Improve and protect the local environment'

- People in Derbyshire benefit from good quality, clean parks, streets and green spaces;
- People in Derbyshire can reduce waste, recycle and compost easily; and
- Derbyshire's landscapes and heritage are protected for future generations to enjoy.

Draft 6 Cs New Growth Point Strategic Green Infrastructure (2010)

2.45 Derby HMA as part of the New Growth Point Strategy is proposed as having potential to accelerate delivery of new housing. As part of the Strategy, funding from the Government has been given to Local Authorities and other partner organisations for the necessary infrastructure to support anticipated levels of growth, including green infrastructure. The document sets out a proposed Sub Regional Green Infrastructure Strategy:

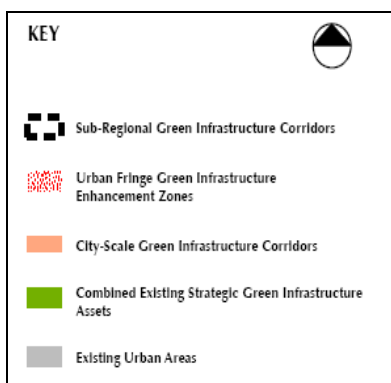
'Green Infrastructure comprises the networks of multifunctional Greenspace which sit within, and contribute to, the type of high quality natural and built environment required to deliver sustainable communities. Delivering, protecting and enhancing these networks require the creation of new assets to link with river corridors, waterways, woodlands, nature reserves, urban green space, historic sites and other existing assets.'

- 2.46 The 6 Cs Green Infrastructure Strategy provides an overarching strategic framework to 2026 for Green Infrastructure (GI) planning, investment and delivery by stakeholders working across the environmental, economic and social sectors. It has been produced to assist with and guide actions on the delivery of multi-functional GI within the sub-region as part of its long term sustainable development. The Strategy takes a long term and holistic view of GI requirements, and many of its recommendations would still be applicable in the absence of Growth Point status.
- 2.47 The spatial framework for the strategic planning and delivery of GI within the 6Cs sub-region is illustrated at three spatial levels:
1. **Sub-Regional GI Corridors** – to maintain the integrity of the GI Network in the long-term and connect the 6Cs Network to wider Regional GI Corridors.
 2. **City-Scale GI Corridors** – to connect the sub-regional corridors, the urban fringe and the urban cores related to specific principal urban areas and sub-regional centres.
 3. **Urban Fringe GI Enhancement Zones** - to deliver GI benefits for both existing and new communities (Sustainable Urban Extensions) related to specific principal urban areas and sub-regional centres in the local areas where most development is likely to take place.
- 2.48 Figure 2/1 overleaf indicates the proposed green infrastructure improvements which comprise:
- Sub Regional Green Infrastructure Corridors;
 - Urban Fringe Green Infrastructure Enhancement Zones;
 - City-Scale Green Infrastructure Corridors;
 - Combined Existing Strategic Green Infrastructure Assets; and
 - Examples of Green Infrastructure Destinations and Existing Urban Areas.
- 2.49 Such improvements are discussed in relation to the Broad Locations and potential Strategic Sites in Sections 3 and 4 of this report.

Figure 2/1: Strategic GI Network for the Derby Principal Urban Area and the Sub-Regional Centre of Swadlincote



(Source: Chris Blandford Associates 2010)



Derbyshire Landscape Character Assessment (undated)

- 2.50 The purpose of this document is to outline Derbyshire's varied and diverse landscape, identifying and describing the key features and characteristics of the landscape of Derbyshire outside the Peak District National Park. A Landscape Character Assessment of the County has been undertaken and subsequently the HMA has been divided into Landscape Character Units, which are areas of land with common characteristics. The Areas of Land are divided into the categories outlined in Table 2/4 below.

Table 2/4: Landscape Character Units

National Landscape Character Area	Derbyshire Landscape Character Types
Dark Peak	Open Moors Moorland Fringe Enclosed Moorland Settled Valley Pastures Riverside Meadows
White Peak	Plateau Pastures Limestone Moorland Limestone Slopes Limestone Dales
Derbyshire Peak Fringe and Lower Derwent	Enclosed Moors and Heaths Wooded Slopes and Valleys Wooded Farmlands Gritstone Heaths and Commons Settled Farmlands Riverside Meadows
Nottinghamshire, Derbyshire and Yorkshire Coalfield	Wooded Hills and Valleys Coalfield Village Farmlands Estate Farmlands Wooded Farmlands Coalfield Estatelands Riverside Meadows Plateau Estate Farmlands
Southern Magnesian Limestone	Limestone Farmlands Limestone Gorges
Needwood and South Derbyshire Claylands	Settled Farmlands Settled Plateau Farmlands Sandstone Slopes and Heaths Estate Farmlands Riverside Meadows
Trent Valley Washlands	Lowland Village Farmlands Wet Pasture Meadows Riverside Meadows
Melbourne Parklands	Estate Farmlands Wooded Estatelands Sandstone Slopes and Heaths

National Landscape Character Area	Derbyshire Landscape Character Types
	Riverside Meadows
Leicestershire and South Derbyshire Coalfield	Coalfield Village Farmlands
Mease/Sence Lowlands	Village Estate Farmlands Riverside Meadows

- 2.51 The Landscape Character Assessment outlines the many characteristics that define the landscape. These are divided into the physical and natural processes; such as geology, landform and soils and human processes, affecting settlement, enclosure patterns, and land cover. Not only are landscape areas determined in terms of their visual 'quality', they are also safeguarded as a whole thereby increasing its importance. The Derbyshire Landscape Character Assessment builds upon the national characterisation work undertaken by the Countryside Agency, culminating in the publication of the Character of England map in 1996.
- 2.52 The Derbyshire Landscape Character Assessment should be read in conjunction with the Historic Landscape Character Assessment which furthers this piece of work and classifies the landscape in terms of its heritage importance, signifying areas which need to be conserved and enhanced across the HMA.

Cleaner Greener Energy Study 2010: Report 2

- 2.53 The Report has been produced for the Derby HMA and is based on three aims. Each aim has been produced as a separate report. The aim of the Report is to prepare recommendations on key carbon reduction opportunities, including analysis of options for the delivery of renewable energy generation.
- 2.54 The Report looks at potential emission reduction. Homes and communities are intended to see the greatest relative reduction of 29%, primarily through efficiency measures and to a lesser extent, the renewable heat initiative.

Derby Housing Market Area Water Cycle Study – 2010

- 2.55 The outline Water Cycle Study aims to provide the three LPA's with a customised planning tool allowing them to effectively develop their proposed growth strategy, whilst targeting the management of infrastructure investment. The Report covers issues of; water resources, wastewater treatment and sewage, water quality, flood risk and drainage and concludes with recommended actions.
- 2.56 The Derby HMA lies within the East Midlands Water Resource Zone and is supplied by reservoirs in the Derwent and Dove valleys and augmented by transfers from the Rutland Reservoir which is operated by Anglian Water. Both Severn Trent and South Staffordshire Water indicate that by 2034/35 there will be a reduction in the amount of water available. In relation to this forecast, demand is recognised to be a critical component of the water companies' water resource management plans. The water companies plan to secure supplies is based on projections of population growth (based on projections from the RSS) and per capita consumption. The 'baseline' forecast for supply and demand shows deficit to supply, a revised forecast that includes demand management and maximising supply from existing sources where permitted by EA.

Derbyshire County Local Transport Plan 2006-2011

2.57 The Joint Local Transport Plan 2006-2011 sets out a joint transport strategy (LTP2) for Derby and the surrounding rural area. With the vision *'to develop and maintain an integrated transport network which promotes safety and sustainability and contributes to creating a better quality of life for people living, working or visiting the Derby Joint LTP area'*. The Strategy comprises of six main elements, as detailed below:

- Land use policies – with a focus on putting developments in the right places, in particular the city centre;
- Smarter choices – promoting measures to encourage sustainable transport choices;
- Local safety and accessibility improvements;
- Strategic public transport improvements;
- Strategic traffic management and demand restraint; and
- Maintenance and transport infrastructure.

Local Planning Policy

Derby City Council Policy

Derby 2020 Vision Sustainable Community Strategy 2009-2011

2.58 The Derby City Vision has been established by the Derby City Partnership an alliance of organisations from the public, private, voluntary and community sectors. The vision spans to 2020 stating: *'Derby will be a place where people of all ages and from all walks of life will feel they belong to Derby and that Derby offers them everything they need – for work, education, housing, leisure and a safe and healthy lifestyle.'*

2.59 Five Key ambitions have been identified which are essential for achieving the vision:

- **City for Children and Young People:** the ambition is for Derby to be a city that builds a brighter future for children and young people who enjoy a healthy, safe and happy childhood, with the opportunity to achieve their full potential.
- **City of Growth:** an early priority is to make sure everyone has access to appropriate affordable housing, by supporting the Growth Point Programme to deliver new house and community spaces.
- **City with Stronger, Safer and Cleaner Communities:** the strategy suggests that to help achieve this, new housing developments should contain suitable community facilities.
- **Cultural City:** An early priority is that Contributing to regeneration and prosperity and ensuring that the importance of culture in the economy of the city is better understood.
- **Healthy City:** a key area of action is to improve the health of the residents, especially vulnerable adults by providing decent, affordable, and sustainable housing. The vision sees this being achieved by; providing enough decent and affordable homes in Derby for people to live in, making sure that there are safe walking and cycle routes to services people use to encourage people to take more exercise, providing lifetime homes for Derby people that are suitable for

people of any age and supporting older to live independently and prevent and reduce accidents in the home.

Derby Joint Strategic Needs Assessment (2009)

- 2.66 The JSNA for Derby is used to understand the current and future healthcare and well-being needs of local populations, and the strategic direction of service delivery to meet those needs. One of the main goals of the JSNA is to reduce inequalities.
- 2.67 Derby's JSNA looks at important issues that could potentially affect the location of strategic sites. A relevant section is the Social and Environmental Context, which focuses on Poverty, Living arrangements, Housing and Transport findings included;
- 2.68 During 2008/09, the number of homes in Derby increased by 478 (NI 154). This was significantly lower than previous years due to the rapid contraction of the housing market during 2008. However, between April 2005 and March 2009 the number of homes in Derby increased by a net 3,517.
- 2.69 Overcrowding in Derby is concentrated in neighbourhoods within central Derby, particularly in Arboretum, and pockets of Boulton, Darley, Sinfyn and Abbey Wards. Overcrowding is assessed in accordance to the 'bedroom standard' as defined by CLG. In 2007, Derby City Council undertook a *Housing Needs and Market Study*. The study indicates that households within the social and private rental sectors are more likely to be living in overcrowded conditions than those living in the owner occupied sector.
- 2.70 In 2001, 12% of people in Derby who were working in the week before Census walked to work approximately 11,400 people. This was slightly higher than both the East Midlands (10.5%) and England (10%) averages, and clearly a positive step towards better health. The highest percentages of people walking to work occurred in Arboretum (31.6%), Abbey (23.4%) and Darley (20.7%) wards; all of which had a rate more than twice the English average.

Derby City Topic Papers and Neighbourhood Overviews

- 2.71 A number of topic papers have been produced to cover employment, retail and leisure, transport, infrastructure, water and flooding, climate change and renewable energy, built environment and spatial objectives. More detail on these topic papers can be found at the following link: www.derby.gov.uk/Environment/Planning/LandUsePlanning/topicpapers.htm. Neighbourhood Overviews have also been created for each of the 17 wards in the city. These draw out demographic profiles forming further evidence of the areas around the city.

Derby Retail and Leisure Study 2009

- 2.72 The report forms a new retail strategy for Derby, providing an evidence base for the emerging LDFs. A section of the report makes specific recommendations for a retail hierarchy policy. The District Centres below, specifically referenced within the Study, are located within areas of the Derby HMA which contain potential SUE/Strategic study sites.

Allenton (Derby PUA East)

- 2.73 This is a strong District Centre in the city however there are some concerns. The market site is in need of refreshment, and the low-grade retail park to the north of the market site is poorly connected to the remainder of the centre.

Normanton Rd/Pearl Road (Derby Central)

- 2.74 This is a linear centre, offering a strong retail mix, which caters towards ethnic communities. There is a juxtaposition of higher-quality and lower-quality retail. Action for the centre should focus on reducing the number of vacant units as well as improving the aesthetic appeal of the centre.

Allestree (Derby PUA North)

- 2.75 Allestree is considered to be trading well and has a strong retail mix it is considered that no intervening action is necessary in the near term.

Cavendish (Derby Central)

- 2.76 This is a small District Centre focused around a busy interchange. The retail offer is relatively limited as is the pedestrian retail environment. The location of the centre ensures it has limited potential to perform as a cohesive shopping destination. Despite this, the centre would appear to be trading well.

Chaddesden (Derby PUA North)

- 2.77 Chaddesden is a high ranking district centre, with recent investment; the centre is popular and well supported. Although highly proximate to the prime retailing area within the centre, the St Mary's Retail area is struggling to attract retailer interest at present; consideration should be given to the promotion of this area of the centre. A secondary small local centre exists on Woods Road/Chaddesden Lane.

Chellaston (Derby PUA South)

- 2.78 The District Centre is split into two parts; the larger concentration of retail is on Swarkestone Road, which includes two supermarkets and a mix of independent retailers. The smaller of the two centres, London Road Parade performs more of a role as a local centre.

Littleover (Derby PUA South)

- 2.79 This District Centre is performing moderately well; the centre was quieter, reflecting its slightly more limited retail offer than some of the larger centres.

Mackworth (Derby PUA West)

- 2.80 Mackworth consists of Prince Charles Avenue and is amongst the smaller of District Centres. The retail offer is somewhat restricted. However it plays an important role in serving local needs.

Mickleover (Derby PUA West)

- 2.81 The Centre is anchored by a large food store and shows strong signs of vitality and viability with low vacancy rates and a broad range of retail outlets. No intervention is required to improve the retail performance of the area.

Oakwood (Derby PUA North)

- 2.82 The District centre was found to be trading moderately well in the assessment, although there is limited representation and demand for national retailers at present. The centre offers modern good-sized units.

Sinfin (Derby PUA South)

- 2.83 The Centre is dominated by a large superstore which forms an anchor to the centre's retail offer which is one of the principal supermarkets serving the Derby urban area. Conversely the remainder of the district centre appears to be struggling somewhat at present, with a large number of vacant units and low pedestrian flows and a poor quality environment. It is considered that the centre would benefit from refreshment to improve the current poor environmental quality.

Spondon (Derby PUA East)

- 2.84 The Centre can be considered to have been a reasonably strong and well-developed retail offer. However at the time of the assessment Spondon contained a surprisingly high number of vacant units.

Derby City Strategic Flood Risk Assessment 1 – Update

- 2.85 The River Derwent is a major watercourse that flows through the centre of the City in a south-easterly direction. The most recent serious flooding event in Derby due to the River Derwent was in 1965 during which a large part of the City was flooded particularly around the Chester Green, Mansfield Road and Eastgate areas. Flooding occurred to 2m deep in places and 0.6m flooding depth was widespread. This flooding occurred before the construction of the flood defences that exist today. The standard of protection varies but is at least to a 4% AEP event standard. The report sets out flood issues for each of the main watercourses within the study area.

Draft Derby City PPG17 Open Space Study (July 2010)

- 2.86 This document sets out the key findings of the open space, sport and recreation assessment and has been prepared in accordance with the requirements of Planning Policy Guidance Note 17 (PPG17). It provides an evidence base for the Core Strategy and other development plan documents that are produced as part of the Local Development Framework.
- 2.87 The 2020 Vision and the City Council's Physical Activity Strategy aims to make Derby the Country's most active City, and for Derby to be a healthy City where people enjoy long, healthy and independent lives is key to this vision. Open space, sport and recreation facilities can play an important role in the achievement of this objective. As a result, in August 2009, PMP Genesis was commissioned to undertake an assessment of open space, and recreational facilities across Derby City.
- 2.88 Below is a brief summary of Derby's different open space provisions:-

Parks

- 2.89 There is a variety of parks in Derby providing a number of functions. Sites range from those which contain many facilities and serve a primarily recreational function such as Markeaton Park to sites such as Sinfin Moor which provide more aesthetic and environmental benefits. There are a number of parks that have both recreational and environmental functions and parks therefore provide both recreational and environmental benefits for residents in and visitors to Derby. The variety of parks in Derby was identified as one of the main reasons why this type of open space is used more frequently than any other by residents in Derby.
- 2.90 Parks, particularly larger parks, were perceived to be of high quality. Sites were perceived to be well maintained and this is supported by findings of the site assessments. However, the need for increased infrastructure, particularly at parks which attract a large number of visitors, was identified as an area for improvement at parks in Derby.

Natural & Semi Natural

- 2.91 Natural and semi natural open space is predominantly located in close proximity to the City boundary. This means that a large number of residents in the Central area are outside the catchment of a site. Areas of deficiency are also evident in Mackworth, Chaddesden, Mickleover and Littleover.
- 2.92 Increasing the provision of natural and semi natural open space is challenging, particularly within a dense urban area such as Derby. Incorporating natural open space within other types of open space, such as parks, will be key to reducing deficiencies in the City. In some parts of the city, more innovative solutions may be required, including green walls, green roofs and the provision of street trees.

Children & Young People

- 2.93 An aim of the *Derby Play Strategy* is to increase the provision of high quality play opportunities in the City. Derby City Council is committed to making play facilities accessible for all people in the City and tries to accommodate people of all capabilities. The Council is committed to increasing and enhancing the quality of existing provision through the Playbuilders project.
- 2.94 Application of the quantity standards reveals that there is a need to increase the provision of children's play areas and facilities for young people in Derby. Accessibility mapping supports these findings and identifies a number of areas of deficiency where new provision is required, particularly within Chaddesden, Allestree and Mickleover.

Indoor Sports

- 2.95 The Council's current leisure assets are well used and provide an important community service; however, many have reached the end of their economic life and are no longer fit for purpose. The city provides 'traditional' facilities that no longer meet modern day requirements and there is a lack of regionally significant facilities. Consultation undertaken as part of this PPG17 assessment, as well as the 2008 options appraisal indicates that additional (and different) facilities are required.

Outdoor Sports

- 2.96 The key issues arising from analysis of the current provision and consultation with regards to outdoor sports facilities are as follows:

- Tennis Courts – Not all residents have access to a tennis court within the recommended catchment. There would be merit in increasing the availability of tennis courts on school sites. Demand for more publicly accessible tennis courts was highlighted from consultation;
- Bowling Greens – Not all residents have access to a bowling green within the recommended accessibility standard. However, consultation suggested that the current quantity of bowling greens is sufficient to meet demand and the quality of existing provision is good;
- Synthetic Turf Pitches – The quantity of STPs in the City is in line with what would be expected of an authority of this type. Demand for additional provision in the future should be monitored;
- Athletics Tracks – There is one dedicated athletics track in Derby at Moorways. This needs to be either refurbished or replaced within the next 1-2 years;
- Golf Courses – There are no golf courses located in the east of the City which means that a large number of residents in this area of Derby are outside the catchment of a site. However, residents are generally satisfied with current provision of golf courses; and
- Grass Pitches – The current provision of grass pitches is perceived to be adequate with a good spread of pitches across the city. Future improvements should focus on qualitative enhancements.

Allotments

- 2.97 The demand led nature of allotments means that the need for new provision should be determined through consultation and evidence of latent demand, as well as the application of local quantity, quality and accessibility standards. The key priorities for new provision in Derby are currently in Mackworth, Littleover, and Oakwood. There is also evidence of latent demand in Allestree, Chaddesden, Boulton and Mickleover.
- 2.98 While new provision is a key priority in some areas, there are also qualitative improvements required at some sites, in particular updates to the infrastructure and provision of a water supply is a key priority at many sites.

Green Corridors

- 2.99 Consultation indicates that they are well used and are a key priority for residents. The network is however relatively restricted and there are gaps across the city, particularly in the more central areas and inner suburbs. Consultations reveal that residents believe that increasing the amount of public rights of way is important, and that new footpaths, cycleways and bridleways are required. Residents wish to travel into the city centre, as well as sustainably access the natural countryside on the periphery of the city.

Civic Space

- 2.100 Although residents are satisfied with the amount of civic spaces, the opportunities presented by the presence of the River Derwent were frequently referenced during consultations. The need to increase the functionality of existing spaces was however highlighted and enhancements to the quality of existing spaces were also considered to be desirable. In addition to quality enhancements to improve the recreational value of spaces, the need to design civic spaces to ensure that they help to reduce flood risk and promote urban cooling is also emphasised.

- 2.101 Table 2/5 is sourced from the draft Opns Space Assessment for Derby and shows areas of Derby City that have deficiencies in open space which could be addressed through on site provision or off site contributions from new residential sites being considered as part of this study.

Table 2/5: Summary of Derby City Key Open Space Deficiencies

Open Space Type	Area	Deficiency Location	Potential Broad Location & SUE/Strategic Sites Proximity
Park	City Centre	Deficiencies in the City Centre	DE6, DE7, DE8a, DE8b, DE10, DE11 & DE13
Park	Allestree	Deficiency of parks in the west of the north-west area	AV16
Natural & Semi-Natural	City Centre	Deficiencies in the central area	DE6, DE7, DE8a, DE8b, DE10, DE11 & DE13
Natural & Semi-Natural	Boulton Moor	Deficiencies in the west of Boulton Moor	DE9, DE12, SD7, SD22, SD24
Natural & Semi-Natural	Sinfin	Deficiencies in the north of Sinfin	DE1, SD1, SD3, SD9.
Natural & Semi-Natural	Mickleover	Deficiencies in the centre of Mickleover	DE2, SD4, SD5
Children & Young People	Mickleover	Deficiencies in Mickleover	DE2, SD4, SD5
Allotments	Mickleover	Deficiencies in Mickleover	DE2, SD4, SD5

Amber Valley Borough Council Policy

[Amber Valley Sustainable Community Strategy 2009-2014.](#)

- 2.102 The Sustainable Community Strategy is the revised addition of the Amber Valley Community Strategy 2006-2009. 'Sustainable Community Strategy', replaces the previous term of 'Community Strategy'. The Document requires greater consideration to be given to the long term sustainability of the communities this serves, and the way in which local services and plans contribute to sustainability.

- 2.103 The following key themes have been mainly maintained from the 2006-2009 Community Strategy,, although Sustainable Environment and Climate change has been included as a cross-cutting theme.
- **Safer Communities:** key priorities include anti-social behaviour, assault with injury, domestic abuse and acquisitive crime.
 - **Children and Young People:** Outcomes for children will looked to be improved by: being healthy, staying safe, enjoying and achieving, making a positive contribution, achieving economic well-being.
 - **Healthier Communities and Older People:** Initiatives will help to improve peoples household income, improve their access to all health and well being related services, and increase their opportunity to participate in physical and or creative opportunities.
 - **Sustainable Housing:** Themes are Affordable Housing Provision, Homelessness Prevention, Empty Properties, Decent Private Sector Homes and Sustainable Homes.
 - **Thriving Economy and Employment:** Priorities are to help businesses survive and grow, create a more sustainable economy for Amber Valley, vibrancy of market towns of Alfreton, Belper, Heanor and Ripley and to develop the workforce of Amber Valley.
 - **Partnership:** Amber Valley will monitor and evaluate our performance to ensure targets are being achieved.
- 2.104 The key themes for the 2009 Strategy are similar to those of the 2006 Strategy; however the new evidence base has developed some new priorities for the Borough. Regarding housing, it has been highlighted that the population of the Borough is increasing. Indicating the need to ensure all residents have the ability to buy or rent a decent home at price they can afford.
- 2.105 The Sustainable Community Strategy highlights five major housing themes which are fundamental to the sustainability of housing within the Borough. The themes are:
- Affordable Housing Provision;
 - Homelessness Prevention;
 - Empty Properties;
 - Decent Private Sector Homes; and
 - Suitable Homes
- 2.106 The aim to create a thriving economy and employment in the District includes improving the vibrancy of the market towns of Alfreton, Belper, Heanor and Ripley.

Amber Valley Topic Papers and Area Profiles

- 2.107 A number of topic papers have been produced to cover housing, economy, retail and leisure, transport, infrastructure, water and flooding, climate change and renewable, built environment and a spatial vision and strategy. Area Profiles have also been produced for areas within the Borough. More detail on these topic papers and Area Profiles can be found at the following link:
[http://www.ambervalley.gov.uk/environment-and-planning/planning/community-planning/local-development-framework-\(ldf\)/topic-papers-and-area-profiles.aspx](http://www.ambervalley.gov.uk/environment-and-planning/planning/community-planning/local-development-framework-(ldf)/topic-papers-and-area-profiles.aspx)

Amber Valley Retail Study

- 2.108 An Amber Valley Retail Study is being undertaken by Roger Tym and Partners. The key objectives of the Study are to provide information on the established patterns of retail expenditure flows around the four market towns of Alfreton, Belper, Heanor and Ripley and to establish the potential of the towns to accommodate new retail floorspace. At the time of writing this Study, the conclusions of the Retail study were not known.

