



South Derbyshire District Council

Core Strategy: Employment Site Assessment Summaries

Version 1.0
April 2013

South Derbyshire Employment Site Assessment Summaries

Introduction:

Site Summary Updates:

South Derbyshire District Council shares a Housing Market Area (HMA) with Derby City Council and Amber Valley Borough Council. The Authorities are working together to create aligned Core Strategies.

This document contains summaries of assessments made of potential employment sites submitted to the Council in a response to a “call for sites” exercise undertaken in 2009. This involved an approach by the Derby HMA local authorities to land owners, developers and agents requesting that they submit details of any sites that they would like to be considered for inclusion for industrial and/or other business development in the Local Development Frameworks. The summaries will be updated when new information becomes available.

Site Summaries:

This document contains information in the form of site summaries. In some instance sites have been grouped together to form a broad location site summary.

The site summaries bring together numerous pieces of evidence and address the main issues, constraints and opportunities of the sites. The first part of this document explains the content of the site summaries.

Further work on the evidence base is required and will be undertaken particularly on transport and site deliverability. The summaries will be updated as relevant new information becomes available.

Format of the site summaries:

This section illustrates the format of the summaries, shows examples of the type of information included and explains the main technical terms used.

OS Plan

This box will contain a map showing the boundary of the site and, where applicable, the flood risk of the area, Green Belt and green wedge land.

Location Name	Name of site
Site Address	Address of site
Site Area	Total site area measured in hectares
Area Profile the site falls within – further details can be found at: www.south-derbys.gov.uk/LDF	

Site & Context

This element of the summary provides basic information on the location of the site, a description of the site, current use, whether it is in single or multiple ownership and the level of developer interest in the site.

Headlines

This box highlights the main issues, constraints and opportunities of each site or broad location, which are discussed in more detail within the site summary.

Environmental Considerations

Identifies whether there are any environmental designations on the site.

Designations include:

County Wildlife Sites: Non-statutory designations for sites of county significance for wildlife or geology in South Derbyshire.

Sites of Special Scientific Interest (SSSI): conserve and protect the country's very best wildlife and geological sites. SSSI's are legally protected under the Wildlife and Countryside Act 1981 as amended.

Special Areas of Conservation (SAC): protected sites designated under the EC Habitats Directive and provide increased protection to a variety of wild animals, plants and habitats.

Tree Preservation Orders (TPO): is an order made by Local Planning Authorities to protect trees, which bring amenity value to the local area. It is an offence to cut down, top, lop,

uproot, wilful damage or destroy trees with TPO, without the consent of the Local Authority.

Sites of Importance for Nature Conservation (SINC): Non-statutory designations for sites of county significance for wildlife or geology . This section also:

Identifies what Green Infrastructure and landscape designations exist on:

Contamination: “Any area which appears to the local authority to be in such a condition, by reason of substances in, on or under the land that significant harm is being caused, or there is a significant possibility of such harm being caused, or significant pollution of controlled waters is being, or is likely to be, caused.” (Section 78a (2) of Part IIA of the Environmental Protection Act 1990).

Agricultural land grade: National classification system for assessing the quality of agriculture land according to the extent to which its physical or chemical characteristics impose long term on agriculture use.

Grade 1 = excellent quality agricultural land

Grade 2 = very good quality agricultural land

Grade 3 = good to moderate quality agricultural land

Pluvial Flooding: is surface water flooding resulting from intense rainfall, which cannot infiltrate into the ground or be taken in by the drainage system.

Flood Risk:

Flood Zone 1: Flood zone 1 is everywhere in England and Wales not covered by zones 2 or 3. Less than a 1 in 1000 year probability of flooding.

Flood Zone 2: a 1 in 200 year or greater probability of flooding
Flood Zone 3a: a 1 in 100 year or greater probability of flooding

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

Sustainable Urban Drainage System (SUDS): aims to manage water on site by minimising run off, attenuating discharge rates and detaining water for passive treatment. This allows the water to seep slowly away in to the ground or to a drainage system at a low controlled rate. It is recommended that all sites should include SUDS.

