

# Derby HMA Strategic Sites Study (2010)

## Site Assessments (within Derby)

Reference	Site
DE1	Wragley Way
DE2	Pastures
DE3	Hackwood Farm
DE4	Moorway Lane
DE5	Rykheld Road
DE6	Chaddesden Sidings
DE7	Osmaston
DE8a	Castleward
DE8b	Former Derbyshire Royal Infirmary
DE9	Boulton Moor
DE10	Friar Gate Station
DE11	Manor Kingsway
DE12	Woodlands Farm
DE13	Derby City Centre

<b>Site Reference Number</b>	DE1
<b>Site Name</b>	Land at Wragely Way (Within Derby City)
<b>Site Address</b>	Sinfin, Derby
<b>Site Area</b>	18.7ha
<b>Estimated Site Capacity (Dwellings)</b>	300
<b>Potential New Population to be Created</b>	704

## 1. Introduction & Strategic Context

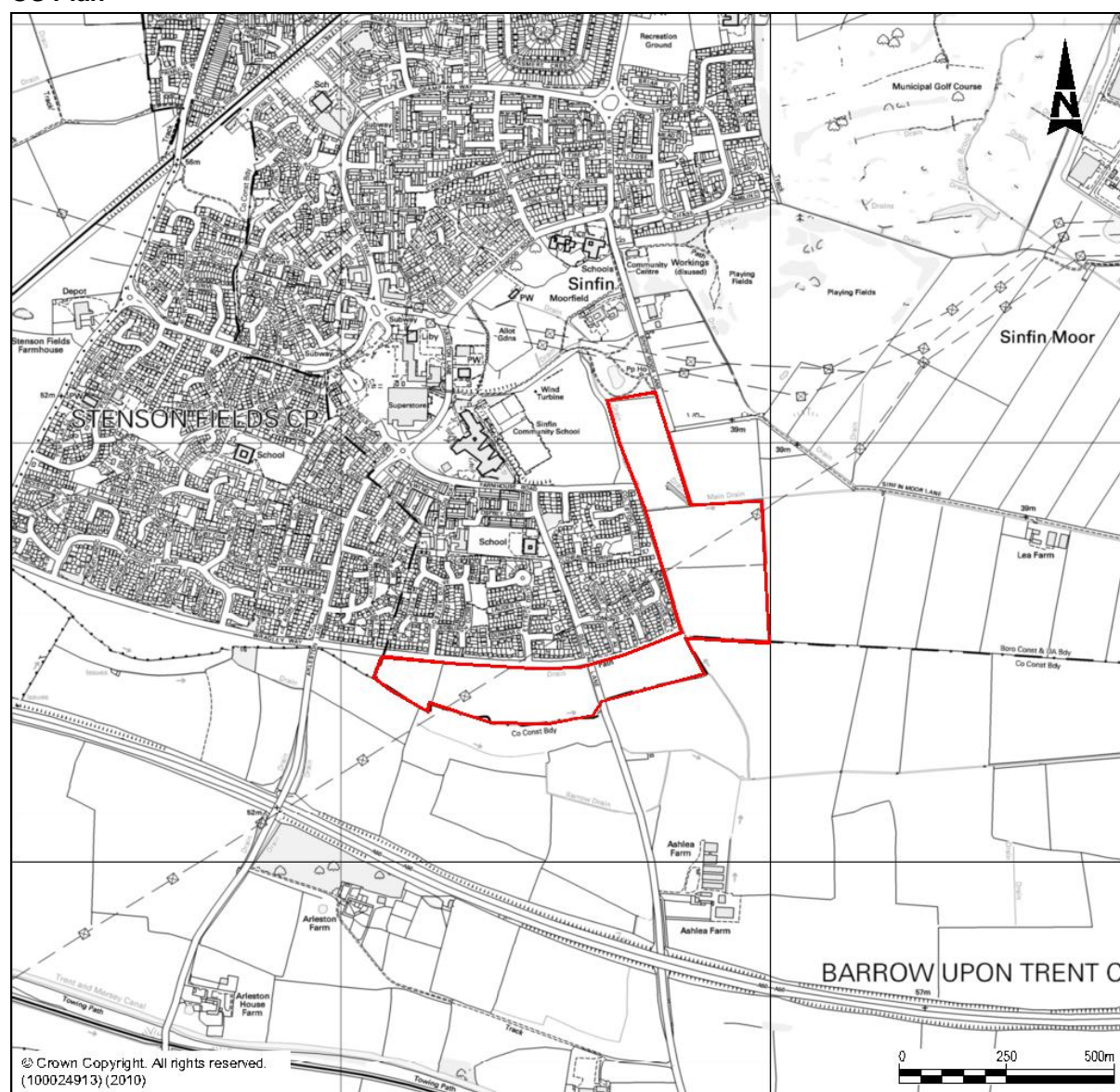
The site lies within Derby City administrative area, adjacent to Stenson Fields residential estate, on the edge of the Derby PUA. Derby City Centre is approximately 5 miles to the north of the site. The Stenson Fields estate is well served by public transport and two circular bus routes provide a frequent service every 15 minutes between the residential estate and Derby City Centre. Sinfin District Centre lies approximately 0.25 miles from the site and comprises a large supermarket, post office, takeaway, library, doctor's surgery and public house. The area is served by a number of primary schools and one secondary school (Sinfin Community School) which also serves as an adult education centre.

The A50(T) Trunk Road, which provides a connection between the M1, Derby and Stoke-on-Trent, lies to the south of the site. The nearest access points from Wragley Way are the A514 Bonnie Prince Charlie junction at Chellaston (3.3 miles) and the A38(T) Toyota junction 4 at Findern (5 miles). However, there is no direct access from the site to the A50 other than via a convoluted route of local roads. The Birmingham to Derby railway line runs in a north east to south west direction, to the west of the site. The local road network crosses the rail line on bridges at points on Sinfin Lane, Goodsmoor Road and Stenson Road. Sinfin Lane is a single carriageway that accommodates two-way traffic over the railway, however, both the Stenson Road and Goodsmoor Road bridges can only accommodate one direction of traffic at a time and are controlled by traffic signal. The closest railway station is situated at Willington, which lies approximately 4 miles to the south-west of the site. This station is served infrequently by services operating between Nottingham and Birmingham New Street. Derby Railway Station lies within Derby City Centre and serves a range of local, regional and national destinations.

The site is currently in use as agricultural fields with hedgerow and tree field boundaries. An overhead power line bisects the site in a north-easterly to south-westerly direction and two pylons are located within the site boundary. The site forms an L shape which wraps around the existing residential development creating a north-east section and a southern section. The north east section is allocated in the Local Plan as Green Wedge and is partly allocated as proposed Public Open Space. Following major residential growth in the 1970s, the Stenson Fields estate now merges with Sinfin. Both estates are characterised by semi detached, two storey dwellings situated in cul-de-sacs, set back from the road. The Sinfin Community School also lies to the north-west of the site. The southern boundary of the site is partly bordered a hedge and tree line with agricultural fields beyond the authority boundary in South Derbyshire which are also being promoted for residential development (Site SD1), with the A50 beyond. Beyond the A50 lies open fields, which are inter-dispersed with hedgerows and pockets of woodland. The site is also bordered by agricultural fields to the east.

Site SD1 (Stenson Fields/Wragley Way) adjoins the site to the south but lies within the administrative area of South Derbyshire. The sites are also in the same ownership.

OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	The north-eastern section of the site is covered almost entirely by a Local Wildlife site and is designated as Proposed Public Open Space. There are no environmental designations on the southern part of the site.
<b>Flood Risk</b>	Part of the site lies within Flood Zone 2, which represents a moderate flood risk. This part is being promoted for public open space to serve the development. The remainder is in Flood Zone 1 which is low risk of flooding. The dwelling capacity of the site reflects the fact that this part of the site will not be developed.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is

	<p>expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Contamination</b>	There is no known contamination on the site.
<b>Agricultural Land</b>	The site comprises Grade 3 Agricultural Land which is classified as Good/Moderate quality land.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	<p>The north-eastern part of the site lies within a Green Wedge. The development of the whole site for residential development would intrude into the Green Wedge and result in some additional urbanisation in this area. The development of the southern section of the site would not have any significant impact upon the Green Wedge.</p> <p>The north-eastern section of the site is being promoted to provide Public Open Space for the remainder of the site and adjacent Site SD1 if that were to be developed. This would ensure that the Green Wedge is retained and may enable the role of the Green Wedge to be strengthened and improved and the proposed Public Open Space designation to be implemented. There are also opportunities for green infrastructure links through the development.</p>
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI)</b>	The site is designated as a Combined Existing Strategic

<b>Strategy</b>	Infrastructure Asset. The assessment of 'Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People' designates the site as an 'Existing Strategic Accessible Natural Greenspace'.
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#### 4. Townscape & Integration

<b>Existing Urban Form</b>	The site borders the residential areas of Stenson Fields to the north. The estate comprises a mixture of 2 storey, detached and semi detached dwellings and detached bungalows constructed in 1970's/80's.
<b>Surrounding Densities</b>	The surrounding densities range from 25 to 30 dwellings per hectare. The development of the southern part of the site is likely to be able to achieve densities of at least 30 dwellings per hectare. The site is most likely to be suitable for medium density development (30-50 dph).
<b>Relationship with Urban Area</b>	The site is adjacent to the urban area and has access to nearby shopping and school facilities.
<b>Historic Designations</b>	There are no historic designations on the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment.</b>	The site is identified as Trent Valley Washlands (Character Area 69) – Lowland Village Farmlands, Riverside Meadows, Wet Pasture Meadows. The site is not identified as either a Primary or Secondary Target Area. The site is within an area where the landscape could be enhanced. The site does not lie within a Historic Landscape Opportunity Area. Development in principle in this location would be acceptable in terms of impact on landscape.

#### 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)

<b>Health</b>	If the site was to be developed alone for 300 new dwellings, this would not generate a need for any additional GPs. If the site was to be developed in conjunction with site SD1, then it is likely that any health provision on that site could accommodate the additional population arising from the development of this site. This would require an agreement/co-ordination between the two sites but the sites are in the same ownership.
<b>Education</b>	<p>If the site was to be developed for 300 dwellings, this would result in the creation of a need for 60 new primary school places and 63 new secondary school places. DCC does not have any formulae for post 16 provision.</p> <p>The new primary school place arisings could be accommodated through spare capacity at existing primary schools within the area. Sinfon Community School currently has spare capacity for 205 pupils and could therefore accommodate the additional</p>

	secondary school places which the development would generate.
<b>Local Services</b>	Existing local facilities are at Sinfyn Local Centre. The site is located within walking distance of the Centre which is also accessible by public transport. If developed in isolation the scale of the site is unlikely to require the provision of on site local services and facilities such as local shops. If the site was to be developed in conjunction with Site SD1, local facilities required on site by that development could be shared with this site too.
<b>Open Space</b>	<p>The development of 300 new dwellings would generate a need for a total of 2.9ha of new open space provision. According to the facilities calculator, this would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 0.7ha</li> <li>• Children's Play – 0.2ha</li> <li>• Outdoor Sports – 1.1ha</li> <li>• Amenity Greenspace – 0.4ha</li> <li>• Allotments – 0.1ha</li> <li>• Natural &amp; Semi-Natural – 0.5ha</li> </ul> <p>The site has access to a number of open space facilities within Derby City. It is not within a 10 minute drive time of a City Park, therefore contributions to off site major open space could also be directed to Markeaton, Allestree or Elvaston Castle Country Parks. However it is within a 10 minute drive time of a new proposed City Park. The site is within a 1200m catchment of a District Park located at Sinfyn Moor. The site does not lie within a catchment of a Neighbourhood Park. A new Neighbourhood Park could be required to support the new population and could potentially be delivered on the part of the site in the Green Wedge. Agreement would be required on whether contributions go towards maintaining the existing District and City Parks in Derby or creating new parks to serve the population.</p> <p>The site falls within the 400m catchment of a children's play area, contributions could be directed towards maintaining these facilities or providing new facilities on site to support the new population.</p> <p>Outdoor sports facilities are located within Stenson Fields. Contributions could be directed to improve the quality of the provision of these facilities.</p> <p>The site is within the 240m catchment for amenity green space however additional amenity green space would be required on site to support the population.</p> <p>The site lies within the catchment of 720m for allotments at</p>

	<p>Stenson Fields, contributions could be directed towards extending the facility.</p> <p>The site lies within the 480m catchment for natural &amp; semi natural greenspace.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>Stenson Road and Sinfin Lane connect this general area with the rest of Derby. Both roads are unclassified and were not designed as routes to serve large volumes of traffic. They are only single carriageway roads that provide the main routes to the city centre. However traffic, which includes cyclists and buses, has to compete with frequent access frontage to houses, shops and industry, on street parking and frequent junction interchanges. As a consequence there are capacity restrictions. On Stenson Road this is exacerbated by the single lane bridge that crosses the rail line. Both Stenson Road and Sinfin Lane experience significant weekday morning and evening congestion problems that not only impacts on general traffic but also the reliability of buses that use both roads. Therefore, the transport connections between the general area and Derby are restricted.</p> <p>Both Stenson Road/Wragely Way and Deep Dale Lane/Wragley Way provide access to the site and both will be impacted by the development of the site although given the size of the development, if developed in isolation of site SD1, and the expected number of vehicle trips that will be generated during the weekday peak hours, approximately 180, the impact will be relatively small. Access to the site along Deep Dale Lane would allow further access through to Stenson Road.</p> <p>According to the 2001 Census around 16% of Sinfin residents walk to work. This is higher than the average for Derby, however, there are some major employers in the area. For example, Rolls Royce's main facility in Derby is located approximately 4 kilometres away on land to the east of Sinfin Lane. The area is served by Arriva Bus 38 and 37, which run at a frequency of 10 minutes. Around 12% of residents use the bus to travel to work, which is higher than the average across Derby. Cycling accounts for 5% of the mode share of journeys to work and again is slightly higher than the average across Derby. Continuing to encourage the active modes such as walking and cycling and maintaining good public transport service by ensuring a well-connected road/pedestrian network is incorporated in the site will enhance the sustainability aspects of this site.</p> <p>If Chellaston Business Park is developed, the employment area would be within walking and cycling distance of the site.</p>
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<b>Strategic Transport Issues (Including Strategic Road Network)</b>	<p>Although it is located close to the A50(T), the area does not enjoy direct access to the A50(T). Local residents currently use the network of local roads and the A5132 to access the A50(T)/A514 junction and the A38(T)/A50(T) junction at Toyota. Stenson Road and Sinfin Lane provide the main routes to the A5111 Outer Ring Road and the City Centre. However, they struggle to serve existing demand from the area and the Stenson Road rail bridge significantly reduces the capacity of the network to serve development to the south. It is unlikely that widening the bridge to accommodate two-way traffic will provide significant benefits because of problems further north and in particular the junction at Stenson Road/Blagreaves Lane.</p>
<b>Accessibility</b>	<p>It is not anticipated that the size of this development alone will bring in any additional services. Sinfin District Centre provides a range of services including main shopping facilities, health centre, post office and banking, which are within an acceptable walking distance to this small site.</p> <p>The Arriva 38 is routed along Wragley Way and provides a high frequency Service to Derby City Centre of 6 buses an hour during the daytime.</p> <p>There is a recommended on road cycle route that links the site to the district centre and beyond to Route 66 of the National Cycle Network.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>If this potential site was to be developed in isolation it would be expected to generate 180 new vehicle trips during the weekday traffic peaks, which is not considered to be a significant number. Although the north south connections to Derby currently experience significant congestion problems, the transport network surrounding the site may be able to absorb the relatively small amount of traffic generated by this site. A connection to Sinfin Lane, facilitated by this site, could permit changes to the bus routing in the area and improve access to the surrounding employment areas and city centre. Ensuring good pedestrian and cycling connectivity between this site and the existing development to the north will enhance the accessibility of this site.</p>

## 7. Economy

<b>Existing Employment</b>	<p>Significant employment opportunities exist in the City Centre and at Pride Park. The site is also situated in a broad location which would afford access to jobs at Rolls Royce, Toyota at Burnaston in South Derbyshire and the City Hospital at Mickleover. There is a possibility of providing footpath/cycle path access across the Green Wedge to the Rolls Royce sites.</p>
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	Toyota and cross city locations are less accessible other than by car.
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	The site is split between an area which scores between 15 and 30 on the Indices of Multiple Deprivation (IMD) and an area which scores between 30 and 45. 30 and 45 is the median score across the HMA. The IMD score is considered to be a medium/low to low score for the purpose of this study and would have medium/low – low scores on the 7 Domain Indices.

## 9. Availability

<b>Site Ownership</b>	The site forms part of a wider potential urban extension site that extends into South Derbyshire (SD1). The wider site is understood to be in the control of one developer.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The site was part of one of five major planning applications that went to a conjoined Inquiry in 2008. Four of the sites were proposed major extensions to Derby into the district of South Derbyshire. The subject site was not one of the successful three sites that obtained planning permission, but it is understood that the current owners/promoters are continuing to promote the site through the emerging Local Development Framework process.

## 10. Suitability

<b>SHLAA Context</b>	The site is currently used as open grassland with identified constraints being pylons crossing the site, some minor localised ecological policies and part of the site being within Flood Zones 2. As part of the planning appeal Inquiry in 2008, the site was considered to be generally sustainable location subject to highway and access matters.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	The site is located on the edge of a residential area of Derby. Sinfon District Centre, employment uses and local schools are all located in this wider suburban area.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
	£125 - £130 (psf)		

<b>Market Commentary</b>	Sinfin has a good mix of community facilities, is a short drive from Derby City Centre and benefits from local access to employment opportunities. It is considered that there will be developer demand to build new housing in this location. However, Chellaston and Littleover have better road links and benefit from higher house prices than Sinfin.
<b>Scheme Type &amp; Appropriate Mix</b>	Medium density estate type housing would be in-keeping with the existing community and is therefore considered appropriate in this location. Any new scheme will have to be sensitively designed in order to integrate it with the existing community. An equal split of two, three and four bedroom houses is likely to cover the whole of the market and it is suggested that the developer's preference will be for semi-detached rather than detached properties.
<b>Viability Consideration</b>	Despite minor ecological issues, flooding in parts of the site and pylons crossing part, it is considered that the site would be broadly viable due to its Greenfield nature and ready access to the adopted highway network.

## 12. Overall Summary Commentary/Recommendations

The southern section of the site is not constrained by environmental, ecological, landscape or historical designations or factors. The north-eastern section of the site contains a Local Wildlife Site and is designated as a Green Wedge and a proposed area of Public Open Space. These designations constrain the development of this part of the site for residential development.

The north eastern part of the site also lies within Flood Zone 2 which presents a moderate risk to development. There is no contamination on the site and it contains only moderate/good quality agricultural land. This is therefore not the best and most versatile.

It is considered that the north-eastern section of the site could be retained in open use. This would potentially provide opportunities to strengthen and improve the role and value of the Local Wildlife Site and Green Wedge, extending their coverage. The off site Public Open Space requirements for this site and site SD1 could be provided in the north-eastern section of the site. This would potentially enable the proposed Public Open Space designation to be fully implemented through developer funding. There also exist opportunities to improve access to the countryside and surrounding green infrastructure through the provision of new links as part of the development of the site. Existing outdoor sports facilities are located within Stenson Fields. These could be upgraded and improved through the development of the site.

The site is adjacent to the existing urban area and has good links to existing employment and service opportunities on foot, by bicycle and on public transport. Similar to the other sites in the area, the significant transport issue is the reduced capacity on the north south routes between the area and the Outer Ring Road and City Centre. The local transport network is significantly constrained and suffers weekday morning and evening peak hour congestion. However, because of the small scale of the site, if developed in isolation, it is unlikely that the impacts will be significant.

Located on the edge of the city the site is within close proximity to a wide range and types of employment opportunities including those within the City Centre and those offered by large scale local employers such as Rolls Royce and Toyota. There are frequent bus services to the City Centre and

the main Rolls Royce facility is within easy cycling distance. Toyota and cross city locations are less accessible other than by car.

No new GP or local services are likely to be required on the site if it is developed in isolation. The likely new primary and secondary school place arisings could be accommodated through existing spare capacity at local primary schools and Sinfin Community School. The development of the site for 300 dwellings could result in the provision of 90 affordable dwellings.

The owner of this site and adjoining site SD1 has been actively promoting them for a long period of time. It is considered that this site would attract developer demand. Medium density estate housing would be appropriate for the site with a split of 2, 3 and 4 bedroom dwellings. It is considered likely that developer preference would be for semi-detached rather than detached dwellings. Overall, it is considered that this is a viable site from a market perspective.

<b>Site Reference Number</b>	DE2
<b>Site Name</b>	Pastures Hospital Extension (Within Derby City)
<b>Site Address</b>	West of The Hollow, Littleover, Derby
<b>Site Area</b>	5.48ha
<b>Estimated Site Capacity (Dwellings)</b>	164
<b>Potential New Population to be Created</b>	385

## 1. Introduction & Strategic Context

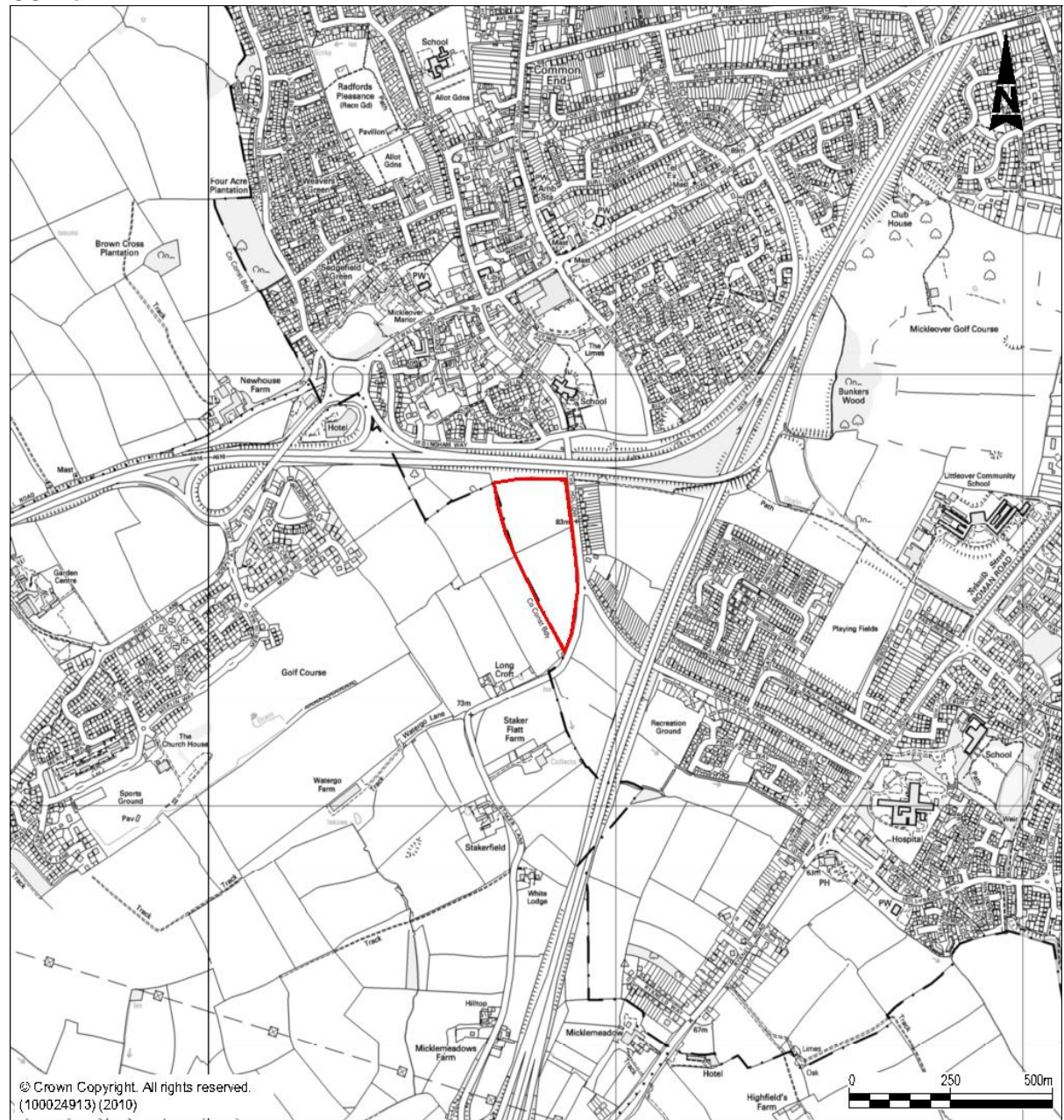
The site lies within Derby City administrative area, adjacent to the Littleover and Mickleover residential estates. A wider area is being promoted for development which could potentially provide a sustainable urban extension to the city into South Derbyshire. Derby City Centre is approximately 5 miles to the north-east of the site. Littleover and Mickleover are well served by public transport and dedicated bus services operate every 7/8 minutes between the residential estates and Derby City Centre. A large supermarket is approximately 1 mile from the site within the Mickleover District Centre. Littleover and Mickleover are also served by a number of primary schools and three secondary schools (Littleover Community School, Derby Moor Sports College and Murray Park Community School).

The A516 Derby Road forms the northern boundary of the site. This links with the A38(T) trunk road and provides access into the City Centre. The A38(T) lies to the south of the site and can be accessed approximately half a mile away. Both the A516 and A38(T) provide direct access to the A50(T), which provides a direct route to Stoke-on-Trent, the M1 and Nottingham. The A50(T) lies approximately 3.4 miles away but both roads have access restrictions to ensure that their integrity as high speed, strategic facilities is preserved. Derby Railway Station is located within Derby City Centre and serves a range of local, regional and national destinations.

The site currently comprises undulating agricultural fields which have a steep gradient in places making it highly visible from the south and south-east. The site is irregular in shape and somewhat divorced from the urban area. Only the north-eastern corner adjoins existing development. An arm of residential development along The Hollow, through the Green Wedge effectively joins Mickleover and Littleover at this point. The former Pastures Hospital site to the west of the site is a relatively new (1990s) residential area and is characterised by a range of two storey house types, situated in cul-de-sacs but fronting onto the street. An area of fields separates this development from the site but part of this area is also promoted for development within South Derbyshire. The site is bordered to the north by the A516 with residential development in Mickleover beyond. The site is bordered to the south and south west by open fields, which are interspersed with hedgerows and pockets of woodland.

The promoted site SD4 (Pastures Hospital Extension) adjoins the site to the west within the administrative area of South Derbyshire and they are effectively being promoted as a single site. The landowner for the site also controls land within site SD4. If the two sites were not developed together, on its own the element within Derby City would not be big enough to be a strategic level site.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site.
<b>Flood Risk</b>	The site lies within Flood Zone 1, which represents a low flood risk.
<b>Contamination</b>	There is no known contamination on the site.

<b>Water (Waste Water Study)</b>	<p>Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Agricultural Land</b>	The site comprises Grade 3 Agricultural Land, which is classified as Good/Moderate quality land.

### 3. Green Infrastructure

<b>Green Belt</b>	The site is not within the Green Belt.
<b>Green Wedge</b>	The site lies entirely within the Green Wedge between Littleover and Mickleover. The development of the site would result in a reduction in the Green Wedge in a north to south-east direction. It would also lead to a significant narrowing of the wedge on the city boundary, where it is particularly narrow. It should be noted that if this site was to be developed along with Site SD4, SD4 would exacerbate this impact.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	When indicating the Overall Strategic GI Networks in the strategy, the site is on land designated as a Combined Existing Strategic Infrastructure Asset. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People designates the site as a Strategic Open Space. The development of the site would reduce its role as Strategic Open Space and would have an urbanising effect on the locality. However, as with all greenfield sites, careful design could offer opportunities to enhance the local Greenspace network through the provision of specifically designed, on-site links to the surrounding

	network.
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#### 4. Townscape & Integration

<b>Existing Urban Form</b>	The northern boundary of the site borders the existing urban edge and residential extent of Derby in this location with the A516 forming a physical 'cut off' barrier. The neighbouring dwellings are arranged in cul-de-sacs. The eastern edge of the site borders a line of housing on The Hollow with more open land to the east of this. The majority of nearby dwellings are two storey, detached properties set back from the road.
<b>Surrounding Densities</b>	The surrounding densities are approximately 35 dwellings per hectare. Development of 164 dwellings would be slightly lower than this at 30 dwellings per hectare. However, given the topography of the site, it is considered that this would be an appropriate capacity.
<b>Relationship with Urban Area</b>	The northern and eastern boundaries of the site border the Urban Area of Derby, although the Green Wedge 'washes over' the properties on The Hollow. However, on its own, the site extends southwards away from the urban area and its development would result in a small protrusion into the open countryside. Therefore it is considered that the relationship with the urban area is relatively poor.
<b>Historic Designations</b>	There are no historic designations on the site.
<b>Derbyshire Historic Landscape Characterisation</b>	The site lies within Area 68, Needwood and South Derbyshire Claylands - Settled Plateau Farmlands, Settled Farmlands, Sandstone Slopes and Heaths, Estate Farmlands, Riverside Meadows. The site is not identified as either a Primary or Secondary Target Area. The site is situated in an area identified for enhancement and forms part of a Historic Enclosed Landscape.

#### 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)

<b>Health</b>	If the site was to be developed alone for 164 new dwellings, this would not generate a need for any additional GPs. If the site was to be developed in conjunction with Site SD4, then it is likely that any health provision on that site could accommodate the additional population arising from the development of this site. This would require an agreement/co-ordination between the two sites but the sites are in the same ownership.
<b>Education</b>	If the site was to be developed for 164 dwellings, this would result in the creation of a need for 33 new primary school places and 34 new secondary school places. DCC does not have any formulae for post 16 provision.

	<p>The new primary school place arising from the development could be accommodated through spare capacity at existing primary schools within the area. The development of the neighbouring site SD4 would be likely to require the provision of a new primary school. If these two sites were to be developed together any new primary school on site SD4 could accommodate the primary school pupil arisings from the development of this site.</p> <p>The nearest secondary school is Littleover Community School. This school is currently over capacity and does not have the potential to expand. Murray Park Community School currently has spare capacity for 118 pupils and could therefore accommodate the additional secondary school places which the development would generate. It would not however be able to accommodate all of the growth which this site and site SD4 combined would generate.</p>
<b>Local Services</b>	<p>The site is located within close proximity to the existing urban area and there is a range of facilities at Mickleover (including the local centre which includes a large supermarket) and is within walking distance of the site and on a bus route which connects to The Hollow. The scale of the site if developed in isolation would not require the provision of on site local services and facilities. However if the site was to be developed in conjunction with site SD4, on site services and facilities required on site SD4 could be utilised by the new development on this site.</p>
<b>Open Space</b>	<p>The development of 164 new dwellings would generate a need for a total of 1.6ha of new open space provision. According to the facilities calculator this would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 0.4ha</li> <li>• Children's Play – 0.1ha</li> <li>• Outdoor Sports – 0.6ha</li> <li>• Amenity Greenspace – 0.2ha</li> <li>• Allotments – None</li> <li>• Natural &amp; Semi-Natural – 0.2ha</li> </ul> <p>There are deficiencies in the Mickleover area in respect of natural and semi-natural open space, allotments and children and young people's facilities. The development of the site could provide a limited contribution to reducing some of these deficiencies. It would however not contribute towards reducing deficiencies in respect of allotments.</p> <p>The open space provision could be provided wholly on site, taking into account existing features and ecological</p>



	<p>designations or through a mix of on-site and off-site provision and financial contributions.</p> <p>The site has access to a number of open space facilities within Derby City. It is not within a 10 minute drive time of a City Park, therefore contributions could be directed to Markeaton, Allestree or Elvaston. However it is within a 10 minute drive time of a new proposed City Park. The site is not within a 1200m catchment of a District Park. Contributions towards existing district parks or a new park would be required to support the new population. The site does not lie within a catchment of a Neighbourhood Park. Agreement would be required on whether contributions go towards maintaining the existing City Parks in Derby or creating new parks to serve the population.</p> <p>The site falls within the 400m catchment of a children's play area, contributions could be directed towards maintaining these facilities or providing new facilities on site to support the population.</p> <p>The site has access to some outdoor sports facilities and contributions could be directed to improve the quality of these facilities.</p> <p>The site is within the 240m catchment for amenity green space, improvements could be made to these facilities or additional amenity green space could be provided on site to support the new population.</p> <p>The site does not lie within the catchment of 720m for allotments. Contributions could be directed towards providing new facilities.</p> <p>The site lies within the 480m catchment for natural &amp; semi natural greenspace. New facilities could need to be provided to ensure that the remainder of the generated population has access to natural &amp; semi natural greenspace. Contributions may need to be directed towards maintaining these facilities or providing new facilities on site to support the population.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>Many of the local network issues relevant to this site are identical to the issues described for South Derbyshire Site 4. This site is located next to the Hollow which is part of a local road network between Uttoxeter Road and Rykneld Road.</p>
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	<p>The site is located within a quadrant that is bounded by two trunk roads, the A50(T) and A38(T), and a controlled-access county road, the A516. These roads are higher speed roads with minimal access points. Currently, access to the area containing the site is via a grade separated junction of the A516 that also connects to Mickleover District Centre and The Hollow that connects Mickleover and with Pastures Hill by crossing under both the A516 and the A38(T).</p> <p>The Trent Barton Villager passes close to the site and currently runs at a 30 minute weekday frequency. It is not anticipated that this site alone will generate sufficient demand to divert current services or warrant an increase in bus frequency, but together with the adjacent site, service frequency could be enhanced.</p> <p>Due to the site's location in relation to the trunk road network it is likely that most future residents will use their car to access services and employment. The local road network in Mickleover experiences some congestion and Uttoxeter Road immediately east of Mickleover also experiences levels of congestion. On the approach to Derby City Centre, congestion significantly increases.</p>
<b>Strategic Transport Issues</b>	<p>The junction of the A516 and the A50(T) experiences significant levels of congestion in the morning peak. The roundabout in Mickleover that leads to the crossing of the A516 and provides the main access to the area, also experiences levels of congestion during the morning peak. In addition, there are also localised problems on The Hollow and Haven Baulk Lane, which provide a route for traffic between Littleover and Mickleover and beyond to the A52.</p> <p>The left-in/left-out slip road system at the A516, immediately west of the Mickleover flyover has some safety problems, possibly related to the simultaneous merge of the slip road and the merge of the two lane section into one lane in the same area.</p> <p>Although the strategic road network surrounding the site can be congested in places, the proximity of the network enables residents of the area to quickly reach destinations located on both the A50(T) and the A38(T).</p> <p>Given the size of the site, if developed in isolation, it is not expected that the impact on the strategic road network would be significant. However, there are already significant congestion problems on the Derby A38 junctions and any additional traffic will add to these problems. If the site were developed in association with the adjacent South Derbyshire Site 4, the cumulative impact on the transport network would</p>

	be significant unless a significant amount of vehicle trips could be encouraged to use public transport and sustainable travel modes. More information can be found in the description for South Derbyshire Site 4.
<b>Accessibility</b>	<p>The proximity of the site to the Hollow and connections to Mickleover and Heatherton means that the site has relatively good accessibility to services. Mickleover District Centre is approximately 0.5 miles to the north and provides main shopping facilities, banking, health centre and a library.</p> <p>However, the A516 is a significant barrier to the Mickleover area and will limit the connectivity of the site, particularly for pedestrians. Route 66 of the National Cycle Network passes the site</p>
<b>Ability of Transport Network to Accommodate Site</b>	Although there are some existing capacity problems, the traffic generated by this site in isolation will only have marginal impacts on the surrounding local and strategic road networks.