Amber Valley Strategic Flood Risk Assessment (SFRA) 2009

- 2.108 The SFRA confirms that there is a risk of flooding from the sea or tidal waters within the Borough and hence areas of significant flood risk are confined to those in close proximity to a river or other watercourse. Large areas surrounding the River Derwent, up to 750m away from the channel towards the south of the Borough, are located within Flood Zone 3b, the functional floodplain. The SFRA confirms that no other areas are shown to be in this flood category. However, this is due to the lack of modelling results available for other rivers and it is likely that a small area either side of all the principal rivers would be considered as the functional floodplain.
- 2.109 The SFRA states that land adjacent to main rivers is generally classified as Flood Zone 3a, the high risk zone, which encompasses land that would be inundated in a 1 in 100 year flood event, accounting for flood defences. This is also true of several ordinary watercourses, including tributaries of the River Derwent (Lea Brook, Mere Brook, Peatpits Brook, Black Brook, Markeaton Brook and Mackworth Brook) a tributary of Bottle Brook (Park Brook) and a tributary of the River Erewash (Birches Brook).
- 2.110 Surface water flooding occurs when excess storm runoff flows across the surface of relatively impermeable land in urban areas and collects in low lying areas, as opposed to flooding caused by rivers and streams overtopping their banks. The SFRA outlines that surface water flooding resulting from urban storm runoff is an issue in the four market towns in Amber Valley (Alfreton, Belper, Heanor and Ripley) and can also occur along the route of culverted urban watercourses or surface water sewers when the flow entering a culvert or sewer exceeds its hydraulic capacity and the system becomes surcharged, often causing flooding in the vicinity. The SFRA provides a short summary of the levels of Flood Risk affecting the main towns and villages within the Borough, which are outlined below:

Alfreton

- 2.111 Alfreton lies in Flood Zone 1, land assessed as having a less than 1 in 1000 probability of flooding in any year. Historic records indicate that no widespread flooding has been recorded in Alfreton. With the exception of Amber Grove and Derwent Grove, the overall flood risk in Alfreton is deemed to be low.

Belper

- 2.112 The land in Belper within Flood Zone 2 falls into an Environment Agency Flood Warning Area. Overall, Belper is deemed to be a low flood risk area, with the exception of land in Flood Categories 3a and 3b (high risk) and in Flood Category 2 (medium risk) along the River Derwent and Coppice Brook.
- 2.113 Historic data analysed in the SFRA indicates that there has been flooding in close proximity to the River Derwent, but that no other widespread flooding has been recorded in Belper. Two known areas of flooding were reported by Amber Valley Borough Council in Belper - Bridge Foot, crossing the River Derwent, and Wyver Lane, just to the west of the Derwent.
- 2.114 The SFRA identifies several runoff balancing ponds along Coppice Brook, one at Mill Lane Farm and one in Openwoodgate. These are potential sources of residual flood risk and should be taken into account when undertaking development in close proximity to these ponds.

Heanor

- 2.115 The SFRA highlights that land adjacent to the River Erewash falling within Flood Zone 3a is in an Environment Agency Flood Warning Area. Overall, Heanor is deemed to be a low risk area, with the exception of land in Flood Zone 3a (high risk) and Flood Zone 2 (medium risk) along the River Erewash and Bailey Brook.
- 2.116 Historic data analysed in the SFRA indicates that there has been flooding in close proximity to the Bailey Brook and the River Erewash, but that no other widespread flooding has been recorded in Heanor. Fifty-year return period flood peaks were observed on the River Erewash in 1956 and 1977, although the exact location and extent of flooding that occurred during these events is unknown.
- 2.117 There are four small reservoirs in close proximity to Heanor; one at Loscoe to the north-west, one near Heanor Gate Industrial Estate to the south, and two south-east of Marpool to the south of Heanor. There is also a runoff balancing pond near Argyle House Farm in the west. These are potential sources of residual flood risk and should be taken into account when considering the location of new developments.

Ripley

- 2.118 Ripley lies in the middle of the Borough between the River Derwent and the River Erewash and to the south east of the River Amber. The SFRA indicates that Ripley lies in Flood Zone 1, which represents a low risk of flooding. However, some land to the north of Ripley, adjacent to a tributary of the River Amber, lies in Flood Zone 3a, the high risk zone. The historic data indicates that no widespread flooding has been recorded in Ripley.

- 2.119 A large impounding reservoir, Butterley Reservoir, lies approximately 0.5km to the north of Ripley and is a potential source of residual flood risk. This should be taken into account when considering the location of new development.

Amber Valley - Assessing Needs and Opportunities 2005

2.120 This document supports local planning policies and seeks to fulfil elements of PPG17. The assessment presents a quantitative analysis of publicly accessible Greenspace encompassing a typology of:

- Greenspaces;
- Parks and gardens;
- Natural and semi-natural greenspace;
- Green corridors;
- Amenity greenspace;
- Provision for children and young people;
- Allotments, community gardens and urban farms;
- Cemeteries and disused churchyards;
- Civic spaces.

2.121 The assessment also establishes a framework for developing local standards for green space. These have been derived by utilising existing models for example the Greater London Authorities Guide to Preparing Open Space Strategies is utilised to determine catchment areas/zones for a range of typologies and hierarchies. In terms of children's play, the assessment identifies 111 formal equipped play sites across the Borough, 93 owned by the Borough Council, 12 by Parish Council, 5 owned by Amber valley Housing Ltd, and 1 owned by Derbyshire County Council. The report identifies in general that there are deficiencies in provision in the Alfreton eastern urban area, the settlement of Duffield, the north of Heage, the north east of Ambergate and throughout the rural parishes.

Amber Valley Play Strategy 2010-2015

2.120 The aim of the Strategy is to improve play experiences for children and young people in Amber Valley. Its scope is to build on the work already undertaken since 2007 to:

- Evaluate current play provision to include quantity and quality of play
- Score individual play areas to establish a clear priority list for improvement
- Identify geographical areas where play provision does not reflect the standard
- Identify areas for rationalisation where appropriate

2.121 The key deficits in service provision identified in respect of play space are as follows:

Location	Deficiencies in service provision
<i>Amber Valley West</i>	

Holloway	No local provision
Wheatcroft	No local provision
Whatstandwell	No local provision
Crich	North - limited provision along Cromford Road South - No provision
Bullbridge Sawmills	Fritchley - limited provision South of dismantled railway - limited provision between Bullbridge Sawmills and Heage
Ambergate	North - limited provision between New Bridge Road and Derby Road
Belper	'The Gutter' – limited provision around Dovedale Crescent Limited provision between Belper Station and Market Place Southwest – Area to the right of the Sewage Works is limited
Hazelwood	No local provision
Milford	Limited local provision
Duffield	North – no provision along Hazelwood Road South – No provision in area between Wirksworth Road, Broadway and Town Street No provision along Derby Road
Coxbench	No local provision
Area West of River Derwent	Little/no local provision
<i>Amber Valley Central</i>	
South Wingfield	North - no local provision between Wessington Lane and Birches Lane
Fourlane Ends	No local provision
Oakerthorpe	No local provision
Pentrich	No local provision
Heage	North - no local provision along Ripley Road and Eagle Street
Denby	No local provision where Derby Road and Rykneild Hill meet
Holbrook	Limited/no local provision
Horsley Woodhouse	West - no local provision along main street

South of Horsley	No local provision
Amber Valley East	
Alfreton (North)	East & South East – No local provision in area between Meadow lane, Mansfield Road and the A38 (East of Nottingham Road)
Alfreton (South East)	North – Limited provision along Nottingham Road South – No local provision South of West Street West – No local provision West of Greenhill Lane
Alfreton (South West)	West – Limited provision in Swanwick South-East – Limited provision south of the Delves
East of Pye Bridge	No local provision necessary.
Ripley (Central)	Central – Limited provision where Nottingham road meets Church Street South – No local provision south of Brook Lane
Ripley (East) - Codnor	Codnor Centre – No local provision along Heanor road South – Loscoe limited provision South of Brook Street
Heanor (West)	South West – limited provision along Heanor road
Heanor (East)	North-East – Limited provision along Mansfield road towards Langley Mill.
Langley Mill	Limited provision between Station Road and the Railway
Smalley	South – limited provision

South Derbyshire District Council Policy

South Derbyshire Sustainable Community Strategy 2009-2029

- 2.121 The South Derbyshire Partnership have created a vision for South Derbyshire 2009-2029. The vision is to create: *‘A dynamic South Derbyshire, able to seize opportunities to develop successful communities, whilst respecting and enhancing the varied character and environment of our fast growing District’.*

2.122 The priorities that have been identified have been broken down into five themes. These are:

- **Healthy Communities:** A healthier and more active lifestyle across all communities.
- **Safer Communities:** Communities that people feel are safer places in which to live, work and visit.
- **Vibrant Communities:** Communities that are vibrant and active where there is a strong sense of community.
- **Sustainable Development:** Successful existing and new communities which meet the population's needs and aspirations. For example, ensuring housing growth is accompanied by the provision of appropriate services and infrastructure.
- **Children and Young People** Communities where all children and young people achieve their full potential and make positive contributions to their communities

South Derbyshire Topic Papers and Area Profiles

2.122 A number of topic papers have been produced to cover housing, economy, retail and leisure, transport, social and green infrastructure, water and flooding, climate change and renewable energy, built environment and a spatial vision and strategy. Area Profiles have also been produced for Wards within the District. More detail on these topic papers and Area Profiles can be found at the following link: http://www.south-derbys.gov.uk/planning_and_building_control/planning_policy/default.asp

South Derbyshire Environmental Audit (Undated)

2.123 The Audit has been prepared by the Wildlife Trust and considers both the Natural and Built Environment and aims to identify environmental assets within South Derbyshire, identify and review current environmental information for the District; identify gaps in knowledge and suggest priorities for future work.

2.124 The Audit concludes that South Derbyshire District has a rich and varied environmental heritage. This includes important habitats and populations of species, impressive buildings, historic parkland and striking landscapes. It is also the focus of important, large-scale environmental initiatives, in particular the National Forest and the OnTrent project, it provides a wide range of waste and recycling initiatives and in the carbon footprint village project has instigated an important project linked to addressing the causes of climate change.

2.125 Recommendations in relation to this Study include the following:

- Increase waste and recycling facilities;
- Reduce carbon dioxide emissions from traffic and monitor air quality across the District;
- Reduce the level of development within the flood plain and review the existing flood defences;
- Promote the reuse and recycling of water;

- Encourage schemes that deliver environmental benefits, including habitat creation;
- Encourage schemes to provide open space in accordance with the Council's Guidance;
- Designate more Local Nature Reserves across the District and improve habitat and wildlife quality; and
- Conserve, enhance and restore the landscape quality.

South Derbyshire Strategic Flood Risk Assessment (SFRA) (2008)

2.126 The SFRA indicates that the majority of the District lies within Flood Zone 1. The broad-scale clearly demonstrates that, whilst flood risk exists in areas of the District, it does not pose a widespread and significant issue for the potential allocation of development sites. The SFRA states that where potential development sites are at risk from flooding, their suitability should be determined through implication of the Sequential Test and the Vulnerability Classifications outlined in PPS25. The SFRA outlines that wherever possible development should be directed to lower probability Flood Zones. Where this is not possible, development should preferably be located in Flood Zone 2 and where this is not possible, sites in Flood Zone 3 may be considered.

2.127 Dependent on the vulnerability of the proposed development (as classified in PPS25), the SFRA outlines that some development sites that are either wholly or partly situated in Flood Zone 2 or Flood Zone 3 may require the application of the Exception Test (as outlined in PPS25). Those development areas requiring application of the Exception Test will require further assessment in a Level 2 SFRA.

South Derbyshire Open Space Sport and Recreation Assessment (2005)

Open Space

2.128 The aim of the Study is to provide analysis of open space in South Derbyshire. The findings have been used to gain an understanding of areas in South Derbyshire that have deficits of open space.

2.129 In the Assessment open space was split into the following typologies; Parks Gardens, Amenity Green Space, Allotment, Community Gardens and City Farms, Provision for Children and Young People. Under these typologies the Wards that are deficient have been highlighted in Tables 2/6-2/9 inclusive overleaf.

Table 2/6: Parks and Gardens

Sub Area	Wards Deficient in Provision
North Sub Area	North West, Hilton, Willington and Findern, Aston, Hatton, Etwall, Stenson, Repton, Hartshorne and Ticknall (part of), Melbourne (part of) and Aston on Trent (part of).
Central Sub Area	Church Gresley, Woodville, Midway (part of), Newhall and Stanton (part of), Linton (part of) and Swadlincote (part of).
South Sub Area	Seales.

Table 2/7: Amenity Green Space

Sub Area	Wards Deficient in Provision
North Sub Area	North West, Etwall, Aston (part of), Repton (part of), Melbourne (part of). Hartshorne and Ticknall (part of), Hilton (part of), Hatton (part of), Willington and Findern (part of).
Central Sub Area	Linton (part of). Midway (part of), Newhall and Stanton (part of).
South Sub Area	Seales (part of).

Table 2/8: Allotments, Community Gardens & City Farms

Sub Area	Wards Deficient in Provision
North Sub Area	North West (part of), Hatton (part of), Hilton (part of), Etwall (part of), Hartshorne and Ticknall (part of), Findern and Willington (part of), Stenson (part of), Aston (part of), Melbourne (part of).
Central Sub Area	Linton, Church Gresley, Newhall and Stanton (part of), Midway (part of), Woodville (part of), Swadlincote (part of).
South Sub Area	Seales (part of).

Table 2/9: Provision for Children & Young People

Sub Area	Wards Deficient in Provision
North Sub Area	North West (part of), Hatton (part of), Hilton (part of), Etwall (part of), Repton (part of). Findern and Willington (part of), Hartshorne and Ticknall (part of), Melbourne (part of), Stenson (part of) and Aston (part of).
Central Sub Area	Linton (part of), Newhall and Stanton (part of) Midway (part of) and Woodville (part of).
South Sub Area	Seales (part of).

Built Facilities

- 2.130 The Report was produced in 2005 and for this reason shortfalls in facilities required at that date have been constructed. However, it is likely that population growth over the recent years will have lead to other strains on indoor space facilities.

Outdoor Sport Facilities

- 2.131 It is likely priorities and issues regarding outdoor sports facilities outlined in the study will have been mitigated since the report was produced in 2005. The report does bring attention to the need of planning contributions to act as a resource for outdoor facilities.

Swadlincote Retail and Leisure Study 2005

- 2.132 The Swadlincote Retail and Leisure Study was undertaken by Donaldsons in 2005. The key objectives of the Study are to provide information of the established patterns of retail and leisure expenditure flows around Swadlincote and to establish the potential of the town to accommodate new retail and leisure floorspace.
- 2.132 The study concluded that Swadlincote is a small town which performs several distinctive roles. In retail terms, Swadlincote serves a primary catchment population of approximately 45,000 residents, but its market share of expenditure generated by that population is disappointingly low. Although extremely well provided with food stores, both large and small, the town lacks the range of comparison outlets necessary to increase its market share in this sector. It also lacks a wide range of eating facilities.
- 2.133 Recent developments have gone some way to capturing some of the convenience goods expenditure but convenience development on its own it is not sufficient to increase market share to the level that should be achieved in a town like Swadlincote; which needs additional new floorspace, capable of accommodating sectors which are currently under-represented. With regard to comparison goods, whilst there is limited demand from mainstream retailers, there are also few units within the town centre capable of satisfying their requirements. This is particularly so in the case of the bulky goods sector, where representation in Swadlincote is very limited.
- 2.134 The Study recommended that the Council commissions a detailed feasibility study in respect of a number of potential development Sites. The study should aim to consider each of the sites and provide a hierarchy for delivery to ensure that they are brought to the market in a timescale which prevents the market being flooded with opportunities. The purpose of the study will be to establish the viability and appropriate uses, design, potential layout etc. The Retail and Leisure Study also identified the desirability of broadening the leisure base. The opportunities for doing this in many fields of leisure are limited but the dissatisfaction with the quantity and range of places to eat and drink is clear from the household survey. Finally, the Study recommends that the Council should consider identifying a “cultural area” in the town centre where such uses would be encouraged.

PART 2: ASSESSMENT OF BROAD LOCATIONS

3 Strategic Review of Broad Locations

General

- 3.1 The Study has undertaken a review of the potential broad locations for growth within the Derby HMA. This has involved a strategic level review of all potential Broad Locations (geographical areas surrounding existing built development with the potential to accommodate significant new growth) to determine potential constraints and opportunities.

Selection of Broad Locations

- 3.2 Broad Locations were identified and selected for assessment based upon a logical review of the existing settlement network within the Derby HMA. In accordance with sustainable development objectives, the most appropriate locations for new housing development are adjacent to existing key service centres; this enables residents to live, work and play within close proximity, thereby reducing the need to travel. Broad Locations were therefore identified and selected for assessment based on the following existing settlement network and the potential ability of locations within this network to accommodate significant growth:

- 1) Derby City and its surrounding urban areas;
- 2) The main towns within Amber Valley & South Derbyshire; and
- 3) The 'main' villages within Amber Valley & South Derbyshire.

- 3.3 It should be noted that other, smaller villages within the South Derbyshire and Amber Valley have been taken into account when considering Broad Locations. However, such locations are smaller in scale than those 'main' villages listed below and are located in more rural and unsustainable locations. In the interests of sustainability and in order to ensure a robust study, this assessment of Broad Locations has therefore sought to consider the larger settlements which make up the key towns and villages of South Derbyshire and Amber Valley.

Assessment of Broad Locations & Methodology

Location

- 3.4 Based on the above selection criteria, the following broad locations have been assessed at a high level to determine their potential for accommodating future growth in a sustainable manner. Derby and the contiguous built up area around Derby, known as the Principal Urban Area (PUA) has been split down into a further 5 sub-areas for the purpose of the assessment.

BL1. Derby Central (City Centre);

BL1a. Derby PUA North (Allestree north, Quarndon, Darley Abbey, Oakwood, Breadsall Hilltop and Chaddesden);

BL1b. Derby PUA South (Chellaston, Sinfen, Littleover, Shelton Lock, Sunnyhill, Boulton Moor and Mickleover South);

BL1c. Derby PUA East (Spondon, Oakwood East, Boulton and Alvaston);

BL1d. Derby PUA West (Mickleover, Mackworth, Markeaton and Allestree west);

BL2. Swadlincote;

BL3. Alfreton (Including Swanwick, Somercotes & Riddings);

BL4. Ripley & Codnor;

BL5. Heanor (Including Loscoe and Langley Mill);

BL6. Belper;

BL7. Smaller Towns & Villages of South Derbyshire including:

- Overseal;
- Melbourne;
- Aston on Trent;
- Repton;
- Willington;
- Findern;
- Etwall;
- Hilton; and
- Hatton.

BL8. Smaller Towns & Villages of Amber Valley including:

- Duffield;
- Kilburn;
- Horsley Woodhouse;
- South Wingfield;
- Crich; and
- Holloway.

3.5 The geographical locations of each of the broad locations, including the division of Derby and the Derby PUA into the 5 sub-areas are shown on BLSUE 1.

Methodology

3.6 Each Broad Location has been assessed utilising the following criteria:

- Green Infrastructure;
- Flood Risk;
- Nature conservation & ecological value;
- Heritage value;
- Links to the strategic highway/rail network;
- Transport accessibility;
- Infrastructure provision (Waste Water Treatment);
- Townscape and integration;
- Capacity of town, village or district centres to accommodate growth; and
- Renewable energy potential.

- 3.7 It should be noted that this is not an exhaustive list of considerations and as the Councils move towards selecting sites there may be other locally specific information (e.g. other environmental considerations) or emerging evidence (e.g. Detailed Water Cycle Study) that is applicable.

It should be noted that the Broad Locations assessment has been undertaken at a reasonably high, strategic level. A more detailed assessment of individual sites to determine their potential as a Strategic Site is provided in Part Three of this Study. In assessing each Broad Location under the criteria listed above, the following methodology has been used. The assessment was undertaken as a desk-top assessment using constraints layers provided by the Derby HMA and Derbyshire County Council and supplemented using on-line data searches from the Environment Agency's website (www.environment-agency.gov.uk) and the Multi Agency Geographic Information for the Countryside (MAGIC) website (www.magic.gov.uk).

Green Infrastructure

- 3.8 Each Broad Location has been considered against the extent to which it is constrained by the Green Belt and by Green Wedge designations. For each Broad Location an assessment has been made as to whether opportunities for development outside of these designations exist.

Flood Risk

- 3.9 Consideration has been given to the level of risk that each Broad Location faces from flooding. Broad Locations have been assessed to determine whether the risk of flood is low, medium or high and which areas of the Broad Locations are least at risk from flooding.

Nature Conservation/Ecological Designations

- 3.10 Each Broad Location has been considered to determine the type and extent of European, national and local level nature conservation and ecological designations relating to them. The assessment sought to identify areas which need to be protected from residential development in the interests of nature conservation and areas within the Broad Locations which are unconstrained by such designations. Where areas within the Broad Locations were constrained by ecological designations, an assessment was made as to how likely they were to constrain new development.

Heritage Designations

- 3.11 Each Broad Location was assessed to determine the type, amount and extent of any historic designations including the Derwent Valley Mills World Heritage Site and its Buffer Zone, Scheduled Ancient Monuments, Historic Parks and Gardens, Listed Buildings and Conservation Areas. The aim of the assessment was to determine the location on such designations within the Broad Location and their potential to be impacted on either physically/and or visually by development.

Link with Strategic Highway/Rail Network

- 3.12 For each Broad Location, an assessment was made as to how well the Location and its component parts was related and linked to the Strategic Highway (motorways and A-roads) and Rail Network (rail stations). This considered existing physical links, distance from and ease of access to the networks. Information on highway network performance was taken from the outputs of the Derby Housing Market Area Transport Study.

Transport Accessibility

- 3.13 Consideration was given to how accessible each Broad Location is to and from key services, employment, retail provision, education and health care etc. Each Broad Location was assessed in terms of its accessibility by walking, cycling, public transport and the private car. Information on transport accessibility was obtained from the MVA Derby Housing Market Area Cluster Testing Report produced in October 2010.

Infrastructure Needs (Waste Water Treatment)

- 3.14 Consideration was given to the location, capacity and future expansion plans of the nearest Waste Water Treatment Works which would serve new development in each Broad Location. This information was obtained utilising the January 2010 Derby HMA Water Cycle Study and enabled an assessment to be made in terms of current spare capacity at the Treatment Works over the period to 2015 and 2026. It should be noted that those Waste Water Treatment Works where the incoming and outgoing flows are less than 400m³/day, spare capacity information for the periods to 2015 and 2026 is not available. No further information was available at the time of undertaking the Study from the utilities providers.

Townscape & Integration

- 3.15 Each Broad Location was assessed in terms of its ability to accommodate significant levels of new growth and the impact of such growth on the population. Consideration was given to whether such growth could be integrated with the existing built environment and in a sustainable manner.

Capacity of City, Town, Village or District Centres to Accommodate Growth

- 3.16 Consideration was given as to the potential of the city, towns, villages and district centres within each Broad Location to provide a range of services to the new population, which would arise through the development of a Strategic Site within its vicinity. The city, towns, villages and district centres were assessed in terms of employment, retail and community offer/facilities.

Renewable Energy Potential

- 3.17 Finally, each Broad Location was considered in light of its potential to incorporate renewable energy technologies (including wind energy) into a Strategic Site. This information was obtained utilising the January 2010 Derby HMA Cleaner, Greener Energy Study.
- 3.18 An overall initial conclusion has been drawn and a recommendation provided for each Broad Location. A summary of the findings of the Broad Locations Review assessment are provided in Table 3/1 overleaf.

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
BL1	Derby PUA Central Area	Not constrained by the Greenbelt. Various Green Wedges although these do not form an insurmountable barrier to development.	Significant flood risk to sites within the centre of the location given route of the River Derwent through the City centre (Flood Zone 2 & 3)	There are a number of designated and potential Local Wildlife Sites, Sites of Importance for Nature Conservation (SINCs) and wildlife corridors within the central part of the Derby PUA. However the location of these sites should not prove a constraint to development and careful design can incorporate these into developments.	The Derwent Valley Mills World Heritage Site (WHS) and WHS Buffer Zone run through the northern part and the centre of the Derby PUA. The centre of the PUA contains a number of designated Conservation Areas, listed buildings and Scheduled Ancient Monuments. Whilst these designations act as a constraint to development, sensitive sighting and design of development will ensure that the central PUA is capable of accommodating new development.	Derby city centre is well located to a variety of local and strategic transport links. For example, Derby Railway Station is located immediately south of the city centre and the bus station is located within the inner ring road. Good Links to the Strategic Highway network (A52, M1, and A38 & A50).	It is anticipated that many of the residents living in new housing located within the city centre will access services and employment opportunities predominantly by non-car modes. Part of the reason that the mode choice is expected to favour the active modes is that public transport is very accessible and generally services are already located within easy walking and cycling distance. Congestion already exists in the city centre, much of which is difficult to mitigate, primarily because of the expense of obtaining land to enable the addition of new capacity. Those new residents who do choose to use their car will experience congestion accessing the broader road network. For those car trips to outer areas of Derby, the journey will be impacted by congestion within the city centre but may escape some of the congested junctions as these trips will be made against the peak travel direction. Trips accessing the strategic network will be impacted by the existing congestion on the network. Accessing the strategic road network from Derby City Centre is relatively easy; the A6, A50 and A52 all can be accessed easily. The A50 provides a fast link to Castle Donnington and East Midlands Airport. The A38 and A511 also provide fast accessible routes. If the area was developed most delay would be confined to the City centre and along major routes.	The whole of Derby City is served by the Derby Waste Water Treatment Works. This Treatment Works currently has capacity for a further 4,999 dwellings to 2015 and an additional 6,400 dwellings to 2026. There is spare capacity at the Derby Waste Water Treatment Works for 11,399 dwellings over the period to 2026.	As the only City and largest urban area in the HMA, Derby offers the capacity to accommodate additional growth. The core central area contains a large number of potential brownfield sites which could be redeveloped in a manner which is in keeping with the existing scale and character of the built environment. Such developments could sit within existing residential and mixed use areas, bring about successful regeneration and complement the existing built form of Derby.	Derby City offers a wide range of services including employment, retail and community services. The city has been identified as a New Growth Point and has and is continuing to, undergo significant investment and regeneration. The city is therefore capable of accommodating new growth through its existing services and future new development.	Land within Derby City and the central PUA is generally a constrained zone for wind energy development. Land to the north of Alvaston is less constrained and offers some potential. Planning permission has been granted for a 1.3Mkw hydro power scheme on the River Derwent in the centre of Derby. This scheme is designed to provide a large proportion of the energy needs of Derby City Council's Council House. It is therefore unlikely that this could serve any additional development. As development would predominantly be in the form of Brownfield site regeneration there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	Some parts of the BL contain Green Wedge. However it does not form a barrier to development. Flood Zones 2 & 3 may constrain some development in the central area. While there are a number of Nature Conservation & Ecological Designations careful design can incorporate these into developments. Derwent Valley Mills WHS runs through this BL and there are a number of heritage designations sensitive design can overcome any constraints. This BL has good strategic highway and rail network links. Development in this BL would have a limited affect on the current transport system. Derby Waste Water Treatment Works has spare capacity to accommodate development in this BL. There is opportunity to develop on Brownfield sites which could help regenerate Derby. Derby has capacity to accommodate growth through existing services and future new development. This BL has limited capacity for wind energy however other renewable energy sources could be incorporated into new development.