Water Supply & Treatment Works: Identifies whether there are any water supply and wastewater (sewage) treatment work issues.

Green Infrastructure Considerations

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

Green Belt: This is a national designation. Its purpose is to prevent urban sprawl and towns merging, to assist in safeguarding the countryside preserving the setting of historic towns and promoting urban regeneration. South Derbyshire has two areas of Green Belt; the Nottingham-Derby Green Belt in the north east of the District covering Elvaston and Thulston and the Burton – Swadlincote Green Belt which

covers an area of land between Swadlincote and Burton upon Trent.

Green Wedge: These are a local policy from the Derby City Local Plan whose primary function is to define and enhance the urban structure of the City as a whole and allow areas to maintain their separate identities whilst also acting as 'buffer zones' between residential communities and industrial areas.

Local Landscape Designations: areas designated through an adopted Local Plan due to their intrinsic landscape value. There are no local landscape designations in South Derbyshire.

National Landscape Designations: include designations such as National Parks and Areas of Outstanding Natural Beauty. There are no national landscape designations in South Derbyshire.

6C's GI study: A study was undertaken for the Derby PUA and the town of Swadlincote that assessed Strategic Green Infrastructure assets, needs and opportunities.

National Character Area: National Character Areas divide England into 159 natural areas each defined by a unique combination of biodiversity, geo-diversity, landscape and economic and cultural activity.

Townscape & Integration Considerations

Discusses the boundaries of the site, surrounding developments, the sites relationship with nearby developments and open countryside, whether the site contains any historic assets and whether development of the site would impact upon any archaeological sites.

Historic Assets: include Scheduled Monuments, Listed Buildings,

Registered Parks and Gardens, Current Building Preservation Notices (BPNs) and Conservation Areas.

Infrastructure Considerations

Discusses infrastructure and utility constraints potentially affecting site deliverability. For example, electricity and waste water capacity.

Transport Considerations

This element summarises the potential impact of the development on the local and strategic transport networks, highlights potential capacity constraints and states where the proposed access points to the site may be, if known. It also considers public transport accessibility, including railway stations, rights of way for pedestrians and cyclists and any proposed new transport routes and facilities.

Strategic Road Network: roads of national or regional significance, including motorways and many dual carriageways.

Capacity: the maximum volume of traffic a road network can accommodate within a given period without causing travel delays.

Congestion: travel delays caused when traffic volumes within a given time period exceed the capacity of the road network.

Multi User Greenway: a route for pedestrians, cyclists and horse riders, usually free of motorised vehicles and off the highway.

Swadlincote Regeneration Route: a new road in the Swadlincote Urban Area linking Hepworth Road to the A514 Derby Road. This will enable land to be opened up for new jobs and development and assist in relieving Swadlincote Road and the Clock roundabout of through traffic.

T12 Link Road: a new road in Derby providing access from the A50/A514 Chellaston junction to the proposed Global Technology Cluster and Wilmore Road via Holmleigh Way.

Market Considerations

Indicates the likely attractiveness of the site to potential investors and the contribution that may be made to the local economy.

Deliverability considerations

Summarises factors relating to the sites, which may affect the viability of the sites. This includes any potential costs associated with site remediation or the need to provide new social or physical infrastructure.