## 7. Economy

<b>Existing Employment</b>	There are a number of large employers close to the site including the City Hospital and Toyota. Other large employers such as Rolls Royce and Bombardier are within reasonable distance. However, the location of the site to the strategic road network and low potential for public transport to serve the site means that access to employment will be inherently car based.
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	The site lies within an area which scores between 2.5 and 15 on the Indices of Multiple Deprivation (IMD). The IMD score is considered to be a low score for the purpose of this study and would have low scores on the 7 Domain Indices.
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## 9. Availability

<b>Site Ownership</b>	The site is within a single ownership. When considered in the context of site SD4, the fragmentation of the site means that there are multiple ownerships. However, all parties are willing to develop the sites for residential use.
<b>Land Owners/Developers/Promoters Attitude to Development</b>	Neither this site nor site SD4 has a history of planning applications for residential development. Developer interest is thought to be high for part of this site and site SD4 with no developer interest in for other parts of the site.

## 10. Suitability

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<b>SHLAA Context:</b>	The site is not considered to be environmentally constrained. It is physically constrained to a degree given the undulating topography and the potential visual impacts that this may have if the site were to be developed.
<b>Connectivity with Existing Residential/Commercial Land Uses:</b>	The northern part of the site area is within close proximity of the A516 slip road and further highways work will need to be undertaken to see if access can be achieved directly onto the slip road. The site is close to the A516 to the A38, but development in this location is isolated from the sustainable suburb of Mickleover to the north of the A516.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			£175 - £185 psf
<b>Market Commentary:</b>	Mickleover is an ever popular suburb of Derby, achieving consistently high house prices. The land around Pastures Hospital is detached from Mickleover and indeed, the main urban area of Derby. However, its transport links and countryside aspect mean that it is likely to be attractive to end users and therefore developers.		
<b>Scheme Type &amp; Appropriate Mix</b>	Parts of the site (when combined with SD4) have sufficient quantum to have a classic mix of two, three, four and five bedroom units, as would be expected in a relatively affluent part of the city. Developer interest is likely to focus on the larger house types and is thought that detached dwellings will be designed on the periphery of any proposed scheme to make use of the countryside views. Density therefore is likely to be medium-to-low.		
<b>Viability Consideration</b>	The site's Greenfield nature plus potential high end values means that it is likely to be viable. Potential connections to the A516 are suggested to be the only major abnormal to take into consideration.		

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by environmental, ecological, landscape or historical designations and is located in an area at a low risk of flooding. The site is not known to contain any contaminated land and is of moderate/good agricultural quality. The topography of the site represents a constraint to development & means that the site is highly visible when viewed from the open countryside to the south, south-east and south-west.

The site lies entirely within a Green Wedge and the development of it would narrow this Green Wedge significantly in a north-south-east direction. The site is being promoted as part of the adjoining Site SD4 in South Derbyshire. This would bring development much closer to the narrowest part of the Green Wedge which would have an urbanising effect on the locality. In order to retain the Green Wedge in this location, this site and part of the north-eastern part of site SD4 would need to remain undeveloped. This could be utilised for public open space. This would however remove any physical link between this site and the existing residential development at The Hollow/Haven Baulk Lane.

The site is designated as Strategic Open Space in the Green Infrastructure study. The development of this site would therefore result in the loss of an important open area. Given its elevated location, it is considered that the urbanising impact of developing this site would be significant. The development of the site would have a minimal impact on reducing open space deficiencies in the locality. The site has access to some Outdoor Sports facilities which could be improved or enhanced through S106 contributions.

The site is detached from the surrounding urban area given the presence of the A516 and the A38(T). Local services in Mickleover are within walking distance of the site and accessible by bicycle, however, connectivity will be limited because of the physical barrier that the A516 creates. Access to public transport is also limited unless existing services can be extended to the site and frequencies increased.

Developed alone, the site would not be required to provide any new GP facilities or local services and additional school place arisings could be accommodated through existing capacity at local primary schools and Murray Park secondary school. If the site was to be developed in tandem with Site SD4, combined the two sites would need to provide additional GP services, local services and a new primary school. The likely combined secondary school capacity could not all be accommodated by Derby City Schools and there is no spare secondary school capacity at the nearest secondary school in South Derbyshire. The development of the site for 164 dwellings could result in the provision of 49 affordable dwellings.

Developer interest for the site is thought to be high and the owner of this site also partially owns site SD4. Low to medium density housing is considered to be appropriate for the site. Overall it is considered that the site is viable from a market perspective. If this site was to be developed with site SD4, abnormal costs may relate to new access provision, but the end values for the site should ensure that a development remains viable.

Overall, it is likely that this site and site SD4 would need to be developed together to achieve a suitable landscape which retains the openness of the Green Wedge to try to offset the overall loss of open land. However, if both sites were to be developed together, then the traffic impacts are likely to be too great for the local highway network to accommodate.

<b>Site Reference Number</b>	DE3
<b>Site Name</b>	Land at Hackwood Farm
<b>Site Address</b>	Radbourne Lane, Mickleover, Derby
<b>Site Area</b>	28.3ha
<b>Estimated Site Capacity (Dwellings)</b>	980
<b>Potential New Population to be Created</b>	2,298

## 1. Introduction & Strategic Context

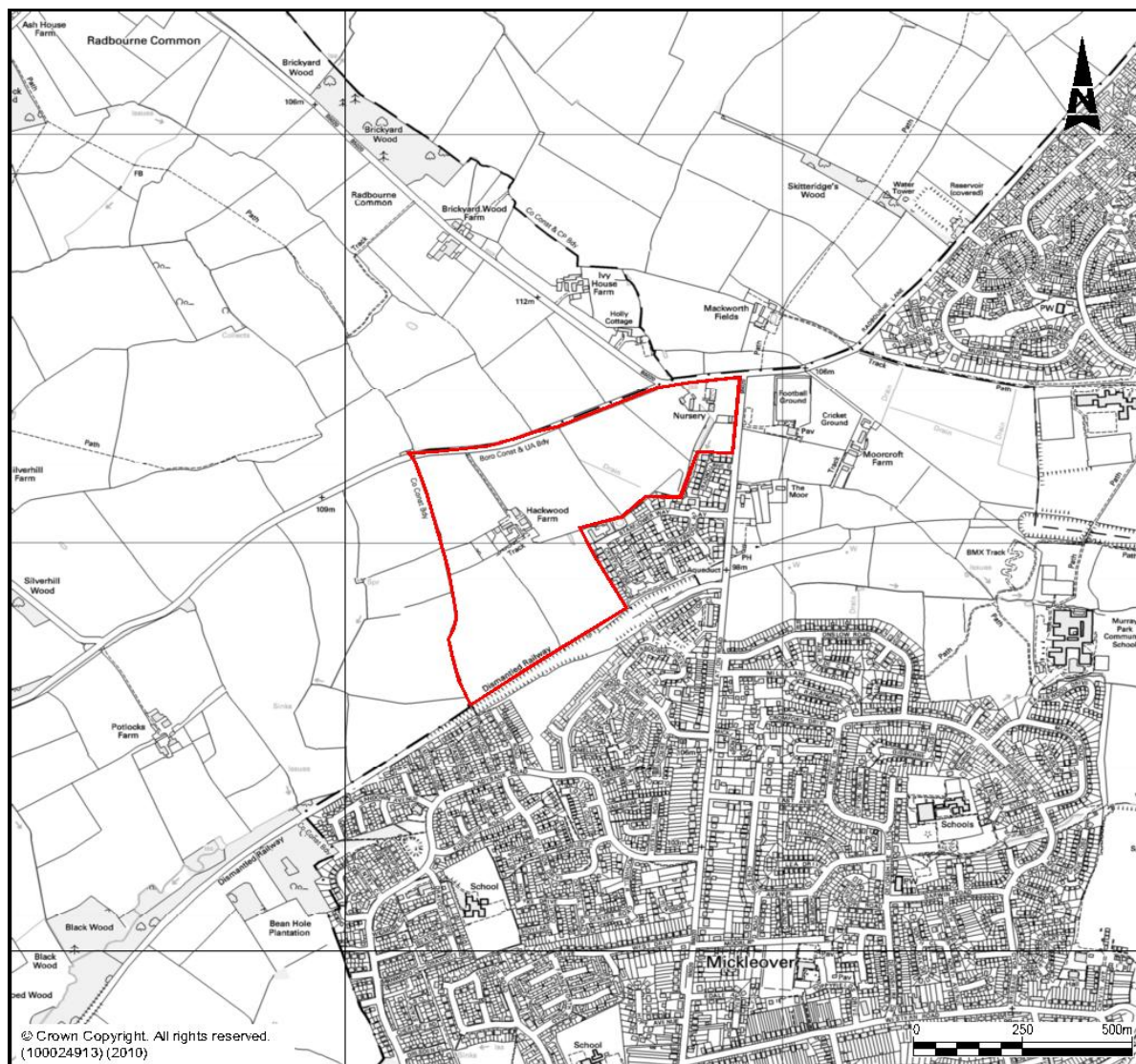
The site lies within Derby City administrative area, on the northern edge of Mickleover. It is being promoted as part of a larger area which crosses the Derby/South Derbyshire boundary and has the potential to become a strategic sustainable urban extension to the city. Derby City Centre is approximately 4.5 miles to the east. Mickleover is well served by public transport and a dedicated bus service operates every 7/8 minutes between Mickleover and Derby City Centre. The District Centre which includes a supermarket lies approximately 1 mile from the site and there are two small neighbourhood centres nearer to the site. The District Centre also includes a number of smaller shops and community facilities including a doctor's surgery and library. Mickleover is also served by a number of primary schools and a secondary school (Murray Park School).

The site lies approximately 5 miles north of Junction 5 of the A50(T) which provides access to Stoke on Trent and the M1 Nottingham. The A516 Derby Road is approximately 2 miles to the south-east; this provides access to the A38(T) and direct access to the City Centre. The site itself is not bordered by any major roads and would be accessed via the B5020 Station Road and/or Radbourne Lane in Mickleover.

The site comprises agricultural fields that are used for arable farming. The fields are bordered by trees and hedgerows along their boundaries. Hackwood Farm lies in the centre of the site and a nursery is situated within the north-east corner of the site. The southern boundary is bordered by a dismantled railway beyond which lies the residential area of Mickleover. The surrounding residential area comprises mainly two storey, detached residential dwellings situated in cul-de-sacs, set back from the road. Pockets of open space fragment the urban form and mature trees create a leafy suburb. The land to the north and west is characterised by open fields, which are inter-dispersed with hedgerows and pockets of woodland. The site forms an L shape around an existing residential development on Station Road which built approximately 10 years ago.

Site SD6 (Hackwood Farm) directly abuts the western boundary of the site but lies within the administrative area of South Derbyshire. The two sites together are being promoted as a potential strategic urban extension to the city.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	The site has a local nature conservation designation on it in the form of Radbourne Lane Hedge. The southern boundary of the site is bordered by a Local Wildlife Site. Subject to careful design, this should not alone unduly restrict the development of the site.
<b>Flood Risk</b>	The site lies within Flood Zone 1, which represents a low risk from flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to

	<p>reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Contamination</b>	There is no known contamination on the site.
<b>Agricultural Land</b>	The site comprises Grade 3 agricultural land which is of good/moderate quality.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The northern part of the site forms part of a Green Wedge. The development of this part of the site would see the narrowing of this Green Wedge on the edge of Mickleover.
<b>National Landscape Designations</b>	The site does not contain any national landscape designations
<b>Local Landscape Designations</b>	The site does not contain any local landscape designations.
<b>Green Infrastructure (GI) Strategy</b>	The site is on land that is designated an Urban Fringe Green Infrastructure Enhancement Zone. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People designates the site as an Existing Strategic Accessible Natural Greenspace.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	The site borders the west of the urban area of Derby. The estate comprises mainly 2 storey semi-detached residential dwellings, set back from the road.
<b>Surrounding Densities</b>	The surrounding dwelling densities range from 25 to 30 dwellings per hectare. It is felt that the site could potentially be developed at a higher density of 35 dwellings per hectare.
<b>Relationship with Urban Area</b>	The site is adjacent to the urban area. The local service centre of Mickleover is approximately a mile away and is not reasonably accessible by foot .



<b>Historic Designations</b>	There are no historic designations on the site. However, the Grade I Listed Radbourne Hall lies to the west of Mickleover. English Heritage has expressed specific concerns that any development to the west of the B5020 would have detrimental impacts upon the setting of Radbourne Hall and its parkland as development would be visible from the hall and its two related Grade II farms.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site lies within Area 68, Needwood and South Derbyshire Claylands. The site is identified as a Secondary Target Area which should be conserved and enhanced. The site also lies within an area of Historic Enclosed Landscape. Any development should have due regard to the landscape character of the Secondary Target Area and seek to enhance the landscape character in this location.

5. **Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed alone for 980 new dwellings, this would generate the need for 2 new GPs. It is likely that this could be provided as extensions to existing surgeries in the locality funded through developer contributions. If the site was to be developed along with site SD6, then it may be appropriate to provide a new doctor's surgery on site.
<b>Education</b>	<p>If the site was to be developed for 980 dwellings, this would result in the creation of a need for 196 new primary school places and 206 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>A new primary school could be provided as part of the development along with the accommodation of additional primary school place arising within existing local primary schools if required. This could be provided as part of or together with the development of site SD6 if the two sites were to be developed as one strategic location.</p> <p>The nearest secondary school is Murray Park Community School. Murray Park Community School currently has capacity for 118 pupils. This school could therefore accommodate approximately 55% of the new secondary school place arisings from the development but does not have much scope for expansion. There are no other schools within the locality at Littleover, Mickleover or Mackworth which have sufficient capacity to accommodate the remaining predicted pupil arisings.</p>
<b>Local Services</b>	The site is located within close proximity to the existing District

	<p>Centre. There are a range of facilities at both Mickleover (including the local centre and supermarket) and within Derby City Centre although neither are reasonably accessible by foot. The scale of the site would require the provision of on site local services and facilities. It is considered that such facilities could be developed on site without detriment to the vitality and viability of existing local services.</p>
<b>Open Space</b>	<p>The development of 980 new dwellings would generate a need for a total of 9.3ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 2.2ha</li> <li>• Children's Play – 0.6ha</li> <li>• Outdoor Sports – 3.4ha</li> <li>• Amenity Greenspace – 1.3ha</li> <li>• Allotments – 0.3ha</li> <li>• Natural &amp; Semi-Natural – 1.5ha</li> </ul> <p>This could be provided wholly on site, taking into account existing features and ecological designations or through a mix of on-site and off-site provision and financial contributions.</p> <p>The site has access to a number of open space facilities within the administrative area of Derby City. It is within a 10 minute drive time of Markeaton City Park, therefore contributions could be directed to Markeaton Park. The site is not within a 1200m catchment of a District Park. A small part of the site lies within a catchment of a Neighbourhood Park. However it is likely a new Neighbourhood Park would be required to support the new population. Agreement would be required or whether contributions go towards maintaining the existing District, City and Neighbourhood Parks in Derby/South Derbyshire or creating new parks to serve the population.</p> <p>The site does not fall within the 400m catchment of a children's play area. Contributions would need to be directed towards new facilities for children and young people to support the new population.</p> <p>The site lacks good access to outdoor sports facilities, contributions would need to be directed at providing new facilities on site to support the new population.</p> <p>A small proportion of the site is within 240m of amenity green space. Additional amenity green space or improvements to existing provision could be required to support the population.</p> <p>The site does not lie within the catchment of 720m for allotments. Contributions could be directed towards providing new facilities to support the new population.</p>

	<p>The site does not lie within the catchment for natural &amp; semi natural greenspace. New facilities could be provided to ensure that the new population has access to natural &amp; semi natural greenspace.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>The development is expected to generate approximately 600 weekday peak hour new vehicle trips. There are a choice of routes to the city centre from this location either via Uttoxeter Road or the A52 Ashbourne Road. Locally, Uttoxeter Road experiences delays in the morning and evening peak, particularly on the approach to the Outer Ring Road and the Royal Derby Hospital junction. Ashbourne Road also experiences significant congestion, particularly on the approaches to the A38(T) and the Markeaton Roundabout.</p> <p>Haven Baulk Lane, The Hollow, Station Road, Radbourne Lane and Markeaton Lane form local route that residents use to circumvent the A38 Derby Junctions and to travel between destinations in Allestree, Mackworth, Mickleover, Littleover and Sinfen. There are localised congestion problems as a result and in particular at the junction of Radbourne Lane and Station Road.</p> <p>It is unlikely that this development in isolation is of a scale that will support a dedicated bus service. As such, bus provision to the site would have to be provided by extending existing routes. The ability to do this will depend on the length of existing routes and access to the site. Without bus penetration this site is likely to be very car dependent.</p>
<b>Strategic Transport Issues</b>	<p>The Highways Agency (HA) has not been supportive of housing development to the west of the A38(T) because of its dependency to either cross the road or travel on it to access Derby City Centre or longer distance destinations.</p> <p>The A38 Derby Junctions experience significant congestion. A scheme to grade separate the junctions has been devised, however, no firm decision has been taken to fund the scheme by Central Government. As a consequence, additional development will only exacerbate existing problems.</p>
<b>Accessibility</b>	<p>The nearest services are located within Mickleover District Centre approximately 1.5 miles from the site. These include main shopping facilities, GPs, chemists, library and banking. There are no existing direct bus services that would serve the site and the nearest service is 'The Mickleover', which serves a route approximately 1 km to the south of the site. As a consequence it is unlikely that residents from this site would walk, cycle or use public transport. Without significant</p>

	<p>improvements in sustainable travel this site will be car dependant for short journeys.</p> <p>There is potential to provide a direct link to the Route 68/66 of the national Cycle Network, which passes to the south of the site and links to Mickleover District Centre.</p> <p>Given the potential size of the site, there would need to be a minimum of two access points. Access could be provided on Station Road, which should be located at least 50m from the junction of Radbourne Lane and Station Road. A second access should be offered from Radbourne Lane which should be a minimum distance of 50m from the Radbourne Lane and B5020 junction. Radbourne Lane is currently a rural back road and as a consequence provision of a footway alongside Radbourne road should be considered.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>This development would produce around 600 car trips during the weekday AM and PM traffic peaks. There are congestion problems on both the local and strategic road networks that this development is likely to exacerbate. There is a network of rural roads that will allow traffic to disperse, however, this is not particularly sustainable and will cause traffic to take inappropriate routes.</p> <p>Bus services would need to be provided, however, there is a question over whether existing services could be extended through the site. The location of the access links to the site will in part define the ability to do this.</p>

## 7. Economy

<b>Existing Employment</b>	<p>Although the site is on the periphery of the city, subject to road network capacity issues it has reasonable access to the City Centre and the Royal Derby Hospital, both of which have a significant employment offer and lie within 5 miles. Its location on the west of the city also allows access to major employment opportunities at Toyota, Burnaston. Wider opportunities across the city including at Rolls Royce and Bombardier also exist. There are also local opportunities within Mickleover itself. However, unless the site can be served by public transport access to employment is likely to be inherently car based.</p>
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## Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies within an area which scores between 2.5 and 15 on the Indices of Multiple Deprivation (IMD). The IMD score is considered to be a low score for the purpose of this study and would have low scores on the 7 Domain Indices. The social</p>
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	and economic benefits of developing the site would sustain the low levels of deprivation in this area.
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## 8. Availability

<b>Site Ownership</b>	The land is thought to be secured under an option agreement to a developer.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	There is a high level of interest in the site from the development community as it represents an attractive and viable opportunity.

## 9. Suitability

<b>SHLAA Context:</b>	Part of the site is designated as a Green Wedge and there are a number of TPOs on the site. There is a concern about highway and accessibility issues and it is considered that significant development in this location could have a severe impact on traffic movement and congestion, especially in the context of the allocated and consented site at Skitteridges Wood, off Radbourne Lane in Amber Valley. The SHLAA does not consider the site's accessibility to local facilities to be particularly good. Development in this location will be able to integrate with the recent Miller development off Starflower Way. The site however, is disconnected from Micklegate by the dismantled railway, which has long been identified as a potential transport link between Micklegate and Mackworth.
<b>Connectivity with Existing Residential/Commercial Land Uses:</b>	The site adjoins the western extent of the urban area in this location. Access would most probably be from Radbourne Lane and Station Road which would need to be improved to support a large development in this location.

## 10. Achievable & Deliverable

End Value Range	Low	Medium	High
			£180 - £185 (psf)
<b>Market Commentary:</b>	Mickleover is a well established and ever popular suburb of Derby, consistently achieving high house prices in the context of Derby and surrounds. We consider there to be high demand both from a developer and end user point of view for housing in this location.		
<b>Scheme Type &amp; Appropriate Mix</b>	Reflecting the semi-rural nature of the immediate vicinity, we would suggest a medium-to-low density scheme of estate type housing with a weighting towards larger detached properties to be appropriate in this instance.		
<b>Viability Consideration</b>	Relatively high end values and the greenfield nature of the site means that no viability issues for this site can be foreseen.		

## 11. Overall Summary Commentary/Recommendations

The site is generally unconstrained by environmental, landscape or ecological designations. There is no known contamination on the site and it contains only moderate/good quality agricultural land. This is therefore not the best and most versatile. The site is located within Flood Zone 1 which represents a low risk from flooding. The site is not located within the Green Belt.

The northern part of the site forms part of a Green Wedge. The development of this part of the site would see the narrowing of this Green Wedge on the edge of Mickleover.

The Grade I Listed Radbourne Hall lies to the west of Mickleover. English Heritage has expressed specific concerns that any development to the west of the B5020 Station Road would have detrimental impacts upon the setting of Radbourne Hall and its parkland. This is because development could potentially be visible from the Hall and its two related Grade II listed farms. This could represent a significant constraint to development unless a suitable scheme can be designed which would minimise such impacts.

The site is identified in the GI Strategy as a Strategically Accessible Natural Greenspace. The development of the site would result in the loss of this Natural Greenspace but may open up opportunities for more formal Greenspace within the area. The site is adjacent to the existing urban area with its south-eastern boundary adjoining residential development in Mickleover. The site is however not particularly well related to existing local services either by public transport or foot.

It is likely that most additional traffic generated by the site would use Station Road to access Uttoxeter Road and Radbourne Lane to access the A52 Ashbourne Road. Both of these roads currently experience local congestion during the weekday AM and PM traffic peaks. The A38(T) Derby Junctions experience significant congestion. A scheme to grade separate the junctions has been devised, however, no firm decision has been taken to fund the scheme by Central Government. As a consequence, additional development will only exacerbate existing problems.

It is considered that a minimum of two new site accesses would be required, one from Station Road and one from Radbourne Lane. Radbourne Lane. The National Cycle Network passes the south of the site and there is potential to provide a direct link to this. However, the nearest bus service 'The Mickleover' is over a kilometre from the site.

The site is within range of significant employment opportunities including those within Derby City Centre, Toyota and the Royal Derby Hospital. However, without the extension of a local bus service through the site access to employment is likely to be inherently car based.

2 new GP's would be required by the development of the site. These could be provided as extensions to existing surgeries funded by developer contributions. If this site was to be developed along with Site SD6, then there may be scope to jointly provide a new surgery on one of the sites. A new primary school would be required on site, again, this could be provided jointly with Site SD6 if both sites were to be developed. The development of the site for 980 dwellings has the potential to deliver much needed affordable dwellings. It is likely that some on site local facilities would also be required.

The nearest secondary school is Murray Park Community School. The school currently has existing spare capacity for 118 pupils. This school could therefore accommodate approximately 55% of the new secondary school place arisings from the development but has little scope for expansion. There are no other schools within the locality at Littleover, Mickleover or Mackworth which have sufficient capacity to accommodate the remaining predicted pupil arisings. Secondary school place provision would therefore have a significant impact on the ability to develop the site.

It is understood that a major housing developer has an option on the site. There is high developer and end user interest for the site given its Greenfield status and location adjacent to the popular area of Mickleover. Improved access would however be required to enable the development of the site. It is considered that a medium to low density scheme would be most appropriate for the site. Overall it is considered that the site is viable and the infrastructure costs outlined above would not be onerous for a site of this type.

<b>Site Reference Number</b>	DE4
<b>Site Name</b>	Land at Moorway Lane
<b>Site Address</b>	Littleover, Derby
<b>Site Area</b>	26.12ha
<b>Estimated Site Capacity (Dwellings)</b>	1,000
<b>Potential New Population to be Created</b>	2,345

## 1. Introduction & Strategic Context

The site lies within Derby City administrative area, to the south of Littleover and the north and west of the Sunny Hill residential estates. Derby City Centre is approximately 4 miles away to the north east. Stenson Road is well served by public transport and a bus service operates every 15 minutes between the nearby residential estate and Derby City Centre. The Sinfen District Centre lies approximately 1 mile from the centre of the site. The centre comprises a superstore, post office, takeaway, library, doctor's surgery and public house. There are several primary schools within the locality of the site. The nearest secondary school is Derby Moor Community Sports College.

The A50(T) M1 Nottingham – Stoke on Trent trunk road lies to the south of the site and can be accessed via either Junction 3 at Chellaston (5.3 miles to the south-east) or Junction 4 at Findern (4.4 miles to the south-west). However access to these junctions is somewhat convoluted via a network of local roads. The closest railway station is Peartree Railway Station which lies approximately 2.2 miles to the north-east. Infrequent and limited services operate on this line between Derby, Stoke on Trent and Crewe. Derby Railway Station lies approximately 4 miles to the north-east of the site and serves a range of local, regional and national destinations. A third station, Willington Railway Station, lies approximately 4 miles away to the south-west of the site, however this station has an irregular service serving local stations between Nottingham and Birmingham New Street.

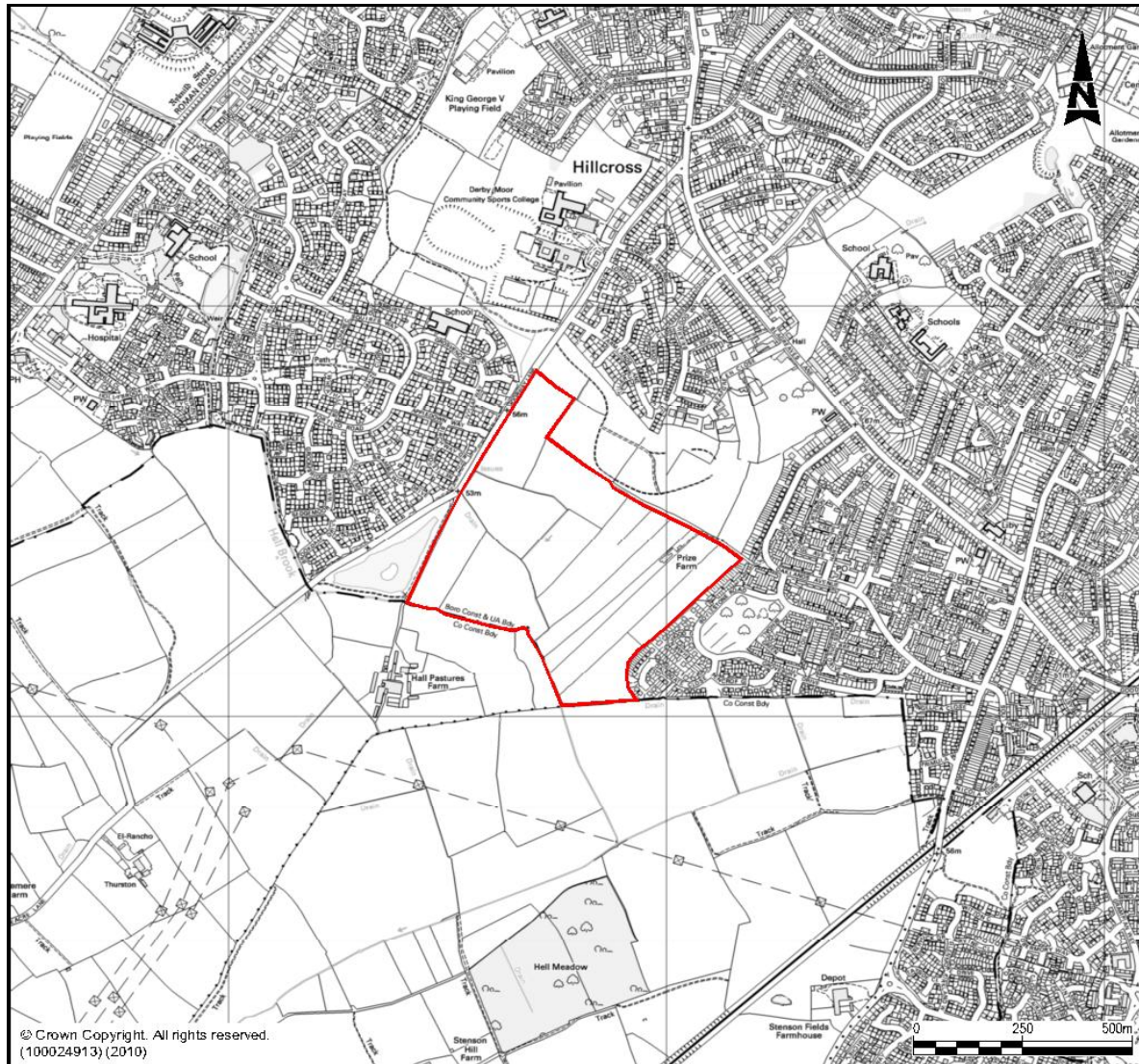
The site forms part of a Green Wedge which serves to separate and maintain the identity of the existing settlements at Heatherton/Littleover and Sunnyside. The purpose of the wedge in separating the distinctive identities of the suburbs would be severely if not totally undermined if a significant amount of the site were to be developed.

The site comprises open fields interspersed with tree and hedgerow boundaries. A network of public footpaths lies immediately to the north and north-east of the site. The site is proposed for use as public open space in order to form a new city wide park under the saved policies contained within the Local Plan. Immediately to the north east of the site is an area of public open space which the Council has recently acquired and laid out as the first part of the wider City Park proposal. Beyond the network of public footpaths lies a 10m wide tree belt with the residential development beyond. The site is broadly contained by development on all three sides and the western and eastern boundaries abut residential development. To the south of the site lie open fields which are inter-dispersed along their boundaries by trees and hedgerows. Immediately west and adjacent the site is a separate area of public open space which has also been adopted by the Council as part of the City Park development.



Site SD3 (Stenson Fields/West of Railway) is located to the south-east of the site within the administrative area of South Derbyshire and abuts the southern boundary of this site.