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
BL1a	Derby PUA Land within and adjoining Northern PUA	Land to the north of and adjoining the north of the Derby PUA is constrained significantly by the Greenbelt. Land is also constrained in part by Green Wedge designations to the north of Darley Abbey, Breadsall Hilltop and Oakwood.	Some significant flood risk around Darley (Flood Zone 3) & Breadsall and stretching toward Morley (Flood Zone 2). Remainder of the northern edge is relatively unconstrained by flood risk	There are a number of designated and potential Local Wildlife Sites, Sites of Importance for Nature Conservation (SINCs) and wildlife corridors on land to the north and adjoining the north of the Derby PUA. However the location of these sites should not prove a constraint to development and careful design can incorporate these into developments. Land immediately adjoining Allestree is particularly constrained and may be less suitable for development given the extent and nature of the designations.	Land in the north of and adjoining the Derby PUA (specifically around Allestree and Darley Abbey) is located within the Derwent Valley Mills World Heritage Site (WHS) and the WHS buffer Zone. This acts as a significant constraint to development in this area. The setting of the Grade I Kedleston Hall and associated Park and Garden acts as a constraint to Allestree and Quarndon.	This area contains three north-south links: the A38 trunk road, the A6 and the A61 and the north portion of the Inner Ring Road bounds the south edge of this broad location. As a trunk road, the A38 has limited access but by accessing the A6 and A61, which both form junctions with the A38, residents of the area can access the A38. There is good bus frequency on all principal roads, including the A61 and A6. The East Midlands Main Line is also contained within this area although the station (Derby) is located south of the city centre so the rail network is not directly accessible from this broad location.	The eastern half of this site is the residential area of Chaddesden. Chaddesden is laid out in a modified grid pattern. Generally, the area has a robust road hierarchy. Bounded by the A52, A61 and A608, there are a limited number of connections into this general residential area. The main collector road in the area, Cemetery Hill/Nottingham Road, experience congestion not only at the Pentagon roundabout (A52) but at a number of junctions along its length. The A61 (Sir Frank Whittle Road) runs north south and separates the residential area from the commercial/industrial area lying between the A61 and the River Derwent. The rail line splits the commercial industrial area and creates a challenge from cross access. Mansfield Road/Vivian Street is one of the few rail crossings in the area and also provides access to the Meteor Centre Park and Ride so the junction of this road with the A61 has a high level of delay. West of the commercial/industrial area is another residential area including Darley Abbey, a historic part of Derby near the Derwent, and contained within the UNESCO designated Derwent Valley Mills World Heritage Site. The A6 and A38 are both strategic north-south roads traversing the area. Allestree is a residential area located to the west of the A38. Access to Allestree across the the A38 is restricted to 4 locations. Each of the 4 access locations experiences congestion but particularly Kedleston Road. The A6 and A61 are important public transport corridors in the area, although these are primarily north-south. The Park and Ride at	The whole of the Derby PUA is served by the Derby Waste Water Treatment Works. This Treatment Works currently has capacity for a further 4,999 dwellings to 2015 and an additional 6,400 dwellings to 2026. There is spare capacity at the Derby Waste Water Treatment Works for 11,399 dwellings over the period to 2026.	Land within the northern Derby PUA and adjacent to the northern PUA is constrained by the Green Belt which seeks to prevent settlement coalescence. Therefore there exist limited opportunities for development. Where opportunities for development exist (e.g. north, north-west and west of Allestree) development may have an impact on the open character of the area or result in closing the current gap between settlements or important gaps between existing development and the open countryside.	The northern part of the PUA and land adjoining it is well served by the services within Derby and the key suburbs of Oakwood, Allestree and Chaddesden. The northern PUA is therefore considered to be capable of accommodating future growth that may be generated by development in and adjoining the City. Notwithstanding this, local, on site services are likely to be needed for significant new development.	Land to the north and adjoining the north of the Derby PUA is generally a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land or through the complete redevelopment of Brownfield sites there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	This BL is significantly constrained by the Greenbelt partly constrained by the Green Wedge. There are also areas of the BL that are constrained by Flood Zone 2 & 3 but the remainder of the BL is relatively unconstrained. Some areas are particularly constrained by Nature Conservation & Ecological designations in particular Allestree. The Derwent Valley Mills WHS acts as a significant constraint to development in the area. This BL has good links to the strategic highway network Derby Waste Water Treatment Works has spare capacity to accommodate development in this BL. Where opportunities exist in this BL for development, important gaps between existing development and the open space countryside will be closed. The area is well served by services and is considered capable of accommodating future development. This BL has limited capacity for wind energy however other renewable energy sources could be incorporated into new development. The setting of the Grade I Kedleston Hall and associated Park and Garden acts as a constraint to Allestree and Quarndon.

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/Opportunities
							the Meteor Centre (approx. 250 spaces) is serviced by buses operating at 10-15 minute frequencies.					
BL1b	Derby PUA Land within and adjoining Southern PUA	Land to the south and adjoining the south of the Derby PUA is not significantly constrained by the Green Belt. Land is constrained in part by Green Wedge designations to the south of Mickleover, Sunnyhill and Sinfen and Shelton Lock.	Significant flood risk around Sunnyhill and Stenson Fields/Sinfen (Flood Zone 2 & 3). Limited Flood Risk around Boulton Moor (Flood Zone 3) Remainder of southern edge is relatively unconstrained by flood risk.	The Boulton Moor SSSI, located to the north-east of Chellaston, represents a significant constraint to development and forms part of a wider Green Wedge in this area, acting as an important ecological and landscape area. There are a number of designated and potential Local Wildlife Sites, Sites of Importance for Nature Conservation (SINCs) and wildlife corridors on land to the south and adjoining the south of the Derby PUA. However the location of these sites may not prove a significant constraint to development and careful design may incorporate these into developments. Land at Sinfen Moor and immediately north and east of Sinfen Moor is particularly constrained given the presence of a number of local wildlife sites and may be less suitable for development.	Land in the south and adjoining the south of the Derby PUA is relatively unconstrained by heritage features. There are some listed buildings but these would not be expected to act as a constraint to development. The Grade II Swarkestone Hall and associated Historic Park and Garden lie to the south of the Derby PUA and represent a constraint in this area. A further constraint in this area is the Swarkestone Causeway Scheduled Ancient Monument to the south of Chellaston. Whilst this is located to the south of the A50, it forms an important historic feature in this area.	The eastern and, to some extent, western portions of this Broad Location have good access to the strategic highway network. The central portion does not have good access to the A50 and access to nearby Derby has significant capacity constraints. Generally, this Broad Location has good links to the East Midlands Rail Network with Stations in Derby and Willington.	Residents of this Broad Location have a stronger relationship with Derby than with the area south of the A50 for employment and services. This is due to the proximity to jobs and services in Derby The sites near the A38 take advantage of that route to access destinations in South Derbyshire and Staffordshire. However, development in this broad location would be likely to have the greatest impact on Derby. Local roads nearest this broad location likely to be impacted by development are: Rykneld Road, Stenson Road, Chellaston Road and Blagreaves Lane. Given the possible scale of new housing, traffic generated by this broad location is likely to influence the road network & key junctions in Willington, Normanton, Sunnyhill, Littleover, Allenton & Derby City Centre. This BL is an extension of an area that already experiences congestion and this would increase with further development. The western portion of the area is served by an hourly bus service; the central portion by service running at ten minute intervals plus a quarter hourly service; and the eastern portion by a service running at twenty minute intervals. All services connect to the city centre.	The whole of the Derby PUA is served by the Derby Waste Water Treatment Works. This Treatment Works currently has capacity to accommodate significant new development within and on the edge of Derby City. However there are capacity issues in the existing sewerage network south of Derby such that it will be difficult for STW to accommodate additional flows from any new development.	Land within the southern Derby PUA and adjacent to the southern PUA has the capacity to accommodate additional growth and integrate such new development into existing suburbs and grow communities. It is however important to ensure that such development does not unacceptably impact upon designated Green Wedges and other important open areas which form physical and visual breaks between existing elements of the built environment thereby creating and enforcing their distinctive character.	The southern part of the PUA and land adjoining it is well served by the services within Derby and the key suburbs of Sinfen and Littleover. There currently also exists some limited service provision at Chellaston. The southern PUA is therefore considered to be capable of accommodating some future growth that may be generated by development in and adjoining the City. Notwithstanding this, on site services to meet local needs are likely to be needed for significant new development.	Land to the south and adjoining the south of the Derby PUA is generally a constrained zone for wind energy development. Land to the south of Sinfen, west of Chellaston and south of Mickleover offers some potential. As development would be in the form of urban extensions on Greenfield land or through the complete redevelopment of Brownfield sites there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	There are minimal Green Belt constraints in this BL. Land to the south of Mickleover Sunnyhill, Sinfen and Shelton is constrained by Green Wedge designations. There is also significant flood risk around Sunnyhill and Sinfen. There are a number of Nature Conservation & Ecological Designations that might be overcome by careful design. However Boulton Moor SSSI represents a significant constraint to development. This BL is relatively unconstrained by heritage designations. Parts of this Broad Location have good links to the strategic highway network, but the central portion is significantly constrained. Development in this area would increase congestion in an already congested residential area. Derby Waste Water Treatment Works has spare capacity to accommodate development in this BL although sewerage infrastructure may be constrained. This BL may have some capacity to accommodate additional growth in the area. The area is considered capable of providing services for future development in and adjoining the south

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												of the City. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.
BL1c	Derby PUA Land within and adjoining Eastern PUA	Land to the east and adjoining the east of the Derby PUA is constrained by the Green Belt. Land is also constrained in part by Green Wedge designations to the east of Alvaston/Boulton and Spondon.	Significant flood risk on the eastern edge around Oakwood & Chaddesden (Flood Zone 2 & 3). Significant flood risk around Borrowwash & Alvaston (Flood Zone 2). The remainder of the eastern edge is relatively unconstrained by flood risk.	There are a number of designated and potential Local Wildlife Sites, Sites of Importance for Nature Conservation (SINCs) and wildlife corridors on land to the east and adjoining the east of the Derby PUA. However the location of these sites should not prove a significant constraint to development and careful design may incorporate these into developments. Land to the east of Boulton and north of Alvaston is particularly constrained given the nature and extent of the designations. These areas may therefore be less suitable for development.	The Grade II Locko Park Historic Park and Garden and the Grade II* Historic Park and Garden at Elvaston Castle lie to the east of the Derby PUA and pose a constraint to development in this area. Land within and adjacent to the east of the Derby PUA is otherwise relatively unconstrained by heritage designations.	Good links to the Strategic Highway network including M1, A38, A52 & A50. Good links to the East Midlands Rail Network at Derby Station.	This Broad Location is large and the accessibility to the transport network varies. The southern portion of the location is marked by its access to the A6, A50 and A52, all of which form boundaries to this Broad Location. The London Road/Shardlow Road corridor passes through the area, providing access between the A50 and the city centre. With the exception of the Ascot Drive and Harvey Road junctions, London Road operates relatively smoothly during the peak times. However, significant delays are incurred on the minor roads intersecting London Road. Congestion and delay do increase on the approach to the city centre. Wyvern Way, a route paralleling the A52 is also quite congested. Ascot Drive does experience congestion and both this and Wyvern Way are particularly susceptible to congestion from football traffic on match days. The A6 corridor is served by two separate hourly services and another linking to the City Centre and East Midlands Airport. A Park and Ride service is proposed at the A6/A50 junction.	The whole of the Derby PUA is served by the Derby Waste Water Treatment Works. This Treatment Works currently has capacity to accommodate significant new development within and on the edge of Derby City. However there are capacity issues in the existing sewerage network south of the River Derwent such that it will be difficult for STW to accommodate additional flows from any new development.	Land within the eastern part of the Derby PUA and adjacent to the eastern PUA is constrained by the Green Belt, which seeks to prevent settlement coalescence. Therefore there are opportunities for development. Where opportunities for development exist (e.g. east of Alvaston, Boulton and Chellaston) development there may have an impact on the open character of the area or result in closing important gaps between existing development and the open countryside.	The eastern part of the PUA and land adjoining it is well served by the services within Derby and the key suburbs of Spondon, Boulton and Alvaston. The eastern PUA therefore may be capable of accommodating future growth that may be generated by development in and adjoining the City. Notwithstanding this, local, on site services are likely to be needed for significant new development.	Land to the east of Derby and adjoining the east of the Derby PUA generally falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land or through the complete redevelopment of Brownfield sites there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	Land to the east is significantly constrained by Green Belt and Green Wedge. There is also significant flood risk in some parts of this BL. There are a number of Nature Conservation and Ecological designations, these constraints may be able to be overcome by careful design. There are some historic designations that lie to the east that are a significant constraint to development. This BL has good links to the strategic transport network. Derby Waste Water Treatment Works has spare capacity to accommodate additional development in this BL although south of the River Derwent there are known sewerage capacity issues. Where opportunities exist in this BL for development. Important gaps between existing development and the open countryside will be closed. The area is well served by services and is considered capable of accommodating future development. This BL has limited capacity for wind energy however other renewable energy sources could be incorporated into

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												new development.
BL1d	Derby PUA Land within and adjoining Western PUA	Land to the west and adjoining the west of the Derby PUA is not constrained by the Green Belt. Land to the north west of Allestree is however constrained by the Green Belt. Land is constrained in part by Green Wedge designations to the north-west of Mickleover, Mackworth and Markeaton.	Some significant flood risk around Mackworth (Flood Zone 2) and the Markeaton Brook (Flood Zone 3). Remainder of western edge is unconstrained by flood risk	There are a number of designated and potential Local Wildlife Sites, Sites of Importance for Nature Conservation (SINCs) and wildlife corridors on land to the west and adjoining the west of the Derby PUA. However the location of these sites should not prove a significant constraint to development and careful design may incorporate these into developments. Land to the south of Allestree and north and west of Mickleover is particularly constrained given the extent and nature of the designations.	The Grade I Kedleston Hall and its associated Historic Park and Garden lies to the west of the Derby PUA and acts as a constraint to development in some areas to the west of Mackworth, Quarndon and Allestree. Development in these locations could impact on the setting of the Hall and Gardens. There are some listed buildings and Conservation Areas at Mickleover and Markeaton on the westernside of the PUA, although neither of these should unduly constrain development. Mackworth Village is designated as a Conservation Area and contains a number of listed buildings. Land around Mackworth village is therefore constrained by these heritage assets. The Grade I Listed Radbourne Hall is located to the west of Derby and this represents a constraint to development to the west of Mickleover.	The A38 is the dominant transport link in this Broad Location, providing good access to regional destinations north and south of the area and to east-west regional destinations via the A50. The A38 junctions in Derby experience significant congestion. This can be a barrier to east-west as well as north-south movements. Rail services in Derby are accessed by first crossing the A38; rail services in Burton can be accessed using the A38.	The west of Derby has strong transport links with the city centre and Staffordshire via the A38 Congestion at the A38 junctions affects north-south movements and impedes the operation of the intersecting roads, particularly during peak times. In some instances, accessing the A38 is easier than crossing it, which could lead to the A38 being used for shorter local trips. Strategic level development in this broad location will have a significant impact on the A38. Bus services connecting Mickleover to the City Centre run very frequently (less than ten minute intervals). Buses running from nearby villages to the City Centre operate at thirty minute intervals.	The whole of the Derby PUA is served by the Derby Waste Water Treatment Works. This Treatment Works currently has capacity to accommodate significant new development within and on the edge of Derby City. However there are capacity issues in the existing sewerage network south of Derby such that it will be difficult for STW to accommodate additional flows from any new development.	Land within the western Derby PUA and adjacent to the western PUA has the capacity to accommodate additional growth and integrate such new development into existing suburbs and grow communities. It is important to consider the potential impacts of such development upon designated Green Wedges and other important open areas which form physical and visual breaks between existing elements of the built environment thereby creating and enforcing their distinctive character.	The western part of the PUA and land adjoining it is well served by the services within Derby and the key suburbs of Mickleover, Mackworth and Allestree. The western PUA is therefore considered to be capable of accommodating some future growth that may be generated by development in and adjoining the City. Notwithstanding this, local, on site services are likely to be needed for significant new development.	Land to the west of Derby and adjoining the west of the Derby PUA generally falls within a constrained zone for wind energy development. Land to the west of Mackworth, Markeaton and Allestree are less constrained and offer some potential. There is also some potential to the west and south west of Mickleover. As development would mainly be in the form of urban extensions on greenfield land or through the complete redevelopment of brownfield sites there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	Most of this BL is not constrained by Green Belt. However there are some areas that are constrained by Green Wedges. Areas of the BL are constrained by Flood Zone 2 & 3. There are a number of Nature Conservation and Ecological designations, these constraints can be overcome by careful design. There are a number of historical designations in the area that could potentially constrain development. Although this BL has good links to the strategic transport network, development in this area could exacerbate congestion on the A38. Derby Waste Water Treatment Works has spare capacity to accommodate development in this BL although there are capacity constraints with sewerage infrastructure south of the River Derwent. The area has capacity to integrate new development into existing suburbs. The area is also well served by services and is considered capable of accommodating future development. This BL has some capacity for Wind energy and other renewable energy sources could be incorporated into new development.

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BL2	Swadlincote	Swadlincote is constrained by the Greenbelt to the west and north-west.	Significant flood risk in localised areas to the north-east and west (Flood Zone 3) but this is unlikely to constrain development significantly.	There are a number of designated and potential Local Wildlife Sites in and around Swadlincote. However the location of these sites should not prove a significant constraint to development and careful design can incorporate these into developments. Land to the north-east, and south –west is most constrained but is unlikely overall to significantly restrict sensitively designed development.	Swadlincote is relatively unconstrained by heritage assets. There are a number of listed buildings throughout and around the town and a designated Conservation Area within the centre of the town. Neither of these should unduly constrain development. The Historic Park and Gardens associated with the Grade II Bretby Hall lies to the north of Swadlincote and constrains development in this area.	<p>This Broad Location has stronger east-west links (A511 and A444) than north-south links. The east-west links connect the Broad Location to areas outside the HMA such as Ashby de la Zouch, the M1 and west to Burton and the A38. However, movements are constrained by congestion on the A511 and A514 at the Clock Island in Woodville. The proposal to complete Phase 2 of the Swadlincote Regeneration Route should help to address this. The lack of north-south links serving this Broad Location has made the area less dependant on Derby than other parts of the DHMA.</p> <p>This Broad Location has a strong relationship with areas outside the DHMA, as indicated by the large number of trips using the M42, A511 and A38 (south).</p> <p>No rail links within close proximity; nearest rail link at Burton.</p>	<p>With the exception of a railway station, essential and non-essential services exist within Swadlincote, although the east-west links allow residents to take advantage of employment in Ashby de la Zouch and Burton,</p> <p>The A511 and A444 in Swadlincote are linked by Cadley Hill Road (A514). The junction of the A514 and A511 is at Clock Island/Woodville. This junction is congested during the peak periods and has a spillback effect on the A511 and A514 in Woodville. The proposed Swadlincote Regeneration Route Phase 2 will assist in alleviating this.</p> <p>Half hourly bus services connect Swadlincote town centre to the rest of the urban area and to Burton and Ashby beyond.</p>	<p>Swadlincote is served by the Stanton and Milton Waste Water Treatment Works.</p> <p>Stanton Treatment Works has capacity for a further 229 dwellings</p> <p>But with planned growth it is likely that Stanton WWTW will exceed its consented discharge licence by 2015.</p> <p>Milton Treatment Works already exceeds its consented dry weather flow and as such STW will need to consider future investment and or/ a consent variation as a priority to allow further development in Swadlincote.</p>	<p>Given its size and role, Swadlincote could accommodate significant new development in the form of an urban extension. An urban extension of between 500 to 1000 dwellings would result in a population increase of approximately 3-6%. It is considered that this level of growth could easily be accommodated and sustained by the town and that additional growth could also be accommodated.</p>	<p>Swadlincote currently offers a wide range of services which would be capable of serving additional development. Additional services would play a role in strengthening and supporting the existing offer. Local, on site services are likely to be needed for significant new development.</p>	<p>Swadlincote generally falls within a constrained zone for wind energy development. There is some potential for wind generated development to the east of Swadlincote.</p> <p>As development would be in the form of urban extensions on Greenfield land or through the complete redevelopment of Brownfield sites there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.</p> <p>Stanton WWTW has limited capacity to take some development but is likely to exceed it's consented DWF by 2015. Hilton WWTW is already operating above capacity.</p>	<p>This BL is partially constrained by Greenbelt.</p> <p>There are some areas of significant flood risk however this is unlikely to significantly constrain development.</p> <p>There are a number of Nature Conservation and Ecological designations although these constraints may be overcome by careful design.</p> <p>The BL is relatively unconstrained by heritage assets.</p> <p>This BL has relatively poor links to the strategic transport network. Development of the area would have little significant impact on junction delay.</p> <p>Swadlincote appears to have capacity to integrate significant new development and has capacity to provide services for new development.</p> <p>This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.</p>

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BL3	Alfreton, Swanwick, Somercotes, Leabrooks & Riddings	<p>Alfreton is not constrained by the Greenbelt.</p> <p>Swanwick & Somercotes are not constrained by the Greenbelt to the north, east and west but are constrained by the Greenbelt to the south and south-west.</p> <p>Riddings is constrained by the Greenbelt to the south, west and south east.</p>	No significant flood risk.	<p>Alfreton is constrained by designated and proposed Local Wildlife Sites to the east and west. There are a number of ecological and nature conservation designations in and around Somercotes, Riddings and Swanwick. However, the location of these designations should not unduly restrict development.</p>	<p>Alfreton, Swanwick, Somercotes and Riddings are not constrained by significant heritage designations. There are a number of listed buildings within the settlements but these would not restrict development. There are two designated Conservation Areas, one at Alfreton (Market Place) and one at Riddings. The Conservation Areas would not themselves restrict development subject to sensitive design and location of development.</p> <p>Carnfield Hall, a Grade II* Listed Building, lies to the east of Alfreton. The area around Carnfield Hall (extending to the Railway line east of Alfreton) has been designated as a Conservation Area. It is not however considered that this represents a constraint for development to the east of Alfreton given the separation distances and intervening land uses.</p>	<p>Generally, this Broad Location has good accessibility to the A38 and M1. The northern portion of the cluster has good access to the rail line and access to Sheffield, Leeds and Nottingham.</p> <p>Approximately 1/3 of all junctions impacted by this cluster would be outside the HMA. The roads most impacted by this site will be the , A38 and the A61 plus the M1 junction 28. The Broad Location is served by one railway station, at Alfreton. Derby is not an important draw for employment or services.</p>	<p>The sites in this Broad Location enjoy reasonably good accessibility to services. Two of the sites, Lily Street Farm and Hermitage Farm are large and could augment the existing service base with additional services within their sites. Generally, the area enjoys a good balance between employment and housing, so this Broad Location has a slightly lower travel time compared to the rest of the Amber Valley sites. Good east-west links, such as the A38 and A610, also create a strong relationship with adjacent Nottinghamshire.</p>	<p>Alfreton, Swanwick, Somercotes and Riddings are served by the Alfreton, Swanwick and Pinxton Waste Water Treatment Works.</p> <p>Alfreton Treatment Works currently has capacity for a further 122 dwellings to 2015.</p> <p>Swanwick Treatment Works currently has no additional capacity.</p> <p>Pinxton Treatment Works currently has capacity for a further 269 dwellings to 2015</p> <p>These 3 Treatment Works therefore have a combined spare capacity of 391 dwellings over the period to 2015</p>	<p>Given its size and role, Alfreton, Swanwick, Somercotes and Riddings could accommodate significant new development in the form of urban extensions. An urban extension of between 500 to 1000 dwellings would result in a population increase of approximately 5-10%.</p> <p>It is considered that all these levels of growth could easily be accommodated and sustained and that additional growth may also be accommodated.</p>	<p>Alfreton currently offers a wide range of services which would be capable of serving additional development. Additional services would play a role in strengthening and supporting the existing offer. Swanwick, Riddings and Somercotes also offer a range of more local services which complement the offer provided by Alfreton. Local, on site services are likely to be needed for significant new development.</p>	<p>Alfreton, Swanwick, Somercotes and Riddings fall within a constrained zone for wind energy development.</p> <p>As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.</p>	<p>Some locations within this BL are significantly constrained by Green Belt, although the BL is largely unconstrained as a whole.</p> <p>There is no significant flood risk in the area.</p> <p>There are a number of Nature Conservation and Ecological designations these constraints can be overcome by careful design.</p> <p>There also a number of heritage designations, sensitive location of development, can overcome any constraints.</p> <p>This BL has good strategic road links but lacks rail links. Development in this BL could affect a number of roads and junctions including the A38 and A61.</p> <p>Alfreton and Pinxton Waste Water Treatment Works have spare capacity to accommodate development in this BL.</p> <p>Local, onsite services are likely to be needed for significant new development.</p> <p>This BL has limited capacity for Wind energy however</p>