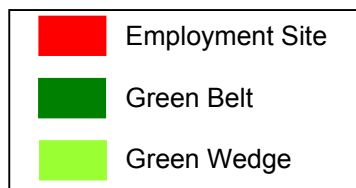
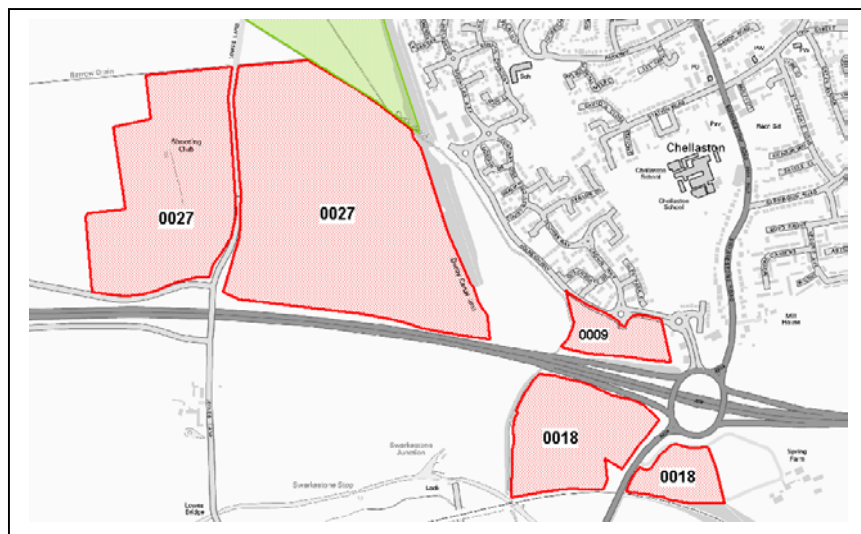
Site Summary sources of information:

The site summaries have been compiled using the following sources of information:

Subject	Sources of information
Transport	The transport information within the site summaries have been obtained from a range of sources, including the MVA PUA Transport Modelling Report and from County and City highway authority officers. The work is ongoing and further

	detail will become available as the Local Plan progresses. The transport evidence base used can be found here .
Archaeology	Based on County Council records
Contamination	An assessment based on what the site has been used for either previously or currently from Council records and information submitted to us.
Water and Sewage	Information regarding water supply and capacity at treatment works was obtained from Seven Trent Water and South Staffordshire Water based on a desktop study.
Local Authority Data	Conservation areas, listed buildings, Green Belt, Green Wedge, Strategic Flood Risk Assessment, environmental designations, tree preservation orders, local and national landscape designations, national character areas.
Pluvial Flooding	Data produced by the Environment Agency.

Land at Holmleigh Way (0009, 0018, 0027)



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Ordnance Survey 100019461

MAP IS NOT TO SCALE NORTH 

Location Name	Land at Holmleigh Way
Site Address	Chellaston, Derby
Site Areas	0009: 3ha; 0018: 10ha; 0027: 57ha
This site is located within Aston Area Profile	

Site and Context

This cross boundary broad location consists of three sites. One lies mainly within Derby City (0009), to the south of Holmleigh Way and to the north of the A50. Another site (0027) lies to the east of the former Derby canal, which is currently used as a cycle and pedestrian route. It encompasses land on each side of Lowes Lane and extends from the Derby boundary, in the north, to the A50 in the south. The third site (0018)

lies to the south of the A50 to either side of the A514 and extends southward to the Donington railway line. All sites are currently predominantly agricultural fields with hedge boundaries and dispersed trees. Site 0027 contains a shooting club.

None of the three sites is controlled by more than one owner. There is high developer interest in the sites to the north of the A50 and less in the sites to the south. A planning application for mixed use development has been submitted on site 0009.

Headlines:

- Site 0018 would represent a prominent intrusion into the open countryside, impacting significantly on the landscape and the Trent and Mersey Canal and Swarkestone Conservation Areas.
- Site 0027 would cut off one of Derby's green wedges.
- All sites, except 0027, offer reasonably good access by public transport. Whilst sites 0027 and 0009 offer potential for fairly good access to the urban area by cycle and on foot, site 0018 is poorly connected.
- Sites in the A50 corridor are generally likely to be attractive to the market.
- Significant waste water infrastructure improvements may be required to mitigate the cumulative impact of developments in this location.
- Any unacceptable traffic impacts on the A514/A50 junction would need to be satisfactorily mitigated.