**OS Plan**



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site.
<b>Flood Risk</b>	The site lies largely within an area identified as Flood Zone 1 which represents a low risk from flooding. The south-eastern corner of the site lies within Flood Zone 2 which is at a medium risk of flooding. The site could be developed for residential purposes without requiring any built development in the area designated as Flood Zone 2. Residential development is however an acceptable use in Flood Zone 2 subject to sequential test.

<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	There is no known contamination on the site.
<b>Agricultural Land</b>	The site comprises Grade 3 Agricultural Land which is considered to be of good/moderate quality.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site forms part of a Green Wedge. The development of the whole of the site would result in a very substantial and significant loss of Green Wedge. This loss would completely erode the purpose of the Green Wedge within this location and would close off almost entirely the open area between Littleover and Sunny Hill as well as the open land to the south of the urban area.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	The site is on land that is designated a Combined Existing Strategic Infrastructure Asset and City-Scale Green Infrastructure. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People designates the site as an Existing Strategic Accessible Natural Greenspace. The Findern to Normanton proposed Greenway also runs through the site. The development of the entire site could result in the loss of this Strategic Accessible

	Natural Greenspace to the detriment of both the local community and the local landscape.
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#### 4. Townscape & Integration

<b>Existing Urban Form</b>	Sunnyhill lies to the east of the site and Heatherton to its west. Sunnyhill comprises a mixture of two storey semi detached and detached dwellings arranged in diverse and fragmented manner. Heatherton comprises modern 2 storey detached dwellings, set back from the road with integrated garages arranged in cul-de-sacs. Land to the north comprises a recently implemented park as part of some adopted public open space, beyond which lies a new extension to the Sunnyhill Estate (Hillcross); dwellings are arranged in cul-de-sacs fronting the road.
<b>Surrounding Densities</b>	The surrounding densities range from 30 to 35 dwellings per hectare. The development of the site for 1000 dwellings would be slightly higher at between 35 to 40 dwellings per hectare. It is however considered that this would be in keeping with the character of the surrounding area and would make efficient use of land.
<b>Relationship with Urban Area</b>	The site is close to the urban area but development of the whole site could potentially merge the two distinct areas of Sunnyhill and Heatherton which the green wedge currently acts to separate from each other. The nearest facilities are located at Littleover District Centre, Sinfen District Centre and at the junction of Stenson Road and Blagreaves Lane. None of these are particularly close and the district centres are not within reasonable walking distance.
<b>Historic Designations</b>	There are no historic designations on the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site lies within Area 68 Needwood and South Derbyshire Claylands. An area to the south of the site lies within a Secondary Target Area which is identified as an area for conservation and enhancement. The site itself does not form part of this. The site is highlighted as an area of Historic Landscape Opportunity. Development in this location would be acceptable in principle in landscape terms, however any development should have due regard to the landscape character of the Secondary Target Area and seek to enhance the landscape character in this location.

#### 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)

<b>Health</b>	If the site was to be developed for 1,000 new dwellings, this would generate the need for 2 new GPs. It is likely that this could be provided as extensions to existing surgeries in the
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	locality funded through developer contributions.
<b>Education</b>	<p>If the site was to be developed for 1,000 dwellings, this would result in the creation of a need for 200 new primary school places and 210 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>A new primary school could be provided as part of the development along with the accommodation of additional primary school place arisings within existing local primary schools.</p> <p>The nearest secondary schools are Derby Moor Community Sports College, Sinfin Community School and Littleover Community School. Derby Moor Community Sports College currently has existing spare capacity for 39 pupils whilst Sinfin Community School has current spare capacity for 205 pupils but Littleover Community School is currently significantly over subscribed. Derby Moor Community School and Sinfin Community College could therefore accommodate the new secondary school place arisings that the development of the site would generate.</p>
<b>Local Services</b>	<p>The site is located within close proximity to the existing urban area and there are a range of facilities at both Littleover and Sinfin (including the local centres and supermarkets). These facilities are not however within walking distance of the site and are likely to be accessed via car. The scale of the site if developed to full capacity would require the provision of on site local services and facilities. It is considered that such facilities could be developed on site without detriment to the vitality and viability of existing local services.</p>
<b>Open Space</b>	<p>The development of 1,000 new dwellings would generate a need for a total of 9.6ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 2.3ha</li> <li>• Children's Play – 0.6ha</li> <li>• Outdoor Sports – 3.5ha</li> <li>• Amenity Greenspace – 1.4ha</li> <li>• Allotments – 0.3ha</li> <li>• Natural &amp; Semi-Natural – 1.5ha</li> </ul> <p>This could be provided wholly on site, taking into account existing features and ecological designations or through a mix of on-site and off-site provision and financial contributions. However, on site open space may reduce the residential capacity of the site.</p> <p>Land directly to the north of the site is already designated as public open space and the first part of implementation of the</p>

	<p>wider City Park. The site itself is allocated in the Local Plan as proposed public open space. Whilst the development of the site would offer opportunities to enhance the existing open space, it would also result in the loss of a significant area of proposed public open space.</p> <p>The site has access to a number of open space facilities within Derby City. The site is not within a 10 minute drive time of a City Park, therefore contributions should either be directed to Markeaton, Allestree or Elvaston. Because the site itself is a proposed City Park there might be scope for developing a smaller part which could facilitate delivery of a smaller park, However the housing development itself may then not be classed as a strategic level residential development. The site is within a 1200m catchment of a District Park located at Sinfin Moor. There is a neighbourhood park immediately to the north of the site which could serve any development. Agreement would be required or whether contributions go towards maintaining the existing District, City and Neighbourhood Parks in Derby or creating new parks to serve the population.</p> <p>The site falls within the 400m catchment of a children's play area, contributions will need to be directed towards maintaining these facilities or providing new facilities on site to support the population.</p> <p>The site has limited access to outdoor sports facilities. New facilities/upgrades to existing facilities could be provided to support the new population.</p> <p>Part of the site is within the 240m catchment for amenity green space. Additional amenity green space may be required on site to support the population.</p> <p>The site does not lie within the catchment of 720m for allotments. Contributions would need to be directed towards providing new facilities/upgrading existing facilities.</p> <p>The site lies within the catchment for natural &amp; semi natural green space. Agreement would be required on whether contributions go towards maintaining the existing facilities or whether contributions go towards the provision of new facilities.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>The site has two possible access opportunities. The first is via Bakeacre Lane/Moorway Lane. The second point is through an existing residential area off of Oaklands Avenue, in the south east corner of the site. However, access from</p>
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	<p>Oaklands Lane is likely to be difficult because of the physical constraints of the existing housing and road layout.</p> <p>There are issues with the alignment of Moorway Lane and narrow carriageway width, which causes particular problems outside Derby Moor School. However, in engineering terms there are no reasons why access from Moorway Lane can't be achieved.</p> <p>Traffic from this development would eventually reach Blagreaves Lane. During the weekday peak traffic periods, Blagreaves Lane experiences congestion at a number of junctions, particularly Stenson Road and at the Chain Lane junction on the Burton Road.</p> <p>Moorway Lane is narrow and has limited carrying capacity. In addition, there are no footpaths that extend beyond the current urban fringe.</p> <p>The Arriva 33 and 36 serve Blagreaves Lane and pass Moorway Lane. Both services run at a weekday frequency of 4 per hour. However, it would be around 800m to walk from the centre of the site to Blagreaves Road to catch a bus. As such, the existing bus network would have to be extended into the development to attract bus users. The location of the site and access will not be conducive to easily achieve this.</p> <p>Currently, a portion of the orbital cycle route goes around the site but could be diverted through the site and provide a more direct route for cyclists. A traffic-free cycling route runs parallel to Moorway Lane, on the Heatherton Village side- a diverted cycling route would need to intersect this route. No bus routes operate on Moorway Lane, likely because the width of Moorway Lane is 5 metres or less, south of Farmlands Lane.</p>
<b>Strategic Transport Issues</b>	<p>Accessing the trunk road network from the site is somewhat convoluted and involves a route that follows Blagreaves Lane and Rykneld Road, finally linking to the A38(T). For this reason, it is not expected that the strategic road network will be directly impacted by this site.</p>
<b>Accessibility</b>	<p>The site is not particularly accessible because of the likely location of the main access points and connectivity with the surrounding area.</p> <p>In addition, it is not located within walking distance of existing district centres and facilities such as shops. Sinfyn District Centre provides the closest facilities and is approximately 2.5 miles from the site. The provision of local services within the development would improve accessibility and reduce the need to travel. The nearest existing local bus service is approximately 800 metres from the centre of the site. The</p>

	<p>Arriva 33 and 36 provide 4-6 buses per hour on Blagreaves Lane during the day.</p> <p>The National Cycle Route 66 follows Blagreaves Lane and provides a cycle link to Sinfen District Centre.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>The development could potentially generate 600 vehicle trips in the morning peak period. A junction on Moorway Lane would likely be the primary access point. Currently, the road width and alignment of Moorway Lane is poor and would need to be improved. It is unlikely that an access from Oaklands Avenue could be achieved for a development of this scale because of the physical constraints of the existing road network.</p> <p>There is localised congestion and any additional traffic generated by the site would exacerbate existing problems.</p>

## 7. Economy

<b>Existing Employment</b>	<p>This site is relatively well related to employment opportunities within the City Centre and at Rolls Royce. It is also reasonably well placed to be accessible to jobs at the Royal Derby Hospital and Toyota car production plant at Burnaston. However, unless the site can be served by public transport access to employment is likely to be inherently car based.</p>
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies within an area which scores between 15 and 30 on the Indices of Multiple Deprivation (IMD). The IMD score is considered to be a medium – low score for the purpose of this study and would have medium - low scores on the 7 Domain Indices. The social and economic benefits of developing the site would sustain the medium - low levels of deprivation in this area.</p>
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## 9. Availability

<b>Site Ownership</b>	<p>The site is within multiple ownerships and this issue could affect delivery.</p>
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	<p>It is thought there will be high developer interest but it appears that there are no option agreements currently.</p>

## 10. Suitability

<b>SHLAA Context:</b>	The site is located within a Green Wedge and areas of the site lie within Flood Zone 2. There are no other known physical constraints to development.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	Significant development accessed off Moorway Lane is likely to have a severe local traffic impact. The site aligns well both east and west with residential development, albeit there is no clear access to the east and the site is separated from residential development to the west by Moorway Lane. The land immediately to the north has been implemented as Public Open Space and is maintained by DCC.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
		£155 - £165 (psf)	
<b>Market Commentary:</b>	Littleover is an ever popular suburb of Derby which is likely to expand considerably after permission was granted for a major extension as part of the South Derbyshire conjoined Public Inquiry in 2008. With considerable consented housing land due to be brought forward over the forthcoming years, it is likely that developer demand will focus on similar natured Greenfield sites in other parts of the city. Notwithstanding this, a well designed scheme that was integrated with Littleover to the west of Moorway Lane is likely to be attractive to the open market.		
<b>Scheme Type &amp; Appropriate Mix</b>	A typical volume house builder scheme of equal parts two, three and four bedroom housing, similar to that delivered already as part of the extension to Littleover to the west of Moorway Lane and east of Rykneld Road. Good demand for the end units in this location are anticipated as well as relatively good end values.		
<b>Viability Consideration</b>	Despite the potential need to upgrade infrastructure, the Greenfield nature of the site suggests it would be viable for housing development. With significant new build housing proposed in the vicinity over the forthcoming years, it is suggested that it would be a number of years before there is significant developer interest in this location.		

## 12. Overall Summary Commentary/Recommendations

The site is not covered by any environmental, landscape, ecological or historic designations. The site is located entirely within the Green Wedge and is identified as an area of proposed Public Open Space. There is no known contamination on the site.

The majority of the site is located within Flood Zone 1, a small section of the site in the south-east corner is located within Flood Zone 2 but this should not cause any significant constraint to development. The site contains only moderate/good quality agricultural land and therefore this is not the best and most versatile.



The development of the site would sever the Green Wedge in this location and have a significant urbanising impact upon the locality and remove the potential for the site to be developed for public open space.

The site is within walking distance of some limited local services. However, the nearest significant local services are at Sinfen approximately 2.5 miles from the site. It is expected that these would probably be accessed by car. The closest public transport service in the area is on Blagreaves Lane, which is approximately 800m from the centre of the site. The site has relatively good links to a wide range of employment opportunities in the surrounding area, although these are most likely to be accessed by car. Significant investment would be required to upgrade the surrounding local road network, particularly Moorway Lane, which has no footpath beyond the current urban area.

It is anticipated that existing GP surgeries could be extended to accommodate the new population which would arise from the development of the site. A new primary school would need to be provided on site. Local secondary schools (Derby Moor and Sinfen) have capacity to accommodate the likely additional pupils which the site would generate. The development of the site for 1,000 dwellings could result in the provision of up to 300 affordable units.

Developer interest in the site would generally be high, although it is understood that there is no current option agreement on the site. As large scale development was permitted in this general area through the 2008 South Derbyshire Public Inquiry, developers are likely to look at Greenfield sites of a similar nature elsewhere in Derby. It may therefore be a while before real, significant developer interest is forthcoming. Overall, given the good end values, the development of the site for 2, 3 and 4 bedroom houses is considered to be viable when not competing against other, similar nearby developments.

<b>Site Reference Number</b>	DE5
<b>Site Name</b>	Land at Rykneld Road
<b>Site Address</b>	Heatherton, Derby
<b>Site Area</b>	33.3ha
<b>Estimated Site Capacity (Dwellings)</b>	980
<b>Potential New Population to be Created</b>	2,298

## 1. Introduction and Strategic Context

The site lies within Derby City administrative area, to the west of the Littleover and Heatherton residential areas. Derby City Centre is approximately 4 miles away to the north east. Littleover and Heatherton are well served by public transport and a dedicated bus service operates every 15 minutes between the residential estates and Derby City Centre. A new local centre lies close to the site at Heatherton. This comprises a local supermarket, pharmacy, hairdressers, takeaways, public house and community centre. Littleover and Heatherton are served by several primary schools and one secondary school (Littleover Community School).

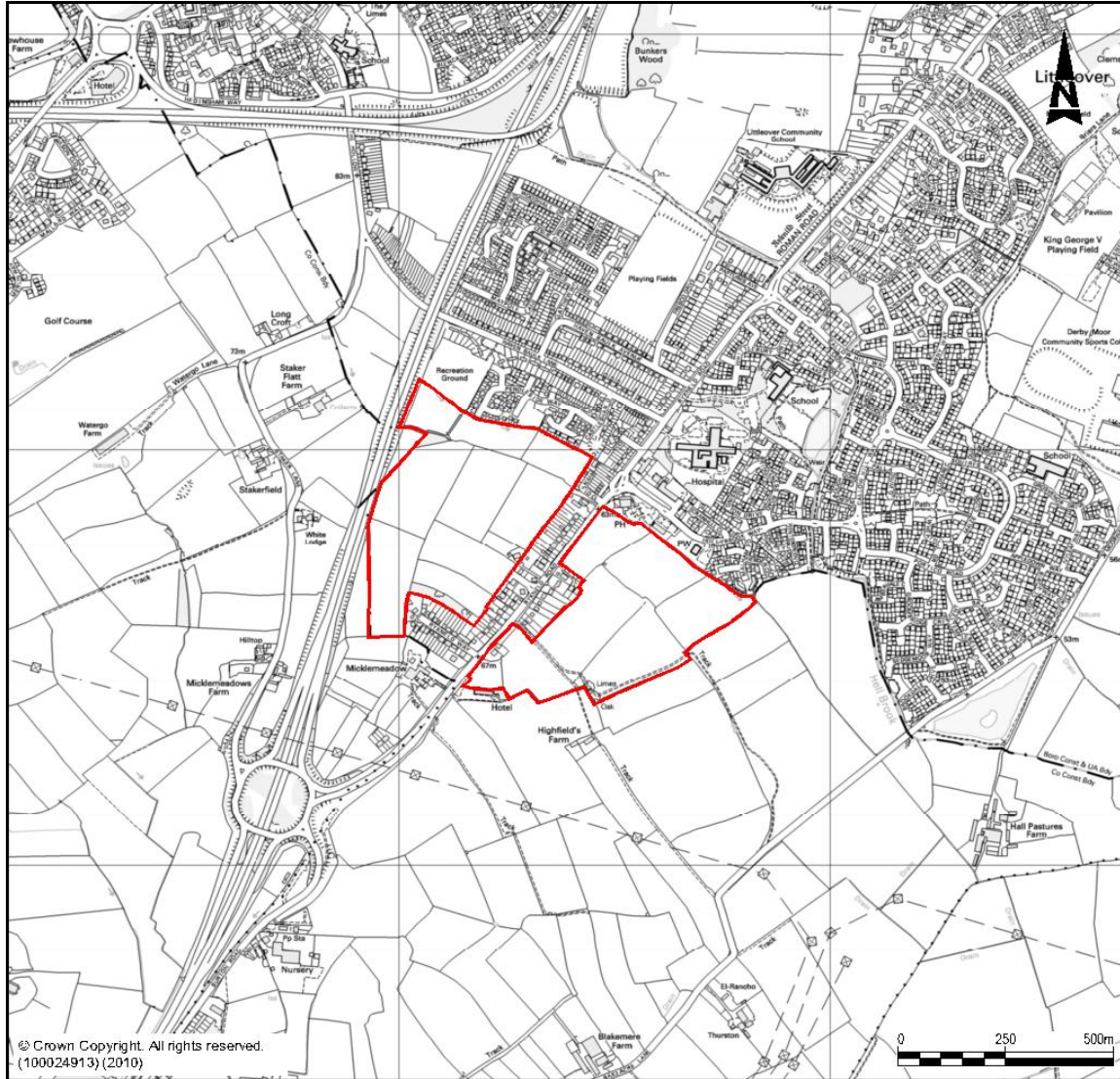
The A50(T) Stoke on Trent – M1 Nottingham trunk road lies to the south and west of the site and can be accessed via Junction 4 at Findern (2.4 miles south). The closest railway station is Peartree Railway Station which lies approximately 3.6 miles away (north-east). However, there is only a limited number of services that stop at this station. Derby Railway Station lies approximately 5.1 miles to the north-east of the site and serves a range of local, regional and national destinations.

The area to the north of the site contains the residential estates of Littleover and Heatherton. The site is bisected by Rykneld Road, which comprises some residential development aligning the road on either side. The most northern of the two sites is largely contained by the existing infrastructure. The southern site is bounded by open fields on the south-eastern boundaries.

The site is allocated in the saved policies of the Adopted Derby City Local Plan Review 2006 for residential development. A Supplementary Planning Document (SPD) has been prepared for the site (January 2008) which sets guidance and parameters for development of the site. An application for 800 dwellings was submitted in March 2011.

Site SD10 (Highfields Farm) is located to the south of the site, Site SD4 (Pastures Hospital Extension) is located to the west of the Site. Both of those sites are within the administrative area of South Derbyshire.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site.
<b>Flood Risk</b>	The site lies within Flood Zone 1, which represents a low risk of flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.

	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	There is no known contamination on the site.
<b>Agricultural Land</b>	The site comprises Grade 3 agricultural land, which comprises good/moderate quality land.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site does not form part of a Green Wedge.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	The site is on land that is designated an Urban Fringe Enhancement Zone. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People designates the site as a Strategic Open Space.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	The residential development in Littleover and Heatherton comprise a mixture of house types and forms. Dwellings to the east at Heatherton are modern 2 storey detached and semi-detached dwellings, set back from the road with integrated garages arranged in cul-de-sacs.
<b>Surrounding Densities</b>	The surrounding densities range from 25 to 35 dwellings per hectare. The development of the site for 980 dwellings would be in keeping with this density.
<b>Relationship with Urban Area</b>	The site is generally well related to the urban area and is in close proximity to a number of services and facilities. The part of the site to the west of Rykneld Road is relatively contained by infrastructure and impact upon the landscape or urban area is considered to be negligible.
<b>Historic Designations</b>	There are no Historic Designations on the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site lies within Area 68 Needwood and South Derbyshire Claylands. The site is not identified as either a Primary or Secondary Target Area. The site is situated in an area

	identified for enhancement and forms part of a Historic Enclosed Landscape. Development in this location would be acceptable, however any development should have due regard to the Historic Enclosed Landscape character and seek to enhance the landscape character in this location.
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**5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed for 980 new dwellings, this would generate the need for 2 new GPs. It is likely that this could be provided as extensions to existing surgeries in the locality funded through developer contributions.
<b>Education</b>	<p>If the site was to be developed for 980 dwellings, this would result in the creation of a need for 196 new primary school places and 206 new secondary school places. Derbyshire County Council does not have any formulae for post 16 provisions.</p> <p>A new primary school could be provided as part of the development along with the accommodation of additional primary school place arisings within existing local primary schools.</p> <p>The nearest secondary school is Littleover Community School. Littleover Community School is currently over subscribed. However, DCC Schools Place Planning has advised that this oversubscription takes account of the likely additional pupil places which would be generated by the site. The school is therefore committed to accommodating the additional pupils generated by the development of the site because this site is already allocated within the Adopted Local Plan Review 2006. This is one of the key reasons that the school does not have the capacity to accommodate pupils arising from the development of any other site within the locality which is being assessed through this study.</p>
<b>Local Services</b>	The site is located within close proximity to the existing urban area and a range of facilities at Heatherton and within Derby City Centre. The scale of the site would require the provision of some on site local services and facilities. It is considered that such facilities could be developed on site without detriment to the vitality and viability of existing local services.
<b>Open Space</b>	<p>The development of 980 new dwellings would generate a need for a total of 9.3ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 2.2ha</li> </ul>

	<ul style="list-style-type: none"> <li>• Children's Play – 0.6ha</li> <li>• Outdoor Sports – 3.4ha</li> <li>• Amenity Greenspace – 1.3ha</li> <li>• Allotments – 0.3ha</li> <li>• Natural &amp; Semi-Natural – 1.5ha</li> </ul> <p>This could be provided wholly on site, taking into account existing features and ecological designations or through a mix of on-site and off-site provision and financial contributions.</p> <p>The site has access to a number of open facilities within the administrative area of Derby City. The site is not within a 10 minute drive time of a City Park, therefore contributions should either be directed to Markeaton, Allestree or Elvaston Parks. However it is within a 10 minute drive time of a new proposed City Park. The site is not within a 1200m catchment of a District Park. A small part of the site lies within a catchment of a Neighbourhood Park. However it is likely a new Neighbourhood Park would be required to support the new population. Agreement would be required on whether contributions go towards maintaining the existing District, City and Neighbourhood Parks in Derby or creating new parks to serve the population. New provision could be provided as part of the site development.</p> <p>Part of the site falls within the 400m catchment of a children's play area, contributions may need to be directed towards maintaining these facilities or providing new facilities on site to support the population.</p> <p>The site has limited access to outdoor sports facilities. New facilities or contributions towards new facilities would need to be provided to support the new population.</p> <p>Part of the site is within the 240m catchment for amenity green space, However additional amenity green space would be required on site to support the population.</p> <p>The site does not lie within the catchment of 720m for allotments. Contributions could be directed towards providing new facilities within the locality to support the new population.</p> <p>The site lies within the catchment for natural &amp; semi natural green space. Agreement would be required on whether contributions go towards maintaining the existing facilities or whether contributions go towards the provision of new/extended facilities.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>Rykneld Road is an unclassified road that provides a radial route into the city centre for both local and some strategic travel movements. The road suffers from congestion during the weekday AM and PM peak traffic periods. In particular, there are problems at the Chain Lane/Pastures Hill Junction and the junction with the Outer Ring Road.</p> <p>There are also problems on Haven Baulk Lane and local residents have previously identified that there is a rat run issue on this road. Indeed the road provides one of the few links across the A38(T) and a route between Littleover and Mickleover,</p> <p>Traffic from this development is likely to exacerbate current congestion issues.</p>
<b>Strategic Transport Issues</b>	<p>The site is likely to have impacts on the A38 and in particular the A38(T) Rykneld Road Junction. This provides the main access to the trunk road network from the site. However, there are currently no operational problems at these junctions.</p> <p>The impacts on the trunk road network are likely to be small and dispersed but will exacerbate existing problems. It is likely that some trips from this development will find their way through the A38 Derby Junctions, which suffer from significant weekday AM and PM peak traffic congestion.</p> <p>In addition, the A50(T)/A38(T) Toyota junction also suffers from congestion and delays during peak traffic periods. Again some trips from the development will find their way to this junction, particularly those travelling to Stoke or west to the M1..</p>
<b>Accessibility</b>	<p>There are a number of facilities that would be available to residents from this site that are within easy walking and cycling distance. Heatherton Neighbourhood Centre, which is located to the north of the eastern segment of the site, includes a range of shops and services. However, the ability of residents from the western segment of the site to access Heatherton Village centre will depend on the location of crossing points on Rykneld Road and pedestrian and cycle routes through the existing residential.</p> <p>Nearby Heatherton Village is served by the 'Harlequin' operated by Trent Barton at a frequency of 3 buses an hour per direction. There is potential for this service to be extended through the site to provide a direct bus service for residents.</p> <p>There is the potential to link the development to the local cycle network providing that the linkages are considered within the design of the internal site network. In addition, Route 66 of the National Cycle Network passes close to the site on Haven</p>

	<p>Baulk Lane. There is potential to directly link into this.</p> <p>Proposals for the site also include other land uses such as retail, education and office employment. This other mixed use development will improve accessibility to services and employment for residents reducing their need to travel outside of the site.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>If developed to maximum housing capacity, the site would generate around 550 vehicle trips in the weekday peak traffic periods. These trips will have an impact on Rykneld Road and the strategic trunk road network.</p> <p>However, the site has the potential to be well served by public transport. It also has a number of facilities within easy walking and cycling distance and if the mixed land use is bought forward as part of the development for the site this will reduce the impact of the site.</p>

## 7. Economy

<b>Existing Employment</b>	<p>Via Rykneld Road and the A38 the site is well related to the City Centre and to the Toyota car production plant at Burnaston. It is also very well located for access to employment opportunities at the Royal Derby Hospital and wider employment offers across the city including at Pride Park and to major employers like Rolls Royce and Bombardier.</p>
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies within an area which scores between 15 and 30 on the Indices of Multiple Deprivation (IMD). The IMD score is considered to be a medium – low score for the purpose of this study and would have medium - low scores on the 7 Domain Indices. The social and economic benefits of developing the site would sustain the medium - low levels of deprivation in this area.</p>
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## 9. Availability

<b>Site Ownership</b>	<p>The site is in multiple-ownership (3 known developers), with various parts of the site either owned or optioned by numerous plc house builders.</p>
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	<p>The site is allocated for residential development and associated supporting facilities. There is high developer interest with the three developers involved. Land Assembly is seen as the only major barrier to bring forward housing on this site at the present time. Ownership constraints exist on part of the site but there is a clear intention for development on the majority. As multiple developers are expected to be working</p>



	on the site, annual completion rates are expected to be high once development is underway.
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## 10. Suitability

<b>SHLAA Context:</b>	Land Assembly is seen as the only major barrier to bring forward housing on this site at the present time. The location is suitable for housing development and will create a sustainable community as an extension to the recent Heatherton development.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	Access to the site is generally good along the main Rykneld Road, with good access to the A38 and A50. The A38 and A50 have good accessibility.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			£180 - £190 psf
<b>Market Commentary:</b>	The Heatherton extension to Littleover, which was built during the 1990s and early 2000s, has proved very popular to the end users. Littleover has a well established community, has quick links to Derby City Centre as well as north and south on the A38 and the local high school. Littleover Secondary School has an excellent local reputation and we consider this to be a prime housing location and demand from the major plc house builders has already been proven.		
<b>Scheme Type &amp; Appropriate Mix</b>	A classic volume, house builders' mix of two, three, four and in this case, five bedroom houses, is considered to be appropriate and in line with that already delivered on the Heatherton extension. A mix again of terraced, semi-detached and detached properties together with a mixture of densities is likely to provide sufficiently varied offerings to the end users. There is likely to be an expectation for traditional two storey housing.		
<b>Viability Consideration</b>	The site is considered to be viable and we anticipate that any minor ownership constraints will be overcome quickly in order to bring forward the development as expediently as possible.		

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by any environmental, ecological, landscape or heritage designations or factors. The site lies within Flood Zone 1 which represents a low risk from flooding and is not known to contain any contaminated land. The site does not lie within the Green Belt or within a Green Wedge. The site contains only moderate/good quality agricultural land and is therefore not the best and most versatile.

The site is well connected to the urban area and is generally contained by residential development and infrastructure to the north, south and west. The development of the site would form a logical 'rounding off' of the urban area in this part of the PUA. The GI Strategy identifies the site as strategic open space on the urban fringe where accessibility should be enhanced. As the site is currently in

private ownership and therefore not open to public use, there exists an opportunity to create publicly accessible open space on the site through the development of the site.

There are existing congestion problems on both the local and strategic trunk road system that this site will have an impact on. However, the site has the potential to be well served by public transport and there are a range of facilities within easy walking and cycling distance. If the mixed land use is brought forward as part of the development for the site this will reduce the impact of the site on the highway network.

The site has excellent links to a wide range and type of employment opportunities including those within the City Centre and those offered by large scale local employers such as the Royal Derby Hospital and Toyota.

The development of the site would require the provision of 2 new GPs. It is likely that these would be funded through developer contributions as extensions to existing surgeries within the locality. The school is therefore committed to accommodating additional pupil arisings from this site. Some local services are likely to be required on site. The development of the site for 980 dwellings would result in the provision of approximately 294 affordable dwellings.

A new primary school could either be provided as part of the development or new primary school place arisings could be accommodated through existing spare capacity at nearby schools. The nearest secondary school is Littleover Community School. Whilst this school is currently over-subscribed, the oversubscription takes into account the likely arisings from the site.

The site is in multiple-ownership, various parts of the site are owned/optioned by 3 major plc house builders. There is therefore high developer interest in the site. There are some land ownership constraints on the site but an overall willingness to develop and it is therefore considered that these constraints can be quickly overcome. Littleover and Heatherton are popular areas and the site is therefore considered to be a prime housing location given its proximity to Derby, the strategic highway network and Littleover Community School. The most appropriate form of development would be a mix of 2, 3, 4 and 5 bedroom terraced, semi-detached and detached dwellings with a mixed range of densities across the site. Overall, it is considered that the viability of the site is good.

<b>Site Reference Number</b>	DE6
<b>Site Name</b>	Land at Chaddesden Sidings
<b>Site Address</b>	Wyvern Way, Pride Park, Derby
<b>Site Area</b>	27.63ha
<b>Estimated Site Capacity (Dwellings)</b>	1,000
<b>Potential New Population to be Created</b>	2,345

## 1. Introduction & Strategic Context

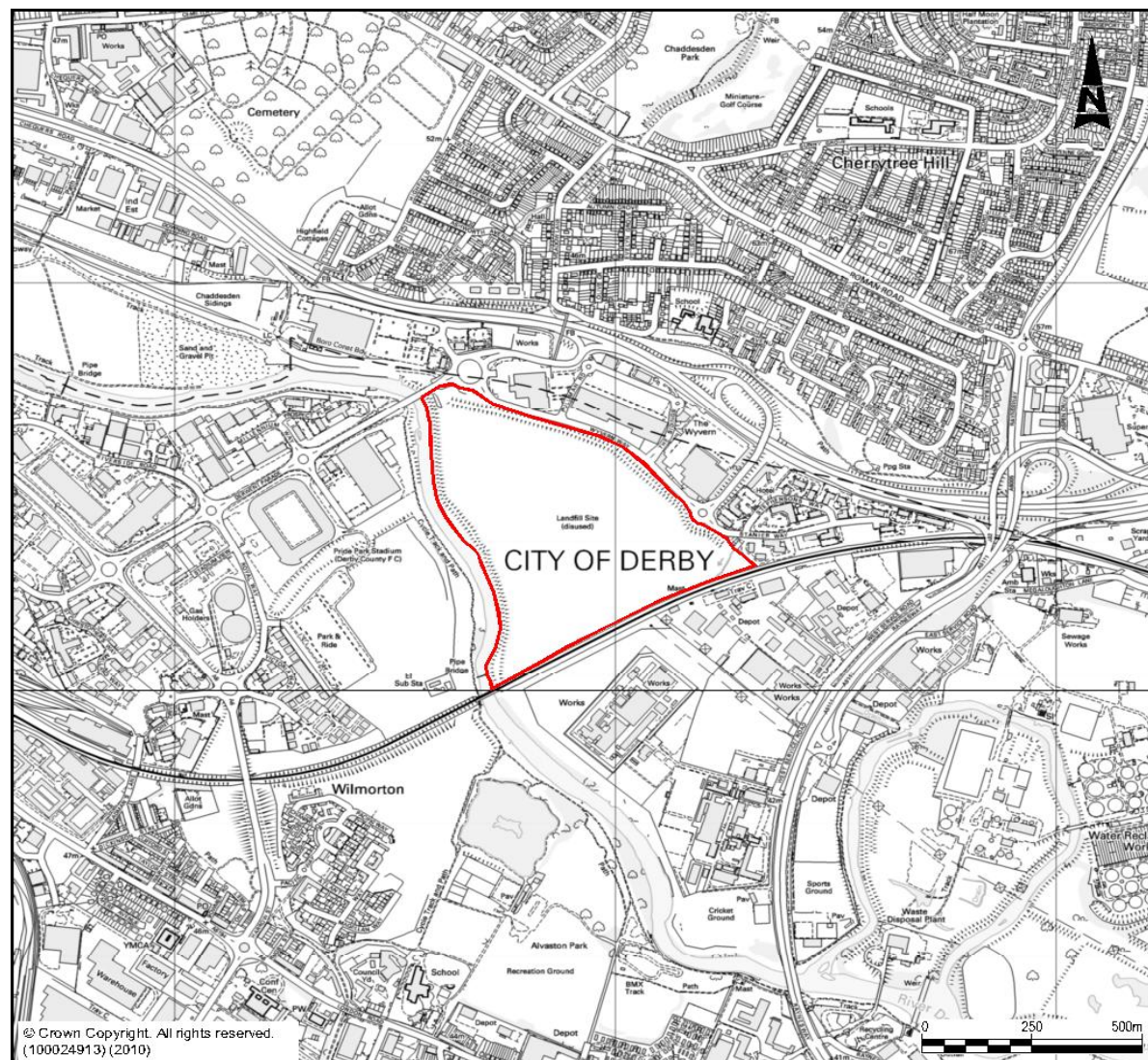
The site lies within Derby City administrative area, on Wyvern Way directly adjacent to Pride Park and 1.5 miles to the south-east of Derby City Centre. Pride Park and the adjacent Wyvern Retail Park comprise a mix of retail, commercial, education and leisure uses including a supermarket, fast food outlets, restaurants, various out of town retail stores, car showrooms, offices, hotels and Derby College. Pride Park is well served by public transport and Derby Railway Station is only 1 mile away from the site. The City Centre comprises a range of services and facilities associated with any major urban destination. There are no Primary Schools within close proximity to the site; the closest are located in the residential areas of Chaddesden 2.5 miles to the north and Alvaston 1.5 miles to the south. The closest Secondary Schools are Merrill College and Noel Baker School at Alvaston and Leesbrook Community Sports College in Chaddesden.