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												other renewable energy sources could be incorporated into new development. Some sites at Alfreton and Riddings have the potential to be constrained by consultation zones for hazardous substances.
BL4	Ripley & Codnor	Ripley is constrained by the Green Belt to the north, south, east and west.	<p>Some significant flood risk (Flood Zone 2 & 3) to the north.</p> <p>No significant flood constraints to the south, east or west.</p>	There are a number of designated and potential Local Wildlife Sites, in and around Ripley but overall it is relatively unconstrained. Land to the north and east is most constrained.	Ripley is not constrained by significant heritage designations. There are a small number of listed buildings within Ripley and Codnor but these would not restrict development.	<p>Good links to the strategic road network, direct access to the A38 and A610.</p> <p>No close rail links</p>	<p>The four sites that are included in this Broad Location are southern extensions of the already built area of Ripley. The A38 and A610 run along the west and north-east side of the Broad Location, respectively. The A610 currently experiences a significant amount of congestion. There is no railway station within the Broad Location. Many other essential and non-essential services are accessible. Bus services in Riply go through Ripley town centre. Only 10% of existing residents of the Broad Location are employed in Derby.</p>	<p>Ripley is served by the Ripley and Marehay Waste Water Treatment Works.</p> <p>Ripley Treatment Works currently has capacity for a further 275 dwellings to 2015 and an additional 800 dwellings to 2026.</p> <p>Marehay Treatment Works currently has no spare capacity.</p> <p>These 2 Treatment Works therefore have a combined spare capacity of 1,075 dwellings over the period to 2026.</p>	<p>Given its size and role, Ripley could accommodate significant new development in the form of an urban extension. An urban extension of between 500 to 1000 dwellings would result in a population increase of approximately 5-10%. It is considered that this level of growth could easily be accommodated and sustained by the town and that additional growth may also be accommodated.</p> <p>However, the development of greenfield land between Ripley and Codnor and /or Ripley and Waingroves to the south and south-east could potentially lead to the coalescence of these settlements.</p>	<p>Ripley currently offers a wide range of services which would be capable of serving additional development. Additional services would play a role in strengthening and supporting the existing offer. Local, on site services are likely to be needed for significant new development.</p>	<p>Ripley falls within a constrained zone for wind energy development.</p> <p>A 1.5kw wind power scheme has been granted planning permission to the east of Ripley. Given its small scale, it is unlikely that this could serve any additional development.</p> <p>As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.</p>	<p>Ripley is heavily constrained by Greenbelt.</p> <p>There are some significant flood constraints to the north.</p> <p>The area is relatively unconstrained by nature conservation and heritage designations.</p> <p>This BL has good strategic road links but lacks rail links.</p> <p>Development in this area would have an intense impact on the A38 and A610.</p> <p>Ripley Waste Water Treatment Works have spare capacity to accommodate development in this BL.</p> <p>Ripley could accommodate significant new development in the form of urban extensions and offers a wide range of services that will be able to accommodate new development.</p> <p>This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.</p>

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BL5	Heanor, Loscoe & Langley Mill	Heanor and Loscoe are constrained by the Green Belt to the north, east, south and west.	Significant flood risk to the east. (Flood Zone 1 & 2) Some significant flood risk (Flood Zone 3) through centre of settlement potentially constraining development to the north.	There are a number of designated and potential Local Wildlife Sites, in and around Heanor and Loscoe. Land to the north is particularly constrained. However, the location of these designations should not unduly restrict development.	Heanor and Loscoe are not constrained by significant heritage designations. There are a small number of listed buildings within Heanor and Loscoe but these would not restrict development.	This Broad Location is expected to have a relatively large area of influence, half of which is outside the HMA. The A6007 and A610 would be heavily affected and secondary impact would extend to the M1 and A609. Local train connection at nearby Langley Mill Station.	The key routes used in this BL area are the A38, A6 and A610 which results in vehicle trips being well distributed across the transport network. The M1 and A608 are also used as faster, alternative routes to the A38. Development in this location is likely to influence the road network & key junctions in Greater Heanor, Eastwood, Ilkeston and Ripley. Primarily it will be the junctions along the major roads that will be affected by development. A proposed new A610 link road between Ripley and Langley Mill, including a Codnor by-pass under Policy TP13 in the Adopted Amber Valley Local Plan 2006 is proposed in this BL. This is a long standing commitment which would provide a new link road between Ripley and Langley Mill. The size of one of the sites within this cluster has the potential to provide amenities and create a secondary retail area within Heanor, if developed to its full potential. Furthermore, if a new connection between the A610 and A6007 within that site was constructed as part of the development, it may relieve existing pressure in Heanor town centre.	Heanor & Loscoe are Served by the Heanor Milne-Hay Waste Water Treatment Works. Heanor Milne -Hay Treatment Works currently has capacity for a further 404 dwellings to 2015 and an additional 1,000 dwellings to 2026. The Treatment Works could therefore accommodate a further 1,404 dwellings over the period to 2026.	Given its size and role, Heanor and Loscoe could accommodate significant new development in the form of an urban extension. An urban extension of between 500 to 1000 dwellings would result in a population increase of approximately 5-10%. It is considered that this level of growth could easily be accommodated and sustained by the town and that additional growth may also be accommodated.	Heanor currently offers a wide range of services which would be capable of serving additional development. It is likely that additional development would strengthen and support the service offer in the town at present. New local services may be appropriate within significant new development sites.	Heanor & Loscoe fall within a constrained zone for wind energy development. A 15kw wind power scheme has been installed approximately 1.5 miles to the south –west of Heanor and approximately 2.7miles to the south of Loscoe. This is very small scale and is therefore unlikely to be able to serve new development in this location. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	This BL is constrained by Green Belt to the north, east, south and west. There are also some areas with significant flood risk which could potentially constrain development to the north. There are a number of ecological and conservation designations, the locations of the designations should not restrict development. The area is not constrained by heritage designations. This BL is near links to the strategic transport network. Development in this area would heavily affect the A6007 and the A610. Heanor and Milne-Hay Waste Water Treatment Works have spare capacity to accommodate development in this BL. Heanor and Loscoe could accommodate significant new development and offers a wide range of services that will be able to serve new development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.

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BL6	Belper	<p>Belper is constrained by the Green Belt to the north, east, south and west. However, the north-westernside of Belper is not constrained by the Green Belt.</p> <p>Land between Belper Lane and Matlock Road (to the north of Belper) lies within a Special Landscape Area.</p>	<p>Significant flood risk to the west. (Flood Zone 2 & 3)</p> <p>Some flood risk through the centre of the settlement potentially impacting upon development to the north and south. (Flood Zone 3)</p>	<p>There are a large number of designated and potential Local Wildlife Sites, in and around Belper. However the location of these sites should not prove a constraint to development and careful design can incorporate these into developments.</p>	<p>The central part of Belper lies within the Derwent Valley Mills World Heritage Site (WHS) and is designated as a Conservation Area.</p> <p>Land to the north of Belper between Belper Lane and Matlock Road, lies also lies within the WHS.</p> <p>Land generally to the east and west of Belper lies within the WHS Buffer Zone.</p> <p>The WHS contains a considerable number of listed buildings. The Grade II Belper River Gardens Historic Park and Garden lies within the centre of Belper, whilst the Grade II Belper Cemetery Historic Park and Garden lies to the north of Belper. Overall, Belper is heavily constrained by heritage designations.</p>	<p>Main strategic highway network link is with the A6 which passes through Belper and connects to Derby.</p> <p>Train station at Belper for local train links.</p> <p>Belper has a stronger connection with points north and south (Derby) than with locales in Amber Valley east and west of Belper. This relationship is almost certainly related to the presence of the A6 north-south link and the relative inconvenience of crossing or accessing the nearby A38.</p> <p>The rail line that serves the Belper local station reinforces the strong north-south focus of Belper; the rail line accesses Matlock and Derby.</p>	<p>Although Belper offers a good range of services and employment opportunities, Belper can be expected to have strong connections with Derby, in particular. Congestion on the A6 may be a limitation to development in Belper because it has a spillback effect on the 2 main east-west streets in Belper, the A609 and King Street, which in turn impact other streets that intersect these streets.</p> <p>Development in this location is likely to also influence the road network & key junctions in Belper, Holbrook and Ripley.</p>	<p>Belper is served by the Belper Waste Water Treatment Works. This Treatment Works currently has capacity for a further 275 dwellings to 2015 and an additional 800 dwellings to 2026.</p> <p>This Treatment Works could therefore accommodate a further 1,075 dwellings over the period to 2026.</p>	<p>Given its size and role, Belper could accommodate significant new development in the form of an urban extension. An urban extension of between 500 to 1000 dwellings would result in a population increase of approximately 7-12%. It is considered that this level of growth could be sustained by the town.</p> <p>However, the scale and mass of such a development would be constrained to a degree by the historic environment of Belper. This may limit the scale and location of urban extension permissible at or adjoining the town. Careful consideration would need to be given to the location and design of any urban extension to ensure that the historic character of the town is not unduly impacted upon.</p>	<p>Belper currently offers a wide range of services which would be capable of serving additional development. Additional services would play a role in strengthening and supporting the existing offer. Local, on site services are likely to be needed for significant new development.</p>	<p>Belper falls within a constrained zone for wind energy development.</p> <p>A 200kw hydro scheme has been installed approximately 3 miles to the north of Belper. This is quite small scale and significantly distanced from Belper and is therefore unlikely to be able to serve new development in this location.</p> <p>As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.</p>	<p>This BL is considerably constrained by Green Belt and land to the north is a Special Landscape Area.</p> <p>There is significant flood risk in the centre and to the west.</p> <p>Belper is heavily constrained by heritage designations due to Derwent Valley Mills WHS and the Belper and Milford Conservation Area.</p> <p>Belper has links to the strategic road network and local rail network. Development in this area would have most significant impact on the A6 and A38.</p> <p>Belper Waste Water Treatment Works have spare capacity to accommodate development in this BL.</p> <p>Belper could accommodate significant new development in the form of an urban extension and offers a wide range of services that will be able to accommodate new development. The scale and mass of development may be constrained by the historic environment of Belper.</p> <p>This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.</p>

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BL7	South Derbyshire Villages											
BL7a	Overseal	Not constrained by the Greenbelt	Significant flood constraints to the east (Flood Zone 3) No flood constraints to the north, south or west	There are a number of designated and potential Local Wildlife Sites, in and around Overseal. Land to the north and south-west is particularly constrained. The River Mease is designated as a Special Area of Conservation (SAC). The Mease currently has elevated n-utrient levels & is failing its Water Framework Objective Targets. New development which will not give rise to significant effects on the integrity of the Mease SAC can not be permitted in the catchment.	Overseal is not constrained by significant heritage designations. There are a small number of listed buildings within Overseal but these would not restrict development.	The A444 connects residents to Burton and to industrial estates in nearby Swadlincote and to the A444 which joins the M42/A42, providing access to the M6 to the south and the M1 to the north. The closest railway station is in Burton is approximately 10 km away.	Given Overseal's size and location relative to the strategic road network, it is likely that any development in Overseal will be heavily reliant on the car. The junction of Woodville Road/Lullington Road and the A444 are likely to experience the biggest impact of any development in Overseal. The junction of the A42 and A444 will also be impacted by development in Overseal. There is a half hourly bus service connecting to Swadlincote, Burton and Ashby.	Overseal is served by the Overseal Waste Water Treatment Works. This Treatment Works currently has capacity for a further 52 dwellings to 2015, it is unlikely the consented DWF licence would be amended; additional homes would need to be accommodated within the existing consented licence (re: waste water from existing homes would need to be reduced for this scheme to take place).	Large scale development in the form of an urban extension within/adjoining Overseal is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 50%. This would have significant impacts upon the local townscape and would put excessive pressure on existing services.	Overseal currently provides limited local services with most residents travelling to Swadlincote for services above and beyond that which would be classed as local convenience (e.g. local shop/post office). The current level of services within Overseal would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Overseal falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	This BL is not constrained by Greenbelt. There are significant flood constraints to the east. There are a number of nature conservation designations in the area that may constrain development. The River Mease is designated as a Special Area of Conservation. There are no significant heritage designations in the area. This BL has no direct links to the strategic road network and has no close rail links. Overseal Waste Water Treatment Works has very limited spare capacity to accommodate development in this BL. Large scale development is likely to have a significant impact upon the character and appearance of Overseal. Overseal would not be able to support a large development with its current level of services. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.

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BL7b	Melbourne	Melbourne is not constrained by the Greenbelt	Significant flood risk to east and south-east (Flood Zone 3). No flood constraints to the north-west & west.	Melbourne is relatively unconstrained by nature conservation and ecological designations. Land to the south is the most constrained but this is unlikely to prevent development if designed sensitively.	The south-eastern part of Melbourne is designated as a Conservation Area and contains a large number of listed buildings. Land to the south of Melbourne contains the Grade I Listed Melbourne Hall and its associated Historic Park and Garden. The south of Melbourne is therefore significantly constrained by heritage assets. Melbourne Castle, a SAM, lies to the south-east of the village centre.	Access to Derby and the A50 is via the A514 Swarkestone Causeway, which offers limited capacity. There is no close rail link.	Given its proximity and the variety and amount of employment and service opportunities, Derby is an attractive destination for Melbourne residents. Melbourne is connected to Derby by the A514 and to Swadlincote via the same road. Melbourne may be an attractive location for employees at EMA. There is an hourly (half-hourly at peak times) bus service to Derby and Swadlincote.	Melbourne is served by the Melbourne Waste Water Treatment Works. This Treatment Works currently has capacity for a further 74 dwellings but is likely to have exceeded its consented DWF by 2015 as a result of anticipated housing growth.	Large scale development in the form of an urban extension adjoining Melbourne which involves the development of over 500 dwellings is likely to increase the population of the village by at least 20%. Whilst the settlement could accommodate some additional development, significant new development may have an unacceptable impact upon the character of the town.	Melbourne is a small town which currently offers a range of services. The town is likely to be able to support some new growth through its existing services although significant additional development is likely to require additional services to be developed.	Melbourne falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	This BL is not constrained by the Greenbelt. There is significant flood risk to east and south-east. Melbourne is relatively unconstrained by nature conservation and ecological designations. The south of Melbourne is relatively constrained by heritage assets. There is no direct link to the strategic road network. Melbourne Waste Water Treatment Works currently has limited spare capacity to accommodate development in this BL, although it is likely to run out of capacity by 2015. Significant new development would have an impact on the character of the area and would also require additional services. This BL has limited capacity for wind energy however other renewable energy sources could be incorporated into new development.

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BL7c	Aston on Trent	Aston on Trent is constrained by the Greenbelt to the north and north-west.	Significant flood risk to the north but unlikely to constrain development significantly. (Flood Zone 3)	Aston on Trent is relatively unconstrained by nature conservation and ecological designations. Areas of land to the north (Brickyard Plantation Local Wildlife Site) and south (Long Walk Wood Local Wildlife Site) are the most constrained but this is unlikely to prevent development if designed sensitively.	Part of Aston on Trent is designated as a Conservation Area and contains a small number of listed buildings. The designation covers the central and eastern part of the village. There is a Scheduled Ancient Monument (Iron Age Settlement) to the east and south-east of the village. Aston has a conservation area south of Shardlow Road and could point towards archaeology under sites to the north of Shardlow Road but in the absence of any evidence is not considered a significant constraint.	Although Aston-on-Trent is adjacent to the A50, its access to that facility is via connections at Chellaston, Shardlow, Thulston or Weston-on-Trent. Access to the A52 is via Thulston. Trips between Aston and Derby would impact the A6. The closest railway stations are located at Derby and Sawley (Long Eaton).	Trips from Aston on Trent are predominately towards Derby. Development in this area would place additional traffic on the A6. The A50, is not significantly affected as access opportunities are limited. Roads in the village have limited capacity to handle any additional traffic. Development would use Derby Road, Chellaston Lane and Weston Road. There is an hourly bus service connecting to Derby City Centre.	Aston on Trent is served by the Shardlow Waste Water Treatment Works. This Treatment Works currently has some additional capacity to accommodate further development within the WWTW.	Large scale development in the form of an urban extension adjoining Aston on Trent is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 50%. This would have significant impacts upon the local townscape and would alter the character of the village whilst placing excessive pressures in existing services.	Aston on Trent currently provides limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop). The current level of services within Aston on Trent would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Aston on Trent falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	This BL is constrained by Greenbelt to the north and north-west. There is significant flood risk to the north but unlikely to constrain development. The area is relatively unconstrained by Nature Conservation & Ecological Designations any that there are can be overcome by careful design. There are some heritage assets to the east and south-east. There is no direct link to a strategic road network despite the proximity to the A50. Shardlow Waste Water Treatment Works has spare capacity to accommodate some further development. Large scale development would have a significant impact on the character of the village. New services would need to be provided to accommodate development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.
BL7d	Repton	Repton is not constrained by the Greenbelt.	Significant flood risk to north and south (Flood Zone 2 & 3). The is no flood constraint to east and west	There are a number of designated and potential Local Wildlife Sites, in and around Repton. Land to the south-east and north-west are most constrained but this is unlikely to prevent development if designed sensitively.	A large part of Repton is designated as a Conservation Area and contains a number of listed buildings. The designation covers western and central parts of Repton. There are also some listed buildings to the south of Repton. The designations do not themselves prevent development but would	Links to the A50 and A38 are provided indirectly through Willington and Burton. The B5008 through Willington has a capacity problem at the B5008-A5132 junction, which impacts the operation of that route. Similarly, the B5008 toward	The four main roads in Repton intersect in the centre of the village. This junction, as well as the roads themselves, have significant capacity limitations that are difficult if not impossible to mitigate (in part due to historic designation in Repton). These capacity limitations may restrict development in	Repton is served by Milton WWTW. This WWTW is currently over capacity and additional capacity or DWF consent variations would need to be sought to accommodate further growth at this treatment works.	Large scale development in the form of an urban extension adjoining Repton is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 40%. This would have significant impacts upon the local townscape and could	Repton currently provides limited local services with most residents travelling to Derby and/or Swadlincote for services above and beyond that which would be classed as local convenience (e.g. local shop/bank/doctors). The current level of	Repton falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new	There are no Greenbelt constraints in this BL. Repton has significant flood risk to the north and south. There are nature conservation and ecological designations in the

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					make the development of land to the south and west of Repton more difficult.	Burton experiences significant traffic impact at the junction with the A511. There is also a single track road connecting Repton to Swadlincote and Bretby. Although there is a railway station at Willington offering services to Derby, Burton, Nottingham and Birmingham, more frequent rail services are offered at Burton.	Repton. The B5008 connects Repton with nearby Burton on Trent to the south-west, Swadlincote to the south-east and north to Willington, and the services and employment located in these areas. It is anticipated that development in Repton would impact the operation of the B5008, both north and south of Repton. The capacity of the minor roads connecting Repton to Swadlincote is severely limited. An hourly bus service (half hourly at peak times) connects to Burton and Derby.		significantly change the character of the village whilst placing excessive pressures in existing services.	services within Repton would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	development.	area, careful design should overcome any constraints. Part of Repton is in a conservation area which could make development to the south and west difficult. There is no direct link to the strategic road network. If the area was developed the B5008 wouldbe likely to need to accommodate the associated traffic. Shardlow Waste Water Treatment Works has spare capacity to accommodate development in this BL. Development is likely to have a significant impact on the character of Repton and additional services would need to be provided to support new development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.
BL7e	Willington	Willington is not constrained by the Greenbelt.	Significant flood risk to north, east & west (Flood Zone 2 & 3). There are no flood constraints to north.	Willington is relatively unconstrained by nature conservation and ecological designations. There are a number of designated Local Wildlife Sites on the edges of Willington and land to the north, east and south-west are most constrained but this is unlikely to prevent development if designed sensitively.	Willington is not constrained by significant heritage designations. There are a small number of listed buildings within Willington but these would not restrict development.	This Broad Location is very close, within 1.5 km, of the A38/A50 junction; Willington is connected to this junction by Etwall Road. This junction also provides access to the Toyota Manufacturing plant. In addition to this major junction, Willington is accessible to the A5250 (Rykneld Road) via Findern and to Hilton via the A5132.	The built area of Willington surrounds a junction of an east west road and a north south road, the A5132 and the B5008, respectively. The traffic control at this central junction consists of 2 mini-roundabouts. Virtually all traffic generated in Willington plus any through traffic must use these roundabouts and, at peak times, the operation of these roundabouts is close to	Willington is served by Milton WWTW. This WWTW is currently operating over its consented capacity. Additional capacity and/or DWF consent variations would need to be sought to accommodate further growth. In respect of water supply in this area additional development may increase local	Large scale development in the form of an urban extension adjoining Willington is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 40%. This would have significant impacts upon the local townscape and could significantly alter the character of the village whilst placing excessive pressures in existing	Willington currently provides limited local services with most residents travelling to Derby/Burton for services above and beyond that which would be classed as local convenience (e.g. local shop/post office). The current level of services within Willington would not be capable of supporting medium to large scale new development and	Willington falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	There are no Greenbelt constraints. There is significant flood risk to the north, east and west. Willington is relatively unrestrained by nature conservation and ecological designations. There is good access to the strategic road network.