Environmental Considerations

- The line of the former Derby-Sandiacre canal is designated as a County Wildlife Site and runs from north to south along the eastern boundary of site 0027.
- There are no environmental designations on any of the other sites.
- There is no known contamination on the sites.
- The sites comprise Grade 3 agricultural land.
- Along the majority of the northern and eastern boundaries of site 0027 lie areas at high and moderate risk of pluvial flooding.

- Along the western boundary of site 0009 lies an area at high to medium, and low, risk of flooding. In the north eastern corner lies an area at mid to low risk of surface water flooding.
- The western part of site 0018 is at high to moderate risk of flooding. Immediately to the east of the A514 lies an area of mid to low risk of surface water flooding.

Green Infrastructure Considerations

- The sites are not located within the Green Belt. Site 0027 would have the potential to close off the Allenton/Sinfin Industrial Area Green Wedge.
- The development of site 0018 would represent a prominent intrusion into the open countryside beyond the A50 with significant landscape impacts.
- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- All the sites lie within the Area 69 Trent Valley Washlands national landscape character area.

Townscape and Integration Considerations

- Site 0009 abuts modern residential development, whilst site 0027 lies close to this development. These sites are contained by the A50. Site 0009 is contained by the A514 to the west. Site 0018 lies to the south of the A50 and north of the Donington railway line. There is open countryside to the east of the site and the line of the former Derby and Sandiacre canal and National Cycle Route 63 lie close by, to the west.
- The Trent and Mersey Canal Conservation Area lies very close to the southern boundary of site 0018 and abuts it at the south western corner. The Swarkestone Conservation Area lies not far beyond this to the south. There are no other historical assets on the sites.
- The open land of the Allenton/Sinfin Industrial Area green wedge lies to the north of site 0027 with the proposed Global Technology Cluster further to the north west. To the south of this site lies open countryside, part of which is promoted as an extension to the Global Technology Cluster.
- The area around Cuttle Brook, on site 0009, may retain some palaeoenvironmental potential which would need further assessment. The western part of the site would need to be subject to geophysics and trial trenching due to its proximity to Swarkestone Lowes monument.
- Site 0027 has high potential for prehistoric archaeology

associated with the Scheduled Monument at Swarkestone Lowes and its associated Bronze Age/Iron Age landscape. Given the potential of this site for archaeology of national importance, the site would need to have a full geophysical survey, full field evaluation and a desk top assessment.

Infrastructure Considerations

Water 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. To rectify this, Severn Trent assumes that measures to reduce consumption and increased abstraction in certain cases will create a supply surplus.

Waste Water:

- Waste Water: Derby Treatment Works on Raynesway has capacity to accommodate new development in general terms, but the existing local sewerage infrastructure on the southern edge of Derby City is constrained. It would therefore be difficult to accommodate new development without infrastructure improvements. This would be costly as it would involve crossing the river Derwent. New development should include a Sustainable Urban Drainage System (SUDS).