The site is in a car-dominant area of predominantly commercial uses. The adjacent area is also the location of the Pride Park football stadium. The area containing the site lies within close proximity to the A52 Borrowash Bypass providing direct access to the City Centre (west), Junction 25 of the M1 (6.4 miles east) and Nottingham beyond. The A6 lies 3.7 miles to the south of the site and provides access to the A50(T) Stoke on Trent to M1 Nottingham trunk road (6.6 miles to the south). The closest railway station is Derby Railway Station which is within walking distance of the site and which serves a range of local, regional and national destinations.

The site, which is brownfield in nature, is triangular in shape. It is gently undulating and covered with scrub. The site has been used for unauthorised off-road motor bike riding. The northern boundary of the site is bordered by Wyvern Way and the rear elevations of the retail building at the Wyvern Retail Park. Office development on the Wyvern Business Park borders the south-eastern corner of the site. The site is bordered to the west by the River Derwent with a Sport Soccer gym and indoor and outdoor football pitches at the Sports Soccer 'Soccer Dome' and the Pride Park football stadium beyond. The south-eastern boundary of the site is bordered by a railway line. Both the railway line and the River Derwent act as physical barriers to vehicular and pedestrian movement to the south east and south west.

The site is allocated for Proposed Employment Use under the Saved Policies of the Adopted Derby City Local Plan Review 2006.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site.
<b>Flood Risk</b>	The site lies within Flood Zone 2, which represents a moderate risk from flooding. Whilst flooding represents a moderate constraint to development, mitigation measures can be implemented in order to reduce the risk of flooding to homes and businesses and PPS25 does allow for the development of residential properties in Flood Zone 2 subject to the relevant design and drainage criteria being met. In a sequential test, this site would be less appropriate for development than those sites which lie within Flood Zone 1. PPS25 requires that development should be directed to sites within the locality which lie within Flood Zone 1 before developing sites within Flood Zone 2.

<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	The site is known to be contaminated as a result of previous activities including landfilling. This may restrict its development and/or prove extremely costly in terms of remediation.
<b>Agricultural Land</b>	The site is a brownfield site located within the urban area and therefore does not have an Agricultural Land Classification.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site does not form part of a Green Wedge.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	When indicating the Overall Strategic GI Networks in the strategy, the site is on land that is designated a City Scale Green Infrastructure Corridor. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People designates the site as a Strategic Open Space. The River Derwent to Borrowash, Spondon, and Derby proposed Greenway also runs past the site. The site does not currently offer any real value in terms of open space. This is a brownfield site with no landscape value. The development of the site would offer the opportunity to regenerate it and implement the proposed Riverside

	Greenway. Areas of usable public open space which add value to the Green Infrastructure Network could be incorporated into new development.
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#### 4. Townscape & Integration

<b>Existing Urban Form</b>	The existing urban form is of a large scale and massing which is not akin to residential development. The surrounding development comprises large warehouses, retail sheds and leisure facilities surrounded by large areas of associated car parking. The redevelopment of the site offers opportunities to improve the appearance of the site.
<b>Surrounding Densities</b>	The site is divorced from residential development and is surrounded by large scale industrial and commercial development.
<b>Relationship with Urban Area</b>	The site, which lies adjacent to Pride Park, whilst within Derby's urban area, is divorced from any residential development. The site is not considered to be attractive for residential development in terms of its setting or the neighbouring land uses. Residential development in this location would be significantly divorced from other residential areas and it is unlikely that a development could be provided which provides high amenity value.
<b>Historic Designations</b>	There are no historic designations on the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site is a brownfield site within a developed urban area. The site therefore has a low landscape value. Development in this location may present an opportunity to enhance the setting of the River Derwent and the regeneration of the site would improve the character and appearance of the locality overall.

#### 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)

<b>Health</b>	If the site was to be developed for 1,000 new dwellings, this would generate the need for 2 new GPs. It is likely that this could be provided as extensions to existing surgeries although these would be some distance from the area.
<b>Education</b>	<p>If the site was to be developed for 1,000 dwellings, this would result in the creation of a need for 200 new primary school places and 210 new secondary school places. DCC does not have any formulae for post 16 provision.</p> <p>A new primary school could be provided as part of the development or the additional primary school place arisings could potentially be accommodated within existing local</p>

	<p>primary schools. Probably the most accessible local Primary Schools are Lakeside Primary across Pride Park and Meadowside Community Primary School in Chaddesden.</p> <p>The nearest secondary schools are Leesbrook Community Sports College, Merrill College and Noel Baker School. Leesbrook Community Sport College is currently at capacity but does have potential for expansion. Merrill College and Noel Baker School are currently under capacity and therefore have spare capacity. These two schools would therefore have sufficient capacity to accommodate the additional pupil numbers generated by the development of the site.</p>
<b>Local Services</b>	<p>The site is located within close proximity to a range of facilities at Pride Park, the Wyvern Retail Park and within Derby City Centre. Given the nature of the surrounding development and proximity of the nearest residential development, it is considered likely the services such as health centres and community facilities may be located at a substantial distance from the site. The scale of the site would require the provision of some on site local services and facilities. It is considered that such facilities could be developed on site without detriment to the vitality and viability of existing local services.</p>
<b>Open Space</b>	<p>The development of 1,000 new dwellings would generate a need for a total of 9.6ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 2.3ha</li> <li>• Children's Play – 0.6ha</li> <li>• Outdoor Sports – 3.5ha</li> <li>• Amenity Greenspace – 1.4ha</li> <li>• Allotments – 0.3ha</li> <li>• Natural &amp; Semi-Natural – 1.5ha</li> </ul> <p>This could be provided wholly on site, or through a mix of on-site and off-site provision and financial contributions. Given the surrounding environment, it would be appropriate to include as much open space as possible on site, however on site open space may reduce the residential capacity of the site.</p> <p>The site has access to a number of open space facilities within the city and beyond. The site is within a 10 minute drive time of Elvaston Castle Country Park, therefore contributions could be directed there. It is within a 1200m catchment of Alvaston District Park. Contributions could be directed to Alvaston Park to help support the new population. The site lies within a catchment of a Neighbourhood Park. Contributions could be required towards improvements to this park to support the new population.</p>

	<p>Parts of the site fall within the 400m catchment of a children's play area, contributions may need to be directed towards maintaining these facilities or providing new facilities on site to support the population.</p> <p>The site has access to some outdoor sports facilities, contributions could either be directed to improve the quality or expand these facilities or provide new facilities on site to support the new population.</p> <p>The site is not within the 240m catchment for amenity green space, amenity green space could be provided on site to support the new population.</p> <p>Part of the site lies within the catchment of 720m for allotments. Contributions could be directed towards improving these facilities to support the new population.</p> <p>The site lies within the 480m catchment for natural &amp; semi natural greenspace. Contributions could be directed towards maintaining these facilities or providing new facilities on site to support the population.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>There are significant weekday peak congestion problems on the surrounding road network and in particular the accesses to and from the A52. In addition, Pride Park becomes virtually inaccessible during football match days.</p> <p>The site is bounded by the River Derwent along its west side, the Derby main rail line on the south side and Wyvern Way along its east side. Pride Park Stadium is located on the opposite side of the River Derwent. The site has a short frontage along Derwent Parade but it is doubtful that a safe access could be provided. Therefore, Wyvern Way is the only reasonable access location for this site.</p> <p>If developed, this site is expected to have a significant impact on the local road network, particularly on Wyvern Way. Wyvern Way is a single carriageway. It currently serves numerous employment uses and a residential use would create an opposing traffic flow in both peaks, which might balance the current traffic flow in the morning but add to the congestion in the afternoon when employment and retail traffic are already competing for road space. Additional traffic can be expected to impact the operation of the Wyvern Way/ Derwent Parade roundabout.</p>
<b>Strategic Transport Issues</b>	<p>The direct access to the A52 from this area will likely be considered a positive factor by potential future residents of the</p>



	<p>site and may contribute to a mode split that will favour the private car. Residents may favour using the A52 for both local trips to Derby and trips to Nottingham. The morning and evening peak period operation of the A52 in this area experiences high levels of congestion at junctions, including the Wyvern Road slip roads and the nearby Raynesway junction; the traffic generated by this site is likely to impact the A52, significantly.</p>
<b>Accessibility</b>	<p>Due to the existing uses in the area, the site has poor accessibility to a number of essential and non-essential services that are commonly associated with housing, such as libraries, healthcare, schools and allotments.</p> <p>The 111 Park and Ride service is the only bus that serves the Pride Park area. This runs on a 20 minute frequency Monday to Saturday but stops after 7.00 pm in the evening.</p> <p>The main railway station in Derby is within easy walking distance from the site and provides connections to local, regional and national destinations.</p> <p>There is a network of off road cycle routes that cover the Pride Park Area. However, the A52, River Derwent, and the railway line reduce the linkages to other areas such as Raynesway and Chaddesden.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>If the site is built to its capacity, it can be expected to generate approximately 600 trips/vehicle trips in the peak period. The expected large numbers of private vehicles that will access this site will have a significant impact on the surrounding road network, including the A52 and the slip road access to the A52, which are already experiencing congestion during the morning peak period. The traffic generated by this site will worsen the existing congestion problems on the A52, including the Wyvern slip road and the Raynesway junction.</p>

## 7. Economy

<b>Existing Employment</b>	<p>The site is well located to employment opportunities at Pride Park and in the City Centre being in walking distance of the former and potentially the latter also. Its close proximity to the Derby Railway Station also allows employment opportunities at other rail destinations possible. Its central location in the city means that it is in good proximity to other major employers including Bombardier, Rolls Royce and employment opportunities at the Royal Derby Hospital.</p>
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies within an area which scores between 30 and 45 on the Indices of Multiple Deprivation (IMD) which represents</p>
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	the median score across the HMA. The IMD score is considered to be a medium score for the purpose of this study and would have medium scores on the 7 Domain Indices. The social and economic benefits of developing the site would sustain the medium levels of deprivation in this area.
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## 9. Availability

<b>Site Ownership</b>	The site is within the ownership of Network Rail. Network Rail is currently in discussion with Derby City Council with regard to potential suitable site uses.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The site is allocated as a proposed employment site and was formerly used for mineral extraction. It is anticipated that developer interest will be high and it is considered that if the site is not put forward for residential development, that the owners would pursue an alternative employment use.

## 10. Suitability

<b>SHLAA Context:</b>	The site is currently in Flood Zone 2 and is contaminated. Both issues are thought to be resolvable but the timing and cost is unknown at this stage. Access is suggested as another key constraint.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	The site is generally well located in relation to the main road network being close to the A52, linking with the city and M1 motorway. It is close to Pride Park and the Wyvern Retail Park offering employment and retail uses. It is not, however, very well related to other existing residential uses or schools.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
		£140 - £145 psf	
<b>Market Commentary:</b>	Subject to mitigation strategies in respect of contamination and flood risk, it is considered that there would be high developer interest for a site in this location. The recently built Wilmorton College site is proof that there is developer appetite and building housing adjacent to Pride Park and the city centre (albeit the Wilmorton site was purchased pre-recession).		
<b>Scheme Type &amp; Appropriate Mix</b>	Due to the policy challenges, we suggest that a mixed use scheme would be more appropriate on this site. An “urban village” of medium-to-high density housing maintaining some degree of family housing, possibly to include a primary school.		
<b>Viability Consideration</b>	The viability of the site will be unknown until the full costs of decontamination are known. The long term fall-back position is a viable employment site.		

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by ecological, landscape or historic designations or factors. The site lies within Flood Zone 2 which presents a moderate risk to development but would not prevent the development of the site subject to appropriate design. It does make it sequentially less preferable to locations in Flood Zone 1 though. The site is known to be contaminated, most likely from previous landfilling activities. The costs of remediation may be high, particularly for a residential end use. This will have an impact upon viability that may be a barrier to delivery. It may also affect the ability to contribute towards associated S106 costs. There exist opportunities for landscape improvements through the redevelopment of the site including the opportunity to implement a riverside Greenway.

The site is allocated in the Adopted Derby City Local Plan Review 2006 for future employment use.

The site is divorced from residential development and is located within an area characterised by employment, retail and leisure uses. The surrounding development is not akin to residential development and is unlikely to create an appropriate environment or amenity for such a use. Whilst there are numerous employment and retail and leisure service opportunities within close proximity to the site and reasonable pedestrian, cycle and public transport links, other services such as health care and community facilities are not located close by.

Given the location of the site, the surrounding environment, the lack of residential related services and the close proximity of the A52, residents of any new residential development are likely to be heavily reliant on the private car. It is therefore expected that there would be significant impacts on the local road network, particularly Wyvern Way and increased queuing on the strategic network; A52 towards Derby.

No new GP services are likely to be required on site, the health care needs of a new population is likely to be accommodated through extensions to existing facilities at Wilmorton, Chaddesden or in the City Centre. A new primary school is likely to be required on site. Both Merrill School and Noel Baker School could accommodate the likely secondary school pupil arisings. The development of the site for 1,000 dwellings could result in the provision of up to 300 affordable dwellings.

Developer interest for the site is expected to be high. The cost of remediation will only be known once detailed assessments have been undertaken and this may impact on viability and could be a barrier to delivery. A mixed use development on this site may be appropriate with the creation of an urban village. However a mixed use development would result in a much lower number of dwellings which would then not be able to accommodate the on site provision of a new primary school and any other potential services. The continued allocation of the site for employment purposes may therefore be more appropriate than a purely residential or mixed use development.

<b>Site Reference Number</b>	DE7
<b>Site Name</b>	Osmaston Masterplan Area
<b>Site Address</b>	Osmaston Park Road, Derby
<b>Site Area</b>	120ha Potential for Mixed Use Development
<b>Estimated Site Capacity (Dwellings)</b>	600 (net figure considered developable) This capacity considers the estimated developable capacity of sites 1-6 below and does not consider the possibility of wider redevelopment of residential areas)
<b>Potential New Population to be Created</b>	1,407 (net figure)

## 1. Introduction & Strategic Context

The site comprises a wide area containing a number of individual sites and existing residential areas which make up an area known as the Osmaston Masterplan Area. This includes:

1. Glossop Street;
2. Former Rolls Royce Works, Nightingale Road;
3. Nightingale Road Car Park;
4. Rolls Royce Russell Street Works;
5. Rolls Royce Elton Road Works; and
6. Land at Elton Road/Crowshaw Street.

The Osmaston Masterplan Area is located within the administrative area of Derby City 1.5 miles to the south of the City Centre. The area is characterised by industrial development and local authority housing development (many of the local authority houses are now in private ownership as a result of right to buy). This area has been identified as a regeneration priority area for the city and a masterplan has been developed which considers a range of redevelopment opportunities. No option has been chosen yet and each brings its own set of problems and constraints. However it is considered that at least part of the area has a level of certainty for delivery and there is an opportunity to incrementally deliver the masterplan over a longer timeframe which may extend over several decades. The area also includes Osmaston Park which has the potential to be a key part of the regeneration scheme.

Derby City Centre is located approximately 1.5 miles to the north-west of the site. The area surrounding the site is well served by public transport, which connects it to the City Centre with a bus service every 10-15 minutes. Osmaston Park Road lies to the immediate south of the site and retail and leisure parks at the western end comprise a supermarket, cinema, bowling alley, pub, fast food restaurants and DIY store. A number of local shops are located on Elton Road which generally forms the western boundary of the site area. Allenton District Centre provides a wide range of shopping facilities and lies to the south east of the site on Osmaston Road. Nightingale Infant and Junior School lies within the site area. The nearest secondary schools are Merrill College and Noel Baker Community School to the south-east of the site in Alvaston.

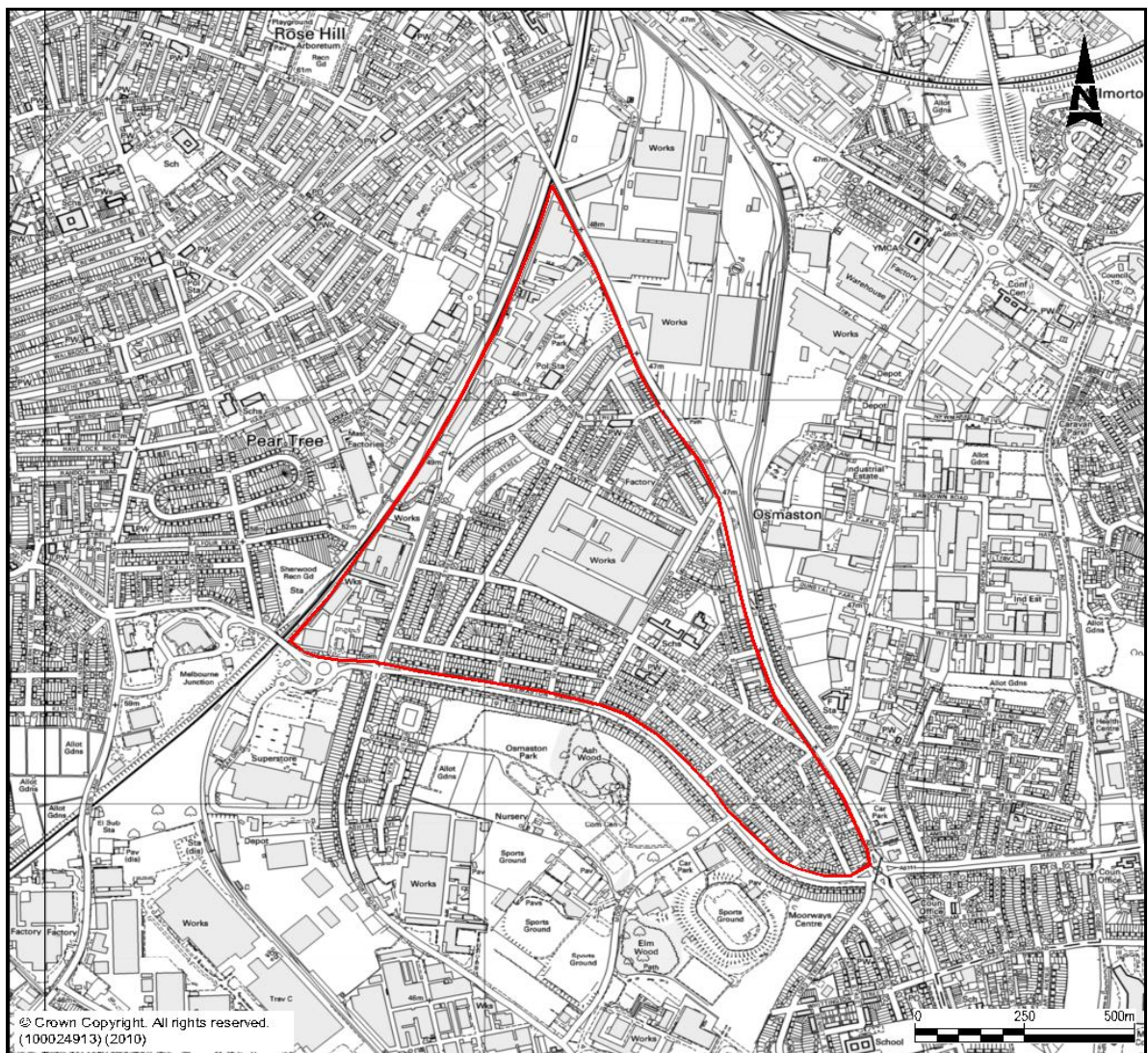
The site is situated adjacent to the Derby Outer Ring Road which provides connections to the A38(T)

approximately 3 miles to the west of the site and the A52(T) approximately 5 miles to the north-east of the site. The closest railway station is Pear Tree Station, which is on the edge of the site but it is served by a very limited number of services. Derby Railway Station is located approximately 1.5 miles to the north of the site. Derby Station serves a range of local, regional and national destinations.

The site is bordered to the south by Osmaston Park Road which is characterised by Local Authority residential development and retail/food and entertainment uses. Beyond Osmaston Park Road lies further residential development and Osmaston Park itself which is a well equipped Neighbourhood park. Local Authority residential development also characterises the land to the north and east of the site. Beyond the residential development to the north lie a range of industrial and retail uses. The site is bordered to the west by further residential development and industrial uses. A police station is located within the site area on Elton Road/Cotton Lane.

The Glossop Street part of the site is allocated in the Adopted Derby City Local Plan 2006 for residential development under Policy H3a. The saved policies of this plan also allow, in principle, for the re-development of employment land for residential use.

### OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site.
<b>Flood Risk</b>	The majority of the site lies within Flood Zone 1 which represents a low risk of flooding. An area within the eastern part of the site lies within Zone 2. This represents a moderate constraint to development but subject to appropriate design and mitigation measures, would not necessarily prevent the development of the site – though it would be sequentially less preferable to land in Flood Zone 1.
<b>Water (Water Cycle Study)</b>	<p>Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Contamination</b>	Some of the site experiences some level of contamination. Whilst this proposes a constraint to development, the appropriate mitigation measures could be implemented in order to overcome contamination constraints at a developer's cost. Detailed investigations would however be required in order to determine the likely cost of such remediation and this may have an impact on development viability.
<b>Agricultural Land</b>	The site is located within an urban area and contains no agricultural land. It therefore has no agricultural land classification.

## 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site does not form part of a Green Wedge.

<b>National Landscape Designations</b>	There are no national landscape designations on the site
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	When indicating the Overall Strategic GI Networks in the strategy, the site is on land that is designated an Existing Urban Area.

#### 4. Townscape & Integration

<b>Existing Urban Form</b>	Many properties in this area would benefit from improvements and redevelopment of the former industrial areas will also improve the area generally. The regeneration of the area therefore offers an opportunity to act as a catalyst for improving the overall character of the locality.
<b>Surrounding Densities</b>	The surrounding development is at a density of between 25-30 dwellings per hectare.
<b>Relationship with Urban Area</b>	The area is mainly brownfield and a mix of residential and redundant industrial buildings. The site is generally surrounded by employment and residential uses and is located in close proximity to Derby City Centre. It is therefore considered to have an excellent relationship with the urban area. The site includes a large area of public open space, Osmaston Park. This provides a key asset to the area and new development should make the most of this.
<b>Historic Designations</b>	The Marble Hall, which forms part of the Nightingale Works is Grade II Listed.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site is a brownfield site within a densely developed urban area. It therefore has a low landscape value. Opportunities to improve the overall appearance of the area exist through redevelopment.

#### 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)

<b>Health</b>	If the site was to be developed for around 600 new net dwellings, this would generate the need for 1 new GP. It is likely that this could be provided as an extension to existing surgeries in the locality funded through developer contributions.
<b>Education</b>	<p>If the site was to be developed for 600 dwellings, this would result in the creation of a need for 120 new primary school places and 126 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>The additional primary school place arising could potentially be accommodated within existing local primary schools or through developer funded extensions to these schools.</p>



	<p>The nearest secondary schools are Merrill College and Noel Baker Community School at Alvaston. Merrill College is currently under capacity and has a spare capacity of 276 pupil places. Noel Baker Community School is also currently under capacity and has a spare capacity of 368 pupil places. These schools would therefore have sufficient capacity to accommodate the additional pupil numbers generated by the development of the site.</p>
<b>Local Services</b>	<p>The sites are close to several local facilities both within the triangle and at Allenton District Centre, Osmaston Road and on Osmaston Park Road, including a large Sainsburys supermarket which is currently being extended. It is considered that new local facilities could be developed on site without detriment to the vitality and viability of existing local services.</p>
<b>Open Space</b>	<p>The development of 600 new dwellings would generate a need for a total of 5.7ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 1.4ha</li> <li>• Children's Play – 0.3ha</li> <li>• Outdoor Sports – 2.1ha</li> <li>• Amenity Greenspace – 0.8ha</li> <li>• Allotments – 0.2ha</li> <li>• Natural &amp; Semi-Natural – 0.9ha</li> </ul> <p>This could be provided wholly on site, or through a mix of on-site and off-site provision and financial contributions. Given the surrounding environment and the current deficiency of open space in the areas, it would be appropriate to include as much open space as possible on site but also to provide off site contributions to maximise the existing asset at Osmaston Park.</p> <p>The site has access to other open space facilities within the administrative area of Derby City. Part of the site is within a 10 minute drive time of Elvaston Castle Country Park which is in South Derbyshire, therefore contributions could be directed to this facility. The site is not within a 1200m catchment of a District Park. It is within the catchment of a Neighbourhood Park (Osmaston Park). Contributions would be required towards improvements to this park to support the new population. Agreement would be required on whether contributions go towards maintaining the existing City Parks in Derby or creating new parks to serve the population. In this instance it is likely that improvements to Osmaston Park would be most appropriate.</p>



	<p>The site falls within the 400m catchment of a large children's play area, contributions could be directed towards maintaining these facilities or providing new facilities on site to support the population.</p> <p>The area has some access to outdoor sports facilities however facilities would need to be provided to support the new population.</p> <p>Parts of the site is within the 240m catchment for amenity green space, however additional amenity green space would be required on site to support the population.</p> <p>The site lies within the catchment of 720m for a number allotments. Contributions could be directed towards improving these facilities or providing new facilities on site to support the new population.</p> <p>The site lies within the catchment for natural &amp; semi natural green space. Agreement would be required on whether contributions should go towards maintaining the existing facilities or whether contributions go towards the provision of new facilities.</p>
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## 6. Transport

<b>Local Road Network Issues</b>	<p>The site is bounded by the A5111 Outer Ring Road and the A514 Osmaston Road, which is a major arterial route into the City Centre and provides a direct link to the A50(T). The A514 experiences significant levels of congestion during the weekday AM and PM traffic peaks. In particular the A514/A5111 outer Ring Road Junction, locally known as Mitre Island or Spider Island, experiences significant delays and queuing.</p> <p>The Osmaston Masterplan options have suggested a connection to Pear Tree across the rail line, the main connection being shown at Addison Road through to either or both Balfour Road and Princes Street. Princes Street would be the most logical road to connect to in Pear Tree because it connects to other significant roads in the neighbourhood and eventually other principal roads.</p>
<b>Strategic Transport Issues</b>	<p>This site is not close enough to the trunk road network to have a direct impact.</p>
<b>Accessibility</b>	<p>The accessibility of this area to services is relatively good, with Allenton District Centre located approximately 1 mile from the centre of the site. The district centre provides a range of small</p>

	<p>shops, banking, pharmacy A new supermarket is proposed on land on the opposite side of the A514 to the site.</p> <p>No public transport services enter the site, however, both the A5111 Outer Ring Road and Osmaston Road are each served by frequent public transport. The Arriva 40 and 41 service between the City Centre provide 4 buses/hour/direction between Alvaston, Normanton, the rail station and the City Centre; the journey between the bus stop closest to the site, on Osmaston Park Road, and the City Centre takes under 20 minutes. Arriva's 60 and 61 buses provide public transport service between Chellaston and the City Centre and operate 6 buses/hour/direction. Arriva also operates the 42 and 43 bus service on Ascot Drive, 2 buses/hour/direction to Pride Park. However, Ascot Drive may not be convenient for the majority of future residents of the strategic site to walk to catch a bus, particularly a relatively infrequent bus, to go to Pride Park.</p> <p>Pear Tree Railway Station, with pedestrian access from Osmaston Park Road, provides limited service between Stoke and Derby, 3 trains a day towards Stoke and 2 trains per day towards Derby. Derby Railway Station is located approximately one and a half miles away.</p> <p>There is a network of on road cycle routes that serve the site, including a route across the Birmingham - Derby rail line to the west providing a link into Pear Tree and the Normanton area. An opportunity may exist for extending the existing traffic free cycle route alongside Elton Road further north along the rail line and under Osmaston Road to Rolls Royce. Eventually, it may be possible to extend this segregated cycle route further north to the rail station and Pride Park.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>The site would be expected to generate on average around 360 weekday peak hour vehicle trips. However, there is currently an existing mix of industrial and housing on the site that already produces vehicle trips. As such, the net change in car tips is not expected to be significant. In addition, the site is currently well served by existing public transport, cycle and pedestrian routes and as such there is opportunity to reduce the impact of the development by encouraging travel by non-car travel.</p>

## 7. Economy

<b>Existing Employment</b>	<p>This area is located in a very good location for access to employment opportunities. Most of the site is within walking/cycling distance of the main Rolls Royce employment areas around Victory Road and Wilmore Road. It also has very good access to opportunities along Osmaston Road and London Road including at Bombardier. It has excellent public transport access to the city centre and to Pride Park with a</p>
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	wide range of job opportunities and it gives good access to Derby Railway Station to open opportunities for employment at other locations by rail.
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	The site lies in an area which scores between 60 and 66 on the Indices of Multiple Deprivation (IMD) which is considered to be the highest score across the HMA. The IMD score would have high scores on the 7 Domain Indices. The social and economic benefits of developing the Site would contribute to reducing the levels of deprivation in this area providing economic, social and environmental benefits.
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## 9. Availability

<b>Site Ownership</b>	The masterplan area is in multiple-ownership and so has multiple uses including public and private sector housing. The site area is a mix of public and private sector housing and related/supporting uses, but includes several sites owned and promoted in the SHLAA by Rolls Royce. It also contains an allocated site for housing at Glossop Street. The formulation of a masterplan shows commitment to regeneration in the area. The site capacity reflects the likely deliverable number of dwellings through redevelopment of the Rolls Royce sites. In the longer term the incremental delivery of other elements of the masterplan may be possible.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The major landholders are likely to be supportive of the masterplan but developer interest is anticipated to be low.

## 10. Suitability

<b>SHLAA Context</b>	A masterplanning exercise is taking place, led by Derby Homes, which is looking at the potential of regenerating the area.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	The location is close to good transport connections and there are not thought to be any policy or environmental constraints which cannot be overcome. The cost of remediating sites within the area may be costly. The cost of this cannot be quantified at present given the limited available contamination information. The site contains a number of land uses but more importantly, a number of communities. A careful masterplanning process will help to both connect existing uses and any future development that is likely to be brought forward on the Rolls Royce sites.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
	£115 - £125 psf		
<b>Market Commentary:</b>	Multiple ownerships are often seen as one of the key constraints to attracting national house builders. It is thought that third party intervention will be required to package up the parcels and de-risk the development opportunity in order to attract the national house builders.		
<b>Scheme Type &amp; Appropriate Mix</b>	A mixed use regeneration site linking employment with housing, community facilities, schools and local retail is going to be required as part of the masterplanning process. Housing focus should be on first-time affordable housing as well as low cost housing for families that live in the area but require larger housing to suit their needs.		
<b>Viability Considerations</b>	Ownership constraints will make it difficult to establish liability. It is thought that the costs for remediating the brownfield sites in the context of a relatively low value area will make the viability of each individual site marginal.		

## 12. Overall Summary Commentary/Recommendations

The area is not constrained by environmental, landscape or ecological designations or factors. The Marble Hall within the Nightingale Works site is Grade II Listed and should be retained but this should not prevent the development of the site. It does not lie within the Green Belt and does not form a Green Wedge. The site is brownfield in nature and therefore does not contain any agricultural land.

The majority of the area lies within Flood Zone 1 which represents a low risk from flooding. A small section of the area on the eastern edge falls within Flood Zone 2. Whilst this is a moderate risk to flooding, subject to careful design and layout, it is not considered likely that this will impact on the successful redevelopment of the area. The majority of the former employment sites are subject to some level of contamination. Detailed site investigations would need to be undertaken to determine the nature and extent of the contamination, although it is unlikely that this would prevent the regeneration of the sites. It should be noted that once full details of the contamination are known, this may impact upon the overall viability of the sites.