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						The railway station at Willington, offering services to Derby, Nottingham, Burton and Birmingham is conveniently located for most residents.	<p>capacity. Immediately east of the village centre, the A5132 narrows as it goes under the railway bridge, marginally reducing the capacity of that road.</p> <p>An hourly bus service (half hourly at peak times) connects Willington to Derby and Burton.</p>	requirements for water storage (currently met by reservoir / storage tanks in Burton on Trent)	services.	therefore additional development would need to include new services.		<p>Strategic development in this location would have a significant impact on the local transport network.</p> <p>Milton Waste Water Treatment Works has spare capacity to accommodate development in this BL.</p> <p>Large scale development is likely to have significant impacts on the character of the village. Current services in the area would not be capable of accommodating development.</p> <p>This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.</p>
BL7f	Findern	Findern is not constrained by the Green belt.	Significant flood risk to north and east (Flood Zone 3). No flood constraints to south and west.	Findern is relatively unconstrained by nature conservation and ecological designations but has some Local Wildlife Sites to the south. Findern is constrained by areas of mature trees and Tree Preservation Orders particularly to the north and south west. These designations have the potential to significantly constrain development.	Findern is not constrained by significant heritage designations. There are a small number of listed buildings within Findern but these would not restrict development.	Findern is within 2 km of a roundabout with the A38 and to the A5250 (Burton Road). Access to the A50 can be made via the A38 or by first accessing Willington and then driving north on the B5008 to access the A38/A50 roundabout. The closest railway station is at Willington, with services connecting to Burton, Derby, Nottingham and Birmingham,.	<p>Doles Lane/Heath Lane is the main road connecting the village with the A38 and Rykneld Road to the north and with the B5008 and Willington to the south of the A50. Bakeacre Lane, running between Doles Lane and Blagreaves Lane, is an alternative access to Derby than via Rykneld Road but Bakeacre Lane offers very limited capacity</p> <p>There is an hourly bus service (half hourly at peak times) connecting to Derby, Burton and Willington.</p>	<p>Findern is served by the Findern Waste Water Treatment Works. This Treatment Works currently has no capacity to accommodate additional development as it is operating above its consented DWF further investment in the WWTW and/or consent variation will be required</p> <p>In respect of water supply in this area additional development may increase local requirements for water storage (currently met by reservoir / storage tanks in Burton on Trent).</p>	Large scale development in the form of an urban extension adjoining Findern is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 50%. This could have significant impacts upon the local townscape and could significantly alter the character of the village.	Findern currently provides limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop/post office). The current level of services within Findern would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Findern falls within a constrained zone for wind energy development. Land to the east of Findern does however offer some potential, although it is significantly distanced from the settlement itself. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	<p>There are no Green belt constraints in this BL.</p> <p>There is significant flood risk to the north and east.</p> <p>Findern is heavily constrained by mature tree planting and TPOs to the north and south which could constrain development.</p> <p>Findern is not constrained significantly by heritage designations.</p> <p>The area has indirect access to the strategic road network.</p>

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												<p>Findern Treatment Works has no spare capacity to accommodate additional development in this BL at present.</p> <p>Large scale development is likely to have a significant impact upon the character of the village. Current services in the area would not be capable of accommodating development.</p> <p>This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.</p>
BL7g	Etwall	Etwall is not constrained by the Green belt.	Significant flood constraints to north, south and west (Flood Zone 3).	Etwall is unconstrained by nature conservation and ecological designations.	Part of Etwall is designated as a Conservation Area and contains a number of listed buildings. This designation covers the northern part of Etwall and would not restrict development subject to sensitive design and location of development.	Etwall is part of an area bounded by the A38, A516 and A50. Direct access is provided to Etwall from the A516, only. No direct access is provided to either the A50 or A38. The closest railway station is in Willington, offering connections to Burton, Derby, Nottingham and Leicester, but there is no bus service from Etwall to the station.	Etwall is contained within a triangle bounded by the A516, A38 and A50 and is located close to the junction formed by the A50 and A516. The Toyota Manufacturing plant is located to the southeast of Etwall, the junction of the A38 and A50. Further north of Etwall is a cluster of strategic sites, near Pastures Hospital. Access to the trunk road network is strictly controlled in order to preserve the integrity of these high speed facilities. Access to nearby Burnaston is provided via Burnaston lane. Access to any other neighbouring area can only be made by first	Etwall is served by the Clay Mills Waste Water Treatment Works. This Treatment Works currently significant available capacity and could accommodate further growth. In respect of water supply in this area additional development may increase local requirements for water storage (currently met by reservoir / storage tanks in Burton on Trent).	Large scale development in the form of an urban extension adjoining Etwall is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 50%. This could have significant impacts upon the local townscape and could alter the character of the village whilst placing substantial pressure on existing services.	Etwall currently provides limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop/post office). The current level of services within Etwall would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Etwall falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	<p>There are no Green belt constraints.</p> <p>There is significant flood risk to the north, south and west.</p> <p>Etwall is unconstrained by nature conservation and ecological designations.</p> <p>Part of Etwall is designated as a Conservation Area, however, sensitive design may overcome the constraints.</p> <p>The area has good links to the A50.</p> <p>Clay Mills Treatment Works has spare capacity to accommodate development in this BL.</p> <p>Large scale</p>

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							accessing the A516. There is a half hourly bus service connecting to Derby and Burton.					development is likely to have a significant impact upon the character of the village. Current services in the area would not be capable of accommodating development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.
BL7h	Hilton	Hilton is not constrained by the Green belt.	Significant flood risk to south, east and west (Flood Zones 2 & 3). No flood constraints to north.	Hilton is constrained by potential Local Wildlife Sites to the south east and west and by a Site of Special Scientific Interest (SSSI) to the north. The majority of the SSSI designation lies to the north of the A50 and therefore is unlikely to significantly constrain development to the north of Hilton.	Hilton is not constrained by significant heritage designations. There are a small number of listed buildings within Hilton but these would not restrict development.	Hilton offers good access to the A50. In addition to the Derby Road (A516) junction with the A50, the A38/A50 junction, and A38 junctions in Derby could be impacted by significant development in this Broad Location. The nearest railway stations are at Willington (offering services to Burton, Derby and Birmingham) and Hatton (connecting to Crewe and Derby), .	Hilton has the highest car ownership rates of all settlements reviewed in the HMA. Although there are services and some employment in Hilton, it seems likely that many residents take advantage of the ease of access to the A50. Hilton is served by an access road with a series of roundabout junctions linking to the existing development area. There are half hourly bus services through the village connecting to Derby and Burton.	Hilton is served by the Clay Mills Waste Water Treatment Works. This Treatment Works currently has capacity to accommodate additional dwellings. In respect of water supply in this area additional development may increase local requirements for water storage (currently met by reservoir / storage tanks in Burton on Trent).	Large scale development in the form of an urban extension adjoining Hilton would not significantly alter the character of the settlement, which is characterised by large scale, modern development which has built up around the original village. A development of 500 dwellings or more would increase the population of the settlement by around 10-15%.	Hilton currently provides limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop/post office/doctors). The current level of services within Hilton would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Hilton falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	There are no Green belt constraints. There is significant flood risk to the east, south and west. Hilton is constrained by a number of nature conservation & ecological designations. The area has a good link to the A50. Clay Mills Treatment Works has spare capacity to accommodate development in this BL. Large scale development in Hilton would be unlikely to significantly alter the character of the area, however, current services in the area would not be capable of accommodating development. This BL has limited capacity for Wind energy however other renewable energy sources

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Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
												could be incorporated into new development.
BL7i	Hatton	Hatton is not constrained by the Green belt.	Significant flood risk (Flood Zone 3) to entire area.	Hatton is unconstrained by nature conservation and ecological designations with the exception of the Yew Tree Brook potential Wildlife Site to the north west in the village.	Hatton is unconstrained by heritage designations.	Hatton has good access to the A50 and is served by rail, with services to Derby and Crewe. The village also lies on the A511, linking to Burton.	Hatton lies north of the Crewe-Derby rail line and the River Dove. The A511 forms the High Street in Hatton and is an important road in the local area because it provides a connection to Burton and the A50. There is a half hourly bus service connecting to Burton and Uttoxeter and an hourly service to Derby.	Hatton is served by the Clay Mills Waste Water Treatment Works. This Treatment Works currently has capacity to accommodate further dwellings. In respect of water supply in this area additional development may increase local requirements for water storage (currently met by reservoir / storage tanks in Burton on Trent).	Large scale development in the form of an urban extension adjoining Hatton is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 50%. This could have significant impacts upon the local townscape whilst placing significant pressures on existing services.	Hatton currently provides limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop/post office). The current level of services within Hatton would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Hatton falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	There are no Green belt constraints. There is significant flood risk to the entire area. Hatton is unconstrained by nature conservation, ecological designations and heritage designations. Development in this location could have an impact on the local road network. Clay Mills Treatment Works has spare capacity to accommodate development in this BL. Large scale development in the area is likely to have a significant impact on the character of Hatton. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
BL8	Amber Valley Villages											
BL8a	Duffield	Duffield is constrained by the Green Belt to the north, south, east and west	Significant constraints to the north, east and south-east. (Flood Zone 2 & 3)	Duffield is relatively unconstrained by nature conservation and ecological designations. Land to the north-west and south-east is the most constrained but this is unlikely to prevent development if designed sensitively. Land to the south of Duffield is also constrained by a further nature conservation designation but given the significant separation distance between this and Duffield, it is unlikely to prevent sensitively designed development.	Duffield village centre is designated as a Conservation Area and lies within the Derwent Valley Mills World Heritage Site (WHS) Buffer Zone. Land to the east of the village is located within the WHS. The Conservation Area contains a large number of listed buildings. The central and eastern side of Duffield is therefore significantly constrained by heritage designations.	Duffield is connected to the rest of the HMA with a very strong north-south transportation corridor. The Midland Main rail line and the River Derwent form the east boundary of the Duffield broad location. Just west of the rail line is the A6, connecting Duffield with Belper to the north and Derby to the south. The B5023 intersects the A6 south of Duffield. The B5023 is another north-south road, leading to Wirksworth and Matlock, north and west of Duffield. The A6, in this area experiences some delay particularly at the junction of the B5023 (medium-high) and just north of the junction of the A6 and Wirksworth Road (medium). To the south, the A6 junction with the A38 experiences a medium level of congestion. The B5023 experiences medium delay at the signalised junction of the A6. The railway station is served by hourly trains between Matlock and Duffield. The Ecclesbourne Heritage Rail Line between Duffield and Wirksworth also uses Duffield Station.	The A6 is the principal road through the village, in addition to being part of the strategic road network. Generally, and possibly because of the physical barriers to east-west movement created by the River Ecclesbourne and the Ecclesbourne Valley Rail Line, there is no north-south local alternative to the A6 so through traffic must share the A6 with local traffic. Understandably, the A6 would serve some local traffic but if the number of homes and traffic in Duffield increased, the local demand for the A6 may impose delay on through traffic, the primary 'customers' for this road. Local use of the B5023 does not appear to be problematic. There is some delay on Wirksworth Road on the approach to the A6 junction- this junction is unsignalised and traffic on Wirksworth Road may not have sufficient gaps in order to access the A6, particularly in the southbound. Signalising this junction would impose delay on A6 traffic but improve local congestion on Wirksworth Road. Duffield is well served by buses between Derby, Belper and Ripley.	Duffield is served by the Duffield Waste Water Treatment Works. The Treatment Works currently has capacity for a further 37 dwellings to 2015.	Large scale development in the form of an urban extension adjoining Duffield which involves the development of over 500 dwellings is likely to increase the population of the village by at least 20%. Whilst the settlement could accommodate some additional development, significant new development would have an impact upon the character of the village and the adjoining rural area. However, given its close proximity to the Derby PUA, it is considered likely that such a development would have a less urbanising impact on Duffield that it would on some of the other villages within Amber Valley.	Duffield currently provides limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop, doctors and post office). The current level of services within Duffield would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Duffield falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	This BL is constrained by the Green Belt on all sides. There is significant flood risk to the north, east and south-east. Duffield is relatively unconstrained by nature conservation and ecological designations. The central and eastern side of Duffield significantly constrained by heritage designations. Good links to the strategic Road network. Duffield Treatment Works has some spare capacity to accommodate very limited additional development in this BL. Significant new development would have an impact on the character of Duffield. Duffield's services would not be capable of accommodating a medium or large scale development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
BL8b	Kilburn	Kilburn is constrained by the Green Belt to the north, south, east and west.	Significant flood risk to the north and west. (Flood Zone 2 & 3) No significant constraints to south and east.	Kilburn is relatively unconstrained by nature conservation and ecological designations. Land to the north and east is the most constrained but this is unlikely to prevent development if designed sensitively.	The majority of Kilburn is unconstrained by heritage designations. The western side of Kilburn is designated as a Conservation Area and contains a small number of listed buildings.	Kilburn is located immediately east of the A38 and has full movement access to the same via the B6179, located 2 km south of Kilburn. The B6179 continues north to Ripley and forms a second junction with the A38. The A609 and A608 provide east-west connectivity to Heanor to the east and to Belper on the opposite side of the A38. If significant development takes place in Kilburn, it may be necessary to consider an extension of Woodhouse Road, west to the B6179. This new road would provide a more direct route to the B6179 and would relieve the highly congested junction of the B6179/A609.	Kilburn is bounded by the A609 on both the south side and west side. The newer areas of Kilburn appear to have grown around Chapel Street- most roads in the village lead back to Chapel Street and do not connect to Rykneld Road, Church Street and Woodhouse Road. This lack of connectivity may explain the congestion/delay problems at Chapel Street/Dale Park Avenue. The High Street of the village is along Church Street (A609). Generally, traffic appears to disperse through the road network although the lack of connectivity to Rykneld Road, Church Street and Woodhouse Road limits the pedestrian and cycling connectivity within the existing built-up area.	Kilburn is served by the Kilburn Waste Water Treatment Works. The Treatment Works currently has capacity for a further 486 dwellings to 2015 and 1,000 additional dwellings to 2026.	Large scale development in the form of an urban extension adjoining Kilburn is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by around 35%. This would have significant impacts upon the local townscape, and place pressure on existing services. Extension of Kilburn to the east would result in its coalescence with Horsley Woodhouse.	Kilburn currently provides very limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop). The current level of services within Kilburn would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Kilburn falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	Kilburn is constrained by the Green Belt in all directions. There is significant flood risk to the north and west. Kilburn is relatively unconstrained by nature conservation and ecological designations. The majority of Kilburn is unconstrained by heritage designations. The area has good links to the strategic road network and direct access to the A38. Kilburn Waste Water Treatment Works has some spare capacity to accommodate development in this BL. Large scale development in Kilburn is likely to have a significant impact on the character of Kilburn. Kilburn's services' would not be capable of accommodating a medium or large scale development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
BL8c	Horsley Woodhouse	Horsley Woodhouse is constrained by the Green Belt to the north, south, east and west.	No significant flood constraints.	Horsley Woodhouse is unconstrained by nature conservation and ecological designations.	Horsley Woodhouse is unconstrained by heritage designations.	Lying along the A609, Horsley Woodhouse has good access to nearby Heanor (east) and Kilburn and Belper (west). Similar to Kilburn, access to the B6179 and the A38 necessitates travelling either north on the A609 or south on Horsley Road and then Tants Meadow to first access the B6179. As noted in the discussion of the Kilburn broad location, extending Woodhouse Road (A609) west to intersect the B6179, the congested junction of the B6179/A609 (Bywell Lane) would be relieved. Horsley Woodhouse is equidistant from 2 railway stations: Belper and Langley Mill (Heanor)- both stations are approximately 5 km away from Horsley Woodhouse.	Horsely Woodhouse is a small village, reliant on the A609 for both local access and access to the broader network. Two crescent roads, The Crescent and Fairfield Road provide local access.	Horsley Woodhouse is served by the Kilburn Waste Water Treatment Works. The Treatment Works currently has capacity for a further 486 dwellings to 2015 and 1,000 additional dwellings to 2026.	Large scale development in the form of an urban extension adjoining Horsley Woodhouse is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to double the population of the village. This would have significant impacts upon the local townscape, change the character of the village and put excessive pressure on existing services. Extension of Horsley Woodhouse to the west would result in its coalescence with Kilburn.	Horsley woodhouse currently provides very limited local services with most residents travelling to Derby for services above and beyond that which would be classed as local convenience (e.g. local shop). The current level of services within Horsley Woodhouse would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Horsley Woodhouse falls within a constrained zone for wind energy development. As development would be in the form of urban extensions on greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	Horsley Woodhouse is constrained by the Green Belt in all directions. There are no significant flood constraints. Horsley Woodhouse is unconstrained by nature conservation & ecological designations and heritage designations. The area has good links to the strategic road network. Kilburn Waste Water Treatment Works has some spare capacity to accommodate development in this BL. Large scale development is likely to have a significant impact on the character of the village. Current services' would not be capable of accommodating a medium or large scale development.
BL8d	Crich	Crich is not constrained by the Green Belt.	No significant flood constraints.	There are a number of designated and potential Local Wildlife Sites around Crich. Land to the north and south is particularly constrained but this is unlikely to prevent development if designed sensitively.	The Derwent Valley Mills World Heritage Site Buffer Zone lies to the west of Crich. The village centre is designated as a Conservation Area and contains anumber of listed buildings.	Crich is connected to the broader transportation network via the B5035, which connects to the A6 and via Crich Road, which connects to the A610. Crich and the nearby tram museum are served by hourly buses between Matlock and Ripley or Alfreton. Nearest rail links are at Whatstandwell and Ambergate and connect to the local line between Matlock and Derby/ Nottingham.	Located 2 km east of the A6, Crich is removed from the main urban areas within the Derby HMA & is a village location. Crich is a relatively compact village with shops and pubs on Browns Hill, Cromford Road with development mainly located to the west and south, respectively, of these roads. Coasthill Road is a local alternative for the B5035 and Cromford Road, handling some local traffic. Future development could take advantage of this pre-existing link road. It appears that the B5035 in Crich can get congested as local traffic competes with traffic destined for nearby crich Village.	Crich is served by the Fritchley Waste Water Treatment Works. The Treatment Works currently has capacity for a further 25 dwellings to 2015.	Large scale development in the form of an urban extension adjoining Crich is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to increase the population of the village by over 50%. This would have significant impacts upon the local townscape and would put excessive pressure on existing services.	Crich currently provides very limited local services with most residents travelling to Ripley/Alfreton for services above and beyond that which would be classed as local convenience (e.g. local shop). The current level of services within Crich would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	Crich falls within a constrained zone for wind energy development. A 200kw hydro scheme has been installed approximately 2.5 miles to the south of Crich. This is quite small scale and significantly distanced from Crich and is therefore unlikely to be able to serve new development in this location. As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	Crich is not constrained by Green Belt. There are no significant flood constraints. There are a number of nature conservation & ecological designations in Crich however the constraints are unlikely to prevent development. There are a number of heritage designations in and around the village. There is no immediate access to the strategic road network and no close rail links. Fritchley Waste Water Treatment Works has very limited spare capacity to accommodate development in this

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
												BL. Large scale development would have a significantly impact on the character of the village. Crich's services would not be capable of accommodating a medium or large scale development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.
BL8e	Holloway	<p>Holloway is not constrained by the Green Belt.</p> <p>Land immediately to the east of Holloway lies within a Special Landscape Area.</p>	No significant flood constraints.	There are a number of designated and potential Local Wildlife Sites, in and around Holloway. Land to the north, south, south-east and west are all constrained.	Holloway falls wholly within the Derwent Valley Mills World Heritage Site Buffer Zone and contains a number of listed buildings. Holloway also lies within the Dethick, Lea and Holloway Conservation Area. Holloway is therefore significantly constrained by heritage designations.	Holloway is a village near the western edge of Amber Valley. The A6 is located less than a kilometre away, across the Cromford Canal and the East Midlands Rail Line but access to the A6 is 2-3 kilometres away at either Whatstandwell or Cromford. The latter connection to the A6 can experience congestion in the morning peak period, possibly due to the presence of the Cromford Railway Station. Both Whatstandwell and Cromford railway stations are on the East Midlands Rail Line.	This location is removed from the main urban areas within the Derby HMA & is a village location. There is no direct access to the strategic highway network and therefore accessibility is constrained to local roads. Large scale new development in this location is likely to have a significant impact on the local highway network. The location is therefore not considered to be easily accessible to large volumes of traffic.	Holloway is served by the Matlock Lea Waste Water Treatment Works. There is no current available capacity information for this Treatment Works.	Large scale development in the form of an urban extension adjoining Holloway is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings is likely to double the population of the village. This would have significant impacts upon the local townscape, completely change the character of the village and put excessive pressure on existing services.	Holloway currently provides very limited local services with most residents travelling to Ripley/Alfreton for services above and beyond that which would be classed as local convenience (e.g. local shop). The current level of services within Holloway would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	<p>Holloway falls within a constrained zone for wind energy development.</p> <p>A 200kw hydro scheme has been installed approximately 5 miles to the south-east of Holloway. This is quite small scale and significantly distanced from Holloway and is therefore unlikely to be able to serve new development in this location.</p> <p>As development would be in the form of urban extensions on Greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.</p>	<p>Holloway is not constrained by the Green Belt.</p> <p>There are no significant flood constraints.</p> <p>Land to the north, south, south-east and west are all constrained by potential local wildlife sites.</p> <p>Holloway falls wholly in the Derwent Valley Mills WHS Buffer Zone and the Dethick, Lea and Holloway Conservation Area and is therefore significantly constrained by heritage designations.</p> <p>There is no immediate access to the strategic road network and no close rail links.</p> <p>Spare capacity information is not known for Matlock Lea Waste Water Treatment Works.</p> <p>Large scale development in the area is likely to have significant impact on the character of the area. Holloway services' would not be capable of accommodating a medium or large scale development.</p> <p>This BL has limited capacity for Wind</p>

Table 3/1: Summary of Broad Locations Assessment

Ref No.	Broad Location Name	Development Constraint Policies	Flood Risk	Nature Conservation & Ecological Designations	Heritage Designations	Strategic Highway/Rail Network	Transport Accessibility	Waste Water	Townscape & Integration	Capacity of City/Town/Village/District Centres to Accommodate Growth	Renewables Potential	Summary of Constraints/ Opportunities
												energy however other renewable energy sources could be incorporated into new development.
BL8f	South Wingfield	South Wingfield is not constrained by the Green Belt.	Significant flood risk to the east and south. (Flood Zone 3)	South Wingfield is relatively unconstrained by ecological and nature conservation designations. Land to the north and south contains some Local Wildlife Site designations but these would not significantly constrain development subject to sensitive design.	South Wingfield is designated as a conservation area and contains a number of listed buildings. This acts as a constraint to further development within South Wingfield.	South Wingfield is relatively isolated from the strategic road network in the HMA. The B5035 that runs through South Wingfield connects to the A61, just north of the A38, approximately 3 kilometres east of South Wingfield and also connects to the A6, near Whatstandwell, 6 kilometres to the west. The junction of the B5035 and A61 in Alfreton experience medium to medium-high levels of congestion as does the B5035 and B6013 in Oakerthorpe.	Existing development in South Wingfield fronts the B5035 (Holm Land and Manor Road) with some development on High Road and Inns Lane. Newer development runs along Parks Avenue but the the opportunity for extending that road appears to be constrained by the layout of the existing development. Hourly bus service runs through South Wingfield between Alfreton and Matlock. Due to the size of the South Wingfield, a number of essential and non-essential services are not with accessibility thresholds. If new housing were accommodated in South Wingfield, it may be possible that new services could be provided with the additional housing.	South Wingfield is served by the South Wingfield Waste Water Treatment Works. There is no current available capacity information for this Treatment Works.	Large scale development in the form of an urban extension adjoining South Wingfield is likely to have a significant impact upon the character and appearance of the village. A development of 500 dwellings or more is likely to nearly double the population of the village. This would have significant impacts upon the local townscape, completely change the character of the village and put excessive pressure on existing services.	South Wingfield currently provides very limited local services with most residents travelling to Ripley/Alfreton for services above and beyond that which would be classed as local convenience (e.g. local shop). The current level of services within South Wingfield would not be capable of supporting medium to large scale new development and therefore additional development would need to include new services.	South Wingfield falls within a constrained zone for wind energy development. A 200kw hydro scheme has been granted planning permission approximately 4.5 miles to the south-west of South Wingfield. This is quite small scale and significantly distanced from South Wingfield and is therefore unlikely to be able to serve new development in this location. As development would be in the form of urban extensions on greenfield land, there is nothing to suggest that other renewable sources of energy could not be incorporated into new development.	South Wingfield is not constrained by the Green Belt. There is significant flood risk to the south and east. South Wingfield is relatively unconstrained by ecological and nature conservation designations. South Wingfield is designated as a conservation area, which could act as a constraint to development. There is no immediate access to the strategic road network and no close rail links. There is no currently available capacity information for South Wingfield Waste Water Treatment Works. Large scale development in the area is likely to have significant impact on the character of the area. South Wingfield' current services would not be capable of accommodating a medium or large scale development. This BL has limited capacity for Wind energy however other renewable energy sources could be incorporated into new development.

Broad Locations Summary

3.19 Each of the 25 Broad Locations has been assessed to identify the potential opportunities and constraints associated with each geographical location. It is important that the findings of each Broad Location are considered in full. However, for ease of reference, a short, summary of findings is provided to enable a level of comparison to be made in Table 3/2 below.

Table 3/2: Broad Locations Summary

Broad Location	Green Infrastructure	Flood Risk	Conservation & Ecological Designations	Heritage Designations	Strategic Highway/ Rail Networks	Transport Accessibility	Waste Water	Townscape & Integration	Capacity to Accommodate Growth	Renewables Potential
BL1	✓✓	✓✓✓	✓✓	✓✓✓	X	✓	X	X	X	✓
BL1a	✓✓✓	✓✓	✓✓	✓✓✓	✓	✓✓	X	✓✓✓	✓	✓
BL1b	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	X	✓	✓	✓
BL1c	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	X	✓✓	✓	✓
BL1d	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	X	✓	✓	✓
BL2	✓✓✓	✓✓	✓	✓	✓✓	✓✓	X	X	✓	✓
BL3	✓✓	X	✓	✓	✓✓	✓✓	✓✓✓	X	✓	✓
BL4	✓✓✓	✓✓	✓	✓	✓✓	✓✓	X	✓	✓	✓
BL5	✓✓✓	✓✓✓	✓✓	✓	✓✓	✓✓	X	X	✓	✓
BL6	✓✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	X	✓✓	✓	✓
BL7a	X	✓✓	✓✓✓	✓	✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓
BL7b	X	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓
BL7c	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓
BL7d	X	✓✓	✓	✓✓	✓✓	✓✓	X	✓✓✓	✓✓✓	✓
BL7e	X	✓✓✓	✓✓	✓	✓	✓✓✓	X	✓✓✓	✓✓✓	✓
BL7f	X	✓✓	✓✓✓	✓	✓	✓✓	✓✓✓	✓✓	✓✓✓	✓
BL7g	X	✓✓✓	X	✓	X	✓✓✓	✓✓	✓✓✓	✓✓✓	✓
BL7h	X	✓✓✓	✓✓	✓	X	✓✓	✓✓	✓	✓✓	✓
BL7i	X	✓✓✓	✓	X	✓	✓✓	✓✓	✓✓✓	✓✓✓	✓
BL8a	✓✓✓	✓✓	✓	✓✓✓	X	✓✓✓	✓✓✓	✓✓	✓✓	✓
BL8b	✓✓✓	✓✓	✓	✓✓	X	✓	X	✓✓✓	✓✓✓	✓
BL8c	✓✓✓	X	X	X	X	✓	X	✓✓✓	✓✓✓	✓
BL8d	X	X	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓
BL8e	X	X	✓✓✓	✓✓✓	✓✓	✓✓✓	-	✓✓✓	✓✓✓	✓
BL8f	X	✓✓	✓	✓✓✓	✓✓✓	✓✓	-	✓✓✓	✓✓✓	✓

Key			
✓✓✓	Major Constraint	✓✓	Moderate Constraint
✓	Limited Constraint	X	No Constraints

PART 3: POTENTIAL SUE & STRATEGIC SITE ASSESSMENTS

4. Assessment of Potential Strategic Sites

Selection of Sites for Assessment

- 4.1 Following the completion of the Broad Locations Assessment, a total of 61 sites across the Derby HMA were assessed in detail to determine their potential to be developed as Strategic Sites to meet the future housing needs of the Derby HMA.
- 4.2 An indicative threshold of approximately 1,000 dwellings or more (potential site capacity) was set by the Derby HMA as a starting point for identifying sites to be assessed. Selection of sites for inclusion within the study was based on their potential to fulfil a strategic role in delivering the spatial objectives of the 3 authorities' Core Strategies either individually or as part of a group of sites. Some sites have been included within the Study where they fall significantly below the 1,000 dwelling threshold but either lie adjacent to another larger site(s) or form a distinct group of sites. Where this is the case, such sites have been assessed taking into account the adjoining larger site(s) on the basis that the sites would only be allocated as a Strategic Site together. Identified and assessed sites therefore vary in terms of their scale and potential capacity. Sites which fell significantly below the indicative threshold, and did not form part of a larger site or group of sites, were excluded from the assessment.
- 4.3 The boundaries of each of the sites selected for assessment are identified on Drawing BLSUE 2.