Transport Considerations

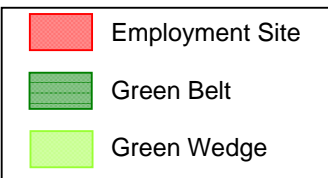
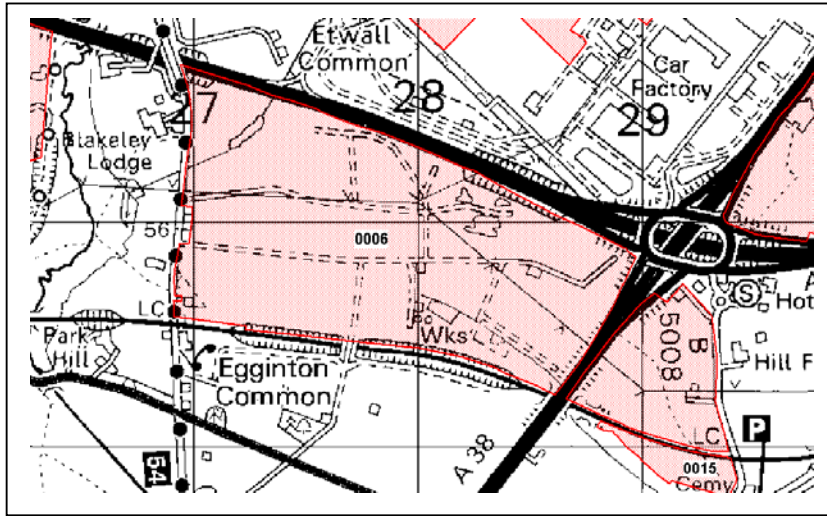
- All the sites would access Swarkestone Road either directly or indirectly which would impact traffic flows on the A514.
- Site 0027 and 0009 would require access off Holmleigh Way and, in the case of site 0027, the proposed T12 link road. It is expected that the T12 link road will be built, allowing access from the proposed Global Technology Cluster to the A50/A514 junction via Holmleigh Way.
- Bus service 61 runs along Holmleigh Way every 20 minutes and along the A514 Swarkestone Road every half hour.
- There is a public footpath/cycle path (NCR 63) running from north to south along the eastern boundary of site 0027.
- Cumulatively, traffic flows from these developments could have a significant detrimental impact on the junction of the A50/A514 and would need to be satisfactorily mitigated.

- For site 0018 the current pedestrian and cycling accesses to the urban area are poor, requiring the negotiation of a very busy trunk road interchange.

Market Considerations

- It is an attractive environment and there is demand for employment development in the A50 corridor, although established office development in this location has been very slow to let.
- Site 0009 is currently the subject of a planning application for mixed use development with an element of employment.

Egginton Common (0006)



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Location Name	Egginton Common
Site Address	Etwall Road, Egginton
Site Area	170ha
This site is located within Etwall Area Profile	

Site and Context

- The site lies in the south west quadrant of the A38/A50 junction. To the north, on the opposite side of the A50, lies the Toyota manufacturing plant.

- The A50 forms the northern boundary of the site and the A38 forms the eastern boundary. Egginton Road forms the western boundary and the Derby-Crewe railway the southern boundary.
- Other than the Toyota site to the north and some residential development along Egginton Road, the site is surrounded by countryside.
- There are three dwellings, a sewerage facility and a major green waste composting facility within the site.
- The land is in single ownership and comprises undeveloped fields. It is not located in the Green Belt.

Headlines:

- There may be some contamination as a consequence of having been used as a sewage farm in the past.
- Tree Preservation Order 310 is situated along the eastern edge of site and along parts of the western side of the site.
- Development of the site could have a potentially significant landscape impact.
- Potential for good access to A50 and A38, although junction and highway capacity is constrained.
- Identified in a sub-regional study as a potential location for a rail served strategic distribution facility.
- Public transport access is poor.

Environmental Considerations

- It is understood that there may be some contamination as a consequence of having been used as a sewage farm in the past.
- Areas of low, medium and high surface water flooding potential on parts of the site.
- Grade 3 agricultural land.

Green Infrastructure Considerations

- There are no national or local landscape designations on the site.
- Falls within the Trent Valley Washlands landscape character area.
- Tree Preservation Order 310 is situated along the eastern edge of site and along parts of the western side of the site.

- The 6Cs Green Infrastructure Strategy identifies a "Promoted Recreational Route" and a "Combined Existing Strategic Green Infrastructure Asset" along the western boundary of the site.

Townscape and Integration Considerations

- The Toyota plant lies to the north of the A50 and there is some residential development along Egginton Road. The multi-tier A38/A50 junction is itself an intrusive visual feature in the landscape.
- Despite the presence of the features described above, the character of the area is rural and development of the site could have a potentially significant landscape impact.