The area is well related to the existing urban area and has good public transport, cycle and pedestrian links with the surrounding area, including a range of employment, retail and leisure opportunities. Some opportunities exist for addressing some existing congestion problems on the surrounding road network. The regeneration of the area offers an opportunity to further improve these links, particularly within the site, making the area safe and secure for pedestrians and cyclists. Osmaston Park to the south of the site is a key asset which should be harnessed in any new development.

The site has good accessibility to the City Centre, Pride Park and major employment opportunities such as Rolls Royce both on foot and by public transport. There is currently an existing mix of industrial uses and housing on the site that already produces vehicle trips. As such, the net change in car trips is not expected to be significant. In addition, the site is currently well served by existing public transport, cycle and pedestrian routes and as such there is opportunity to reduce the impact of the development by encouraging travel by non-car travel.

No new GP or local services are likely to be required in the area, although new areas of open space/play space and community facilities would be a welcome addition to it. The likely new primary

and secondary school place arisings could be accommodated through existing spare capacity at local primary school and at Noel Baker Community School and Merrill College. New development could provide for up to 600 affordable dwellings. Some additional local community facilities within the development would be desirable.

The wider area is in multiple-ownership (public and private) although most of the envisaged deliverable capacity is in Rolls Royce ownership and consists of their former employment areas. Developer interest is expected to be low. The costs of remediating the sites may be cost prohibitive, but until detailed investigations have been undertaken, costs are unknown. It is considered likely that 3<sup>rd</sup> party intervention will be required to package up parcels of land for development and therefore remove risks. This is likely to be the only real way of attracting developer interest. It is thought that the costs for remediating the brownfield sites in the context of a relatively low value area will make the viability of each individual site marginal. In the absence of intervention the constraints associated with viability and the need to undertake a land assembly exercise are likely to prove substantial barriers to development with limited scope for contribution towards S106 costs.

<b>Site Reference Number</b>	DE8a
<b>Site Name</b>	Castleward
<b>Site Address</b>	Traffic Street/London Road, Derby
<b>Site Area</b>	13.4ha residential (The remainder of the site would be developed for mixed use purposes)
<b>Estimated Site Capacity (Dwellings)</b>	600
<b>Potential New Population to be Created</b>	1,407

## 1. Introduction & Strategic Context

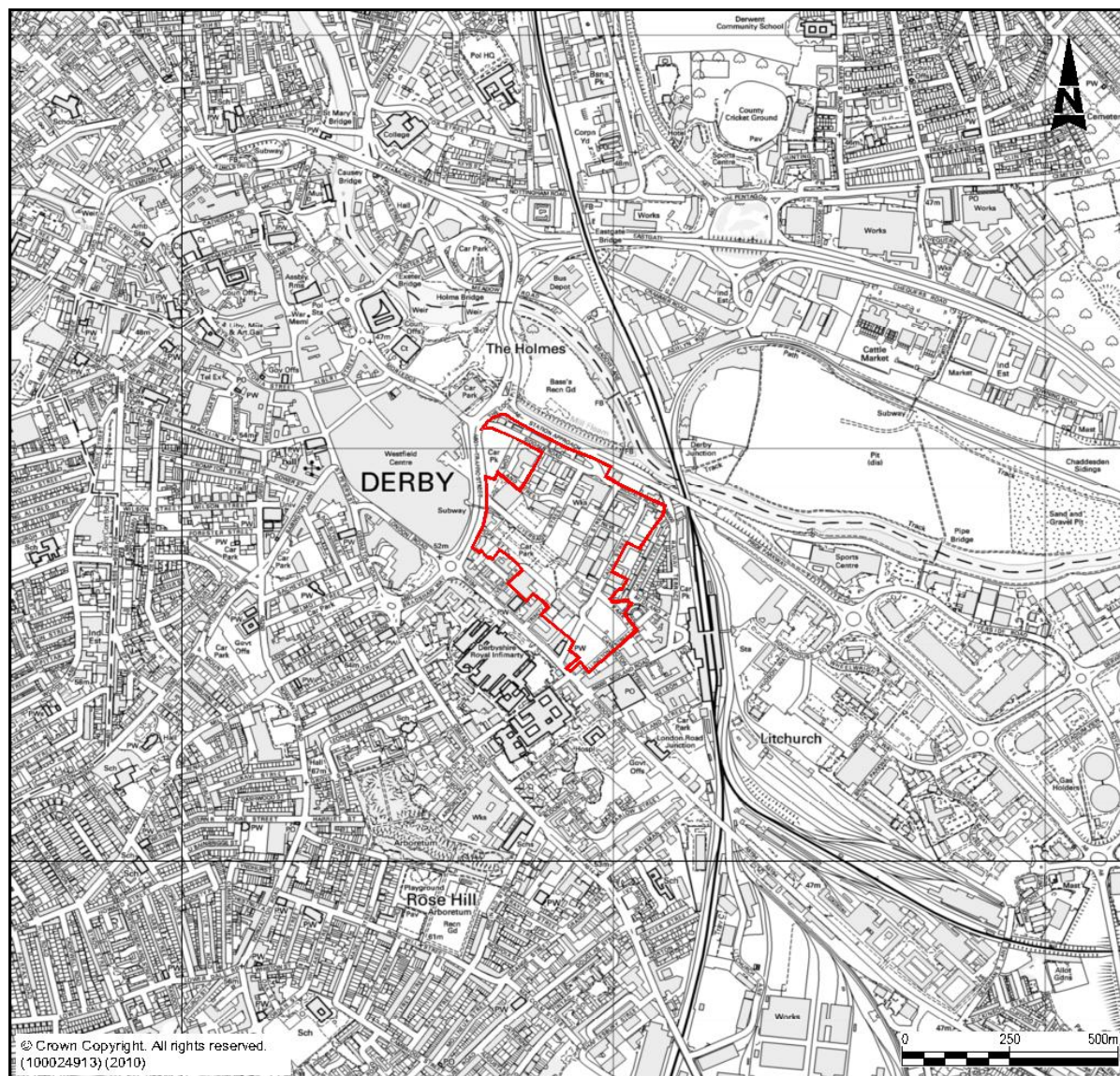
The site lies within the Derby City administrative area, on the edge of the city centre. The city centre offers a wide range of services and facilities. The site is located within walking distance of a wide range of employment opportunities, services, retail outlets, leisure and community facilities and educational establishments. There are no Primary Schools within the city centre. The nearest secondary school, Bemrose Community School is located approximately 1.5 miles to the west of the site on the edge of the city centre.

Located between the city centre and the rail station, the site is within walking distance of services and employment opportunities in the city centre, The west side of the site bounds the Derby Inner Ring Road, on the opposite side of which is the city centre. The Derby Inner Ring Road provides good access to all major strategic road elements surrounding Derby. The A52 provides links with Junction 25 of the M1 (approximately 8 miles away) is located within 1 mile of the site to the north. The main bus station and Derby Railway Station are both located within a few hundred metres of the centre of the site. The city centre has frequent public transport links with areas of the wider Derby PUA, South Derbyshire, Amber Valley and the wider Midlands area.

The site is currently in use for a range of uses, primarily large areas of surface car parking and industrial units and a small amount of residential. It also contains some areas of public open space and tree planting. The site is bordered to the north by Station Approach with the River Derwent and Bass's Recreation Ground beyond. To the south of the site lie London Road, an area of small retail outlets, fast food take-aways, a hotel and the site of the former Derbyshire Royal Infirmary. The former DRI site still contains some medical facilities which are and will remain in use by the Derbyshire NHS Trust. The remainder of the former DRI site is available for redevelopment and is also being assessed as part of this study (See Site DE8b). The eastern boundary of the site comprises residential development, industrial and employment uses with the Derby Railway Station beyond.

The site is allocated for mixed use development in the Adopted City of Derby Local Plan Review 2006 and the Derby Cityscape Masterplan 2007.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	<p>There are no environmental designations on the site. A Wildlife Corridor lies immediately to the north of the site alongside the River Derwent, this would not prevent the development of the site for residential purposes and the development of the site could itself add to the value of this feature through the implementation of new biodiversity on the site.</p>
<b>Flood Risk</b>	<p>Approximately two thirds of the site (north, south and west) lies within Flood Zone 2. This represents a medium risk of flooding. The remainder of the site lies within Flood Zone 1 which represents a low risk of flooding. In a Sequential Test, this site would be less appropriate for development than those sites which lie within Flood Zone 1. PPS25 requires that development should be directed to sites within the locality which lie within Flood Zone 1 before developing sites within</p>



	Flood Zone 2. However, the site is not entirely within Flood Zone 2 and its location offers a major opportunity to promote sustainable urban regeneration. A Level 2 SFRA has been undertaken which identifies mitigation measures that can be implemented to address flood issues.
<b>Water (Water Cycle Study)</b>	<p>Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Contamination</b>	The site contains pockets of contamination of varying severity. Small pockets of contaminated land are located to the north of the site along Station Approach and to the east of the site adjacent to the Conservation Area. There is a small pocket of land within the centre of the site that has a medium level of contamination. The remainder of the site contains low levels of contamination. Contamination presents a significant constraint to development, however, the appropriate mitigation measures can be implemented to release land for development.
<b>Agricultural Land</b>	The site comprises previously developed Brownfield land and contains no agricultural land. The site does not therefore have an agricultural land classification.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site does not form part of a Green Wedge.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.



<b>Green Infrastructure (GI) Strategy</b>	When indicating the overall Strategic GI Networks in the Strategy, the site is on land that is designated an Existing Urban Area. Opportunities do however exist to include new elements of green infrastructure in the urban area through the redevelopment of sites such as this.

#### 4. Townscape & Integration

<b>Existing Urban Form</b>	The site abuts the Railway Conservation Area in the east. The Conservation Area was designated in 1979 and provides an insight in Derby's rich railway past. The majority of the buildings were constructed in the mid 19 <sup>th</sup> Century and are rich in architecture and form. The northern part of the site is bordered by Bass's Recreation Ground; this is separated from the site by Station Approach. An opportunity presents itself to mitigate the impacts of the road and create new connections between the site and the River Derwent to the north. The Westfield Centre lies to the west of the site.
<b>Surrounding Densities</b>	Surrounding residential development to the east of the site is at a density of 70 to 75 dwellings per hectare and reflects the very small nature of some of the residential properties to the east as well as the compact nature of development near the city centre. The development of the site in the manner proposed would result in densities of 50 dwellings per hectare plus across the site. This is considered to be appropriate for a city centre location. Although it may be possible to achieve higher densities through detailed design.
<b>Relationship with Urban Area</b>	The site is located on the edge of Derby City Centre close to a wide range of land uses and facilities. It is therefore considered that the site has an excellent relationship with the urban area.
<b>Historic Designations</b>	There are no historic designations on the site. Land immediately to the east of the site is designated as a Conservation Area. Subject to careful design and layout, this should not unduly affect the development of the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site is a brownfield site within a densely developed urban area. The site therefore has a low landscape value.

#### 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)

<b>Health</b>	If the site was to be developed for 600 new dwellings, this would generate the need for 1 new GPs. It is likely that this could be provided as an extension to an existing surgery in the locality funded through developer contributions.
<b>Education</b>	If the site was to be developed for 600 dwellings, this would

	<p>result in the creation of a need for 120 new primary school places and 126 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>DCC Schools Place Planning and Education Department has advised that a new primary school would be required on this site if it was to be developed for residential purposes, given that there is no existing primary school on the city centre. This would need to be funded through developer contributions, likely to include the provision of land and build costs on site. A new school on this site could also accommodate the pupil places which would be generated by the development of site DE8b.</p> <p>The nearest secondary school is Bemrose Community School. The School currently has spare capacity to accommodate a further 143 pupils and has capacity to expand. Bemrose school would therefore be capable of accommodating the additional pupil places which would be generated. The current spare capacity at Bemrose School would not be sufficient to accommodate the additional secondary school places generated by both sites DE8a and DE8b; however, with expansion of the school, this may be possible. The school would need to expand to accommodate an additional 67 pupils if it were to accommodate additional arisings from both sites.</p>
<b>Local Services</b>	<p>The site is located within close proximity to a range of facilities within Derby City Centre. The development of 600 dwellings would only provide part of the development on the site as it is expected that the site would be developed for mixed use purposes. Given this and the city centre location, it is considered unlikely that any additional facilities would need to be provided on site.</p>
<b>Open Space</b>	<p>The development of 600 new dwellings would generate a need for a total of 5.7ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 1.4ha</li> <li>• Children's Play – 0.3ha</li> <li>• Outdoor Sports – 2.1ha</li> <li>• Amenity Greenspace – 0.8ha</li> <li>• Allotments – 0.2ha</li> <li>• Natural &amp; Semi-Natural – 0.9ha</li> </ul> <p>This could be provided wholly on site, or through a mix of on-site and off-site provision and financial contributions. It may be appropriate to use financial contributions to improve the offer at the nearby Bass's Recreation Ground and Riverside Wildlife Corridor whilst also providing complimentary on site</p>

	<p>open space.</p> <p>There are identified deficiencies in parks and natural and semi natural open space provision in the city centre. The development of this site could go someway towards reducing those deficiencies.</p> <p>The site has access to a number of open space facilities within Derby City. It is within a 10 minute drive time of a Markeaton City Park, therefore contributions could be directed to the improvement of Markeaton City Park. The site is within a 1200m catchment of a District Park therefore contributions should be directed to the improvement of these facilities. The site lies within a catchment of a Neighbourhood Park. Contributions could be required towards improvements to this park to support the new population</p> <p>The site does not fall within the 400m catchment of a children's play area. Contributions will need to be directed towards the provision of new facilities to support the new population. This could be achieved on Bass's Recreation Ground.</p> <p>The site lacks good access to outdoor sports facilities, contributions may need to be directed at providing new facilities in the locality to support the new population.</p> <p>The site does not lie within the catchment of 720m for Allotments. Contributions could be directed towards providing upgrades to existing facilities to support the new population.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>The residential portion of this site would potentially generate approximately 380 car trips in the morning peak period with the additional land uses generating their own trips. However, the net change in trips between the proposed land uses and existing is likely to be neutral.</p> <p>Arboretum, the ward which contains this site, has the highest proportion of work trips made by walking, 29%, in Derby also has the lowest single occupant car uses in the city approximately 30%. The level of facilities, services, employment and transport linkages provided by the City Centre should mean that this development will be very sustainable in transport terms.</p>
<b>Strategic Transport Issues</b>	<p>It is anticipated that most of the residents who choose to live in this area will be able to take advantage of the proximity of employment in the city centre or Pride Park or good bus links</p>

	<p>to the rest of the city. Although only a smaller percentage, 6%, of Derby residents travel to work in the major centres outside the HMA, it is likely that the proximity of the railway station will attract residents who may wish to commute to larger centres such as Nottingham, Birmingham or even London by train. The Skylink bus service stops at Derby Railway Station and provides access to East Midlands Airport and Loughborough Railway Station.</p> <p>It is not expected that this site will have a significant impact on the strategic road network.</p>
<b>Accessibility</b>	<p>All of the essential services are within walking, cycling and public transport access. There are two minor deficiencies, walking distance to both an allotment and a library, although both are within the upper threshold walking distance.</p> <p>The site is well served by public transport. Transport links to Pride Park on Station Approach/Pride Parkway are provided using services 111 and 42, 43. These services run Monday to Saturday and provide 4 buses/hour/direction and 2 buses/hour/direction during the peak hours, respectively. The site is within walking distance of the new bus station, which provides access to all parts of Derby, and the region.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>The site would be expected to generate on average around 300 weekday peak hour vehicle trips from the residential land use. However, there is currently an existing mix of industrial land use on the site that already produces vehicle trips. As such, the net change in car trips is not expected to be significant.</p> <p>In addition, the site is located in the City Centre and as such there is opportunity to reduce the impact of the development by encouraging travel by non-car modes such as cycling, walking and public transport.</p>

## 7. Economy

<b>Existing Employment</b>	<p>The area is very well located in terms of access to potential employment. The edge of centre location means that the employment offer of the city centre is easily accessed. It is also very close to opportunities at Pride Park and the close proximity of the bus station and railway station opens further opportunities for access to employment at other public transport destinations in the region and beyond.</p>
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies in an area which scores between 60 and 65 on the Indices of Multiple Deprivation (IMD) which is considered</p>
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	to be a high score across the HMA. The IMD score would have high scores on the 7 Domain Indices. The social and economic benefits of developing the site would contribute to reducing the high levels of deprivation in this area.
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## 9. Availability

<b>Site Ownership</b>	The site is in multiple-ownership which is significantly fragmented. However it is subject to a masterplanned and co-ordinated development approach.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The various site owners/promoters attitude towards development varies. Developer interest is high for sites that form large blocks of land on the edge of the city centre. This interest has waned somewhat through the recession period and we suggest that finance for major mixed use schemes, such as those proposed for example on the site may still be challenging in the current economic climate.

## 10. Suitability

<b>SHLAA Context</b>	The site is brownfield in nature with the majority subject to extensive demolition work for development to come forwards. The site also has some potential contamination. Traffic impact is a key concern for most sites due to their proximity to the city centre. Potential mitigation measures that will need to be undertaken to bring the site forward.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	The site is well connected to the city centre, particularly by foot and cycle. The location is therefore considered highly sustainable with good access to facilities and employment opportunities. A key consideration for housing development in and around the city centre has to be the provision of primary and secondary school education with a potential need for a new primary school on one of the major redevelopment sites, this site is likely to be the one most likely to provide such a new facility.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			House: £175 - £185 psf Apt: £200 - £210 psf
<b>Market Commentary:</b>	There is expected to be high developer demand for the site but we consider that competition from existing or other alternative land uses will raise viability questions for residential development over the forthcoming years. With issues over Land Assembly, flooding, contamination and highway improvements. We suggest that developers will have a preference for edge of town Greenfield sites where there is more certainty over build costs, build programme and		

	ultimately end user demand. We further comment that complex brownfield sites benefit from third party, often public sector intervention to parcel up and de-risk sites in order to direct the mainstream plc demand for such schemes.
<b>Scheme Type &amp; Appropriate Mix</b>	The most appropriate housing scheme for the site is likely to be mixed use in nature and the careful interaction of employment and housing will be extremely important in order to create an environment where people want to live and work. An emphasis on high density living with a mix of apartments and townhouses will only work when there is exemplar urban design principles to include a quality streetscape with regular spaces for people to interact with their public environment. It should be stressed that it is unlikely to be a commercial developer's preference to build such schemes but that it is necessary to regulate such matters through design guides and masterplans in order to ensure that the long term welfare of the residents is catered for and that a socially sustainable environment is created.
<b>Viability Consideration</b>	It is questionable whether the site is viable in the current market with the key barrier being access to finance on the scale required for major urban schemes. Ultimately, these schemes, due to their location and proximity to the city centre, are viable and profitable for a commercial developer, but often third party public intervention will help to de-risk the site. Funding mechanisms such as joint venture partnerships and delayed land sales may also be appropriate and necessary in order to bring forward development in the short term.

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by environmental, ecological, landscape or historical designations or factors. Two thirds of the site lies within Flood Zone 2 which represents a medium risk of flood but would not prevent the development of the site for residential development subject to appropriate design. The remainder of the site is located within Flood Zone 1. There are pockets of contaminated land within the site but there is nothing to suggest that these cannot be remediated successfully. However these costs and the impact upon viability, coupled fragmented ownership, could prove a barrier to delivery and ability to contribute towards S106 costs.

There are opportunities to enhance the appearance of the site through redevelopment and to introduce elements of public realm, open space and green infrastructure. This includes the potential to create improved links to Bass's Recreation Ground to the north.

The site has excellent connections with the urban area as it lies on the edge of the city centre, although the Inner Ring Road may provide a visual and/or physical barrier between this site and the city centre. A wide range of employment, service and other facilities are easily accessible on foot, by bicycle and by bus and train. The site is within a short walking distance of both the main bus station

and Derby Railway Station.

Given the site's location on the edge of the City Centre and its excellent transport links, it is expected that a large number of residents would walk, cycle or use public transport. The development of the site is not expected to have any significant impacts on the local or strategic highway network.

No new GP surgery would be required on site as it is expected that new patient arisings could be accommodated through extensions to existing surgeries. A new primary school would be required on either this site or site DE8b which would be a shared facility for the two sites. Bemrose Community School would be capable of accommodating the secondary school pupil place needs arising from this site. To accommodate the pupil place needs from both this site and site DE8b, the school would need to expand. The school does however have capacity to expand. No new other facilities would be required on site given the city centre location. The development of the site for 600 dwellings could result in the provision of 180 affordable units.

The site is in multiple ownership and attitudes to development vary especially given the current economic climate. Developer interest is high for the parcels of land on the edge of the City Centre as would be expected. Interest has however waned during the recession as major mixed use schemes are currently less viable and development finance is difficult to obtain. Competition for competing land uses on sites such as this means that Greenfield sites are currently more attractive to developers. If this site is to be developed in the short to medium term, that public intervention is likely to be required to parcel up land for various uses and de-risk sites. Overall, in the current market, this site may not be viable without intervention.

<b>Site Reference Number</b>	DE8b
<b>Site Name</b>	Former Derbyshire Royal Infirmary Site
<b>Site Address</b>	London Road, Derby
<b>Site Area</b>	7.4ha
<b>Estimated Site Capacity (Dwellings)</b>	400
<b>Potential New Population to be Created</b>	938

## 1. Introduction & Strategic Context

The site lies within the Derby City administrative area on the edge of the city centre. The city centre offers a wide range of services and facilities associated with any major centre. The site is located within walking distance of a wide range of employment, services, retail outlets, leisure and community facilities and educational establishments. There are no primary schools within the City Centre. The nearest secondary school, Bemrose Community School is located approximately 1 mile to the west of the site on the edge of the city centre.

Located to the south of Derby City Centre and within easy walking distance to the railway station, the site is well located to services and employment opportunities. The north side of the site bounds the Derby Inner Ring Road. The Derby Inner Ring Road provides good access to all major strategic road elements surrounding Derby. The A52 east which provides links with Junction 25 of the M1 (approximately 8 miles away) is located within 1 mile of the site to the north. The main bus station and Derby Railway Station are both located within a few hundred metres of the centre of the site. The city centre has frequent public transport links with destinations across the Derby PUA, South Derbyshire, Amber Valley and the wider Midlands area.

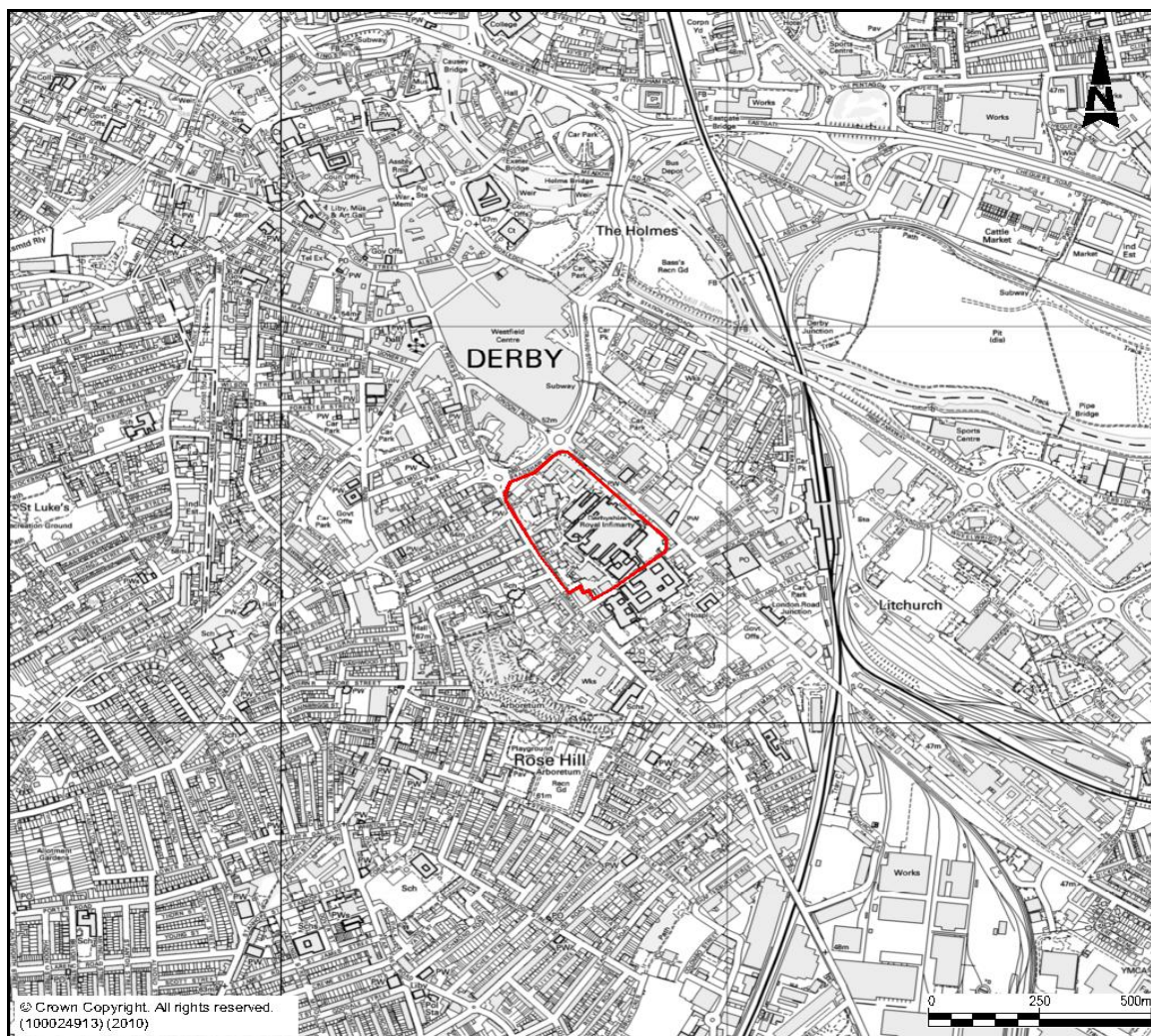
The site comprises a number of operational and decommissioned medical buildings associated with the former Derbyshire Royal Infirmary (DRI). The DRI closed its main operations in 2009 with most of the hospital services being moved to the Derby Royal Hospital at Mickleover. Parts of the site, primarily the newer buildings, are still in use as a community hospital. The remainder of the buildings are however vacant.

The site is bordered to the east by the A6 London Road with mixed use development, including the Castleward site (site DE8a) beyond. The site is bordered to the south by Osmaston Road and the Rose Hill residential area beyond. The Derby Inner Ring Road (Bradshaw Way) borders the north western site boundary, immediately beyond which lies the Westfield Shopping Centre and the city centre's retail core. The eastern boundary of the site comprises mixed use development including industrial and office development interspersed by residential development.

The site is allocated for mixed use development and as a regeneration priority in the Adopted Derby City Local Plan Review 2006 and is included in the Derby Cityscape Masterplan 2007. Site SD8a (Castleward) lies to the north of the site. This site is also allocated for mixed use development in the Local Plan and Derby Cityscape Masterplan and is also a regeneration priority area.



## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	The site is not covered by any environmental designations.
<b>Flood Risk</b>	The site lies within Flood Zone 1 which represents a low risk of flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.

	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	The entire site has low levels of contamination, this does not pose a significant constraint to development and the appropriate mitigation measures can be implemented in order to release the site for development.
<b>Agricultural Land</b>	The site comprises previously developed Brownfield land and contains no agricultural land. It does not therefore have an agricultural land classification.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site does not form part of a Green Wedge.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure Strategy</b>	When indicating the Overall Strategic GI Networks in the strategy, the site is on land that is designated an Existing Urban Area. Opportunities do however exist to include new elements of green infrastructure in the urban area through the redevelopment of sites such as this.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	Much of the land surrounding the site comprises industrial and employment development, some of which is of a larger scale and mass than residential. Land to the north-east of the site comprises the Westfield Shopping Centre and strategic highway network. Land to the west of the site comprises two storey terraced, residential development constructed in the 19 <sup>th</sup> Century. The dwellings front onto the road creating a sense of enclosure.
<b>Surrounding Densities</b>	Surrounding residential development to the south and east of the site is at a density of 70 - 75 dwellings per hectare and is reflective of the small scale terraced properties in the area. The development of part of the site for around 400 dwellings would result in densities of around 55 dwellings per hectare.

	This is considered to be appropriate for a city centre location, although it may be possible to achieve higher densities through detailed design.
<b>Relationship with Urban Area</b>	The site is located on the edge of Derby City Centre close to a wide range of land uses and facilities. It is therefore considered that the site has an excellent relationship with the urban area.
<b>Historic Designations</b>	The Queen Victoria Statue on the site is Grade II Listed along with the walls and railings fronting London Road. These listed features should not significantly impact the ability of the site to be developed. However, the existence of locally listed buildings within the site may affect development opportunities.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site is a brownfield site within a densely developed urban area. The site therefore has a low landscape value. The presence of the two listed features on site, the Queen Victoria Statue and frontage walls and railings present an opportunity to utilise these historic features as key focal points in any redevelopment of the site.