Agreement of Methodology

- 4.4 Each of the sites has been assessed using a bespoke methodology developed specifically for the Study. The methodology has been designed to assess each site against a range of environmental, physical, social and economic criteria. The assessment uses existing and readily available information, including that sourced via consultation with statutory consultees; the three HMA Authorities, Derbyshire County Council and landowners/developers. The Assessment has not involved the undertaking of additional, supplementary studies.
- 4.5 A workshop was held on 13th April 2010 in Derby to discuss the approach being taken to the assessment of the sites. The workshop was facilitated by Atkins. A total of 41 key stakeholders/organisations were invited to the workshop which was attended by 12 representatives of 10 organisations and four members of the Derby HMA team. A list of invited parties and attendees is attached as Appendix 1. In addition to feedback provided during the workshop, attendees were also encouraged to take away feedback forms to enable them to provide any additional information following the workshop once they had reflected on the information presented and issues discussed. The feedback from the workshop was incorporated into the final methodology used to undertake this second stage of the Study. The feedback obtained has not resulted in any significant alterations to the methodology with a general consensus that the approach proposed was acceptable.

- 4.6 Following agreement of the methodology, each of the 61 identified sites was assessed against the agreed methodology and a summary of the findings of the assessments provided for each site. The summary does not specifically recommend or discount sites as being suitable as a Strategic Site, but seeks to provide a summary of the opportunities and constraints pertaining to each site. It is not the role of this Study to rank sites or recommend sites which should be allocated for housing development in the three authorities' Core Strategies and/or Site Allocations Documents (SADs). The Study serves as an evidence base to be used alongside other completed studies by the three Authorities when preparing their LDF documents.
- 4.7 It should be noted that the site assessments are not intended to be an exhaustive list of considerations and as the Councils move towards selecting sites there may be other locally specific information (e.g. other environmental considerations) or emerging evidence (e.g. Detailed Water Cycle Study) that is applicable to the consideration of sites. It should be noted that the scope of the study does not include a detailed assessment of the following elements of physical infrastructure:
- Sewerage & waste water;
 - Gas;
 - Electricity; and
 - Telecommunications.
- 4.8 It is the intention of the Derby HMA that such issues will be addressed at a later stage as deemed appropriate. Where information is readily available from existing studies, e.g. The Derby HMA Water Cycle Study 2010, then this has been used to inform the assessments. No consultation has been undertaken with third parties on these issues at present, although representatives from the various relevant utilities organisations were invited to attend the workshop.

Methodology

Preliminaries

- 4.9 Each site has been assigned a site number, a site name and a site address. Sites within Derby City have been given the prefix DE, those within South Derbyshire have been given the prefix SD and those within Amber Valley have been given the prefix AV. The assigned site names are those which have previously been used for the sites in the Derby HMA SHLAA and generally relate to the name used by the land owner/developer when promoting the site. The site address refers to a nearby road name which either borders the site or provides access to the site. Only one road name has been given in the site address. The estimated site capacity is the net figure derived for the site following Assessment. It takes into account areas of the Site which may have been discounted as being unsuitable for development as part of the Assessment. The numbers given to the sub-headings below correspond with the assessment boxes on the pro-forma sheets produced for each assessed site and attached at the end of this part of the Study.
1. Introduction & Strategic Site Context
- 4.10 A summary of each site has been produced which provides an overview of the site and its strategic context in terms of location, relationship to the surrounding urban area, key service centres, proximity to the strategic highway network and public transport nodes. The summary also provides

a brief overview of the scale, character and nature of the immediate surrounding land/development and how the site relates to the Broad Locations identified in Part 1 of the Study and the other sites being assessed. This part of the assessment is designed to provide a high level introduction to the site. An Ordnance Survey (OS) Plan, which identifies the site boundaries, is also provided for each site.

2. Environmental Constraints

- 4.11 A summary of any ecological designations pertaining to or adjacent to each site has been provided. This includes any National (Statutory) and Local (non-statutory) ecological designations such as Sites of Special Scientific Interest (SSSI), National Nature Reserves, Local Wildlife Sites and Local Wildlife Corridors. This information has been obtained through a review of OS mapped constraints layers held by the Derby HMA and supplemented by searches using the MAGIC website. Where designations do exist on or adjacent to the site, a commentary has been provided as to the likely impacts of this on the development of the site and vice versa.
- 4.12 The sequential test promoted by Planning Policy Statement 25 'Development and Flood Risk' aims to steer new development to areas at the lowest risk of flooding (Zone 1). Each site has also been assessed in terms of its likely flood risk. This has been done through a review of the Environment Agency's (EA) Flood Risk Maps to determine which Flood Zone each site lies within and what the likely risk from flooding is (low, medium or high). Sites have been categorised as falling within one of the following Flood Zone categories:
- Flood Zone 1: Low probability of Flooding;
 - Flood Zone 2: Medium probability of Flooding;
 - Flood Zone 3a: High probability of Flooding; and
 - Flood Zone 3b: Functional Floodplain.
- 4.13 A commentary has been provided as to how the flood risk identified would impact upon the successful development of the site for residential development/residential led mixed use development. Where a site lies fully or partially within Flood Zone 3, further commentary has been provided regarding the requirements of PPS25 to carrying out a Sequential Test to demonstrate that there are no other, suitable sites within the locality which are at a lesser risk from flooding.
- 4.14 The Derby HMA Water Cycle Study published in January 2010 has also been reviewed to determine which Waste Water Treatment Works is likely to serve the site and what level of capacity the treatment works has to accommodate growth arising from the site and other sites within the area and over what time period.
- 4.15 Each site has been reviewed against records held by the Derby HMA to determine the likelihood that it contains any contaminated land. Where contamination is known or suspected, the likely source and extent is identified.
- 4.16 The Agricultural Land Classification (ALC) of each site has been determined using data obtained from the MAGIC website. This enables a distinction to be drawn as to the agricultural quality of the land contained within the sites against the Government's objective of protecting the 'best and most versatile' agricultural land. Each site has been classified under one of the following categories:

- Grade 1: Excellent;
- Grade 2: Very Good;
- Grade 3a: Good;
- Grade 3b: Moderate;
- Grade 4: Poor;
- Grade 5: Very Poor; or
- Urban – does not contain any agricultural land.

3. Green Infrastructure

- 4.17 Each site has been reviewed against its potential impact upon the Green Belt and any Green Wedges. Where a site is located within or adjacent to the Green Belt or a Green Wedge this has been recorded and a commentary provided regarding the likely potential impacts upon these designations. This commentary considers issues such as the extent of intrusion into the Green Belt/Green Wedge, impacts on openness, use and settlement coalescence. It should be noted that there hasn't been extensive assessment of landscape issues. With further evidence relating to this subject forthcoming the assessment of sites in this regard may change.
- 4.18 A summary of any landscape designations pertaining to or adjacent to the site has been provided for each site. This includes National, Regional and Local level landscape designations such as Areas of Outstanding Natural Beauty (AONB), National Nature Reserves (NNR) and Local Nature Reserves (LNR). This information has been obtained through a review of OS mapped constraints layers held by the Derby HMA and supplemented by searches using the MAGIC website. Where designations do exist on or adjacent to the site, a commentary has been provided as to the likely impacts of this on the development of the site and vice versa.

4. Townscape & Integration

- 4.19 A summary of the existing urban form of the area within which each site is located is provided which assesses the surrounding land uses, their age, style and density, overall townscape and contributions to the local environment. Each site's relationship with the urban area is also assessed and a commentary provided on how successful the development of the site could be in terms of integration with the surrounding area, the impacts of site development upon the existing townscape and opportunities for enhancement of the existing townscape.
- 4.20 A summary of any historic designations pertaining to or adjacent to each site has been provided for each site. This includes any National and Local designations such as the Derwent Valley Mills World Heritage Site (WHS), Scheduled Ancient Monuments, Historic Parks and Gardens, Listed Buildings and Conservation Areas. This information has been obtained through a review of OS mapped constraints layers held by the Derby HMA and supplemented by searches using the MAGIC website. Where designations do exist on or adjacent to the site, a commentary has been provided as to the likely impacts of this on the development of the site and vice versa.
- 4.21 Each site has also been considered against the findings of the Derbyshire Historic Landscape Characterisation produced by English Heritage between 1997 and 2000 and the Landscape Character Assessment of Derbyshire produced by Derbyshire County Council in 2003.

4.22 The County Landscape Assessment identified areas of High Environmental Value (HEV), recognising those landscapes with the greatest existing environmental value that deliver maximum environmental benefits and outcomes. The Assessment considered three elements in order to generate appropriate conclusions, these are:

- Landscape Character Data;
- Ecological Data; and
- Historical Environmental Data.

4.23 Following the analysis of the above, the Assessment divides the landscape into three areas of significance which were recorded in all three of the data sets. **Primary Areas** are identified where the Land Description Unit scored significant in all three data sets. **Secondary Areas** scored significant in two of the three data sets. As part of the Forward Strategy, the Primary Areas are to be conserved through the implementation of a Conservation Strategy and should therefore be protected from development. Secondary Areas are also to be conserved and enhanced as part of the future Strategy and therefore may be appropriate for some development. The remaining areas not identified as either Primary or Secondary areas are to be enhanced as part of the Future Strategy. These areas are the most appropriate for development. The location of the Primary, Secondary and Other areas within the Derby HMA are shown on the Potential HLS Target Areas plan attached at Appendix 2.

4.24 For the purpose of the Historic Landscape Character Assessment the landscape across the HMA has been divided into three Historic Opportunity Areas. The first comprises landscapes associated with ancient enclosure characterised by fossilised strip fields or irregular field patterns. Other features such as ancient woodlands, mixed species hedgerows and ridge and furrow are also considered as another type of opportunity area and are features that should be conserved and enhanced. Finally, historic parkland is also considered to be a Historic Opportunity Area. Not only should the Historic Opportunity Areas be conserved and enhanced, they should where possible be appropriately protected and managed. The locations of the Historic Opportunity Areas within the Derby HMA are shown on the Historic Opportunity Areas plan attached as Appendix 3.

5. Infrastructure

4.25 Each site has been assessed against a number of key social infrastructure types to determine the likely increase in these infrastructure types which may arise as a result of the development of each site for residential led development. The potential costs/financial contributions (based on current requirements) likely to be associated with each site have also been assessed. The key social infrastructure types assessed are: Costs have not been considered/calculated or assessed for all of these.

- Health;
- Education;
- Local Services; and
- Open Space.

4.26 A bespoke facilities calculator was developed for the assessment. When specific information regarding a site is entered into the calculator, e.g. site area, likely dwelling numbers, census population data and population predictions etc, the calculator then identifies the likely population

growth anticipated from that site. The calculator is also able to calculate the number of economically active people a development is likely to create.

- 4.27 By adding further details including, but not limited to those listed below, the calculator then provides the likely number of new GP surgeries required to serve the needs of the new population of a site, the number of primary, secondary and post 16 school places which the new population of a site would generate and the amount (ha) and type of public open space, parks, play space, sports pitch space, green corridors etc (referred to collectively as POS). Details considered in the facilities calculator include:
- Existing primary care health provision and GP/patient ratios;
 - Current education provision, school roll data and school capacity data; and
 - Open space provision standards and specific type deficiencies.
- 4.28 By adding further information relating to required financial contributions in respect of each new school place and GP surgeries/patient places required etc, calculations were also made to determine the likely financial contribution which the development of each site may generate. It should be noted that financial contributions were not calculated for the POS provision. Given the size of all sites being assessed, with the exception of some of the smaller, Derby City Centre sites, POS provision should be capable of being provided wholly on site and therefore financial contributions for such provision are unlikely to be required. It is recognised that a limited number of sites may provide the POS requirements through a mix of on site provision and off site financial contributions. For the purpose of this Study, in terms of financial contributions, it has been assumed that all POS requirements would be provided on site. Where appropriate, recommendations have been made where specific sites may benefit from providing off site contributions to fund nearby facilities. The cost of such off-site provision has not been calculated as this would be speculative.
- 4.29 It should be noted that the likely financial contributions are for information only and do not represent the final payments which may be required if a site is developed. A copy of the calculator showing an example calculation and the baseline data used to generate the outputs is attached as Appendix 4.
- 4.30 The information entered into the facilities calculator and the assessment of social infrastructure provision required for each site was supplemented by information provided through consultation with the Derbyshire Primary Care Trust, Derbyshire County Council and Derby City Council Education and Schools Planning Departments. A summary of this consultation and the information provided and used within the assessment is provided in the '**Consultation**' section set out later in this Chapter.
- 4.31 The assessment of social infrastructure also considered the issue of local services in terms of the proximity of existing services such as post offices, convenience stores etc, their ability to serve or expand to serve further populations arising from the development of each site and the need for new, on-site services which would need to be incorporated into site development. Advice from Savills indicates that a new local centre (local convenience store and 3-5 other small units) is more likely to be both warranted and viable within a new development when a scheme is to create 1,000+ dwellings. This has therefore been used as an indicator as part of the assessment. Where sites are likely to accommodate less than 1,000 dwellings, a judgement has been made on a site-

by-site basis regarding the likely level of on site services (e.g. single convenience store etc based on the location, type and scale of existing facilities and capacity of the site). It should be noted that the development of more than one site in a specific location may have more of an impact of such provision, meaning that the demand on existing services is greater or that required services could be co-ordinated over two or more sites. Such provision would need to be tested in more detail when LDF allocations are made. It is important to note that infrastructure requirements are based on a Facilities Calculator developed by Atkins and are for indicative purposes only in the absence of detailed layouts for all sites at this stage. The calculator was designed as a tool to be used to enable a level baseline for this part of the assessment. The requirements do not therefore in the main take account of existing facilities near the site, the individual policies of each Local Authority or the potential requirements of other strategic sites.

6. Transport & Accessibility

- 4.32 The transport and accessibility information for each site assessment was based on information contained in an internal report prepared by the Derby HMA. The report *The Transport Implications of Strategic Sites* included an assessment for each potential Strategic Site. At the writing of this report, the full document was in draft state but can be viewed on completion; the anticipated completion date is the early summer of 2011. The study looked at how the development of a site can impact the local network as well as the wider strategic network and considers the existing operation of the transport network. Specifically, each strategic site has been considered against four key aspects:

Local Network Issues

- 4.33 This assesses the likely impacts on the transportation network in the immediate area, determined using available information such as census data (to determine travel patterns), existing traffic counts (to estimate volume/capacity ratios) and modelling output showing baseline congestion information.

Strategic Network Issues

- 4.34 The implications of each potential Strategic Site on the strategic transportation network has been determined using available information such as census data, existing traffic counts, information from the relevant highway development control staff and modelling output showing baseline congestion information.

Accessibility

- 4.35 This aspect considers the potential points of access that can be used for the sites, as well as with the access each site has to surrounding services, using Accession. It should be noted that each site has been evaluated in isolation and does not consider any services that may be part of adjacent sites.

Ability of Transport Network to Accommodate Site

- 4.36 This aspect provides a general statement of how well the existing transport network can accommodate the development traffic that would arise from the site and begins to look at what improvements need to be made to the network.

7. Economy

- 4.37 Providing jobs alongside homes is crucial to achieving sustainable communities and helps to improve self-containment, thereby reducing unsustainable commuting patterns. An assessment was undertaken of current and proposed employment land provision within the Derby HMA in order to identify the level of good, average and poor quality land within the vicinity of each site. This provision has been mapped and a calculation made to determine how much employment provision lies within a 5-mile radius of each site. Information was obtained from the Derby HMA Employment Land Review 2008. This part of the assessment covers broad employment provision based on local plan allocations and there will be other employment opportunities which will supplement these. Locating new housing development close to existing or proposed employment uses does not guaranty sustainable travel but it provides an opportunity.

- 4.38 Distances travelled to reach work destinations vary significantly and are often impacted upon by the type of work an individual undertakes. Therefore a percentage of trips from all the sites assessed will always be by the private car and may be over long distances. However, one of the key criteria in creating new sustainable communities is to enable people to travel to work by means other than the private car. For the purposes of this assessment, it has been assumed that 5 miles is a reasonable distance to expect people to travel by bus, by a combination of bus and walking and by bicycle. Longer journeys are expected to be undertaken by train for sites with good links to the rail network.

- 4.39 The existing and proposed employment land which lies within 5 miles of each site and its quality rating is shown on Drawing BLSUE 3. Each employment site has been given a unique reference number for the purposes of this assessment. Detailed information regarding each identified employment site/proposed employment site is provided at Appendix 5.

- 4.40 In addition to considering the amount and quality of existing and planned employment located within a 5-mile radius of each site, a commentary has been provided in respect of the key areas of existing and proposed local employment pertaining to the site and current access to these areas. Further comment is made in respect of those sites where it is considered appropriate that the site should be developed for mixed use purposes and should not be a purely residential development.

8. Regeneration & Housing Needs

- 4.41 The development of new housing sites offers the potential of wider benefits for the surrounding area. The Index of Multiple Deprivation (IMD) for the Study area has been mapped to identify where the most deprived areas are and each site has been assessed against this to identify which sites are located in areas where new housing development can help with regeneration of these more deprived areas by facilitating the provision of new jobs, infrastructure and facilities.

- 4.42 Information was obtained for the Derby HMA from the Department of Communities and Local Government's 2007 Indices of Deprivation which provides information for all wards within the UK. The IMD takes into consideration the following 7 domain indices:
- Income;
 - Employment;
 - Health Deprivation & Disability;
 - Education, Skills and Training;
 - Barriers to Housing and Services;
 - Crime; and
 - Living Environment.
- 4.43 Each ward within a Local Authority area is given a domain score based on its performance in the 7 categories. For the UK, scores vary from 0.37 (lowest levels of deprivation) to 85.46 (highest levels of deprivation). Within the Derby HMA, scores vary from the lowest at 2.5 to the highest at 66. For the purposes of this study, to enable comparisons to be drawn between geographic areas and sites, the IMD scores have been split down as follows:
- 2.5 – 15: Low level of deprivation;
 - 15.5 – 30: Low/Medium level of deprivation;
 - 30.5 – 45: Medium level of deprivation;
 - 45.5 – 60: Medium/High level of deprivation; and
 - 60.5 -66: Highest Level of deprivation.
- 4.44 Whilst all wards and communities have the potential to benefit from the regeneration and investment associated with the development of Strategic Sites, those sites identified as having the highest levels of deprivation are likely to benefit most. A commentary has therefore been provided for each site in terms of the level of deprivation afforded to the ward(s) in which it sits and how the development of the site may contribute to raising the social and economic characteristics of the area. The IMD scores for each of the wards within the Derby HMA and the potential Strategic Site are shown on Drawing BLSUE 4.
- 4.45 An assessment of the Derby Strategic Housing Market Assessment (SHMAA) produced in 2008 by the Derby HMA has been undertaken to identify areas of particular housing need and address whether sites are located adjacent to/in these identified areas of housing need. This includes shortfalls in affordable housing provision. Provision of new housing can help address issues of housing affordability and therefore such areas are considered to be more appropriate for new development than areas that are not identified as areas in housing need.

9-11 Inclusive Availability, Suitability & Achievability

- 4.46 Each potential Strategic Site has been assessed to determine its viability and to understand whether it is available¹, suitable² and achievable³. The individual reviews were based upon a structured

¹ The site is controlled by a developer who has expressed the intention to develop it or by an owner who has expressed an intention to sell for development purposes and there are no legal ownership problems which would mean that the site could not be developed. There should also be reasonable prospect that the site will be developed at a certain time.

approach using a bespoke pro-forma, which was created in partnership with the client team and project team. The pro-forma provides guidance to interrogate a number of critical factors pertinent to delivery of the site and its compliance with strategic planning policy objectives. Included within the pro-forma are three key headings used to assess deliverability⁴. These are 'Availability', 'Suitability' and 'Achievability'.

- 4.47 In terms of availability, a review was undertaken of site ownerships and an assessment made of likely market attitudes to bring the site forward. This was in part informed by available Strategic Housing Land Availability Assessment (SHLAA). This was followed by an investigation of the appetite from landowners, developers and promoters' in terms of their attitudes towards development.
- 4.48 With regard to suitability, an assessment of the SHLAA context, site characteristics and connectivity with existing residential and commercial land uses was undertaken. The purpose of this was to understand whether there were any identifiable constraints that would impact upon delivery.
- 4.49 Finally, an assessment of individual sites' potential delivery was undertaken. This included an assessment of the potential end value ranges, general market conditions, potential scheme type and appropriate mixes, and potential viability considerations. The purpose of this exercise was to understand likely values associated with a development and their impact upon viability. The assessment also included a review of competing supply and demand, with specific reference to the local market. An assessment was also undertaken of likely mixes to inform viability.
- 4.50 For each site an overview is provided which gives a short assessment of whether the scheme is likely to be delivered by the market or, was considered marginal or negative, requiring likely intervention by the public sector to assist with delivery.

12. Overall Summary Commentary & Recommendations

- 4.51 Following the assessment of each site using the methodology set out above an overall conclusion/recommendation has been provided for each site. The conclusions identify the constraints and opportunities associated with each site and whether or not identified constraints can be overcome.

Market Commentary

Impacts of the Recent Economic Downturn

- 4.52 The Derby HMA extends over a wide geographic area encompassing both rural and urban areas. Derby City is only characterised by large urban areas and an existing built environment, whilst

² Sites which have extant planning permissions for residential uses or sites which are allocated for uses including residential are automatically in a suitable location as long as factors affecting their suitability have not changed since permission was granted. Other sites are also considered suitable for residential development where this is justified on the basis of a full range of evidence, including a site's location, policy restrictions, physical and environmental conditions and potential impacts.

³ Based on known information there is a reasonable prospect that the site is, or will be financially viable for residential development at a specific point in time.

⁴ The site meets the three definitions above of being suitable, available and achievable and there is a reasonable prospect that housing will be developed on the site within five years. Deliverable sites will form the five-year supply.
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Amber Valley and South Derbyshire comprise mainly rural areas inter-dispersed by towns, villages and smaller settlements. Amber Valley has four market towns at Belper, Ripley, Heanor and Alfreton. It also embraces Derby City's north western fringe. Amber Valley is also characterised by current and former industrial activity. Historically, it has accommodated former heavy industry, manufacturing and coal mining. South Derbyshire is predominantly a rural area with the exception of those locations that abut Derby City's southern edge and Swadlincote, which is South Derbyshire's only major urban settlement.

- 4.53 The majority of sites within Amber Valley and South Derbyshire are, for the main part, Greenfield in character. Sites within Derby City include a mix of Greenfield and Brownfield. Historically urban sites within Derby City yielded the highest land values in the sub-regional area; however in the current market conditions they are considerably less. In Amber Valley and South Derbyshire, the highest values are generally concentrated around those areas that abut Derby City's urban fringe, with the highest values being associated with Greenfield land.
- 4.54 The values associated with Brownfield land are generally far less due to the risk associated with the development. The values have declined considerably since the recent downturn in the market. However, their decline and falling demand represents a considerable change to the previous decade prior to the economic and financial downturn experienced from 2007 onwards. The market for Brownfield sites was stimulated by the issue of Planning Policy Guidance Note 3 (PPG3) in early 2000 (later replaced by Planning Policy Statement 3 (PPS3) in 2006 and 2010), which required development of Brownfield land in preference to Greenfield sites. This, coupled with increased housing densities, the increasing availability of credit and the emergence of a 'buy to let' market, fuelled demand and values for Brownfield land within urban areas. The majority of the less problematic Brownfield sites were taken out, leaving the more complex and less viable to be developed. The fall in values, the risks associated with development and the collapse of the high density market (apartments) has resulted in many of these Brownfield sites becoming unviable.
- 4.55 Greenfield sites have not been immune to the downturn in the market. Values in the East Midlands are generally 61% less in comparison to peak values experienced in early 2007.
- 4.56 The imposition of high levels of affordable homes; increased planning costs and sustainable build costs have also impacted upon viability and land values.

Value Capture

- 4.57 As a consequence of the downturn in the market and increase in values, the opportunities to fund the delivery of affordable homes and service and infrastructure requirements has become more constrained. Those sites that do provide an opportunity to contribute to these costs are Greenfield sites. This is due to the uplift in values and lesser risks associated with development in comparison to Brownfield sites. Subject to the costs of acquisition, the uplift in value is generally reflected by the difference between the agricultural land values and development values (less acquisition costs), which can be significant in some cases. It is recognised that whilst delivery remains uncertain and the costs of promotion are high, the appetite from the major house builders for large strategic sites above 0.8 hectares is strong and is likely to remain so as long as there is a need to 'feed' the supply chain. Providing there is sufficient margin for profit (generally around 15% - 20% of Gross Development Value), there remains an opportunity to capture uplift from these Greenfield sites.