Infrastructure Considerations

- The presence of nearby Toyota means that appropriate infrastructure provision should be feasible.
- Waste Water: no infrastructure in place on site. Could potentially be served by Clay Mills, Etwall or Findern Waste Water Treatment Works.

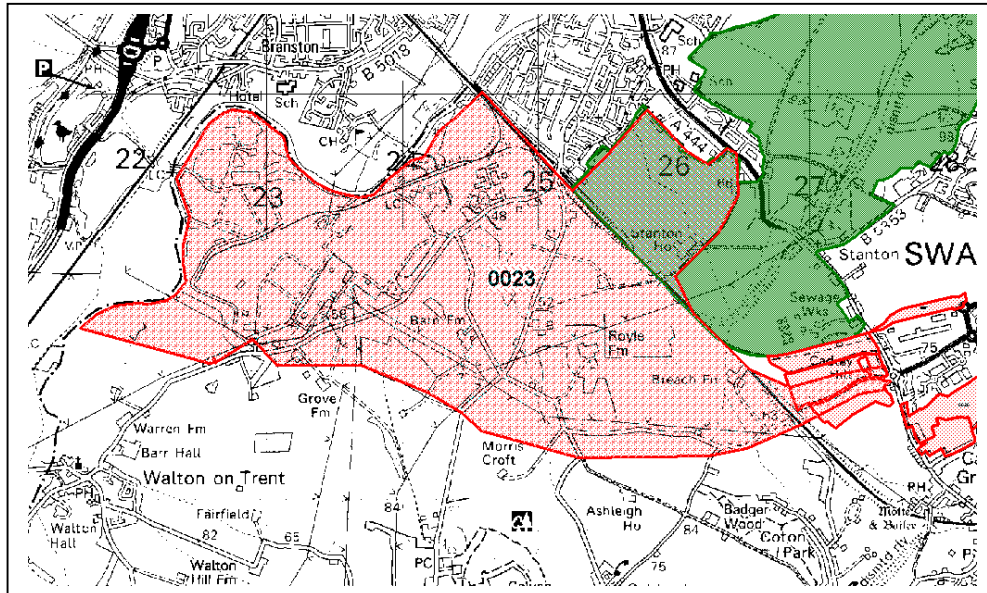
Transport Considerations

- Potential for good access to the A50 and A38 trunk roads, although junction and highway capacity is increasingly constrained.
- Derby Crewe rail line passes alongside and the scale of the site suggests that it may offer potential for rail freight.
- National Cycle Route 54 passes along Egginton Road to the west and the A38 cycle path runs along the eastern boundary. Access on foot is poor.
- Public transport access is poor.

Market Considerations

- The site has been identified in a regional study as a potential location for a rail served strategic distribution facility. Due to the likely scale, any such proposal would be determined by the Major Infrastructure arm of the Planning Inspectorate.

Land at Drakelow and Stanton (0023)



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Location Name	Land South West of Swadlincote
Site Address	Drakelow and Stanton
Site Area	815 ha
This site is located within the Southern Villages Area Profile	

Site and Context

The site comprises a large area of land between the A444 in South Derbyshire and the River Trent.

It comprise fields, which are used for agricultural purposes and are bordered by trees and hedgerows, the former Drakelow Power Station site, the Roger Bullivant Ltd industrial premises and a number of farms and dwellings. The A444 forms the main eastern boundary, the edge of built development in East Staffordshire forms the northern boundary and the River Trent forms the western boundary, with the site promoter proposing further development beyond in Staffordshire, as far as the

A38. Open agricultural land lies to the south.

The area is in multiple ownership and there is known to be significant to medium developer interest in parts of it. Land at the former Drakelow Power Station site already has planning consent for mixed use development, including an area for industrial and business development, measuring some 12 ha.