**5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed for 400 new dwellings, this would generate the need for 1 new GP. It is likely that this could be provided as an extension to an existing surgery in the locality funded through developer contributions.
<b>Education</b>	<p>If the site was to be developed for 400 dwellings, this would result in the creation of a need for 80 new primary school places and 84 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>The new primary school places which would be generated as a result of the site development could be accommodated through existing capacity at primary schools within the areas immediately surrounding the city centre. DCC Schools Place Planning and Education Department has advised that a new primary school would be required on the adjacent Castleward site if that was to be developed for residential development. Depending upon timing, a new school at Castleward could also accommodate new primary school pupil requirements arising from this site.</p> <p>The nearest secondary school is Bemrose Community School. The School currently has spare capacity to accommodate a further 143 pupils and has capacity to expand. Bemrose school would therefore be capable of accommodating the additional pupil places which would be generated. The current spare capacity at Bemrose School</p>

	<p>would not be sufficient to accommodate the additional secondary school places generated by both sites DE8a and DE8b, however, with expansion of the school, this may be possible. The school would need to expand to accommodate an additional 67 pupils if it were to accommodate additional arisings from both sites.</p>
<b>Local Services</b>	<p>The site is located within close proximity to a range of facilities within Derby City Centre. 400 dwellings would only provide part of the development on the site as it is expected that the site would be developed for mixed use purposes. Given this and the city centre location, it is considered unlikely that any additional facilities would need to be provided on site.</p>
<b>Open Space</b>	<p>The development of 400 new dwellings would generate a need for a total of 3.8ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 0.9ha</li> <li>• Children's Play – 0.2ha</li> <li>• Outdoor Sports – 1.4ha</li> <li>• Amenity Greenspace – 0.6ha</li> <li>• Allotments – 0.1ha</li> <li>• Natural &amp; Semi-Natural – 0.6ha</li> </ul> <p>This could be provided wholly on site, or through a mix of on-site and off-site provision and financial contributions.</p> <p>There are identified deficiencies in parks and natural and semi natural open space provision in the city centre but the site is close to the Arboretum Park. The development of this site could go some way towards reducing deficiencies.</p> <p>The site has access to a number of open space facilities within Derby City. It is within a 10 minute drive time of a Markeaton City Park, therefore contributions should be directed to the improvement of Markeaton City Park. The site is within a 1200m catchment of a District Park therefore contributions should be directed to the improvement of these facilities. The site lies within a catchment of a Neighbourhood Park. Contributions could be required towards improvements to this park to support the new population</p> <p>The site lacks good access to outdoor sports facilities, contributions may need to be directed at providing new facilities in the locality to support the new population.</p> <p>The site does not lie within the catchment of 720m for Allotments. Contributions could be directed towards providing upgrades to existing facilities to support the new population.</p>

	The site does not lie within the 480m catchment for Natural & Semi Natural Greenspace. New facilities would need to be provided to ensure that the generated population has access to Natural & Semi Natural Greenspace.
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## 6. Transport

<b>Local Network Issues</b>	<p>Similar to Strategic Site 8a, this site has access challenges caused by proximity to high volume roads as well as the presence of a historic stone wall around the perimeter of the site.</p> <p>This site could potentially generate approximately 240 weekday peak AM And PM vehicle trips from the residential development. with the additional land uses generating their own trips. However, the net change in trips between the proposed land uses and existing is likely to be neutral.</p> <p>Arboretum, the ward which contains this site, has the highest proportion of work trips made by walking, 29%, in Derby also has the lowest single occupant car uses in the city approximately 30%. The level of facilities, services, employment and transport linkages provided by the city centre should mean that this development will be very sustainable in transport terms.</p> <p>Osmaston Road is an unmarked on road cycle route that links into the City Centre traffic free cycle network.</p>
<b>Strategic Transport Issues</b>	<p>It is anticipated that most of the residents who choose to live in this area will be able to take advantage of the proximity of employment in the City Centre, Pride Park and good bus linkages to other employment areas in the city. The railway station will attract residents who may wish to commute to larger centres such as Nottingham, Birmingham or even London by train. The Skylink bus service stops at Derby Railway Station and provides access to East Midlands Airport and Loughborough Railway Station.</p> <p>It is not expected that this site will have a significant impact on the strategic road network.</p>
<b>Accessibility</b>	<p>All of the essential services are within walking, cycling and public transport access. There are two minor deficiencies, walking distance to both an allotment and a library, although both are within the upper threshold walking distance.</p> <p>The site is well served by public transport and within easy walking distance of the new bus station, which provides access to all parts of Derby, and the region. In addition, the Arriva 60 and 61 directly serves the Osmaston Road corridor</p>

<b>Ability of Transport Network to Accommodate Site</b>	<p>The site would be expected to generate on average around 240 weekday peak hour vehicle trips from the residential land use. However, there is currently an existing mix of office and health care on the site that already produces vehicle trips. As such, the net change in car trips is not expected to be significant.</p> <p>In addition, the site is located in the city centre and as such there is opportunity to reduce the impact of the development by encouraging travel by non-car modes such as cycling, walking and public transport.</p>
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## 7. Economy

<b>Existing Employment</b>	<p>Access to employment from this site is very good. The close proximity to the city centre means that many opportunities there lie within walking distance. The site is also well located for prospective residents to walk to the bus and railway stations which open up opportunities further afield by these forms of sustainable travel. Pride Park offers further employment opportunities and is in walkable/cyclable distance.</p>
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies in an area which scores between 60 and 65 on the Indices of Multiple Deprivation (IMD) which is considered to be a high score across the HMA. The IMD score would have high scores on the 7 Domain Indices. The social and economic benefits of developing the site would contribute to reducing the high levels of deprivation in this area.</p>
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## 9. Availability

<b>Site Ownership</b>	The site is in a single ownership
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	<p>Developer interest is high for sites that form large blocks of land on the edge of the city centre. This interest has waned somewhat through the recession period and it is suggested that finance for major mixed use schemes, such as those proposed for example on the site may still be very difficult in the current economic climate.</p>

## 10. Suitability

<b>SHLAA Context</b>	<p>The site is brownfield in nature with the majority subject to extensive demolition work for development to come forwards. The site also has some low level contamination. Traffic impact is a key concern for most sites due to their proximity to the city centre.</p>
<b>Connectivity with Existing</b>	The site is well connected to the city centre. . The location is

<b>Residential/Commercial Land Uses</b>	therefore considered highly sustainable with good access to facilities and employment opportunities. A key consideration for housing development in and around the city centre has to be the provision of primary and secondary school education with a potential need for a new primary school on one of the major redevelopment sites. The adjacent Castleward site (Site DE8a) is likely to be the one most likely to provide such a new facility.
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## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			House: £175 - £185 psf Apt: £200 - £210 psf
<b>Market Commentary:</b>	There is expected to be high developer demand for the site but competition from existing or other alternative land uses will raise viability questions and may cause barriers to residential development over the forthcoming years. With issues over land assembly, flooding, contamination and highways improvements, it is suggested that developers will have a preference for edge of town Greenfield sites where there is more certainty over build costs, build programme and ultimately end user demand. Complex brownfield sites benefit from third party, often public sector intervention, to parcel up and de-risk sites in order to direct the mainstream plc demand for such schemes.		
<b>Scheme Type &amp; Appropriate Mix</b>	The wider former DRI site is likely to be mixed use in nature and the careful interaction of employment and housing will be extremely important in order to create an environment where people want to live and work. An emphasis on high density living with a mix of apartments and townhouses will only work when there is exemplar urban design principles to include a quality streetscape with regular spaces for people to interact with their public environment. It is unlikely to be a commercial developer's preference to build such schemes but that it is necessary to regulate such matters through design guides and masterplans in order to ensure that the long term welfare of the residents is catered for and that a socially sustainable environment is created.		
<b>Viability Consideration</b>	It is questionable whether the site is viable in the current market with the key barrier being access to finance on the scale required for major urban schemes. Ultimately, these schemes, due to their location and proximity to the city centre, are viable and profitable for a commercial developer, but often third party public intervention will help to de-risk the site. Funding mechanisms such as joint venture partnerships and delayed land sales may also be appropriate and necessary in order to bring forward development in the short term.		

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by environmental, ecological, landscape or historical designations or factors. The site lies within Flood Zone 1 which represents a low flood risk. There are low levels of contamination across the site but there is nothing to suggest that these cannot be remediated successfully.

There are opportunities to enhance the appearance of the site through redevelopment and to introduce elements of public realm, open space and green infrastructure. This includes the potential to create improved links to Bass's Recreation Ground to the north via Site DE8a. A Grade II Listed Statue is present on the site and the walls and railings fronting London Road are also Listed. These represent an opportunity to create a focal point on the site based on its historic uses. However, the existence of locally listed buildings within the site may affect development opportunities.

The site has excellent connections with the urban area as it lies on the edge of the city centre. A wide range of employment, service and other facilities are easily accessible on foot, by bicycle and by bus and train. The site is within a short walking distance of both the main bus station and Derby Railway Station.

Given the site's location on the edge of the City Centre and its excellent transport links, it is expected that a large number of residents would walk, cycle or use public transport to travel. The development of the site is not expected to have any significant impacts on the local or strategic highway network

No new GP surgery would be required on site as it is expected that new patient arisings could be accommodated through extensions to existing surgeries. A new primary school would be required on either this site or Site DE8a which would be a shared facility for the two sites. Bemrose Community School would be capable of accommodating the secondary school pupil arisings from this site. To accommodate the pupil arisings from both this site and Site DE8a, the school would need to expand. The School does however have capacity to expand. No new other facilities would be required on site given the City Centre location. The development of the site for 400 dwellings could result in the provision of around 120 affordable units.

The site is in single ownership. Developer interest is high for the parcels of land on the edge of the city centre as would be expected. Interest has however waned during the recession as major mixed use schemes are currently less viable and development finance is difficult to obtain. Competition for competing land uses on sites such as this means that Greenfield sites are currently more attractive to developers. If this site is to be developed in the short to medium term, that public intervention is likely to be required to parcel up land for various uses and de-risk sites. Overall, in the current market, this site may not be viable. However, an improvement in both the economy and financial markets, which in turn will stimulate the property market, is likely to generate interest in the site and encourage delivery. The site is in single ownership and the constraints are likely to be less complicated in comparison to other more complex competing brownfield sites, which will make it attractive to developers. The City Council is working closely with the owners to bring forward this site as a mixed scheme and a regeneration priority.



<b>Site Reference Number</b>	DE9
<b>Site Name</b>	Land at Boulton Moor (In Derby City)
<b>Site Address</b>	Snelsmoor Lane, Derby
<b>Site Area</b>	40ha
<b>Estimated Site Capacity (Dwellings)</b>	1,200
<b>Potential New Population to be Created</b>	2,814

## 1. Introduction and Strategic Context

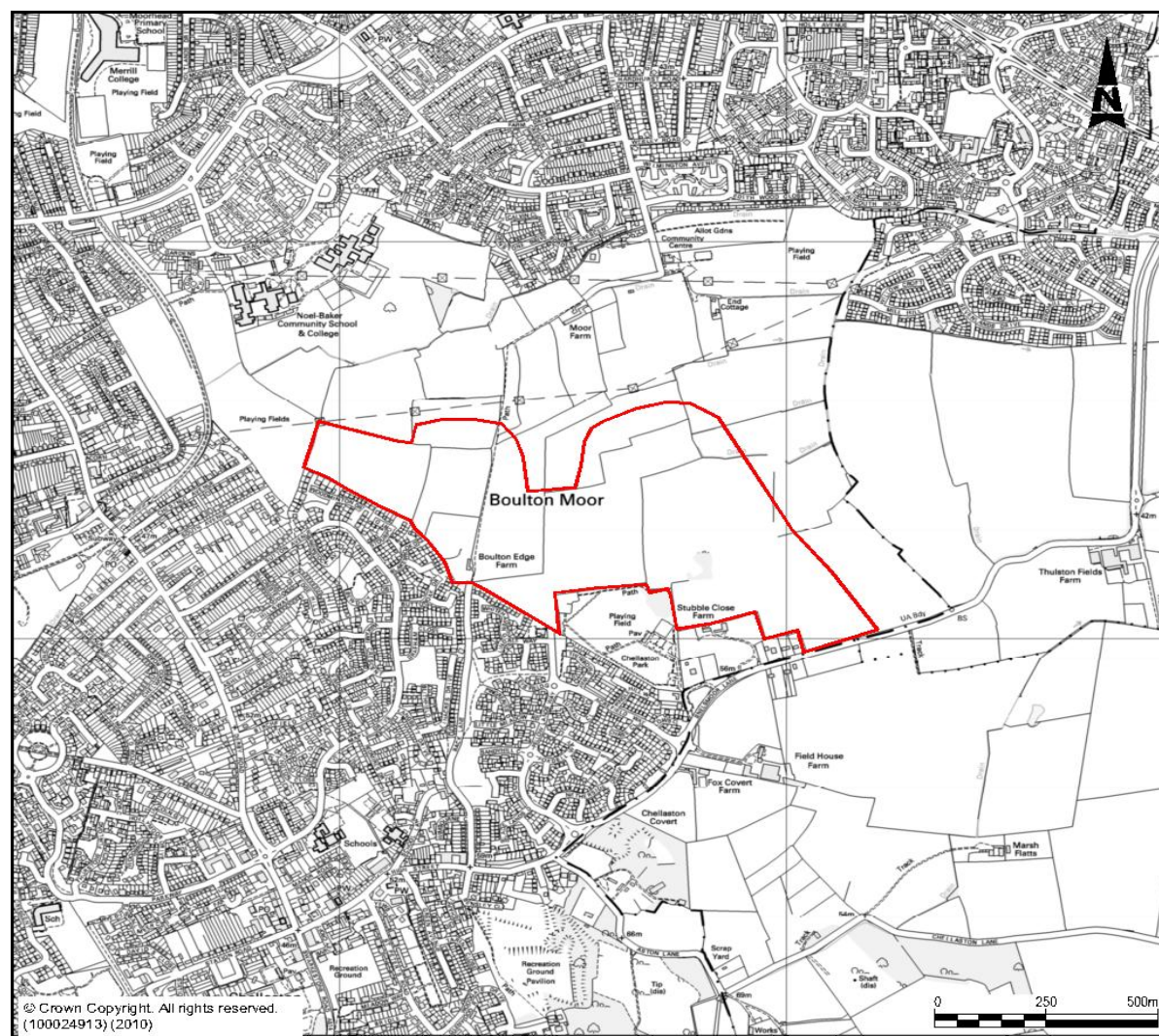
The site lies within the Derby City administrative area, to the north-east of Chellaston and to the east of Shelton Lock. Derby City Centre is approximately 5.5 miles to the north-west. Chellaston and Shelton Lock residential estates are well served by public transport and dedicated bus services operate every 10 minutes between the residential estates and Derby City Centre. The Chellaston District Centre is located along Derby Road which lies approximately 1 mile to the south-west of the site. The centre comprises a Supermarket, doctor's surgery, post office, various public houses and a British Legion. Shelton Lock and Chellaston are served by a number of primary schools. The nearest secondary schools are Chellaston School, Merrill College and Noel Baker Community School.

The A50(T) Stoke on Trent to Nottingham trunk road, which also provides access to the M1, lies to the south of the site and can be accessed via Junction 3 at Chellaston (1.1 miles south). Derby Railway Station lies approximately 5.5 miles to the north-west of the site and serves a range of local, regional and national destinations.

The southern and western boundaries of the site are bordered by the residential estates of Chellaston and Shelton Lock. The estates are characterised by semi-detached and detached, two storey dwellings situated in cul-de-sacs, set back from the road. The estates are inter-dispersed with small pockets of open space. To the north, east and south-east the land is characterised by open fields, which are inter-dispersed with hedgerows and pockets of woodland. However, the urban area (Alvaston & Boulton) dominates views to the north and west.

To the east of the site lies site SD7 (Boulton Moor), this site is located within the administrative area of South Derbyshire. If this site was to be developed, views to the east from site DE9 would be obscured by this.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site. Boulton Moor SSSI lies immediately to the north of the site. Subject to careful design and layout, the presence of this designation should not unduly prevent the development of the site.
<b>Flood Risk</b>	The site lies within Flood Zone 1, which represents a low risk from flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.

	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	There is no known contamination on the site.
<b>Agricultural Land</b>	The site comprises Grade 3 Agricultural Land which is classified as Good/Moderate quality.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site lies wholly within a Green Wedge. The development of the site would have a significant impact on the Green Wedge. Development would reduce the width of the Green Wedge within this location, particularly at the periphery where the city and South Derbyshire District boundary lies. Development would also have the effect of extending the urban area significantly to the east of the existing urban area. If the site was to be developed along with Site SD7, then the openness of this area would be reduced further.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site. An area of public open space sits within the south-western section of the site adjacent to the site's boundary and extends to the south of the site. This could be retained and enhanced and should not therefore prevent the development of the site.
<b>Green Infrastructure (GI) Strategy</b>	The site is designated as a Combined Existing Strategic Infrastructure asset. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People in the strategy designates the site as a Strategic Open Space. The retention of this site as open space is therefore clearly very important as part of the GI Strategy. The development of the site would therefore be detrimental to the aims of the strategy.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	Chellaston and Shelton Lock lie on the edge of the Derby Principal Urban Area and are largely contained by the A50 Stoke to Nottingham Road to the south. They also form the
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	eastern most extent of the existing urban area to the south-east of the Derby PUA. Residential development borders the south-western boundary of the site, the estate comprises 1990's/2000's, detached, 2 storey dwellings typical of an estate of this era.
<b>Surrounding Densities</b>	The surrounding densities range from 30 to 35 dwellings per hectare. The development of the site for around 1200 dwellings would be in keeping with the character of the surrounding area at approximately 30 dwellings per hectare.
<b>Relationship with Urban Area</b>	The site has good connections to the urban area and is in close proximity to the limited, but essential services in Chellaston.
<b>Historic Designations</b>	There are no historic designations on the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Study</b>	The site lies within Area 69 Trent Valley Washlands - Lowland Village Farmlands, Riverside Meadows, Wet Pasture Meadows. The site is not identified as either a Primary or Secondary Target Area and is identified as an area for enhancement. The site does not lie within an area of historic landscape opportunity. Development in this location could be acceptable in landscape terms.

- 5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed for 1,200 new dwellings, this would generate a need for 2 new GPs. It is expected that this need would be provided through an extension or upgrade to existing facilities through a financial contribution. If several sites within this immediate area were to be developed then a new surgery could be provided to accommodate joint growth, funded by financial contributions from several sites.
<b>Education</b>	<p>If the site was to be developed for 1,200 dwellings, this would result in the creation of a need for 240 new primary school places, 252 new secondary school places. DCC does not have a formula for post-16 places.</p> <p>A new primary school, provided through developer contributions is likely to need to be provided on site. This would include a requirement to provide land for the school on site too. The nearest secondary schools are Chellaston School, Noel Baker Community School and Merrill College. Chellaston School is currently at capacity and does not have the potential to expand. Noel Baker Community School and Merrill College currently have a combined spare capacity of 644 pupil places. These two schools could therefore accommodate the additional pupils that the development of the site would generate.</p>

<b>Local Services</b>	<p>The site is located within close proximity to the existing urban area and some existing local facilities at Chellaston and Allenton. Given the lack of significant local services, the site would be likely to require the provision of on site local services and facilities such as local shops in addition to the required educational and health services. Such provision may offer additional services to the existing local population also and could be accommodated within a scheme for the site.</p>
<b>Open Space</b>	<p>The development of 1,200 new dwellings would generate a need for a total of 11.4ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 2.7ha</li> <li>• Children's Play – 0.7ha</li> <li>• Outdoor Sports – 4.2ha</li> <li>• Amenity Greenspace – 1.7ha</li> <li>• Allotments – 0.4ha</li> <li>• Natural &amp; Semi-Natural – 1.8ha</li> </ul> <p>This could be provided wholly on site or through a mix of on-site and off-site provision and financial contributions. The site contains an existing area of public open space and there are opportunities to retain, extend and/or enhance this through the development of the site.</p> <p>The site has access to a number of open space facilities within the administrative area of Derby City. The site is within a 10 minute drive time of Elvaston Castle Country Park which is in South Derbyshire. The site is not within a 1200m catchment of a District Park. The site lies within the catchment of a Neighbourhood Park. Contributions could be required towards improvements to this park to support the new population. Agreement would be required on whether contributions go towards maintaining the existing City Parks in Derby or creating new open space to serve the population.</p> <p>The site falls within the 400m catchment of a children's play area, contributions may need to be directed towards maintaining these facilities to support the population.</p> <p>The site has access to some outdoor sports facilities, contributions could either be directed to improve the quality or expand these facilities or provide new facilities on site to support the new population.</p> <p>A small proportion of the site is within 240m of amenity green space. Additional Amenity Green Space would be required on site to support the population.</p>

	<p>Part of the site lies within the catchment of 720m for Allotments. Contributions could be directed towards improving these facilities or providing new facilities on site to support the new population.</p> <p>A proportion of the site lies within the catchment for Natural &amp; Semi Natural Greenspace. New facilities could be provided to ensure that the remainder of the generated population has access to Natural &amp; Semi Natural Greenspace.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>As an extension of the existing residential area in Chellaston, this development will rely on the existing transport network to gain access. In addition, to Snelsmoor Lane, the site can take access from three other possible access points: Fellow Lands Way, Stourport Drive and Buttonoak Drive. Snelsmoor Lane provides a link between Chellaston and the (A514) Derby Road and A6 Shardlow Road. The A514 is operating at capacity during the peak periods and experiences a significant levels of delay, particularly at the junction with the High Street. Toward the city centre, the dual lane roundabout of the Outer Ring Road/A154 and Osmaston Park Road is another congestion hotspot with recurrent delays occurring during the weekday AM and PM peak traffic periods. The roundabout junction of Snelsmoor Lane and A6 Shardlow Road also experiences congestion on the Snelsmoor Lane approach.</p> <p>It is expected that this development would significantly impact A6 Derby Road and the A5111 outer ring road.</p> <p>Back Lane provides pedestrian and cycling access to the site. In addition to a pedestrian access via Back Lane, consideration should be given to providing additional pedestrian/cycling access through the Shelton Lock residential area to the National Cycle network traffic-free route. .</p> <p>Bus service in the local area, as previously described, exists but does not penetrate the adjacent urbanised area, ie. the nearest bus shelter is located 500 metres from the subject site boundary. Depending on if and how many other potential strategic sites in this area may be developed, investment in adding capacity to Snelsmoor Lane to enable that road to carry buses may be required. Developers along Snelsmoor Lane would need to dedicate the necessary land to facilitate this widening. Good bus service on Snelsmoor Lane would allow potential future residents of this site to gain easy access to the future Park and Ride.</p>
<b>Strategic Transport Issues</b>	<p>The travel patterns of existing Boulton Moor residents suggest that the future residents of the site will have a strong focus on</p>

	Derby rather than any areas outside Derby. However, given the proximity of the site to the A50(T) and A6(T), some future residents may be attracted to this area to gain access to these routes. Snelsmoor Lane will probably experience an increase in traffic volume as well the roundabout junctions of Snelsmoor Lane and Shardlow Road (B5010) and the A6(T) and Shardlow Road (B5010). Additionally, because of the proximity of these two roundabouts, any additional traffic at the Snelsmoor Lane roundabout will impact the adjacent A6(T) roundabout.
<b>Accessibility</b>	With the exception of GP surgeries, none of the essential services are within a 20 minute walk of the site. Cycling improves accessibility but enhanced public transport to this area or services would be the most effective way of improving accessibility.
<b>Ability of Transport Network to Accommodate Site</b>	<p>The site could generate around 600 new vehicle trips in the morning peak period, significantly impacting the existing network. The future Boulton Moor Park and Ride could enhance this location as a more sustainable development and generate fewer vehicle trips than other comparable sites. To achieve this though, it would need to be in place prior to the development of the site.</p> <p>Even with sustainable transport measures implemented at this site, the existing transport network, particularly in Chellaston District Centre, may not be able to absorb the additional traffic without investment in transportation interventions.</p>

## 7. Economy

<b>Existing Employment</b>	Being within the city the site has generally good access to a range of employment opportunities including those within the City Centre, on Pride Park and at Rolls Royce and Bombardier who are both major employers in the city. The close proximity to the A50(T) also gives access to the Toyota car production plant at Burnaston.
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	The site lies in an area which scores between 2.5 and 15 on the Indices of Multiple Deprivation (IMD) which is considered to be a low score across the HMA. The IMD score would have low scores on the 7 Domain Indices. The social and economic benefits of developing the site would sustain the low levels of deprivation in this area.
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## 9. Availability

<b>Site Ownership</b>	The site is in multiple ownerships but developers control a large part of it.
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<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The site is being promoted for residential development as an extension to Chellaston and could deliver approximately 1,200 new dwellings and a local centre. Developer interest and appetite is therefore high.
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## 10. Suitability

<b>SHLAA Context:</b>	The site is generally flat and is currently being used for arable farming. The site is allocated as a Green Wedge and lies adjacent to a SSSI. There are no known physical constraints.
<b>Connectivity with Existing Residential Commercial Land Uses</b>	Access would be through current residential areas on the main Chellaston Road, linking to the A50 or the city centre. Highway access will need to be considered as it involves several potential links through existing residential areas.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			£185 - £190 psf
<b>Market Commentary:</b>	Chellaston is an ever popular suburb of Derby, with excellent transport links and a reputation for good schooling. Subject to integrating the site with the local transport network and providing a local centre, we would suggest that there will be high end user demand for housing in this location and therefore high demand from all the major house building organisations.		
<b>Scheme Type &amp; Appropriate Mix</b>	We consider that a classic mix of two, three and four bed housing to be appropriate. We consider that development in this location will be attractive to families and would therefore be appropriate to have a mixture of semi-detached and detached properties as well as some higher density housing perhaps located near a potential district centre.		
<b>Viability Consideration</b>	The site is considered to be viable due to its relatively flat Greenfield nature and high potential end values.		

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by any environmental, ecological, landscape or historical designations or factors. The site is located within Flood Zone 1 which represents a low risk from flooding and contains only moderate/good quality agricultural land. This is therefore not the best and most versatile. There is no contamination on the site. The Boulton Moor SSSI lies immediately to the north of the site, although subject to careful design considerations this would not prevent the development of the site. There is an area of public open space within the south-western section of the site, but this could be incorporated into any development scheme and would not therefore necessarily prevent the development of the site.

The site does not lie within the Green Belt but does lie wholly within a Green Wedge. The development of the site would have a significant impact on the Green Wedge. Development would reduce the width of the Green Wedge within this location by up to three quarters and extending the



urban area significantly to the east of the existing urban area. If the site was to be developed along with Site SD7 in South Derbyshire, then the openness of this area would be reduced further. The site is identified within the Green Infrastructure Study as an area of Strategic Open Space which should be retained and enhanced and its use encouraged. The development of the site would therefore be contrary to the aims of the Strategy.

The site lies on the edge of the Derby Principal Urban Area adjoining Chellaston along its south-western boundary. Other than this relationship, the site is divorced from other development by areas of open space. The site is significantly removed from most local services and located in an area where reliance on the private car is high.

The existing local road network in the existing housing estate can provide access to the site, along with Snelsmoor Lane, but the transportation system in the area has some difficult areas that may require intervention. For example, the junction of Snelsmoor Lane and the A514 Derby Road is congested. The A514 Derby Road is currently operating at capacity during the weekday peak traffic periods & experiences significant delays at its junction with Snelsmoor Lane. It can be expected that potential residents will heavily rely on the strategic road network to access employment in and outside of Derby. Given the proximity of the site to the A50(T) and A6(T), potential residents may move to this site for these reasons. The future Boulton Moor Park and Ride could enhance this location as a more sustainable development and generate fewer vehicle trips than other comparable sites. To achieve this though, it would need to be in place prior to the development of the site.

The development of the site would require the provision of 2 new GPs which could be provided as extensions to existing surgeries, or if the site was to be developed along with other sites within this area, a new joint surgery could be provided. A new primary school would be required on site to accommodate the additional pupil arisings which the development would bring. Local on site services would also be required. Chellaston School is currently at capacity, although Merrill College and Noel Baker Community School have enough existing spare capacity to accommodate the additional pupil numbers which the site would generate.

The site is in multiple ownership but key developers control a large part of the site. Developer interest is high. This is a popular area for families with good transport links and schools. Therefore, there is likely to be a high end user demand and developer interest from the main house builders. The site is considered to be suitable for a classic mix of 2, 3 and 4 bedroom properties including detached, semi-detached and higher density properties near the required local centre. Overall, the site is considered to be extremely viable and provides an opportunity to contribute towards S106 costs.

<b>Site Reference Number</b>	DE10
<b>Site Name</b>	Friar Gate Station
<b>Site Address</b>	Great Northern Road, Derby
<b>Site Area</b>	9.8ha
<b>Estimated Site Capacity (Dwellings)</b>	650
<b>Potential Population to be Created</b>	1,524

## 1. Introduction & Strategic Context

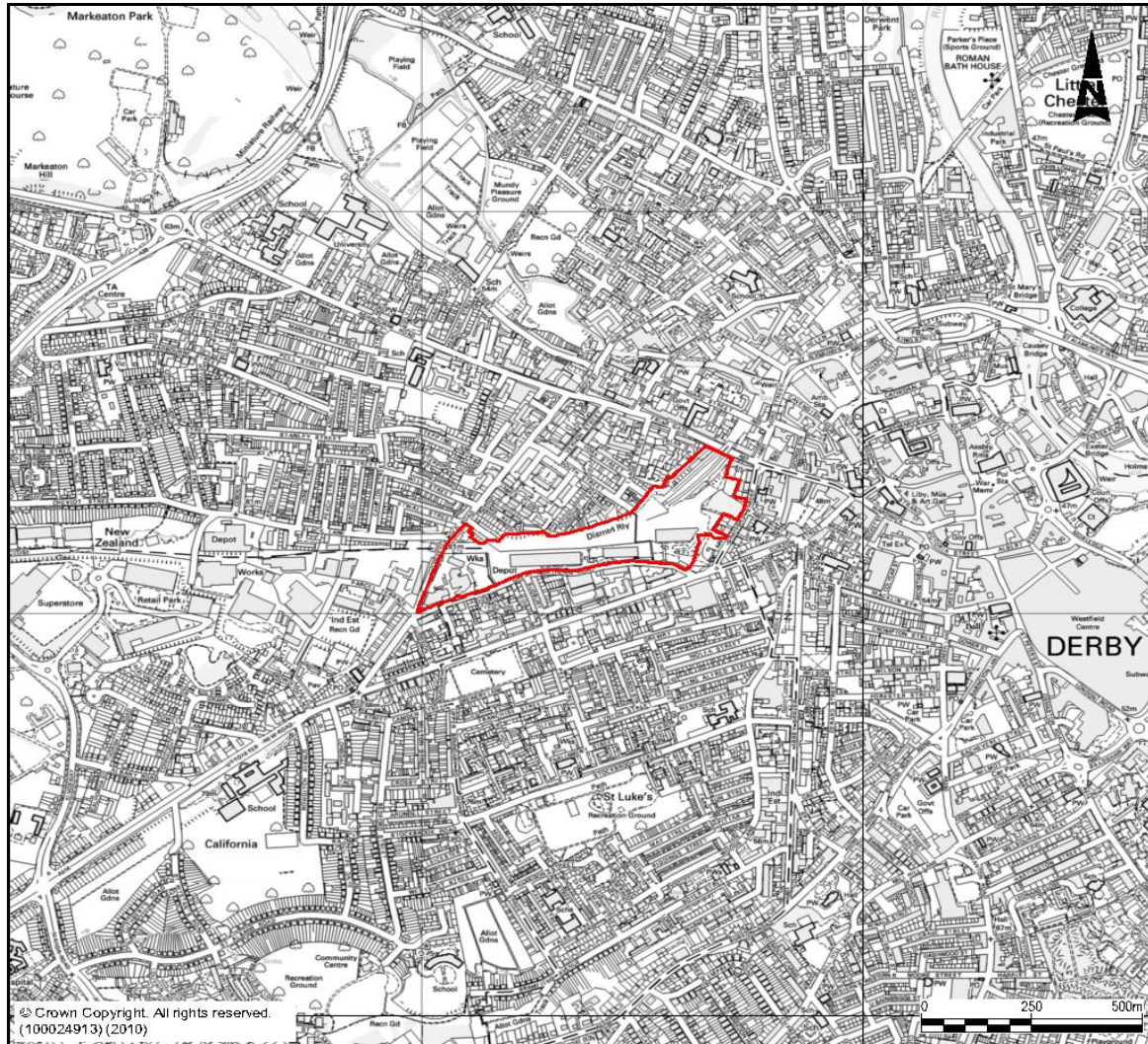
The site lies within the Derby City administrative area, adjacent to the western edge of the City Centre. The City Centre offers a wide range of services and facilities associated with any major centre. The site is located within walking distance of a wide range of employment, services, retail outlets, leisure and community facilities and educational establishments. There are a number of Primary Schools within the residential areas to the south and west of the site. The nearest secondary school, Bemrose Community School is located just a few hundred metres to the south-west of the site on Uttoxeter Road.

This site is located adjacent to and outside of the Derby Inner Ring Road. The Derby Inner Ring Road provides access to the principal road network in Derby and therefore to the strategic road network. The main bus station and Derby Railway Station are both located within the City Centre, approximately 1 and 1.5 miles from the site respectively. The City Centre has frequent public transport links with the Derby PUA, South Derbyshire, Amber Valley and the wider Midlands area.

The site has been disused for a significant period of time and is overgrown and generally neglected. The site contains a number of disused buildings including the Grade II Listed former Station Goods Depot. The site contains large areas of scrubland and trees. A public footpath runs across the site in a north to south direction. The site is bordered to the north by terraced residential properties and offices within the Friar Gate Conservation Area, beyond which lies the A52 Friar Gate/Ashbourne Road. To the south of the site lie a number of industrial and commercial properties, some of which are empty/derelict along Great Northern Road and the A516 Uttoxeter Road. These industrial and commercial properties are interspersed with residential development, beyond which lies the residential area of St Lukes. East of the site is an area of office buildings, bars, restaurants and retail units which form the edge of the City Centre. The site is bordered to the west by the former industrial premises and offices of the East Midlands Electricity Board.

The site is allocated for mixed use development in the Adopted City of Derby Local Plan Review 2006 and the Derby Cityscape Masterplan 2007. The Local Plan also safeguards a route through the site for potential future development of a Mickleover/Mackworth Express Busway. The Local Plan requires that a minimum of 500 dwellings are constructed on the site.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	Almost the entire length of the northern section of the site is designated as a Local Wildlife Site and a Site of Importance for Nature Conservation (SINC). This would have an impact on the potential to develop that part of the site. Any development would need to retain and enhance this area, which could be made a key feature of any development scheme.
<b>Flood Risk</b>	The site is located within Flood Zone 1 which represents a low risk from flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water

	<p>efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Contamination</b>	The entire site has low levels of contamination, this does not pose a significant constraint to development and the appropriate mitigation measures can be implemented in order to release the site for development.
<b>Agricultural Land</b>	The site comprises previously developed Brownfield land and contains no agricultural land. The site does not therefore have an Agricultural Land classification.

### 3. Green Infrastructure

<b>Green Belt</b>	The site is not located within the Green Belt.
<b>Green Wedge</b>	The site is not located within a Green Wedge.
<b>National Landscape Designations</b>	There are no National Landscape designations on the site.
<b>Local Landscape Designations</b>	Almost the entire length of the northern section of the site is designated as a Local Wildlife Site and a Site of Importance for Nature Conservation (SINC).
<b>Green Infrastructure Strategy</b>	When indicating the Overall Strategic GI Networks in the strategy, the Site is on land that is designated an Existing urban Area. Opportunities do however exist to include new elements of Green Infrastructure in the urban area through the redevelopment of sites such as this.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	Friar Gate Conservation Area lies to the north of the site. The area is rich in character and contains approximately 100 listed buildings and structures constructed throughout the 18 <sup>th</sup> and 19 <sup>th</sup> Centuries. There is an opportunity to provide a character rich development which enhances the character of the Conservation Area and surrounding environment. To the south of the site lies a varied arrangement of residential development which appears to be relatively new. The large scale industrial units to the west do not contribute to the townscape quality and again an opportunity presents itself to
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	link the existing residential areas to the town centre and to Friar Gate through a high quality development.
<b>Surrounding Densities</b>	Surrounding residential development to the east of the site is at a density of 70 dwellings per hectare. The development of the site to the capacity indicated would result in densities of 60 dwellings per hectare plus across the site. This is considered to be appropriate for a city centre location.
<b>Relationship with Urban Area</b>	The site is located on the edge of Derby City Centre close to a wide range of land uses and facilities. It is therefore considered that the site has an excellent relationship with the urban area.
<b>Historic Designations</b>	The former Station Goods Yard contains several listed buildings, including the Grade II Listed Bonded Warehouse. This has fallen into a state of disrepair and has been set on fire in recent years. Any new development would need to seek to incorporate this into the redevelopment of the site. It is considered likely however that further investigations would need to be carried out to determine the structural integrity of the building and its suitability for retention and re-use.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site is a brownfield site within a densely developed urban area. The site therefore has a low landscape value. The site contains the Grade II listed former Bonded Warehouse. The presence of this building, the former uses of the site and the presence of Friar Gate Conservation Area to the north presents an opportunity to utilise these historic features within the area and create a high quality development that is sensitive to the listed building and key focal points of the Conservation Area. The visual prominence of the listed building and the site as a whole from the inner ring road and present an opportunity for landscape and character improvement.