- 4.58 The larger strategic sites, particularly those comprising 1,000 dwellings or more, also provide an opportunity to 'ring fence' the development as the scale will generate their own quantifiable need for services and infrastructure. These may include primary school, health centre, public open space, sports and amenity facilities. The requirements for infrastructure costs can also be more readily applied to large scale strategic sites as opposed to a fragmented collection of smaller sites.
- 4.59 Conversely, Brownfield sites generally tend to be far smaller and their distribution more scattered, making it more difficult to directly relate to specific infrastructure and service requirements. Furthermore, due to potential existing use values and contamination, there is generally less margin for capturing uplift in comparison to Greenfield sites. The imposition of affordable housing, planning costs and sustainable construction costs are also likely to make many Brownfield regeneration schemes unviable in the current market.
- 4.60 As previously mentioned the availability of uncomplicated Brownfield sites is also constrained as most of the 'easier' sites have been redeveloped. The ability of Brownfield sites being able to contribute towards infrastructure and service needs, in comparison to Greenfield sites, is therefore far less likely whilst the current market conditions remain.
- 4.61 Savills do not see any significant recovery in the market for strategic regeneration Brownfield sites in the medium to short term and they are likely to remain 'off the development radar' for some time. All of the above has been taken into consideration when assessing the potential Strategic Sites covered by this Study.

The Opportunities

- 4.62 Translating issues surrounding value capture to the Study area, it is not considered likely that those Brownfield sites within the area would be able to contribute in any meaningful way towards the provision of infrastructure and service needs. Their delivery, particularly those located within the urban areas, are likely to require some form of public sector intervention and subsidy if they are to come forward. This will undoubtedly have implications for delivery, in particular for those sites located within Derby City's geographical area.
- 4.63 In contrast, Greenfield sites, and in particular the larger strategic sites, located within the Amber Valley and South Derbyshire areas, are likely to provide a far greater opportunity to contribute towards affordable housing, service and infrastructure needs, especially those sites located within the higher value areas identified by the Study.
- 4.64 Therefore in the medium to short term, on this basis, the provision of funding, secured through development, which will contribute towards the delivery of future service and infrastructure needs, are most likely to be from those sites located in Amber Valley and South Derbyshire.

Consultation

Consultation with the Derbyshire & Derby PCTs: Health Provision

- 4.65 Once the facilities calculator had been used to identify the likely new populations which might arise from the development of each of the sites, the likely number of new patients was also identified and converted into equivalent GP surgery numbers based on current General Medical Council (GMC) GP to Patient ratios. The current GMC level is set at 1 GP per 1,800 population. However some

contracts operate on the basis of 1 GP per 1,600 population. Levels have been lower than this in the Derby HMA and therefore a ratio of 1 GP per 1,500 population was used for the Study in order to adopt a cautious approach. The facilities calculator was then utilised to turn the new population figures for each site assessed into new GP equivalents. For example:

- Site accommodates 1,000 new dwellings = New population of 2,345 people.
- 2,345 people/1,500 = 2 new GPs.

4.66 A formal response from the PCT's is being sought as part of the fact checking and validation input into this Study.

Consultation with Derbyshire County Council & Derby City Council Education & School Place Planning Departments: Education Provision

4.67 A meeting was held with representatives from Derbyshire County Council (DSCC) and Derby City Council (DCC) Education and School Place Planning Departments. DSCC have responsibility for schools place planning within Amber Valley and South Derbyshire and DCC are responsible for Derby City. The purpose of the meeting was to discuss capacity issues for Primary, Secondary and Post-16 education provision within the study area.

School Place Planning Formula

4.68 The formulae use for determining the number of school places generated by a new residential development are different for the two authorities and are set out in Table 4/1 overleaf.

Table 4/1: New School Place Generation Formulae

Derbyshire County Council		
Required No of Places per 100 New Dwellings (all house types)		
Primary School Places	Secondary School Places	Post 16 Places
20	15	6
Derby City Council		
Required No of Places per 100 New Dwellings (houses)		
Primary School Places	Secondary School Places	Post 16 Places
28	20	N/A
Required No of Places per 100 New Dwellings (Apartments)		
Primary School Places	Secondary School Places	Post 16 Places
7	N/A	N/A

4.69 DCC does not apply any specific formulae for post-16 places. These are calculated on a scheme by scheme basis as appropriate.

Developer Contributions for Education

4.70 The formula used to calculate financial contributions levied for each school place generated by a new development are also different for the two authorities and are set out in Table 4/2 below.

Table 4/2: New School Place Financial Contribution Formulae

Derbyshire County Council		
Cost Per Primary School Place	Cost Per Secondary School Place	Cost Per Post 16 Place
£11,276	£16,991	£18,270
Derby City Council		
Cost Per Primary School Places	Cost Per Secondary School Places	Cost Per Post 16 Places
£11,153	£16,806	N/A

- 4.71 It should be noted that it is not always possible to use the above formulae and there may be occasions where there is a need to carry out a feasibility study to establish the cost of expansion, for example, due to site abnormalities or constraints. It should also be noted that where a new primary school has been identified as being required on site, costs may increase and land would also need to be provided within the development on which to build the school.

Primary School Capacity

- 4.72 DSCC confirmed that there are currently no significant capacity issues for primary schools within South Derbyshire and Amber Valley. DCC confirmed that this is also the situation for Derby City.
- 4.73 Additional primary school places are generally accommodated through the extension of existing schools and/or the construction of new schools. The standard trigger for a new primary school is the construction of a development which includes 1,000 new houses or more. The extension of existing schools is primarily funded through the developer contributions arising from new developments as set out in paragraph 4.54 above. Where a development is of a scale which requires a new primary school to be provided, the new school is usually provided on site as part of the development. In this instance, the developer is responsible for providing the land for the school site and constructing the school to the Council's design and specification. All costs are met by the developer.

Secondary School Capacity

- 4.74 DSCC confirmed that due to falling rolls, there are no significant capacity issues for secondary schools within Amber Valley with the exception of Ecclesbourne School at Duffield which is currently over capacity and cannot accommodate additional pupils. John Flamstead and Belper Schools are also currently over capacity but have been experiencing falling rolls which is predicted to continue over the next 5 years. Belper School has the capability to be extended. The current secondary schools at Alfreton, Swanwick, Ripley, and Heanor as listed in Table 4/3 below are all capable of accommodating additional capacity or have existing school sites which could be extended. The figures in based on January 2010 data.

Table 4/3: Summary of Secondary School Capacity in Amber Valley

School	Location	Schools with Spare Capacity	Suitable for Extension	Maximum Current School	Current Number of Pupils	Spare Capacity (Pupil)
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				Capacity	on Roll	Numbers)
Swanwick Hall School	Alfreton	√	X	1,257	1,310	-53
Alfreton Grange Arts College	Alfreton	√	X	1,036	731	+305
Mill Hill School	Ripley	√	X	1,348	1,137	+211
Heanor Gate Science College	Heanor	√	√	1,344	1,302	+42
Aldercar Community Language College	Langley Mill	√	√	910	908	+2
John Flamstead Community School	Denby/ Ripley	√	X	578	607	-29
Belper School	Belper	√	√	1,402	1,477	-75
Ecclesbourne School	Duffield	x	x	1,369	1,436	-67
Totals	8 Schools	-	-	9,244	8,908	+366

- 4.75 DSCC advised that there are significant capacity issues in respect of schools in South Derbyshire. There are currently 4 secondary schools within South Derbyshire, 3 at Swadlincote and 1 at Etwall. 2 of these schools are currently almost at capacity and cannot accommodate additional pupils, whilst the other 2 have some spare capacity and could be extended. The capacity of each of the schools is summarised in Table 4/4 overleaf. The figures in based on January 2010 data.

Table 4/4: Summary of Secondary School Capacity in South Derbyshire

School	Location	Schools with Spare Capacity	Suitable for Extension	Maximum Current School Capacity	Current Number of Pupils on Roll	Spare Capacity (Pupil Numbers)
Granville School	Swadlincote	√	√	830	709	+121
Pingle School	Swadlincote	√	√	1,376	1,219	+157
William Allitt School	Swadlincote	x	x	945	940	+5
John Port School	Etwall	x	x	2,070	2,019	+51
Totals	4 Schools	-	-	5,221	4,887	+334

- 4.76 The geographical location of secondary schools within South Derbyshire creates problems in terms of catchments. As 3 of the 4 schools are located within Swadlincote, to the south of the District, those pupils in the northern half of the District only have the option of attending John Port School or schools within Derby City. Consequently, John Port School currently has 2,019 pupils on the school roll and is unable to expand or accommodate any additional pupils arising from significant growth. DCC currently accommodates some pupils from South Derbyshire within their schools on the southern side of the City. East Staffordshire Council has confirmed that additional pupil places arising from sites located within South Derbyshire but close to the East Staffordshire border (e.g. east of Burton on Trent) could be partially accommodated within East Staffordshire at schools where capacity is available. Such potential would need to be considered based on availability at the time of any planning application.
- 4.77 The trigger for a new secondary school is a development of 8,000 new homes. A secondary school capable of accommodating 1,000 pupils would cost in the region of £20M. As no single scheme of this size is likely to come forward or be permitted within Derby or South Derbyshire, a new

secondary school could not be funded in this way. Whilst the development of a number of sites in a general geographical area, may together generate this number of new dwellings, the timing of such a large number of developments over a timescale which would enable a new school to be constructed and occupied is not likely to be feasible. As such the Council is looking towards other methods, such as CIL, to manage such strategic requirements.

- 4.78 DCC advised that there is no requirement at present for a new secondary school within Derby City and that their 13 secondary schools have combined capacity to accommodate additional pupils or for some schools, expansion would be a possibility funded by developer contributions from new developments. DCC confirmed that they do have capacity within their secondary schools to accommodate some of the pupils which may arise from residential development within South Derbyshire in some locations. The capacity of each of the schools within Derby City and the potential for expansion at the schools is summarised in Table 4/5 overleaf. The figures are based on January 2010 data.

Table 4/5: Summary of Secondary School Capacity in Derby City

School	Location	Schools with Spare Capacity	Suitable for Extension or to take some capacity from South Derbyshire*	Maximum Current School Capacity	Current Number of Pupils on Roll	Spare Capacity (Pupil Numbers)
Lees Brook Community Sports College	Chaddesden	X	√	1,147	1,176	-29
Da Vinci Community College	Breadsall	√	√	750	626	+124
Woodlands Community School	Allestree	√	√ SD	1,198	118	+11
St Benedicts Roman Catholic School	Darley Abbey	X	√	1,379	1,471	-92
Sinfin Community School	Sinfin	√	√ SD	1,105	900	+205
Littleover Community School	Littleover	X	x	1342	1,496	-154
Chellaston School	Chellaston	X	x	1,612	1,707	-95
Noel Baker Community School	Alvaston	√	√ SD	1,641	1,273	+368
Merrill College	Alvaston	√	√ SD	1,330	1,054	+276
Bemrose Community	Derby	√	√	900	757	+143

School						
Derby Moor Community Sports College	Littleover	√	x	1,361	1,322	+39
West Park School	Spondon	x	√	1,250	1,293	-43
Murray Park Community School	Mickleover	√	√ SD	1,100	982	+118
Totals	14 Schools	-	-	16,115	14,175	+1,940

* Potential extension subject to feasibility study. SD indicates that some capacity could be provided to absorb pupil numbers arising in South Derbyshire

4.79 In summary, it can be noted that primary school provision within the Derby HMA is unlikely to be a problem for new development. There is existing spare capacity in a number of schools and developer contributions from new development are sufficient to expand existing schools or develop new primary schools within new developments to meet generated needs.

4.80 Secondary school provision within the Derby HMA is more complicated. Secondary schools within Amber Valley generally have spare capacity as a result of falling pupil numbers over the past 5 years, a trend that is expected to continue. There is also potential for the expansion of existing schools within Amber Valley. Secondary schools within Derby City also have some spare capacity and/or the ability to expand. Some schools within Derby City have capacity to accommodate some of the pupil places which could arise as a result of growth within South Derbyshire. South Derbyshire has significant secondary school capacity issues, with all of its spare capacity concentrated to the south of the District. Provision in the north of the District is extremely constrained and presents significant difficulties for new development.

Consultation with the Highways Agency (HA): Strategic Highway Network

4.81 Consultation was undertaken with the Highway Agency (HA) to determine the potential impacts of new development within the Derby HMA in the form of Sustainable Urban Extensions upon the Strategic Highways Network.

Strategic Highway Network – Required & Planned Road Improvements – A38

4.82 The HA has confirmed that the A38 as a whole experiences problems with traffic volumes and queues throughout its length as it travels through the Derby City Area (at-grade Ring Road Junctions). These problems have been well documented with various studies confirming that at peak times, there are serious congestion issues. Short term measures to reduce pressure have been implemented. There are 3 long term, grade separation proposals for junction on the A38. There are no immediate plans to implement these schemes and given current budget cuts, it is unlikely that these will take place over the next 5-10 years. The 3 specific junctions, their current problems and future proposals for reducing congestion are summarised below:

- A38/A5111 Kingsway

4.83 The A38/A511 Kingsway roundabout is an at-grade junction catering for a significant amount of traffic and cross movements. Problems have been noted of increasing delays and on-going capacity issues and an interim scheme was implemented in 2005 to improve operation. The 2005 scheme involved placing signals at the junction of the A38(S) entry into the roundabout together with

extensive re-marking of the roundabout and the A511 entry in particular, allowing both A511 lanes to be used to access the A38 southbound towards the Markeaton Junction. However, the A38 and other traffic movements through the junction are still subject to significant delays. It is considered by the HA, that very strong links underneath the A38 (e.g. like the link at Mickleover) would be required to sustain further development to the west of Derby.

- A38/A52 Markeaton

4.84 The A38/A52 Markeaton at-grade roundabout is not signalised, except for pedestrians where there is a staggered puffin crossing on the A52(S) arm and a staggered toucan crossing on the A52(N) arm. Both are far enough away not to interfere significantly with the operation of the roundabout itself. The 2005 interim improvement scheme consisted of geo-metric changes and reallocation of lanes and resulted in significant capacity improvements for the A52 approaches. The major remaining problem is the A38 southbound approach in the AM peak, where significant queuing on Ashbourne Road from Derby City Centre partially blocks the roundabout and impedes the A52 westbound entry. This results in long delays on the A52 approach. Queuing on the A38 southbound approach is also significant. Every effort has been made to minimise this problem and improvements have been made, but a significant problem still remains. Again, It is considered by the HA, that very strong links underneath the A38 (e.g. like the link at Mickleover) would be required to sustain further development to the west of Derby.

- A38/A61 Abbey Hill/Little Eaton Island

4.85 There are regular delays approaching the A38/A61 Abbey Hill at-grade roundabout, which is now partially signalised. The signals operate in the PM peak only. The junction is at-grade and the A38 through traffic movements are impeded by turning traffic. The junction caters for large volumes of traffic in both peaks and as a result congestion occurs regularly in the peak periods. Congestion at this junction also result in significant impacts and queuing during the peak periods on other roads in the immediate surrounding area (including residential streets) as a result of the queuing on the A38/A61.

4.86 The HA has confirmed that at present, there are no significant problems at the junctions along the stretch of the A38 running north out of Derby to Alfreton within Amber Valley and at the Junction 28 of the M1. The junctions at Holbrook/Horsley, Ripley and Alfreton are grade separated junctions.

Strategic Highway Network – Required & Planned Road Improvements – A50

4.87 The HA has confirmed that there are no major problems on the stretch of the A50 which passes through the Derby HMA. Some queuing occurs at Sawley within close proximity to Junction 24 of the M1 in the morning peak but this is unlikely to impact upon or prevent the development of any of the Sites considered by the Study.

4.88 In terms of future works, the HA has confirmed that development related works will take place on 2 or 3 of the A50 junctions in the near future, including the A38/A50 Toyota junction. These works will be as a result of the major housing permissions from the Conjoined Inquiry.

4.89 Overall, the HA have expressed that given the significant capacity issues associated with the A38 within Derby City, specifically the A38/A5111 Kingsway, A38/A52 Markeaton and A38/A61 Abbey Hill

Junctions, their preference for the sites within and adjoining the Derby PUA, would be to see new development directed to the east and south-east of the Derby PUA. This would reduce impacts on the A38 and through development on the west of, and adjoining the western PUA. The HA confirm that there are no identified capacity issues at present at junctions on the A50.

Consultation with Utility Providers

- 4.90 Utility and service providers for the study area were invited to the initial workshop and asked to take part in the Study but unfortunately some were unable to attend. Obtaining information from utility providers at such an early stage in a Study such as this is difficult. If information can be obtained, this is based on the current position and represents a 'snap shot in time'. Given the likely lead in times for development occurring on any of the sites assessed, it is likely that available capacity could change significantly. Most utility providers are only able to provide detailed information on sites when a detailed proposal has been developed for them.
- 4.91 The task of providing information over the large geographical study area and for a large number of sites does not appear to be feasible for utility and service providers unless significant costs and time periods are involved. There is therefore a gap in the Study information as a result of this. Where available, existing utilities and service data (e.g. Sewage Treatment Works capacities and potential locations for wind generated energy) have been considered and used to inform the Study. Utility and service providers will be asked to provide comments/information on the Study again when the draft report is consulted upon.

Site Assessment

Derby City Sites Assessed for Strategic Sites Potential

- 4.92 A total of 14 potential Strategic Sites have been assessed within the City of Derby as part of this Study. These include 7 Brownfield sites and 7 Greenfield sites as set out in Table 4/6 below.

Table 4/6: Derby City Sites Assessed for SUE/Strategic Site Potential

Site Reference Number	Site Name	Site Type	Site Area (ha)	Potential Site Capacity (No. of Dwgs)
DE1	Wragley Way	Greenfield	18.7	300
DE2	Pastures Hospital Extension	Greenfield	5.48	164
DE3	Hackwood Farm	Greenfield	28.3	980
DE4	Moorway Lane City Park	Greenfield	26.12	1,000
DE5	Ryknel Road/Heatherton	Greenfield	33.3	980
DE6	Chaddesden Siddings	Brownfield	27.63	1,000
DE7	Osmaston Masterplan Area	Brownfield	120.0	600
DE8A	Castleward	Brownfield	13.4	600
DE8B	Derbyshire Royal Infirmary	Brownfield	7.4	400
DE9	Boulton Moor	Greenfield	40.0	1,200
DE10	Friar Gate Station	Brownfield	9.8	650
DE11	Manor/Kingsway Hospital	Brownfield	38.28	700

DE12	Woodlands Farm	Greenfield	2.9	55
DE13	Derby City Centre Sites	Brownfield	12.08	648
Total			383.39	9,277

4.93 A site assessment pro-forma for each of the assessed sites is provided.

Amber Valley Sites Assessed for Strategic Site Potential

- 4.94 A total of 17 potential Strategic Sites have been assessed within Amber Valley as part of this Study. These include 1 site which comprises a mix of Brownfield and Greenfield land and 16 Greenfield sites as set out in Table 4/7 below

Table 4/7: Amber Valley Sites Assessed for SUE/Strategic Site Potential

Site Reference Number	Site Name	Site Type	Site Area (ha)	Potential Site Capacity (No. of Dwgs)
AV1	Derby Road, Alfreton	Greenfield	17.35	520
AV2	Mansfield Road, Alfreton	Greenfield	20.16	600
AV3	Birchwood Lane	Greenfield	22.7	680
AV4	Lily Street	Greenfield	47.71	1,430
AV5	Derby Road, Swanwick	Greenfield	32.97	660
AV6	Hermitage Farm	Greenfield	66.04	2,000
AV7	Nottingham Road, Ripley	Greenfield	31.28	550
AV8	Alfreton Road, Codnor	Greenfield	29.65	550
AV9	Codnor Common	Greenfield	36.13	1,600
AV10	Heage Road, Ripley	Greenfield	96.49	3,000
AV11	Far Laund, Belper	Greenfield	30.65	1,080
AV12	Mill Hill/Kilbourne Road	Greenfield	22.31	820
AV13	Cinderhill	Greenfield/ Brownfield	130.94	1,300
AV14	Newlands	Greenfield	94.0	4,000
AV15	Hardy Barn	Greenfield	27.02	795
AV16	Markeaton Stones	Greenfield	132.46	2,000
AV17	Radbourne Lane	Greenfield	182.0	4,860
Totals			1,019.86	26,445

- 4.95 A site assessment pro-forma for each of the assessed sites is provided.

South Derbyshire Sites Assessed for Strategic Site Potential

- 4.96 A total of 30 potential Strategic Sites have been assessed within South Derbyshire as part of this Study. These include 1 Brownfield site, 2 sites which include a mix of Brownfield and Greenfield land and 27 Greenfield sites as set out in Table 4/8 below

Table 4/8: South Derbyshire Sites Assessed for SUE/Strategic Site Potential

Site Reference Number	Site Name	Site Type	Site Area (ha)	Potential Site Capacity (No. of DwgS)
SD1	Land at Stenson Fields/Wragley Way	Greenfield	81.31	1,000
SD3	Stenson Fields (West of Railway)	Greenfield	116.25	3,000
SD4	Pastures Hospital Extension	Greenfield	87.7	2,602
SD5	Newhouse Farm	Greenfield	78.68	2,128
SD6	Hackwood Farm	Greenfield	58.33	2,040
SD7	Land at Boulton Moor	Greenfield	21.49	700
SD8A	Land to the West of Aston on Trent	Greenfield	29.94	810
SD8B	Land to the East of Aston on Trent	Greenfield	34.95	945
SD9	Stenson Road (East of Railway)	Greenfield	27.1	413
SD10	Highfields Farm	Greenfield	33.01	1,850
SD11	South West of Chellaston	Greenfield	60.76	2,140
SD12	Land at Repton	Greenfield	48.14	1,397
SD13	Land to the East of Burton	Greenfield	33.32	1,392
SD15A	Land to the West of Swadlincote	Greenfield	21.88	438
SD15B	Land to the West of Swadlincote	Greenfield	10.39	208
SD15C	Land to the West of Swadlincote	Greenfield	15.39	308
SD16	Land South of Church Street	Greenfield	12.49	374
SD17	AAP Site, Occupation Lane	Brownfield/ Greenfield	53.11	800
SD18	Butt Farm	Greenfield	15.73	400
SD19A	Broomy Farm	Greenfield	20.04	601
SD19B	Goseley Estate	Greenfield	21.35	640
SD20A	Hilton (Land at Hilton Depot)	Brownfield	34.6	865
SD20B	Hilton (Land at The Mease)	Greenfield	23.1	578
SD20C	Hilton (Land off Derby Road)	Greenfield	18.64	466
SD20D	Hilton (Land at Hilton Common)	Greenfield	50.64	1,266
SD21	Mount Pleasant Extension	Greenfield	16.36	492
SD22	Woodlands Farm	Greenfield	17.4	345
SD23	Land off Sandcliffe Road	Greenfield	23.0	690
SD24	Land at Thulston Fields	Greenfield	107.23	3,220
Total			1,278.95	34,347

- 4.97 A site assessment pro-forma for each of the assessed sites is provided.

PART 4: SUMMARY & CONCLUSIONS

5. Summary & Conclusions

The Role & Purpose of the Study

- 5.1 The Study has undertaken an assessment of potential Broad Locations (geographical areas) within the Derby HMA to assess their potential for accommodating future housing growth and a wide range of specific sites within these Broad Locations (BL's) to determine the opportunities and constraints associated with each site. This has been undertaken to determine the potential of each of these specific sites to be developed as a Strategic Site (SS).
- 5.2 The Study does not seek to recommend which individual sites should be allocated for future housing development. The Study seeks to assess each BL and potential SS against a wide range of criteria to determine the opportunities and constraints that each geographical area and site presents. It will be the role of the three Authorities to use this Study in conjunction with other pieces of evidence to inform the allocation of sites within their administrative areas.

The Broad Locations Assessment

- 5.3 An assessment was undertaken of 25 BL's to consider their potential to accommodate significant new growth within the DHMA. Of these 25 assessed BL's, 5 are located within and adjacent to Derby City, 10 are located within South Derbyshire and 10 are located within Amber Valley.
- 5.4 The various Broad Locations have been assessed in terms of the opportunities and constraints associated with each area but it should be noted that these do not indicate preferences between sites in the same Broad Location or in different Broad Locations. The full and detailed findings of each BL assessment as set out in Section 3 of the Study should be read in detail when making decisions regarding BL's.

The Potential Strategic Site Assessment

- 5.5 61 potential Strategic Sites have been assessed against a wide range of environmental, economic and social criteria to determine the opportunities and constraints relating to each. The assessment has included issues such as environmental designations, green infrastructure, townscape and ability to integrate into existing developments, physical and social infrastructure and services, transport and accessibility, economic factors, regeneration and housing needs, site availability, suitability and achievability.
- 5.6 In addition to the detailed assessment, conclusions and recommendations have been provided for each site. These conclusions do not state whether a site should or should not be allocated for future residential (or mixed use) development, but draw together the opportunities and constraints associated with each site and, where appropriate, suggest measures which may be required to make a site more appropriate or suitable for development. The viability of developing each site is also assessed.

- 5.7 In assessing the potential Strategic Sites, a number of key themes which affect significant areas of the HMA and are therefore common to a number of assessed sites were identified. These include primarily issues relating to the strategic transport network, secondary school education provision, wastewater treatment capacity and market conditions and need to be taken into consideration when considering the allocation of potential sites.