Headlines:

- Land at the former Drakelow Power Station has planning consent for mixed use development including an area identified for industrial and business use, measuring 12 ha.
- Development of most parts of this area would represent a prominent intrusion into the open countryside.
- The development of some of the land would undermine the South Derbyshire Greenbelt.
- Significant new highway infrastructure would be needed to support significant new development in this area, potentially connecting the A514 to the A38.
- Would increase the supply of employment and around the A444 and A38 corridors.

Environmental Constraints Considerations

- There is likely to be contamination at the former Drakelow Power Station site, relating to previous uses.
- The area comprises mostly Grade 2 and partially Grade 3, 4 and non-agricultural land..
- There are three County wildlife sites in the area, two at Drakelow and one at Casle Gresley.
- The land lies within the National Forest.
- Large parts of the area at high risk of pluvial flooding and significant parts are at mid to low risk of fluvial flooding.

Green Infrastructure Considerations

- Some of the northern part of the area is located within the South Derbyshire Green Belt.
- There is a Tree Preservation Order at Drakelow.
- There is an area of Ancient Woodland at Drakelow.
- The 6C's Green Infrastructure study identifies a proposed greenway through the western part of the area.
- The land lies within the Leicestershire and South Derbyshire Coalfield, Mease/Sence Lowlands and national character areas.

Townscape and Integration Considerations

- The land abuts Stapenhill to the north and Swadlincote to the east. Open

- countryside lies to the south and west.
- The land is not contained by urban form and development would represent a prominent intrusion into the open countryside.
 - The development of the land would undermine the objectives of the South Derbyshire Greenbelt by physically connecting Swadlincote and Burton-on-Trent, including development within a significant area of the Greenbelt itself.
 - There are small, isolated, pockets of residential development within the area.
 - There are listed buildings at the former Drakelow Hall site and Royle Farm.

Infrastructure Considerations

- No strategic water supply issues have been identified for this area.
- The area would be served by Stanton treatment works and Clay Mills treatment works. Stanton treatment works does not have capacity to accommodate additional development to 2015 and beyond. The treatment works would need to be upgraded or a Dry Weather Flow consent variation obtained to accommodate additional growth. Clay Mills treatment works has capacity to accommodate additional development to 2015. However, this does not take account of growth in Burton upon Trent and, therefore, additional capacity may be required to accommodate demand from new development.