**5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed for 650 new dwellings, this would generate the need for 1 new GPs. It is likely that this could be provided as an extension to an existing surgery in the locality funded through developer contributions.
<b>Education</b>	<p>If the site was to be developed for 650 dwellings, this would result in the creation of a need for 130 new primary school places and 137 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>The new primary school place arisings could be accommodated through spare capacity at existing primary schools within the area.</p>

	<p>The nearest secondary school is Bemrose Community School. The School currently has spare capacity to accommodate a further 143 pupils and has capacity to expand. Bemrose school would therefore be capable of accommodating the additional pupil places which would be generated.</p>
<b>Local Services</b>	<p>The site is located within close proximity to a range of facilities within Derby City Centre. It is therefore considered unlikely that any additional facilities would need to be provided on site.</p>
<b>Open Space</b>	<p>The development of 650 new dwellings would generate a need for a total of 6.2ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 1.5ha</li> <li>• Children's Play – 0.4ha</li> <li>• Outdoor Sports – 2.3ha</li> <li>• Amenity Greenspace – 0.9ha</li> <li>• Allotments – 0.2ha</li> <li>• Natural &amp; Semi-Natural – 1.0ha</li> </ul> <p>This could be provided wholly on site, or through a mix of on-site and off-site provision and financial contributions. Given the ecological value of the northern section of the site, it may be appropriate to focus provision such as natural and semi natural green space in the area to add to the value of the existing resource.</p> <p>There are identified deficiencies in parks and natural and semi natural open space provision in the City Centre. The development of this site could go someway towards reducing those deficiencies.</p> <p>The site has access to a number of open space facilities within Derby City. The site is within a 10 minute drive and walking time of a Markeaton City Park, therefore contributions could be directed to the improvement of Markeaton Park. The site is not within a 1200m catchment of a District Park. The site lies within a catchment of a Neighbourhood Park. Contributions could be required towards improvements to local parks to support the new population.</p> <p>The site does not fall within the 400m catchment of a Children's Play Area. Contributions may need to be directed towards the provision of new facilities to support the new population.</p> <p>The site has limited access to outdoor sports facilities. Contributions may need to be provided to enhance these.</p>

	<p>The site is within the 240m catchment for Amenity Green Space, improvements could be made to these facilities or additional Amenity Green Space could be provided on Site to support the new population.</p> <p>The site lies within the catchment of 720m for Allotments. Contributions may need to be directed towards improving these facilities or providing new facilities to support the new population.</p> <p>The site lies within the 480m catchment for Natural &amp; Semi Natural Greenspace. New facilities could need to be provided to ensure that the generated population has access to Natural &amp; Semi Natural Greenspace. Contributions will need to be directed towards maintaining existing facilities including those presently on site.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>The immediate impact of the site will be on the Uttoxeter Road roundabout constructed as part of the Connecting Derby Inner Ring Road project. It is anticipated that this roundabout will provide a primary access to the site, as the fifth arm of the roundabout. There are also potential secondary access points off of Friar Gate and Great Northern Road. However, Friar Gate is currently one-way and so will limit the access movements to a left in and left out junction. Great Northern Road provides an alternative route to Uttoxeter Old Road avoiding the primary access junction. However, the road is narrow and residential and so the level of development that will be allowed to feed off of Great Northern Road is likely to be limited.</p> <p>No access is possible from Uttoxeter Old Road, primarily because of grade differences between the site and the road. Ideally, the road network within the site will join up with the existing road network surrounding the site. The existing junction of the Great Northern Road and Uttoxeter New Road will need to be reviewed.</p> <p>The Connecting Derby Scheme will provide some limited road capacity and a new junction that will support access to this site. The scheme will also provide new cycling and walking links that will also support accessibility to the site. However, the Connecting Derby will not provide large amounts of new capacity to the road network. The main benefit of the scheme is the more efficient management of existing traffic movements around the City Centre. As such, there are likely to still be congestion problems during the AM and PM weekday traffic peaks around the site once Connecting Derby is completed. As a consequence, the access points will still</p>
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	constrain the level of development that can take place on this site because of the limited options to improve them above and beyond the Connecting Derby Scheme.
<b>Strategic Transport Issues</b>	This site will add traffic to the new Inner Ring Road (Connecting Derby) and to Uttoxeter Old and New Roads. This site is not expected to have a significant impact on the trunk road network.
<b>Accessibility</b>	<p>This site enjoys good accessibility to essential services and employment opportunities because of its central location.</p> <p>The main bus station and rail station are within acceptable walking distance of the site. In addition, the site is also served by high frequency bus services to Mickleover, the Derby Royal Hospital and Mackworth. Indeed, there are around 4-6 buses per hour on the Uttoxeter and A52 Ashbourne corridors.</p> <p>There are also good cycle walking links to the site including dedicated routes provided by Connecting Derby around the southern side of the city centre.</p>
<b>Ability of Transport Network To Accommodate Site</b>	<p>There does not appear to be much opportunity to add capacity to the transport network so the focus should be on ensuring that the site accesses are safe and that this site is integrated with the surrounding urban fabric and transport network.</p> <p>The city centre location should provide good opportunities to use other modes of transport other than the private car. As such, if this site is developed in the right way it should be relatively sustainable.</p>

## 7. Economy

<b>Existing Employment</b>	<p>The site is located on the edge of the City Centre and as such is very well related to a wide range of employment opportunities within the centre. It has good road access including public transport to the west of the city and in particular the hospital, which is a major employer.</p> <p>The site is also reasonably well related to the A38(T) and A52 roads which allow access out of the city to other employment locations.</p> <p>The bus station, which is less than a mile from the site, and the rail station, which is around 1 mile from the site offer opportunities for employment to further destinations by public transport.</p>
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## 8. Regeneration & Housing Needs



<b>Index of Multiple Deprivation</b>	The site lies in an area which scores between 30 and 45 on the Indices of Multiple Deprivation (IMD) which is considered to be the median score across the HMA. The IMD score would have medium scores on the 7 Domain Indices. The social and economic benefits of developing the site would contribute to reducing the current levels of deprivation in this area.
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## 9. Availability

<b>Site Ownership</b>	The majority of the site is owned by Clowes Developments (UK) Ltd, who has promoted the site for development for a number of years.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The landowner has previously submitted a planning application for residential development on the site and we therefore assume that they are keen to realise development value for the site. The landowner has promoted the site for 740 dwellings and has indicated that it should be brought forward in the short-to-medium term. Developer interest is expected to be high.

## 10. Suitability

<b>SHLAA Context</b>	The Brownfield site is allocated in the Local Plan for mixed use development including a minimum of 500 dwellings. The majority of the site is reasonably flat. Part of the site has a Tree Preservation Order on it and there are significant areas of ecological importance. There are Listed buildings and Buildings of Local Importance on the site. In terms of environmental constraints, there is potential contamination from the previous industrial use which is yet undetermined.
<b>Connectivity with Existing Residential Commercial Land Uses</b>	The site is well serviced by schools and road networks, being linked with the connecting Derby Inner Ring Road scheme and having direct access onto Friar Gate. The site has good accessibility to the City Centre offering access to retail and employment opportunities.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
		£150 - £160 psf	
<b>Market Commentary:</b>	A site of this size will attract the majority of the national plc house builders. It is thought that all the highlighted constraints will need to be addressed prior to any serious involvement by these house builders. Timing of delivery will be key, with national house builders requiring greater certainty in terms of their building pipeline in order to satisfy their Boards. It is thought that a consented scheme in this location will have high developer interest. The Friar Gate area, with its attractive		

	architecture and close proximity to the city centre, is likely to be very attractive to end users.
<b>Scheme Type &amp; Appropriate Mix</b>	A higher density scheme to include sustainable levels of apartments and townhouses as well as some family housing, is considered to be appropriate in this instance. The area will always be popular with first time buyers and young professionals, with the ability to attract young families linked with access to good local schools.
<b>Viability Consideration</b>	Typical with sites of this nature, there will be a number of unresolved issues until full planning permission has been received. Contamination issues, ecological issues and issues with Listed buildings will all affect a site's viability and equally important, will affect the timing of development and therefore developer's appetite. Coupled with this there is concern that the conversion of Listed buildings for residential development is potentially unviable in the current market.

## 12. Overall Summary Commentary/Recommendations

The site is potentially constrained by environmental and historical designations. The entire site lies within Flood Zone 1 which represents a low risk from flooding. There are low levels of contaminated land across the Site but there is nothing to suggest that these cannot be remediated successfully.

The northern section of the site contains a Local Wildlife Site and Site of Importance for Nature Conservation. This represents a constraint to development in that part of the site, although the re-development of the site offers opportunities to enhance this area too. Overall, there are opportunities to enhance the appearance of the site through redevelopment and to introduce elements of public realm, open space and green infrastructure.

The site contains a Grade II listed building and a number of buildings of local interest. The site lies adjacent to the Friar Gate Conservation Area. The rich character of the area and history of the former use of the site presents an opportunity to redevelop the site to reflect this.

The site has excellent pedestrian and public transport connections with the urban area as it lies on the edge of the City Centre. A wide range of employment, service and other facilities are easily accessible on foot, by bicycle and by bus. The site is within an acceptable walking distance of the main bus station and Derby Railway Station. Although a longer walk to the train station, this is possible on foot and currently undertaken by existing residents.

Given the site's location on the edge of the City Centre and its excellent transport links, it is expected that a large number of residents would walk, cycle or use public transport to travel to work etc. Vehicle movements arising from the site would have an impact on the junctions on Uttoxeter Road and Great Northern Road, which already experience congestion. As there are no real opportunities to improve capacity in this area the key issue required to make the site acceptable in highway terms is to ensure that safe accesses are provided. Given the location of this site to the strategic trunk road network, it is not expected that it will have a significant impact.

No new GP surgery would be required on site as it is expected that new patient arisings could be accommodated through extensions to existing surgeries. Existing pupil arisings could be accommodates through spare capacity at existing primary schools and at Bemrose Secondary School. No new other facilities would be required on site given the City Centre location. The

development of the site for 650 dwellings could result in the provision of 195 affordable units.

The site is nearly all in a single ownership and the owner has been promoting it for a number of years. A planning application has previously been submitted which suggests that the site could come forward for development in the short to medium term subject to viability. Developer interest for a consented scheme on this site would be high. The preferred development type would be a high density scheme containing apartments, townhouse and family homes. In the current climate however, the conversion of the Grade II listed building for residential may be unviable.

<b>Site Reference Number</b>	DE11
<b>Site Name</b>	Manor/Kingsway Hospital
<b>Site Address</b>	Kingsway, Mickleover, Derby
<b>Site Area</b>	38.28ha
<b>Estimated Site Capacity (Dwellings)</b>	700 plus mixed use development
<b>Potential Population to be Created</b>	1,624

## 1. Introduction & Strategic Context

The site lies within the Derby City administrative area, between the Royal Derby Hospital and Mackworth. Derby City Centre is approximately 1.8 miles to the north-east of the site. The local area is well served by public transport, with regular links to the City Centre and surrounding area. The Kingsway Retail Park lies close to the north-east of the site and contains a supermarket, a pharmacy, clothing, electrical, furniture stores, a public house and a hotel. A further Lidl food store and pubs/restaurants lie immediately to the west of the site on Uttoxeter Road. Uttoxeter Road in Mickleover includes a District Centre and lies approximately 1.8 miles to the south west of site and contains a Tesco supermarket and a number of shops and community facilities including a doctor's surgery and library. Further local services are provided on Burton Road in Littleover, approximately 0.9 miles to the south-east of the site. The area is served by a number of primary schools. The nearest Secondary Schools are Murray Park Community School and Bemrose School.

The site is well related to the strategic and local highway network providing access to the city centre, other parts of Derby and the wider surrounding area. The A38(T) lies immediately west of the site providing links to Birmingham, the M1 north, the A50(T) Derby to Stoke road and the A52(T) west. The A5111 Kingsway/Manor Road forms the eastern boundary of the site whilst the A516 Uttoxeter New Road lies to the south of the site. The A5111 and the A516 meet at a signalised junction immediately to the southeast of the site. The closest railway station is situated within Derby City, approximately 3 miles to the east of the site and serves a range of local, regional and national destinations.

The site forms part of the former Manor and Kingsway Hospitals. Some of the site remains in use for purposes associated healthcare provision. These uses are to remain on site and only the land surplus to the hospital's requirements is therefore available for development. The site contains a network of roads, landscaped open space, scrubland and a number of mature trees, often planted in belts. The site also contains some recently constructed nurses' accommodation.

The site is allocated for mixed use regeneration including residential development in the Adopted Derby City Local Plan Review 2006 under Policy R4. The policy requires that the development of the site should include a minimum of 700 dwellings including 200 key worker homes.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	The site is not covered by any environmental designations.
<b>Flood Risk</b>	The site lies within Flood Zone 1 which represents a low risk from flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.

	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	The entire site has very low levels of contamination, this does not pose a significant constraint to development and the appropriate mitigation measures can be implemented in order to release it for development.
<b>Agricultural Land</b>	The site comprises a mix of previously developed Brownfield land and areas of open space and Greenfield land.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt.
<b>Green Wedge</b>	The site does not form part of a Green Wedge.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	When indicating the overall strategic GI networks in the strategy, the site is on land that is designated as an Existing Urban Area and part of the site is on land highlighted as a Combined Existing Strategic Infrastructure Asset. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People designates the site as a Strategic Open Space. The retention of the open space designation on the site and its improvement through site redevelopment could contribute to, and enhance its accessibility as a greenspace for the public.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	The site is relatively contained and isolated from other developments by the strategic highway network; Therefore positive attributes, townscape character and urban form are not evident in the area. There is an opportunity to link this site through new development to the neighbouring residential areas and improve the sustainable connections to these communities and the city centre. There is also an opportunity to enhance the character and the urban form of this part of Derby creating an attractive, legible and high quality environment.
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<b>Surrounding Densities</b>	The surrounding densities are approximately 30 dwellings per hectare.
<b>Relationship with Urban Area</b>	The site has an excellent relationship with the urban area in terms of proximity of nearby services, facilities and infrastructure, which can be further improved through the enhancement of links to the city centre through new development.
<b>Historic Designations</b>	There are no historic designations on the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site is urban in nature and therefore has a low landscape value. The site does not contain any listed buildings or conservation areas.

**5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed for 700 new dwellings, this would generate the need for 1 new GP. It is likely that this could be provided as an extension to an existing surgery in the locality funded through developer contributions.
<b>Education</b>	<p>If the site was to be developed for 700 dwellings, this would result in the creation of a need for 140 new primary school places and 147 new secondary school places. DCC does not have any formula for post 16 provision.</p> <p>The new primary school place arisings could be accommodated through spare capacity at existing primary schools within the area.</p> <p>The nearest secondary schools are Bemrose Community School and Murray Park Community School. Combined the two schools currently have spare capacity to accommodate a further 261 pupils. Bemrose School also has the capacity to expand. The two schools would therefore be capable of accommodating the additional pupil places which would be generated by the development of the site.</p>
<b>Local Services</b>	The site is located within close proximity to a range of facilities at Kingsway, Mickleover, Littleover and within Derby City Centre. Given this, it is considered unlikely that any additional facilities would need to be provided on site.
<b>Open Space</b>	<p>The development of 700 new dwellings would generate a need for a total of 6.7ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 1.6ha</li> <li>• Children's Play – 0.4ha</li> </ul>

	<ul style="list-style-type: none"> <li>• Outdoor Sports – 2.5ha</li> <li>• Amenity Greenspace – 1.0ha</li> <li>• Allotments – 0.2ha</li> <li>• Natural &amp; Semi-Natural – 1.1ha</li> </ul> <p>The site has access to a number of open space facilities within the administrative area of Derby City. The site is within a 10 minute drive time of Markeaton City Park, therefore contributions could be directed to Markeaton Park. The site is not within a 1200m catchment of a District Park. The site lies within a catchment of a Neighbourhood Park. Contributions could be required towards improvements to this park to support the new population. Agreement would be required on whether contributions go towards maintaining the existing City Parks in Derby or creating new parks to serve the population.</p> <p>A small section of the site falls within the 400m catchment of a Children's Play Area, contributions could be directed towards maintaining these facilities or providing new facilities on site to support the population.</p> <p>The site lacks good access to outdoor sports facilities, contributions could be directed at providing new facilities on site to support the new population.</p> <p>Part of the site is within the 240m catchment for amenity green space, improvements could be made to these facilities or additional amenity green space could be provided on site to support the new population.</p> <p>The site lies within the catchment of 720m for Allotments. Contributions could be directed towards improving these facilities or providing new facilities on site to support the new population.</p> <p>The site lies within the 480m catchment for natural &amp; semi natural greenspace. Contributions could be directed towards maintaining these facilities or providing new facilities on Site to support the population.</p>
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## 6. Transport

<b>Local Network Issues</b>	<p>The site is bounded by the A5111 Kingsway and A516 Uttoxeter New Road (A516). The site has easy access to the A38(T) via either the Kingsway roundabout or the Uttoxeter New Road slip roads.</p> <p>The primary access to the site will be off Kingsway, opposite the Kingsway Retail Park. This will require a new junction and increased capacity to take the new development and solve current problems at the junction.</p>
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	<p>There is also potential to take another access from the A516/Utttoxeter interchange locally known as the Hospital Gyratory. However, there is limited capacity at this junction to take a significant increase in traffic.</p> <p>Both the Hospital Gyratory and A5111/Kingsway junctions experience a significant amount of congestion during the weekday AM and PM traffic peaks. In addition, congestion also occurs for short periods of the day when the Derby Royal Hospital changes shift</p>
<b>Strategic Transport issues</b>	<p>The A38(T) Kingsway Junction suffers from weekday AM and PM peak hour congestion. Queuing currently occurs on the Kingsway Retail Park roundabout, which has been known to regularly back up onto the A38(T) junction.</p> <p>It is also likely that trips from this development will have a direct impact on the A38(T) Markeaton Roundabout. The A38(T) is used by Derby residents as a ring road to the city and for longer distance trips.</p>
<b>Accessibility</b>	<p>The site has good access to a range of facilities and services. For example the hospital is within walking distance and the Kingsway retail park provides a range of shopping facilities, pub and pharmacy that are also within walking distance. Some services such as banking and post office facilities are not within easy access of the site.</p> <p>There are a range of bus services that serve the A516 Utttoxeter Road, including the Mickleover that provides a 6 hour frequency to the city centre and Mickleover. In addition, there is also the Villager and X38 that stop close to the site and provide half hourly and 4 hourly services to Burton-on-Trent from Derby.</p> <p>There is a network of on and off road local cycle routes that connect to the site. In addition, the National Cycle Route 58 and 68 pass close to the site.</p> <p>Access to walking, cycling and bus networks will need to be planned to ensure linkages to the development site. In particular, to key facilities and between the site and Utttoxeter Road. If linkages are not convenient then residents will be encouraged to drive rather than walk, cycle or to catch the bus.</p>
<b>Ability of Transport Network to Accommodate Site</b>	<p>The site is expected to generate around 300 vehicle trips from the housing development. The road network surrounding the site has significant capacity challenges.</p> <p>The A38(T) junctions at Kingsway and the A52/Ashbourne Road will be particularly sensitive to any additional demand generated by this site. It is anticipated that the A38(T) will be</p>

	<p>considered an attractive amenity by many future residents..</p> <p>However, the site is supported by an existing network of pedestrian and cycle routes. In addition, there are frequent bus services to the City Centre that serve the A516 Uttoxeter Road. If the development is designed with good links to the existing transport network this will reduce the impact of this development.</p> <p>In addition, the development is part of a wider mixed use land use masterplan, which will also reduce the need to travel by providing convenience shops and employment. It should also be noted that the current masterplan also includes 200 nursing homes to support the hospital. Again this will reduce the impact of the development because most nurses will walk to work because the Derby Royal Hospital is only 400 metres from the site.</p>
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## 7. Economy

<b>Existing Employment</b>	<p>The site is very well located in terms of employment opportunities. The hospital, which is directly across Uttoxeter New Road is a major employer and the site is extremely well located in terms of road and public transport access into the city centre which offers a wide range of opportunities.</p> <p>The close proximity to the A38(T) allows for connection to the wider strategic transport network giving access to the Toyota car production plant at Burnaston and to the cities of Birmingham, Nottingham and Stoke as well as other destinations.</p> <p>Other large employers within the city are also accessible and these include Rolls Royce, Bombardier and a range of business at Pride Park.</p>
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	<p>The site lies in an area which scores between 15 and 30 on the Indices of Multiple Deprivation (IMD) which is considered to be a medium - low score across the HMA. The IMD score would have medium - low scores on the 7 Domain Indices. The social and economic benefits of developing the Site would sustain the medium - low levels of deprivation in this area.</p>
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## 9. Availability

<b>Site Ownership</b>	The developable parts of the site are now in the single ownership of the Homes and Communities Agency (HCA) and it is understood that the site is therefore available for development.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	There is thought to be medium level developer interest. The involvement of the HCA is a positive step to bringing the site forward.

## 10. Suitability

<b>SHLAA Context:</b>	The site is a mix of Brownfield and Greenfield land and is allocated in the Local Plan as a mixed use regeneration site. The site is subject to a Supplementary Planning Document and there is a history of planning applications for 700 dwellings and B1 office and retail units etc.
<b>Connectivity with Existing Residential Commercial Land Uses</b>	There is good access from both the Kingsway and Uttoxeter Road (City Hospital roundabout). The site is well located in terms of retail, being opposite the Kingsway Retail Park and is within close proximity of Derby Royal Hospital. The immediate area has a mixture of housing and employment uses and is therefore deemed to be an appropriate site for mixed use development.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			£165 - £175 psf
<b>Market Commentary:</b>	It is considered that there will be good demand for this site as there are no policy constraints to overcome There is a high end value envisaged and the site is strategically very well placed within Derby in terms of transport, employment and other facilities.		
<b>Scheme Type &amp; Appropriate Mix</b>	Being led by the HCA, it is understood that a high quality mixed use regeneration scheme has been envisaged. There is potential to create a high quality urban village in this location, but it is envisaged that developer appetite will be for traditional family housing to reflect the housing stock that can be evidenced in neighbouring Littleover.		
<b>Viability Consideration</b>	There are no major constraints known that would significantly impede development for residential uses and therefore the site is considered to be viable.		

## 12. Overall Summary Commentary/Recommendations

The site is not constrained by environmental, ecological, landscape or heritage designations or factors. The northern section of the site includes Public Open Space which could be retained and enhanced as a feature within the development of the site. None of the site lies within the Green Belt or is designated as a Green Wedge.

The site lies within Flood Zone 1 which represents a low risk of flooding. The site lies in an area where opportunities exist to improve the quality of the landscape and improve access to public open space. There are low levels of contamination across the entire site but it is considered that the site could be remediated without impacting significantly on viability.

Although there are some service deficiencies, particularly to a primary school, post office, library and rail station, the site is reasonably well related to many other existing services within the existing urban area. The nearby Royal Derby Hospital is a major employer in the area and part of the proposals for the residential development will be to provide 200 dwellings for nurses.

The road network surrounding the site has significant capacity challenges. The A38(T) junctions at Kingsway and Markeaton Roundabout will be particularly sensitive to any additional demand generated by this site. It is anticipated that the A38(T) will be considered an attractive amenity by many future residents.

However, the site is supported by an existing network of pedestrian and cycle routes. In addition, there are frequent bus services to the city centre that serve the A516 Uttoxeter Road. If the site is designed with good links to the existing transport network this will reduce the impact of development. In addition, proposals for the site include a wider mixed use land use masterplan, which will also reduce the need to travel by providing convenience shops and employment.

The site has excellent links to a wide range of employment including the Royal Derby Hospital, Toyota and Rolls Royce plus employment opportunities in the city centre.

No new GP or local services are likely to be required on the site. The likely new primary and secondary school place arisings could be accommodated through existing spare capacity at local primary school and at Bemrose and Murray Park Community Schools. Bemrose Community School also has the potential to expand. The development of the site for 700 dwellings could result in the provision of up to 210 affordable dwellings.

The site is in the ownership of the HCA whose remit is to deliver housing. It is considered that there will be good demand for this site and a high end value is envisaged. There is potential to create a high quality urban village, although it is envisaged that developer appetite will be for traditional family housing to reflect the housing stock that can be evidenced in neighbouring Littleover. Overall, it is considered that this site will be viable from a market perspective and will be attractive to the market. The site is therefore likely to be delivered in the future subject to highway matters being resolved first.

<b>Site Reference Number</b>	DE12
<b>Site Name</b>	Land at Woodlands Farm
<b>Site Address</b>	Woodlands Lane, Chellaston
<b>Site Area</b>	2.9 ha
<b>Estimated Site Capacity (Dwellings)</b>	55
<b>Potential Population to be Created</b>	129

## 1. Introduction & Strategic Context

The site lies within the administrative area of Derby City on the boundary between Derby City and South Derbyshire. Site DE12 represents a small part of a larger site and should therefore be considered together with Site SD22 (Land at Woodlands Farm) which lies within the South Derbyshire administrative area.

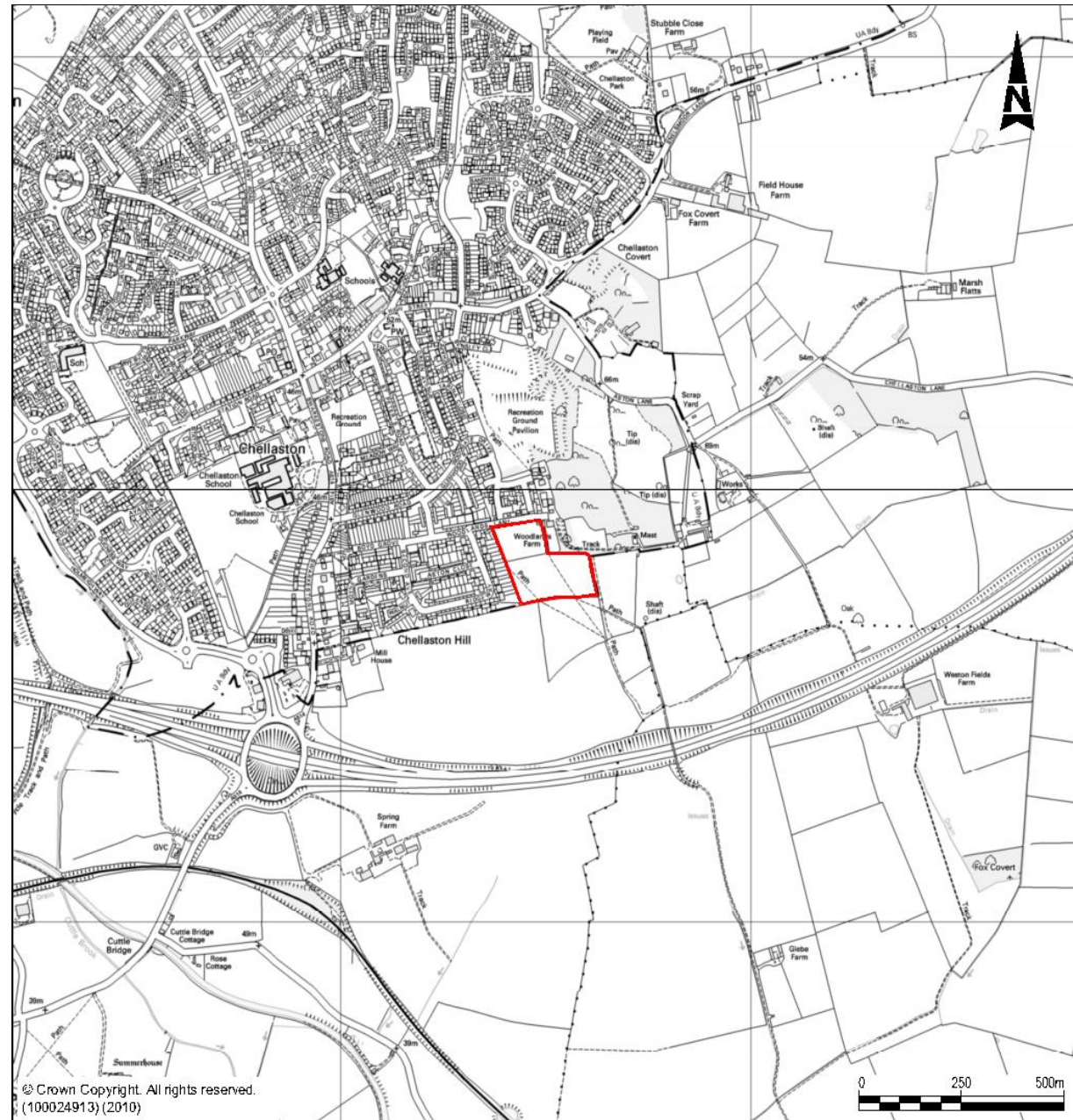
The site is located to the south of Chellaston on the southern edge of the Derby PUA. Derby City Centre is approximately 5.5 miles to the north-west. Chellaston is well served by public transport and a dedicated bus service operates every 10 minutes between the Chellaston and Derby City Centre. Chellaston District Centre is a split centre with the main part located along the Derby Road which lies approximately 1 mile to the north-west of the site. The centre includes two supermarkets, doctor's surgery, library, post office, various public houses and a British Legion. Chellaston is also served by two primary schools (Chellaston Infant & Junior School and Homefields Primary School) and one secondary school (Chellaston School).

The A50(T) Stoke on Trent – Nottingham trunk road, which also provides access to the M1, lies to the south of the urban area and can be accessed via Junction 3 at Chellaston, approximately 0.5 miles to the south-west of the site. The closest railway station is Peartree Railway Station which lies approximately 4.2 miles to the north-west of the site. Infrequent services operate on this line between Derby – Stoke on Trent – Crewe. Derby Railway Station lies approximately 5.5 miles to the north-west of the site and serves a range of local, regional and national destinations.

The site (as a whole) comprises agricultural land which is currently used as farmland. Two footpaths/bridleways cross the southern part of the site and extend into the administrative area of South Derbyshire (north-east corner). To the north and west of the site lies the residential area of Chellaston, which is separated from the site by a dense tree lined belt. The nearby estate is characterised by semi-detached and detached two storey dwellings situated in cul-de-sacs, set back from the road. It is inter-dispersed with small pockets of public open space. To the south and east the land is characterised by open fields, which are interspersed with hedgerows and pockets of woodland. However, the A50 embankment provides a significant buffer to the views toward the south.

If developed/allocated for housing development in the future, it is considered that this site and Site SD22 should be developed together given their existing geographical relationships. The landowner for the site also controls land within Site SD22. Site SD11 (South West of Chellaston) lies in close proximity to the site and is also within the administrative area of South Derbyshire.

## OS Plan



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the site.
<b>Flood Risk</b>	The site lies within Flood Zone 1 which represents a low risk of flooding.
<b>Water (Water Cycle Study)</b>	Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource

	development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.
	Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).
<b>Contamination</b>	There is no known contamination on the site.
<b>Agricultural Land</b>	The site comprises Grade 3 Agricultural Land. Grade 3 Agricultural Land is classified as Good/Moderate.

### 3. Green Infrastructure

<b>Green Belt</b>	The site does not lie within the Green Belt
<b>Green Wedge</b>	The site does not lie within a Green Wedge.
<b>National Landscape Designations</b>	There are no national landscape designations on the site.
<b>Local Landscape Designations</b>	There are no local landscape designations on the site.
<b>Green Infrastructure (GI) Strategy</b>	The site is on land that is designated a Combined Existing Strategic Infrastructure Asset. The assessment of Strategic Opportunities for Enhancing the Accessibility of the Greenspace Network for People in the strategy designates the Site as an Existing Strategic Accessible Natural Greenspace. There exist opportunities to increase accessibility to the site in line with its designation.

### 4. Townscape & Integration

<b>Existing Urban Form</b>	Chellaston lies on the edge of Derby City and is separated from the A50 Stoke – Nottingham Road by agricultural fields. Residential development borders the north and west boundary of the site.
<b>Surrounding Densities</b>	The surrounding densities range from 30–35 dwellings per hectare. The development of the site for the identified number of dwellings would result in a lower density than the existing development. This is considered to be quite low given the need to make the most appropriate use of land and it may therefore be appropriate to develop the site at a higher density.

<b>Relationship with Urban Area</b>	The site has an excellent relationship with the Urban Area and has access to limited existing facilities in Chellaston and Derby City. Development in this location would be relatively contained by the A50 Stoke –on-Trent to Nottingham Road.
<b>Historic Designations</b>	There are no historic designations covering the site.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The site lies within Area 69 Trent Valley Washlands. The site is not identified as either a Primary or Secondary Target Area and is identified as an area for enhancement. The site does not lie within an area of Historic Landscape Opportunity. Development in this location is considered to be acceptable. Development would not have a detrimental impact upon the surrounding landscape character, especially if it was delivered alongside Site SD22.