Key Transport Issues Affecting the Study Area

- 5.8 The key transport issues affecting each assessed Broad Location and potential Strategic Site have been assessed and are set out within the relevant sections and pro-formas within this assessment and should be read in detail when considering each Broad Location and potential Strategic Site, particularly when considering the local highway network. However, the following key conclusions can be drawn in relation to the strategic highway network throughout the DHMA.
- 5.9 As a strategic trunk road, the A38 is a significant north south spine running through the Derby HMA and simultaneously connects conurbations along a north south plane whilst acting as a barrier to east-west movement. The Highways Agency (HA) has confirmed that the A38 as a whole experiences problems with traffic volumes and queues throughout its length at peak times as it travels through the Derby City Area. This results in significant congestion problems. Short term measures to reduce pressure have been implemented but no long term solutions are likely to be implemented over the next 5-10 years and therefore there is unlikely to be any change to the situation in the short to medium term. The current situation is therefore likely to worsen.
- 5.10 In particular, three key junctions are affected, these are:
- The A38/A511 Kingsway on the western side of Derby;
 - The A38/A52 Markeaton on the western side of Derby; and
 - The A38/A61 Abbey Hill/Little Eaton Island on the northern side of Derby.
- 5.11 The A38/A511 Kingsway roundabout is an at-grade junction where traffic movements through the junction are subject to significant delays. It is considered by the HA that very strong links underneath the A38 (e.g. like the link at Mickleover) would be required to sustain further development to the west of Derby. Without such links, any development to the west of Derby which places increased pressure on this junction would not be supported by the HA.
- 5.12 The main problem with the A38/A52 Markeaton at-grade roundabout is from queuing traffic on the southbound A38 approach in the morning peak, where significant queuing back on Ashbourne Road from Derby City Centre partially blocks the roundabout and impedes the A52 westbound entry. This results in long delays on the A52 approach. Again, It is considered by the HA, that very strong links underneath the A38 would be required to sustain further development to the west of Derby and without such links, additional development to the west of Derby would not be supported by the HA.
- 5.13 There are regular delays approaching the A38/A61 Abbey Hill at-grade roundabout where the A38 through traffic movements are impeded by turning traffic. Congestion occurs regularly in the peak periods. Congestion at this junction also results in significant impacts and queuing during the peak periods on other roads in the immediate surrounding area (including residential streets) as a result of the queuing on the A38/A61. Development in this locality would add to this congestion and is therefore unlikely to be supported by the HA.

- 5.14 There are no significant problems at the junctions along the stretch of the A38 running north out of Derby to Alfreton within Amber Valley and at Junction 28 of the M1. There are also no major problems on the stretch of the A50 which passes through the Derby HMA. The HA has confirmed that development related works will take place on 2 or 3 of the A50 junctions in the near future, including the A38/A50 Toyota junction. These works will be as a result of the major housing permissions from the South Derbyshire '5 Sites' Inquiry.
- 5.15 Opportunities to access services and employment follow the transport network. For example, Derby is a significant employment hub in the area and its catchment area extends along the A38 and the along the A6, to the north; the A38 and A6 enabling the relative ease of access to and from Derby. Conversely, the predominance of east west transport routes between Swadlincote, Burton and Ashby de la Zouch and the lack a good connection to Derby has directed the employment patterns in the southern part of the HMA, accordingly.

Key Education Issues Affecting the Study Area

Primary Schools

- 5.16 The assessment has determined that there are no significant constraints relating to primary school place provision and capacity across the DHMA. Whilst pupil projections in the past have indicated a declining trend in pupil numbers, projections are now indicating an increasing trend. At present surplus places are at around 10% across Derby primary schools meaning that Derby does have some flexibility to deal with fluctuations in numbers. However, in certain areas of the city, for example, Chellaston, there is now a very close match between demand for primary pupil places and the number of places available.
- 5.17 When considering the development of potential Strategic Sites, likely new primary pupil places should be capable of being accommodated either through spare capacity at existing schools or for sites capable of accommodating over 1,000 dwellings, through the provision of at least one new on-site primary school. The provision of new on-site primary schools could be secured through Section 106 contributions and design and build agreements with developers. The only exception to this is within Hilton, in the northern part of the South Derbyshire District. Here, the primary school is at capacity and cannot be extended. Therefore, any development in this location which falls below the 1,000 dwelling primary school provision trigger would need to provide for new primary school provision. This requirement is however unlikely to significantly impact the ability to develop sites within this location should potential sites be deemed acceptable in all other respects.

Secondary Schools

- 5.18 Of the 13 Secondary schools within Derby City, five schools (38%) currently have no existing spare capacity; two schools (15%) have less than 40 spare pupil places and the remaining six (46%) schools have between 118 and 368 spare pupil spaces. Schools with significant spare capacity are located within the Chaddesden, Sinfen, Alvaston, Mickleover and City Centre areas of Derby. 10 of the schools do however have some scope for limited expansion. Two of the three schools which have no potential for expansion, at Littleover and Chellaston, are currently at capacity. The third school with no potential for expansion, at Littleover, is almost at capacity. Feasibility studies would

need to take place to assess whether the schools are capable of expansion based on the additional pupils that may be generated by a particular development. There is a close match between pupil places and pupil numbers in the Littleover and Chellaston area of the city.

- 5.19 Of the eight secondary schools in Amber Valley, five schools (63%) currently have no or less than five pupil spaces in spare capacity; one school (12%) has just 42 spare places and the remaining two (25%) have 211 and 305 spare places. The two schools with significant spare capacity are located at Ripley and Alfreton. Three of the schools, at Aldercar, Belper and Heanor, do however have scope for limited expansion whilst three of the schools with no capacity for expansion at Swanwick, Denby and Duffield are currently at capacity. Therefore the areas of Amber Valley which have the most potential in terms of spare secondary school capacity are Ripley, Alfreton, Aldercar, Belper and Heanor.
- 5.20 However, when considering the potential Strategic Sites within Derby City and Amber Valley, it should be noted that for numerous schools, several potential Strategic Sites will be competing for secondary school capacity places. Whilst those schools with potential to expand could expand with funding achieved through S106 contributions, the resultant spare capacity will not be infinite. Table 5/1 at the end of this sub-section provides a summary of the number of additional secondary school places which each assessed site would be likely to generate, the schools within whose catchment they would fall and the other likely competing assessed sites.
- 5.21 There are only four secondary schools within South Derbyshire. John Port School at Etwall provides the only secondary school for the whole of the northern section of the District. This school is currently at capacity and has no potential for expansion. Therefore, it would not be able to accommodate any additional pupils arising from the development of Urban Extensions or Strategic Sites in the north of the District. Whilst Derby City schools maybe able to accommodate some of the additional secondary school pupils which would arise as a result of development of sites adjoining the City, the City schools would only be able to take a small proportion of the new pupil places required and such sites would be competing with potential sites within Derby City itself. Priority would have to be given by Derby City to pupils arising within the City administrative area. Secondary school capacity within the northern part of the South Derbyshire District is therefore significantly constrained.
- 5.22 The provision of a new secondary school within the northern part of South Derbyshire would be desirable. However, Derbyshire County Council does not own or have control over any suitable land for a school to be built on. The trigger for a new secondary school is a development of 8,000 new homes. A new secondary school could cost in the region of £20M. As no single scheme of this size is likely to come forwards or be permitted within Derby or South Derbyshire, a new secondary school could not be funded in this way. Whilst the development of a number of sites in a general geographical area, may together generate this number of new dwellings, the timing of such a large number of developments over a timescale which would enable a new school to be constructed and occupied is not likely to be feasible. Land would also need to be provided for a new school. The lack of secondary school place capacity therefore represents a significant constraint to large scale new residential development in the north of the District.
- 5.23 The remaining three schools within South Derbyshire are located within the southern section of the District at Swadlincote. Two of the schools have a combined spare capacity of 278 pupil places and both also have the potential for expansion. The third school (William Allitt School) is very close to

capacity and does not have the capacity to expand. As with Derby City and Amber Valley, for numerous schools, several potential Strategic Sites will be competing for secondary school capacity places. Whilst those schools with potential to expand could expand with funding achieved through S106 contributions, the resultant spare capacity will not be infinite. Table 5/1 overleaf again provides a summary of this.

- 5.24 Derbyshire County Council have confirmed that for potential Strategic Sites located close to the East Staffordshire border (e.g. SD13 and SD14), additional secondary school places could be accommodated within schools within East Staffordshire (e.g. at Burton on Trent).

Table 5/1: Summary of Secondary School Capacity

School Name	Spare Capacity	Expansion Capacity?	Potential to Accommodate Growth from SDDC (DCC Schools Only)	Number of Sites with Potential to be Served by School	Site Ref to Potentially be Served by School	Site Name to Potentially be Served By School	Number of Pupil Places Required by Site
Derby City Schools							
Lees Brook Community Sports College, Chaddesden	0	√	x	0	DE6	-	No Capacity
Da Vinci Community College, Chaddesden	124	√	x	0	-	-	-
Woodlands Community School, Allestree	11	√	√	2	AV16 AV17	Markeaton Stones Radbourn Lane	210 340
St Benedicts Roman Catholic School, Darley Abbey	0	√	x	2	AV16 AV17	Markeaton Stones Radbourn Lane	210 340
Sinfin Community School, Sinfin	205	√	√	8	SD1 SD3 SD9 SD10 SD12 DE1 DE4 SD24	Stenson Fields/Wragley Way Stenson Fields (West of Railway) Stenson Road (East of Railway) Highfields Farm Land at Repton Wragley Way Moorway Lane Land at Thulston Fields	66 210 29 195 146 63 105 226
Littleover Community School, Littleover	0	x	x	0	*SD10 *DE4 ***DE5	Highfields Farm Heatherton/Ryknel Road Land at Ryknel Road	No Capacity No Capacity 206
Chellaston School, Chellaston	0	x	x	0	SD8a SD8b SD11 *DE9 DE12	Castleward Former DRI Site Land to the South West of Chellaston Land at Boulton Moor Land at Woodlands Farm, Chellaston	No Capacity No Capacity No Capacity No Capacity No Capacity
Noel Baker Community School, Alvaston	368	√	√	9	SD1 SD3 SD7	Stenson Fields/Wragley Way Stenson Fields (West of Railway) Land at Boulton Moor	67 210 73

School Name	Spare Capacity	Expansion Capacity?	Potential to Accommodate Growth from SDDC (DCC Schools Only)	Number of Sites with Potential to be Served by School	Site Ref to Potentially be Served by School	Site Name to Potentially be Served By School	Number of Pupil Places Required by Site
					SD8a SD8b SD9 SD11 DE7 DE9 DE12 SD22 SD24	Land to the West of Aston on Trent Land to the East of Aston on Trent Stenson Road (East of Railway) Land to the South West of Chellaston Osmaston Triangle Land at Boulton Moor Land at Woodlands Farm, Chellaston Land at Woodlands Farm, Chellaston Land at Thulston Fields	85 99 29 224 105 126 6 59 225
Merrill College, Mickleover	276	√	√	11	SD1 SD3 SD7 SD8a SD8b SD9 SD11 DE6 DE7 DE9 DE12 SD22 SD24	Stenson Fields/Wragley Way Stenson Fields (West of Railway) Land at Boulton Moor Land to the West of Aston on Trent Land to the East of Aston on Trent Stenson Road (East of Railway) Land to the South West of Chellaston Chaddesden Sidings Osmaston Triangle Land at Boulton Moor Land at Woodlands Farm, Chellaston Land at Woodlands Farm, Chellaston Land at Thulston Fields	67 210 74 85 99 29 225 105 105 126 6 59 225
Bemrose Community School, Derby City	143	√	x	5	DE8a DE8b DE10 DE11 DE13	Land to the West of Aston on Trent Land to the East of Aston on Trent Land at Friar Gate Station Manor Kingsway Derby City Centre Sites	126 84 137 73 136
Derby Moor Community Sports College, Littleover	39	x	x	2	DE4 DE6	Moorway Lane Chaddesden Sidings	105 105
West Park School, Spondon	0	√	x	0	-	-	-
Murray Park Community School,	118	√	√	8	SD4 SD5	Pastures Hospital Extension Newhouse Farm	546 447

School Name	Spare Capacity	Expansion Capacity?	Potential to Accommodate Growth from SDDC (DCC Schools Only)	Number of Sites with Potential to be Served by School	Site Ref to Potentially be Served by School	Site Name to Potentially be Served By School	Number of Pupil Places Required by Site
Mickleover					SD6 SD10 SD12 SD20a SD20b SD20c SD20d DE2 DE3 DE11 AV17	Hackwood Farm Highfields Farm Land at Repton Land at Hilton Land at Hilton Land at Hilton Land at Hilton Pastures Hospital Extension Hackwood Farm Manor Kingsway Land at Radbourne Lane	428 194 147 182 121 98 266 34 206 74 340
Amber Valley Schools							
Swanwick Hall School, Swanwick	0	×	N/A	0	*AV3 *AV4 *AV5 *AV6	Land at Birchwood Lane Land at Lily Street Farm Land at Derby Road, Swanwick Land at Hermitage Farm	No Capacity No Capacity No Capacity No Capacity
Mill Hill School, Ripley	211	×	N/A	9	AV4 AV5 AV6 AV7 AV8 AV9 AV10 AV11 AV12	Land at Lily Street Farm Land at Derby Road, Swanwick Land at Hermitage Farm Land at Nottingham Road, Ripley Land at Alferton Road, Codnor Land at Codnor Common, Codnor Land at Heage Road, Ripley Far Laund Belper Mill Hill/Kilbourne Road, Belper	150 139 420 116 39 112 157 113 86
Aldercar Community Language College, Aldercar	2	√	N/A	5	AV8 AV9 AV10 AV14 AV15	Land at Alferton Road, Codnor Land at Codnor Common, Codnor Land at Heage Road, Ripley Newlands, Heanor Hardy Barn, Heanor	39 112 157 420 83
John Flamstead Community School, Denby	0	×	N/A	0	*AV11 *AV12 *AV13	Far Laund Belper Mill Hill/Kilbourne Road, Belper Land at Cinderhill, Denby	No Capacity No Capacity No Capacity

School Name	Spare Capacity	Expansion Capacity?	Potential to Accommodate Growth from SDDC (DCC Schools Only)	Number of Sites with Potential to be Served by School	Site Ref to Potentially be Served by School	Site Name to Potentially be Served By School	Number of Pupil Places Required by Site
Belper School, Belper	0**	√	N/A	4	AV10 AV11 AV12 AV13	Land at Heage Road, Ripley Far Laund Belper Mill Hill/Kilbourne Road, Belper Land at Cinderhill, Denby	158 113 86 273
Ecclesbourne School, Duffield	0	x	N/A	0	*AV16 *AV17	Markeaton Stones Radbourne Lane	No Capacity No Capacity
Alfreton Grange Arts College, Alfreton	305	x	N/A	4	AV1 AV2 AV3 AV4	Land at Derby Road, Alfreton Land at Mansfield Road, Alfreton Land at Birchwood Lane Land at Lily Street Farm	109 126 143 150
Heanor Gate Science College, Heanor	42	√	N/A	5	AV8 AV9 AV10 AV14 AV15	Land at Alfreton Road, Codnor Land at Codnor Common, Codnor Land at Heage Road, Ripley Newlands, Heanor Hardy Barn, Heanor	38 112 158 420 84
South Derbyshire Schools							
Granville School, Swadlincote	121	√	N/A	6	SD16 SD17 SD18 SD19a SD19b SD23	Land South of Church Street Woodville AAP Site Butt Farm, Swadlincote Broomy Farm, Swadlincote Goseley Estate, Swadlincote Land of Sandcliffe Road, Swadlincote	40 84 84 126 134 145
Pingle School, Swadlincote	157	√	N/A	8	SD13 SD14 SD15a SD15b SD15c SD16 SD17 SD21	Land at Winshill Drakelow Power Station Land to the West of Swadlincote Land to the West of Swadlincote Land to the West of Swadlincote Land South of Church Street Woodville AAP Site Mount Pleasant Extension	292 381 92 44 65 39 84 103
William Allitt School, Swadlincote	5	x	N/A	0	*SD13 *SD14 *SD15a	Land at Winshill Drakelow Power Station Land to the West of Swadlincote	No Capacity No Capacity No Capacity

School Name	Spare Capacity	Expansion Capacity?	Potential to Accommodate Growth from SDDC (DCC Schools Only)	Number of Sites with Potential to be Served by School	Site Ref to Potentially be Served by School	Site Name to Potentially be Served By School	Number of Pupil Places Required by Site
					*SD15b *SD15c SD21	Land to the West of Swadlincote Land to the West of Swadlincote Mount Pleasant Extension	No Capacity No Capacity No Capacity
John Port School, Etwall	0	x	N/A	0	*SD1 *SD4 *SD5 *SD6 *SD7 *SD8a *SD8b *SD9 *SD10 *SD11 *SD12 *SD22 *SD20a *SD20b *SD20c *SD20d *SD24	Stenson Fields/Wragley Way Pastures Hospital Extension Newhouse Farm Hackwood Farm Land at Boulton Moor Land to the West of Aston on Trent Land to the East of Aston on Trent Stenson Road (East of Railway) Highfields Farm Land to the South West of Chellaston Land at Repton Land at Woodlands Farm, Chellaston Land at Hilton Depot Land at Hilton Depot Land at Hilton Depot Land at Hilton Depot Land at Thulston Fields	No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity No Capacity

* Represents first choice school based on administrative area and location

** Indicates Falling Roll Numbers meaning some capacity is likely if current trends continue as expected.

*** Current over-subscription includes for pupils to be generated by this site.

Key Waste Water Issues for the Study Area

- 5.23 The Broad Locations and potential Strategic Sites within the HMA would be served by one or more of 13 Waste Water Treatment Works (WWTW). Ten of these WWTW currently have no spare capacity or spare capacity for less than 500 new dwellings over the period to 2015. These are:
- Shardlow WWTW;
 - Coton Park WWTW;
 - Clay Mills WWTW;
 - Belper WWTW;
 - Kilburn WWTW;
 - Heanor Ripley WWTW;
 - Marehay WWTW;
 - Alfreton WWTW; and
 - Swanwick WWTW.
- 5.24 The remaining three WWTW's (Derby, Stanton and Milton) have capacity for significant new residential development over the short term period to 2015 with further capacity over the period 2015-2026. Four of the WWTW's which have no spare capacity for new residential development (Belper, Kilburn, Heanor and Ripley) over the short term period to 2015 do however have planned additional capacity (between 800-1,000 new dwellings) coming forward for the long term period 2015-2026.
- 5.25 Clearly, with limited capacity, there will be a number of Broad Locations and potential Strategic Sites competing for the spare capacity at each WWTW and where the potential Strategic Sites are concerned, the combined requirements of the competing sites by far outstrips capacity. Whilst there will be some potential to extend the capacity at some of the sites, the extent of this is not known at this stage and therefore both the physical and costs implications have not been fully taken into account when determining site viability. The relevant utility providers have advised that they are only able to provide detail on this matter once sites have been earmarked for allocation within a DPD document and/or a planning permission has been prepared which fully sets out the details of the proposals for each potential site.
- 5.26 A summary of the current short and longer term capacity available at each WWTW's and the potential Strategic Sites which would seek to connect to these sites is summarised in Table 5/2 overleaf.

Table 5/2: Summary of Waste Water Treatment Works Capacity

Waste Water Treatment Works	Capacity (No Dwellings)		Site Number	Potential No. of Dwgs.
	To 2015	To 2026		
Derby	4,999	6,400	DE1: Wragley Way	300
			DE2: Pastures Hospital Extension	164
			DE3: Hackwood Farm	980
			DE4: Moorway Lane	1,000
			DE5: Heatherton/Rykneild Road	980
			DE6: Chaddesden Sidings	1,000
			DE7: Osmaston Triangle	600
			DE8A: Castleward	600
			DE8B: Derby Royal Infirmary	400
			DE9: Boulton Moor	1,200
			DE10: Friar Gate Station	600
			DE11: Manor Kingsway	700
			DE12: Woodlands Farm	55
			DE13: Various City Centre Sites	648
			SD1: Stenson Fields/Wragley Way	1,000
			SD3: Stenson Fields/West of Railway	3,000
			SD4: Pastures Hospital Extension	2,602
			SD5: Newhouse Farm	2,128
			SD6: Hackwood Farm	2,040
			SD7: Boulton Moor	700
			SD9: Stenson Fields/East of Railway	413
			SD10: Highfields Farm	925
			SD11: South West of Chellaston	2,140
			SD22: Woodlands Farm	345
			SD24: Thulston Fields	3,220
			AV16: Markeaton Stones	2,000
			AV17: Radbourne Lane	4,860
Total			34,600	
Shardlow	126	175	SD8A: Aston on Trent	900
			SD8B: Aston on Trent	900
			SD11: South West of Chellaston	2,140
Total			3,940	
Stanton	1,376	800	SD16: Land South of Church Street	374
			SD17: AAP Site	800
			SD18: Butt Farm	400
			SD19A: Goseley Estate (Milton)	296
			SD19B: Broomy Farm (Milton)	320
			SD23: Land off Sandiccliffe Road (Milton)	345
Total			2,535	
Milton	1,009	820	SD12: Repton	1,397
			SD19A: Goseley Estate (Stanton)	295
			SD19B: Broomy Farm (Stanton)	320
			SD23: Land off Sandiccliffe Road (Stanton)	345
Total			2,357	
Coton Park	97	N/A	SD21: Mount Pleasant Extension	492
Total			492	

Clay Mills	424	N/A	SD13: Land to the East of Burton SD14: Drakelow Power Station SD20A: Land at Hilton Depot SD20B: The Mease SD20C: Land off Derby Road SD20D: Lucas Lane	1,392 2,239 865 578 466 1,266
Total				6,806
Belper	275	800	AV11: Land at Far Laund AV12: Land at Mill Lane	1,080 820
Total				1,900
Kilburn	486	1,000	AV13: Land at Cinderhill	1,300
Total				1,300
Heanor			AV14: Land at Newlands AV15: Land at Hardy Barn	4,000 795
	404	1,000		
Total				4,795
Ripley & Marehay	275	800	AV10 Land between Heage Road and Marehay AV9 Land at Codnor Common and Peasehill AV8 Land at Alfreton Road (Codnor) AV7 Land at Nottingham Road	3,000 1,600 550 550
Total				5,700
Alfreton	122	N/A	AV1 Land at Derby Road AV2 Land at Outseats Farm AV3 Land at Birchwood Lane (Somercoates) AV4 Land at Lily Street Farm (Swanwick) AV6 Land at Hermitage Farm (Riddings)	520 600 680 1,430 2,000
Total				5,230
Swanwick	N/A	N/A	AV5 Land at Derby Road	660
Total				660

The Impacts of the Market on the Study

- 5.27 Historically urban sites within Derby City yielded the highest land values in the sub-region. In the previously buoyant market, high housing densities, the availability of credit and the emergence of a 'buy to let' market fuelled demand and therefore Brownfield land values within urban areas. However in the current market conditions, Brownfield land values are considerably less. The majority of the

less problematic Brownfield sites have been developed, leaving the more complex and less viable un-developed. The fall in land values, risks associated with development and the collapse of the high density market (apartments) has resulted in many of these Brownfield sites becoming unviable. The imposition of affordable housing, planning costs and sustainable construction costs are also likely to make many Brownfield regeneration schemes unviable in the current market. No significant recovery in the market is foreseen in the medium to short term and therefore Brownfield Sites are likely to remain 'off the development radar' for some time.

- 5.28 In Amber Valley and South Derbyshire, the highest values are generally concentrated around those areas that abut Derby City's urban fringe, with the highest values being associated with Greenfield land. This is due to the uplift in values and lesser risks associated with development in comparison to Brownfield sites. As a consequence of the downturn in the market, the opportunities to fund the delivery of affordable homes, services and infrastructure requirements have become more constrained. However, subject to the costs of acquisition, the uplift in value for Greenfield sites is generally reflected by the difference between the agricultural land values and development values (less acquisition costs), which can be significant in some cases. Therefore, whilst delivery remains uncertain and the costs of promotion are high, the appetite from the major house builders for large strategic Greenfield sites is likely to remain as long as demand is also retained.

- 5.29 Large strategic Greenfield sites comprising 1,000 dwellings or more are capable of generating their own quantifiable need for services and infrastructure (e.g. primary schools/health centres etc). The requirements for infrastructure costs can also be more readily applied to large scale strategic sites as opposed to a fragmented collection of smaller sites. Conversely, Brownfield sites tend to be far smaller and their distribution more scattered, making it more difficult to directly relate to specific infrastructure and service requirements. Furthermore, due to potential existing use values and possible contamination from such previous uses, there is generally less margin for value uplift when compared to Greenfield sites.

- 5.30 Overall, it is not considered likely that Brownfield sites within the Study Area would be able to contribute in any meaningful way towards the provision of infrastructure and service needs in the current market. Their delivery is likely to require some form of public sector intervention and subsidy if they are to come forward and will therefore undoubtedly have implications for delivery, particularly for those sites located within Derby City. The timescales associated with the delivery of such sites is therefore likely to be significant in the current economic climate. In contrast, Greenfield sites are likely to provide a far greater opportunity to contribute towards affordable housing, service and infrastructure needs, especially those sites located within the higher value areas identified by the Study. Their development is still attractive to developers in the current market so long as demand for new houses remains.