**5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the site was to be developed for 55 new dwellings, this would not generate any additional need for GP provision within the area. The new population arisings from the site could be accommodated by existing, local GP surgeries.
<b>Education</b>	<p>If the site was to be developed for 55 dwellings, this would result in the creation of a need for 11 new primary school places and 12 new secondary school places. Derby City does not have a formula for post-16 places.</p> <p>Both the new primary and secondary place arisings could be accommodated at nearby schools. However, the development of this site and SD22 together could not be sustained by the existing secondary schools. Secondary Schools with current capacity to meet the predicted secondary school growth within Derby City are Noel Baker Community School and Merrill College in Alvaston. DCC has confirmed that these schools may be able to take some, but not all, of the secondary school growth predicted from the two sites combined. This is because their remit is for Derby City sites and not South Derbyshire sites.</p>
<b>Local Services</b>	The site is located within close proximity to the existing urban area, a wide range of facilities within Derby City Centre and limited facilities at Chellaston Local Centre. The scale of the site is not likely to require the provision of significant on site local services and facilities, but a local convenience store, may be appropriate for this site and Site SD22 combined. This could be developed within a scheme for the site without detriment to the viability and vitality of existing local services. The development of the site would strengthen the viability of



	existing facilities at the Chellaston Local Centre and may encourage further growth of the centre.
<b>Open Space</b>	<p>The development of 55 new dwellings would generate a need for a total of 0.5ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 0.1ha</li> <li>• Children's Play – 0.0ha</li> <li>• Outdoor Sports – 0.2ha</li> <li>• Amenity Greenspace – 0.1ha</li> <li>• Allotments – 0.0ha</li> <li>• Natural &amp; Semi-Natural – 0.1ha</li> </ul> <p>This could be provided wholly on site or through a mix of on-site and off-site provision and financial contributions and would be combined with the requirements for Site SD22.</p> <p>The site has access to a number of open space facilities within the administrative area of Derby City. The site is within a 10 minute drive time of Elvaston City Park, therefore contributions could be directed to the improvement of Elvaston City Park. The site is not within a 1200m catchment of a District Park. Contributions towards existing district parks or a new park would be required to support the new population. The site lies within a catchment of a Neighbourhood Park. Contributions would be required towards improvements to this park or an additional park to support the new population. Agreement would be required on whether contributions go towards maintaining the existing City Parks in Derby or creating new parks to serve the population.</p> <p>The site does not fall within the 400m catchment of a children's play area. Contributions could be directed towards the provision of new facilities on site to support the new population.</p> <p>The site has access to some outdoor sports facilities, however these facilities are of poor quality, contributions could either be directed to improve the quality of these facilities or provide new facilities on site to support the new population</p> <p>The site does not lie within the catchment of 720m for allotments. Contributions could be directed towards providing new facilities or upgrading/extending existing facilities to support the new population.</p> <p>The site lies within the 480m catchment for natural &amp; semi natural greenspace. New facilities would need to be provided to ensure that the remainder of the generated population has access to natural &amp; semi natural greenspace. Contributions will need to be directed towards maintaining these facilities or</p>

	providing new facilities on site to support the population.
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## 6. Transport

<b>Local Network Issues</b>	<p>Woodlands Lane is connected to the wider network via the un-signalised junction of Glenwood Road and Derby Road. There are congestion problems on the A514 and local issues at intersecting junctions during the weekday AM and PM traffic peaks. However, this site will not provide a level of housing that is likely to have a material impact on the network. Nor will it be significant enough to warrant any changes to the public transport service, it is not likely that the site will affect the local network, significantly.</p> <p>Public transport service is provided on Derby Road/Swarkestone Road, two buses per hour per direction between Melbourne and Derby City Centre</p> <p>A walkway exists in the area defined for the strategic site and this walkway should be preserved. There are also existing off road cycle routes that provide connections to the local network.</p>
<b>Strategic</b>	Due to the scale of this site, it is not likely to have a significant impact on the trunk road network.
<b>Accessibility</b>	Most services are within acceptable travel time to this site, although the rail station is still not convenient to access.
<b>Ability of Transport Network to Accommodate Site</b>	It is estimated that this site will produce around 33 vehicles during the weekday AM and PM traffic peaks. Given the size of this site, the transport network is not expected to be significantly impacted.

## 7. Economy

<b>Existing Employment</b>	The site is well related to existing employment opportunities in Derby including those in the City Centre and at Pride Park. It is also located within close proximity to Rolls Royce works at Victory Road and Wilmore Road and within easy driving distance of the Toyota car production plant along the A50 at Burnaston. Its close proximity to the A50 also allows access to Stoke and Nottingham.
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	The site lies in an area which scores between 2.5 and 15 on the Indices of Multiple Deprivation (IMD) which is considered to be a low score across the HMA. The IMD score would have low scores on the 7 Domain Indices. The social and economic benefits of developing the site would sustain the low levels of deprivation in this area.
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## 9. Availability

<b>Site Ownership</b>	The site is within a single ownership.
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The site was previously included in the 2007 PUA SHLAA and was an omission site in the CDLP Review Inquiry but was unsuccessful at achieving an allocation for residential use. There is high developer interest in the site.

## 10. Suitability

<b>SHLAA Context:</b>	There is not considered to be any major access or environmental constraints to the part of the site within Derby City. In terms of topography there is a rise in levels across the site
<b>Connectivity with Existing Residential/Commercial Land Uses:</b>	The site will form a natural extension to Chellaston in this location. There appears to be access onto the adopted highway and Woodlands Lane to the north, and potential access either onto Swarkstone Road or directly on to the A50 roundabout to the east. The A50 offers good communication links and the property is within short distance of the well regarded Chellaston school. Derby city centre is easily accessed on the Derby Road.

## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			£180 - £190 psf
<b>Market Commentary:</b>	Chellaston is an ever-popular location and benefits from close proximity to Derby City Centre, good schools and excellent commuter links. There is a well established new build housing market and we would anticipate there to be high developer interest should this site be brought forward for residential development.		
<b>Scheme Type &amp; Appropriate Mix</b>	The site adjoins a residential area with a predominance of post-war, three bedroom semi-detached housing. In an attempt to diversify the mix, it is anticipated that a development of three, four and five bedroom housing would be proposed by the ingoing developer and that it may be appropriate to include some two bedroom housing to provide a full offering for the existing and future residents of Chellaston.		
<b>Viability Considerations</b>	The site is highly viable due to the greenfield nature and high end values.		

## 12. Overall Summary Commentary/Recommendations

The site is not subject to any environmental, landscape, ecological or heritage designations or constraints. The site is not located within the Green Belt or within a Green Wedge. The site lies within Flood Zone 1 which represents a low risk from flooding and is not known to contain any

contamination. The site only contains moderate/good quality agricultural land. This is therefore not the best and most versatile. The site is identified in the GI Strategy as an Existing Strategically Accessible Natural Greenspace, the development of the site could seek to improve access to this through the provision of appropriately designed, formal on-site open space.

The site has a good relationship with the surrounding urban area and abuts the existing residential development at Chellaston to the north and west. The development of the site would represent a natural extension to Chellaston in an area where in principle well designed development would be acceptable in landscape terms.

The site has excellent links with a wide range and type of employment opportunities including those within the City Centre and those offered by large scale employers such as Rolls Royce and Toyota.

Woodlands Lane is connected to the wider network via the un-signalised junction of Glenwood Road and Derby Road. There are congestion problems on the A514 and local issues at intersecting junctions during the weekday AM and PM traffic peaks. However, this site will not provide a level of housing that is likely to have a material impact on the network.

The development of this site alone would not require any additional GP provision. Site SD22 would require the provision of 1 new GP surgery. It is likely that this extra capacity could be accommodated through the extension of existing surgeries. This additional primary and secondary school pupil arisings from this site could be accommodated through existing spare capacity at local schools. If the site was to be developed together with Site SD22, there would not be enough spare capacity in local secondary schools to accommodate all of the growth arising. Noel Baker Community School and Merrill School could accommodate some, but not all of the predicted growth. It is likely that some local services may be required on site should this site be developed along with Site SD22.

The site is within a single ownership and has high developer interest. The owner of this site also owns Site SD22. It is considered that the most suitable development mix for the site would be 2, 3, 4 and 5 bed semi detached and detached properties. Given the likely unconstrained nature of the site, developer interests and likely high end values, the site is considered to be highly viable.

<b>Site Reference Number</b>	DE13
<b>Site Name</b>	City Centre Brownfield Sites
<b>Site Address</b>	Derby City Centre – Various <ul style="list-style-type: none"> <li>• Riverside</li> <li>• Full Street &amp; Magistrates Court</li> <li>• Middleton House, St Mary's Gate</li> <li>• North Riverside</li> <li>• Becket Well</li> <li>• Bennetts Car Park/Amen Alley</li> <li>• Barlow Street</li> <li>• Barlow Street/Quadriline</li> </ul>
<b>Site Area</b>	12.08ha (combined)
<b>Estimated Site Capacity (Dwellings)</b>	648 (combined)
<b>Potential Population to be Created</b>	1,520 (combined)

## 1. Introduction & Strategic Context

Site DE13 is a broad location containing a number of smaller sites which lie within Derby City Centre. Combined, they have the potential to create a strategic location in the centre of Derby. All of the sites have excellent access to a wide range of services and employment opportunities contained within the city centre. Each of the sites is within walking distance of both Derby Bus Station and Derby Railway Station. There are no primary schools within the city centre itself, although access to primary schools is available in the residential areas adjoining the city centre. The nearest secondary schools are Bemrose School to the south-west of the city centre and St Benedicts Roman Catholic School to the north-west of the city centre. Both are within approximately 1.5 miles of the site. Landau Forte College is also in the city centre and takes secondary pupils.

The bus station provides excellent links to destinations within the Derby PUA, the HMA and the wider East Midlands area and nationally. Derby Railway Station serves a wide range of local, regional and national destinations. The sites all lie within close proximity to the Derby inner and outer ring roads which provide connections to the A52 to the east of the City Centre, the A38(T) trunk road to the west of the city centre and the A50(T) to the south-east and south-west of the city.

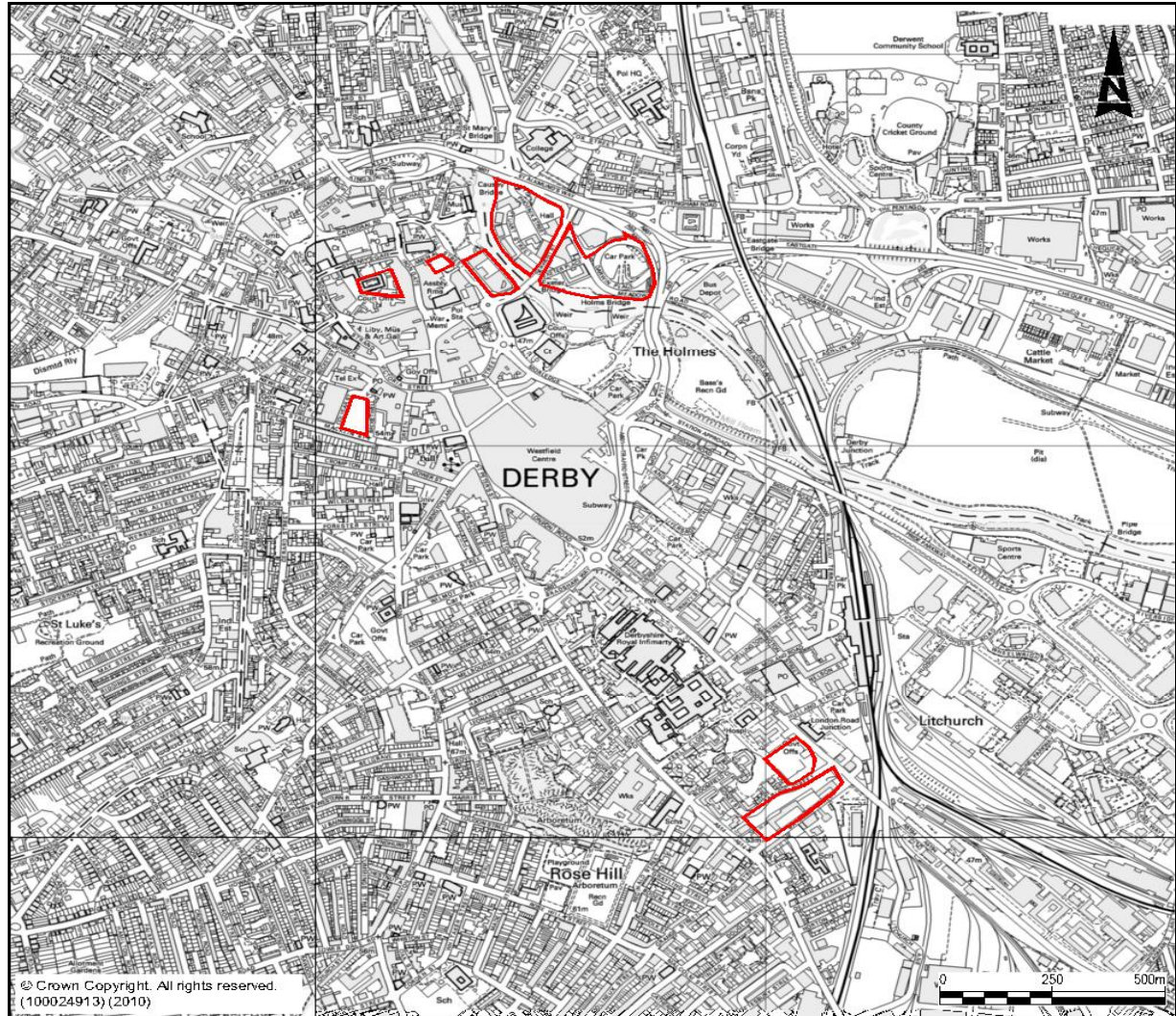
The sites are currently utilised for a variety of uses including, offices, commercial and industrial development, car parking and vacant land. As city centre sites, the surrounding land uses are generally high density and include offices, retail units, industrial development, residential, leisure and open space uses.

The sites are allocated for the following land uses in the Adopted Derby City Local Plan Review (2006):

- Riverside - Residential led with B1 business and supporting community uses (Policy CC8);
- Full Street & Magistrates Court – Development opportunity (Policy CC12);
- Middleton House, St Mary's Gate – No specific land use designation;
- North Riverside – No specific designation but includes some open space

- Becket Well – Mixed-use regeneration opportunity (Policy CC4);
- Bennetts Car Park/Amen Alley - No specific land use designation;
- Barlow Street – Residential development (Policy H2b); and
- Barlow Street/Quadriline – No specific land use allocation, existing employment use.

**OS Plan**



## 2. Environmental Constraints

<b>Environmental Designations</b>	There are no environmental designations on the sites.
<b>Flood Risk</b>	St Mary's Gate, Bennetts/Amen Alley, Barlow Street and Quadriline sites all lie within Flood Zone 1 which represents a low risk from flooding. All of the other sites lie within Flood Zone 2, but are anticipated to become Flood Zone 3 sites through climate change. Flood Zone 2 presents a medium risk from flooding, whilst Flood Zone 3 represents a high risk from flooding. The development of the Flood Zone 3 sites for residential development is therefore likely to be problematic. The sequential test set out in PPS25 requires that development should be directed to sites within the locality which lie within Flood Zone 1 and 2 before developing sites

	within Flood Zone 3.
<b>Water (Water Cycle Study)</b>	<p>Supply: The site would be served by Severn Trent Water. It is expected that climate change is expected to reduce the amount of water available by 2035. Severn Trent's reflects this deficit in their draft Water Resource Management Plan. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus. Issues relating to supply can be mitigated through production and resource development, improving water distribution, improving water efficiency, increase household metering, address leakage, reduction in non household demand.</p> <p>Waste Water: Derby Treatment Works has capacity to accommodate new development to 20% above RSS figure. However there are capacity issues in the existing sewerage infrastructure on the southern edge of Derby City such that it will be difficult for Severn Trent Water to accommodate additional flows from new development. Further because the treatment works is located north of the river; it will be difficult to connect any new infrastructure to the works as crossing the river Derwent will incur extra costs and logistical issues. Recommended that new development should include Sustainable Urban Drainage System (SUDS).</p>
<b>Contamination</b>	With the exception of St Mary's Gate and Bennetts/Amen Alley, the sites contain various levels of contamination given their previous uses for industrial and commercial purposes. Barlow Street, Quadraline. Full Street and North Riverside generally contain low or very low levels of contamination. Although an area to the north-west of North Riverside contains high levels of contamination. Beckett Well also contains a small area known as having high levels of contamination. The Riverside site is contaminated to varying degrees across the site with areas of low, medium and high contamination known to be present. The area of high level contamination is located to the south of the site.
<b>Agricultural Land</b>	The sites are predominantly brownfield sites and urban in nature. They do not contain any agricultural land and therefore do not have an agricultural land classification.

### 3. Green Infrastructure

<b>Green Belt</b>	The sites do not lie within the Green Belt
<b>Green Wedge</b>	The sites do not lie within a Green Wedge
<b>National Landscape Designations</b>	There are no national landscape designations on the sites.
<b>Local Landscape Designations</b>	There are no local landscape designations on the sites.
<b>Green Infrastructure (GI) Strategy</b>	When indicating the Overall Strategic GI Networks in the strategy, the sites are on land that is designated as an



	Existing Urban Area.
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#### 4. Townscape & Integration

<b>Existing Urban Form</b>	The sites are located within the city centre where urban form is varied. The sites are generally former industrial and/or commercial premises which in their current state do little to contribute to the character of the City Centre. The re-development of the sites presents an opportunity to improve and enhance the existing townscape in locations throughout the City Centre, bringing back into valuable use vacant or under-used sites whilst also reflecting the City's historic assets.
<b>Surrounding Densities</b>	As the sites are located within or close to the City Centre, densities vary vastly but are generally at a high density to make the most efficient use of land within the desirable city centre location. The development of these sites is likely to be at a high density to continue to make the most efficient use of land. Each site would also need to consider the surrounding land uses and characteristics.
<b>Relationship with Urban Area</b>	The sites are located within or close to the City Centre and surrounded by a mix of land uses. The sites are therefore considered to have an excellent relationship with the urban area and represent good opportunities for the development of additional residential properties.
<b>Historic Designations</b>	<p>Riverside, Full Street &amp; Magistrates Court and Bennetts/Amen Alley all lie wholly or partially within the Derwent Valley Mills World Heritage Site (WHS) Buffer Zone. Development of these site would need to take account the special historic character of this designation but the designation itself should not unduly restrict the development of the sites.</p> <p>The Magistrates Court at the Full Street site is a Grade II Listed Building. Exeter House on the Riverside site is a locally listed building. Number 2 Amen Alley is a Grade II Listed Building. The remainder of the sites do not contain any listed buildings. Given their location in the City Centre, there are numerous listed buildings in close proximity to/adjoining some of the sites. The presence of Listed Buildings within or adjacent to the sites will act as a constraint to development but would not unduly impact upon the ability of the sites to be developed subject to appropriate design and mitigation which protects their historic character. Opportunities exist to include these historic buildings as features within any new development.</p> <p>Full Street &amp; Magistrates Court and St Mary's Gate lie within a</p>



	designated Conservation Area. Again, this should not unduly restrict the development of the sites but regard would need to be had to protecting the historic character and appearance of the Conservation Area.
<b>Derbyshire Historic Landscape Characterisation &amp; Landscape Character Assessment</b>	The area is a densely developed urban area. It therefore has a low landscape value. The city centre does contain a number of Listed Buildings and Conservation Areas however which offer varying degrees of historic character to the City.

**5. Infrastructure (Infrastructure requirements are based on Atkins' bespoke facilities calculator and are for indicative purposes only. They do not take account of existing facilities near the site, the local authorities' policies or the potential requirements of other strategic sites)**

<b>Health</b>	If the sites were to be developed for 648 new dwellings, this would generate the need for 1 new GP. It is likely that this could be provided as an extension to an existing surgery in the locality funded through developer contributions.
<b>Education</b>	<p>If the sites were to be developed for 648 dwellings, this would result in the creation of a need for 130 new primary school places and 136 new secondary school places. DCC does not have any formulae for post 16 provisions.</p> <p>The new primary school places which would be generated as a result of the sites' development could be accommodated through existing capacity at primary schools within the areas immediately surrounding the city centre. DCC Schools Place Planning and Education Department has advised that a new primary school would be required on the adjacent Castleward site if that was to be developed for residential development. Dependant upon timing, a new school on that site could also accommodate new primary school pupils arising from these sites.</p> <p>The nearest secondary schools are Bemrose Community School and St Benedicts Roman Catholic School. St Benedicts Roman Catholic School is currently at capacity. Bemrose School currently has spare capacity to accommodate a further 143 pupils and has capacity to expand. Bemrose school would therefore be capable of accommodating the additional pupil places which would be generated. The current spare capacity at Bemrose School would not be sufficient to accommodate the additional secondary school places generated by these sites and the other Derby City Sites (e.g. Sites DE8a, DE8b and DE10). Bemrose school would need to expand by 340 pupil places if it was to accommodate the new pupil arisings from all of the city centre sites.</p>
<b>Local Services</b>	The sites are located within close proximity to a range of

	<p>facilities within Derby City Centre. Given the city centre location, it is considered unlikely that any additional facilities would need to be provided on the sites.</p>
<b>Open Space</b>	<p>The development of 648 new dwellings would generate a need for a total of 6.2ha of new open space provision. This would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Parks – 1.5ha</li> <li>• Children's Play – 0.4ha</li> <li>• Outdoor Sports – 2.3ha</li> <li>• Amenity Greenspace – 0.9ha</li> <li>• Allotments – 0.2ha</li> <li>• Natural &amp; Semi-Natural – 1.0ha</li> </ul> <p>Given the nature of these sites, it is considered likely that this would be provided through some limited on site provision where appropriate and off site through financial contributions.</p> <p>The sites have access to a number of open space facilities within the administrative area of Derby City. The sites are within a 10 minute drive time of a Markeaton Park and in some cases, walking distance. Therefore contributions could be directed to the improvement of Markeaton Park. The sites are within a 1200m catchment of a District Park therefore contributions could be directed to the improvement of these facilities. The sites lie within a catchment of a Neighbourhood Park. Contributions could be required towards improvements to this park or an additional park to support the new population. Agreement would be required on whether contributions go towards maintaining the existing City Parks in Derby or creating new parks to serve the population.</p> <p>The sites do not fall within the 400m catchment of a children's play area. Contributions could be directed towards the provision of new facilities within the city to support the new population.</p> <p>The sites lack good access to outdoor sports facilities, contributions would need to be directed at providing new facilities to support the new population.</p> <p>The sites are within the 240m catchment for amenity green space, improvements could be made to these facilities or additional amenity green space could be provided within the city to support the new population.</p> <p>The sites do not lie within the catchment of 720m for Allotments. Contributions could be directed towards providing new facilities or improving existing facilities in the city to support the new population.</p> <p>The sites do not lie within the 480m catchment for natural &amp;</p>

	semi natural greenspace. Contributions could be directed towards providing new facilities or improving existing facilities within the city to support the population.
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## 6. Transport

<b>Local Network Issues</b>	<p>As DE13 comprises of a number of sites in or close to Derby City Centre it is hard to produce a compressive assessment of transport.</p> <p>Many of the principal roads in the City Centre already experience congestion in the morning peak period. Any capacity on the adjacent principal road network will likely be used up by any existing un-met or latent demand, including demand from these sites.</p> <p>However, given that the sites are in the City Centre and in close proximity to transport hubs such as the train station and bus station, there is a significant potential for residents to choose walking, cycling and public transport over the private car. This is providing that linkages to these modes are incorporated into the design layouts of any development.</p>
<b>Strategic Network Issues</b>	<p>The A52 can be indirectly be accessed by these City Centre sites which gives good access to the wider strategic road network including access to Nottingham. The A516, A6 and A514 can also be accessed from Derby City Centre, via the ring road. However, given the number of houses that could potentially be provided on the sites and the decreased car use, compared to other sites in the HMA, it is not anticipated that this collection of sites will significantly impact the strategic road network.</p> <p>As the sites are in close proximity to the train and bus station these sites can be seen to have good access to the strategic transport network by public transport.</p> <p>It is likely that most sites in the City Centre are brownfield sites and already have an existing land use. As such, the redevelopment of these sites means that there probably will be very little overall net change in trips generated by the new development compared to the existing.</p>
<b>Accessibility</b>	<p>With the exception of two sites, the collection of sites are within the Inner Ring Road and are therefore, within walking, cycling and public transport distance of most services included in the accessibility study. Distance to allotments may be deficient although it may be possible to incorporate garden areas into some of the developments, ie. with green roofs, etc. The sites located further southeast of the DRI may have some accessibility problems with libraries and allotments.</p>

## 7. Economy

<b>Existing Employment</b>	All of the sites are very well related to employment uses both in the city centre and around the wider city. They are also well related to public transport interchanges allowing access to employment to other locations, including those beyond the city by rail and bus.
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## 8. Regeneration & Housing Needs

<b>Index of Multiple Deprivation</b>	The sites lie in an area which scores between 60 and 66 on the Indices of Multiple Deprivation (IMD) which is considered to be the highest score across the HMA. The IMD score would have high scores on the 7 Domain Indices. The social and economic benefits of developing the sites would contribute to reducing the current levels of deprivation in these areas and providing economic, social and environmental benefits. The development of the sites would contribute significantly to the regeneration of the City Centre.
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## 9. Availability

<b>Site Ownership</b>	All sites are in different ownerships with some sites having multiple-ownership. There is a mixture of attitude towards development. Some sites have no developer interest, others have high developer interest with a history of promotion both through planning applications and through the forward plan process (principally through the SHLAA).
<b>Land Owners/ Developers/Promoters Attitude to Development</b>	The various site owners/promoters attitude towards development varies from submitting major applications through the public consultation for future development, all the way to submitting the site to the SHLAA to see if it has any future development potential. We are aware that developer interest is high for some of the sites, especially those that form large blocks of land on the edge of the city centre. This interest has waned somewhat through the recession period and we suggest that finance for major mixed use schemes can still be very difficult in the current economic climate.

## 10. Suitability

<b>SHLAA Context:</b>	In principle, all sites are generally brownfield in nature with some subject to extensive demolition work to enable development to proceed and in some cases, potentially contamination. Traffic impact is a key concern for most sites due to their proximity to the city centre. Careful consideration has to be given to those sites that are partially within flood zones and any potential adaptation measures that will need to be undertaken to bring the sites forward.
<b>Connectivity with Existing Residential/Commercial Land Uses</b>	All sites are well connected to the city centre by foot and car. All locations are therefore considered highly sustainable with good access to facilities and employment opportunities. The

	key consideration for housing development in and around the city centre has to be the provision of primary and secondary school places.
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## 11. Achievable & Deliverable

End Value Range	Low	Medium	High
			House: £175 - £185 psf Apt: £200 - £210 psf
<b>Market Commentary</b>	There is expected to be high developer demand for the majority of these sites but it is considered that competition from existing or other alternative land uses will raise viability questions and may cause barriers to residential development over the forthcoming years. With issues over Land Assembly, flooding, contamination, highways improvements to name but a few, it is suggested that developers will have a preference for edge of town greenfield sites where there is more certainty over build costs, build programme and ultimately end user demand. Complex brownfield sites can benefit from third party, often public sector intervention to parcel up and de-risk sites in order to direct the mainstream plc demand for such schemes.		
<b>Scheme Type &amp; Appropriate Mix</b>	Almost all of the sites will be mixed use in nature and the careful interaction of employment and housing will be extremely important in order to create an environment where people want to live and work. An emphasis on high density living with a mix of apartments and townhouses will only work when there is exemplar urban design principles to include a quality streetscape with regular spaces for people to interact with their public environment. It should be stressed that it is unlikely to be a commercial developer's preference to build such schemes but that it is necessary to regulate such matters through design method statements and masterplans in order to ensure that the long term welfare of the residents is catered for and that a socially sustainable environment is created.		
<b>Viability Consideration</b>	It is questionable whether some of these sites are viable in the current market with the key barrier being access to finance on the scale required for a number of these major urban schemes. Ultimately, these schemes, due to their location and proximity to the city centre, are viable and profitable for commercial development and this may be a preference, but often third party public intervention will help to de-risk the site. Changing the mix of uses on sites also has the potential to reduce their capacity for residential uses as other potentially more viable uses may be preferable. Funding mechanisms such as joint venture partnerships and delayed land sales may also be appropriate and necessary in order to bring forward development in the short term.		

## 12. Overall Summary Commentary/Recommendations

None of the sites are constrained by environmental, ecological or landscape designations for factors. None of the sites contain any agricultural land and none are located within the Green Belt or a Green Wedge.

3 of the sites lie either partly or fully within the Derwent Valley Mills World Heritage Site Buffer Zone. This should not unduly restrict development subject to appropriate design and layout. The Magistrates Court on the Full Street site is a Grade II Listed Building and through careful design presents an opportunity to provide a feature building within the site. Exeter House within the Riverside allocated site is a locally listed building, whilst number 2 Amen Alley is Grade II Listed. Full Street and St Mary's Gate lie within a Conservation Area and the city centre itself contains a number of listed buildings. However, subject to careful design considerations, the presence of these designations should not unduly restrict development of the sites.

Some of the sites lie within Flood Zone 1 and are therefore at a low risk from flooding. However some lie within Flood Zone 2 and are therefore currently at a medium risk from flooding. Because of the location of some of the sites in the city centre and close to the river, some may become Flood Zone 3 sites as a result of climate change which would put them at a high risk from flooding. Under the sequential test, sites which lie within Flood Zone 1 should be developed ahead of those sites which lie within Flood Zones 2 and 3. It may still be possible to develop sites within Flood Zone 2 subject to the implementation of the appropriate design and mitigation measures.

2 of the 8 sites (St Mary's Gate and Bennetts/Amen Alley) are not subject to any known contamination whilst 3 sites (Barlow Street, Barlow Street/Quadriline and Full Street) are known to contain low or very low levels of contamination which should not impact in the ability to develop the sites.

Riverside generally contains low levels of contamination, although an area to the north-west of the site contains high levels of contamination. Beckett Well also contains a small area known as having high levels of contamination. Although further detailed investigations would be required to determine the exact nature of contamination, given that the areas of medium and high contamination are known to be relatively small, it is not considered likely that the remediation of the sites would significantly impact on the viability of the sites.

With the exception of two sites, which are located to the southeast of the DRI, the sites are located within the Inner Ring Road and have excellent links to a range of employment opportunities, services, community facilities and are within walking distance of good public transport hubs. The redevelopment of each of the sites has the potential to contribute positively to the regeneration of the city centre. Given the surrounding mix of land uses, the sites would be suitable for medium to high density development making the most effective use of highly sustainable sites.

Many of the principal roads in the City Centre already experience congestion in the morning and evening peak period. However, city centre sites will have excellent transport links and a range of services and facilities within a short distance. As such, it is expected that a large number of residents would walk, cycle or use public transport to travel. In addition, some of these sites are likely to have an existing land use and so the net change in trips is likely to be small. The development of these sites is not expected to have any significant impacts on the local or strategic highway network.

If all of the sites were to be developed, there would be a requirement for one new GP. This could be provided through an extension to an existing city centre surgery funded by the developments. New primary school place arisings could be accommodated by spare capacity at the existing city centre primary schools. Subject to the timing of sites coming forward, primary school pupil arisings from

these sites may be accommodated by the new primary school which would be required as part of the development of site DE8a. Additional secondary school capacity could be accommodated at Bemrose Community school which has current spare capacity and the potential for expansion. The other nearest school to the sites, St Benedicts Roman Catholic School is currently at capacity. It should be noted that Bemrose School is unlikely to be able to accommodate the additional pupil arisings from these sites and the other City Centre sites which lie within its catchment area (DE8a, DE8b and DE10). To do so, the school would have to expand by 340 pupil places above its current maximum roll numbers. The development of the sites for a combined number of 648 dwellings could result in the provision of up to 194 affordable dwellings.

All of the sites are in different ownerships with some having multiple ownerships. Some sites have little or no developer interest whilst others have high interest and a history of site promotion through planning applications and the SHLAA process. Interest has however waned during the recession with finance hard to achieve. The most attractive city centre sites are those which form large blocks of land on the edge of the city centre. The sites generally have a high end value given that they can be developed at a reasonably high density and are likely to be developed for mixed use purposes.

Overall however, it is questionable whether some of these sites are viable in the current market with the key barrier being access to finance on the scale required. Ultimately, these schemes, due to their location and proximity to the city centre, are viable and profitable for a commercial developer, but often third party public intervention will help to de-risk the site. The complexities associated with these sites and high risks associated with delivery will be a barrier to development in contrast to greenfield developments. Delivery is dependant upon viability and the willingness of landowners to release the land for development at realistic values. Funding mechanisms such as joint venture partnerships and delayed land sales may also be appropriate and necessary in order to bring forward development in the short term. In the absence of intervention by the public sector to facilitate and encourage development delivery may be constrained.