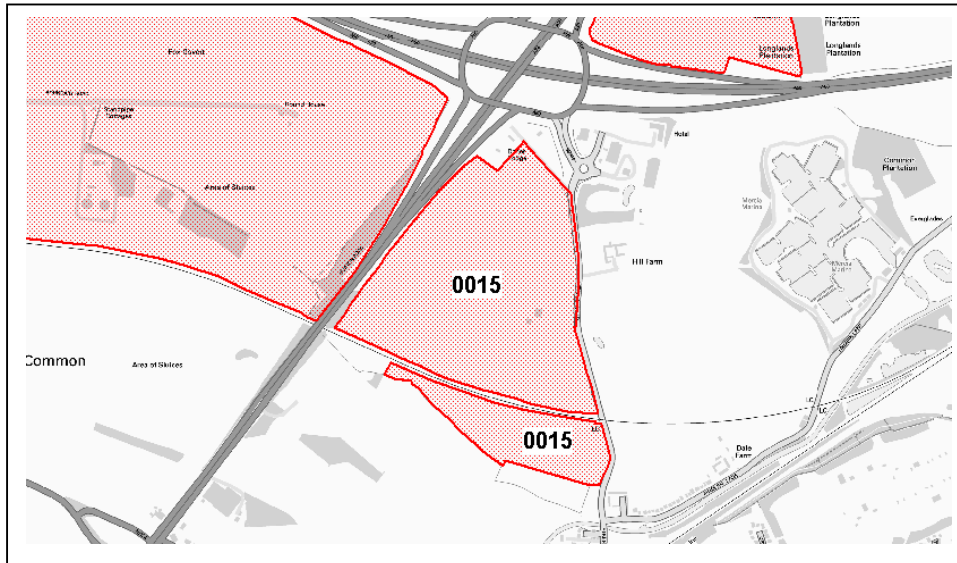
Transport Considerations


- It is likely that significant new highway infrastructure would be needed to serve development in this location, potentially connecting the A514 to the A38. Planning consent for the redevelopment of the former Drakelow power station site is conditional upon the provision of a new bypass for Walton-on-Trent.
- Bus services run three times per hour between Burton and Swadlincote and once per hour during the evening. A two hourly service, excluding Sundays, passes through Drakelow and Coton Park. Development on the scale proposed would present the opportunity to radically change public transport services in the area.
- The A444 would be impacted by employment development on this site, as would the A38, the A514, Walton Road and the A511/A514 Clock Island junction.
- There is little specific cycle or pedestrian access at present, although there is a proposal for a multi-user greenway linking Stapenhill and Walton-on-Trent.

Market Considerations

- The development of an area of this size would offer the potential to increase the supply of land around the A444 corridor and the A38 corridor. Employment land at the former Drakelow Power station site will be well connected to the A38.

Land at Etwall Road, Willington (0015)



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Location Name	Site at Etwall Road, Willington
Site Address	Junction of A38 and A50, Etwall Road, Willington
Site Area	41 ha
This site is located within the Willington Area Profile	

Site and Context

The site lies to the south of the A38/A50 interchange between the A38 itself and Etwall Road and is bisected by the Derby-Crewe railway line.

The site is used for agricultural purposes and contains trees and hedgerows and some agricultural buildings. Overhead electric power lines, supported by pylons, cross the site. To the north east lies a roadside service area and small scale residential development at Hill Farm. To the east and west lie open countryside and to the south lies the village of Willington.

The site is in single ownership and there is high developer interest, reflected in the submission of a planning application in 2007, in respect of which an appeal was lodged on the grounds of non-determination. This was subsequently dismissed by the Planning Inspectorate.

Headlines:

- The site would represent a prominent intrusion into the open countryside.
- There would be a significant impact on the setting of a Grade 2 Listed Building and the Trent and Mersey Canal Conservation Area.
- Potential for good access to A50 and A38, although junction and highway capacity is constrained.
- The site was considered as a potential location for a rail served strategic distribution facility in a sub-regional study, but was found to perform less well than other potential locations.

Environmental Constraints Considerations

- There are no environmental designations on the sites.
- Site contaminated due to previous use as landfill.
- The site comprises Grade 3 agricultural land.
- There are small areas at the southern end of the site at mid to high risk of pluvial flooding.

Green Infrastructure Considerations

- The sites are not located within the Green Belt.
- There are no national or local designations on the sites.
- The 6C's Green Infrastructure study.
- The sites lie within the Leicestershire and South Derbyshire Coalfield national character area.
- Falls within the Trent Valley Washlands landscape character area.

Townscape and Integration Considerations

- The site is not contained by urban form and development could represent a prominent intrusion into the open countryside. Depending upon the nature of any development on the site the local landscape character and that of the village of Willington could be significantly impacted.
- There is a small amount of residential development at Hill Farm to the east of the site and residential development in Willington village lies in close proximity to the southern edge of the site. There is also a dwelling at the northern edge of the site.
- Hill Farm is a Grade II listed building. The Trent and Mersey Canal Conservation Area lies nearby, to the south. Development of the site could potentially be harmful to both these heritage features.

Infrastructure Considerations

- The presence of nearby Toyota means that appropriate infrastructure provision should be feasible.
- No strategic water supply issues have been identified for these sites.
Waste Water: The site would be served by either Milton or Clay Mills treatment works. The Milton facility is already operating well above its consented Dry Weather Flow. It would therefore need to be upgraded in the intermediate term or would need a consent variation to allow it to operate above its consented discharge rate. Clay Mills has capacity to accommodate additional development to 2015. However, this does not take account of growth in Burton upon Trent and, therefore, additional capacity may be required to accommodate demand from new development.

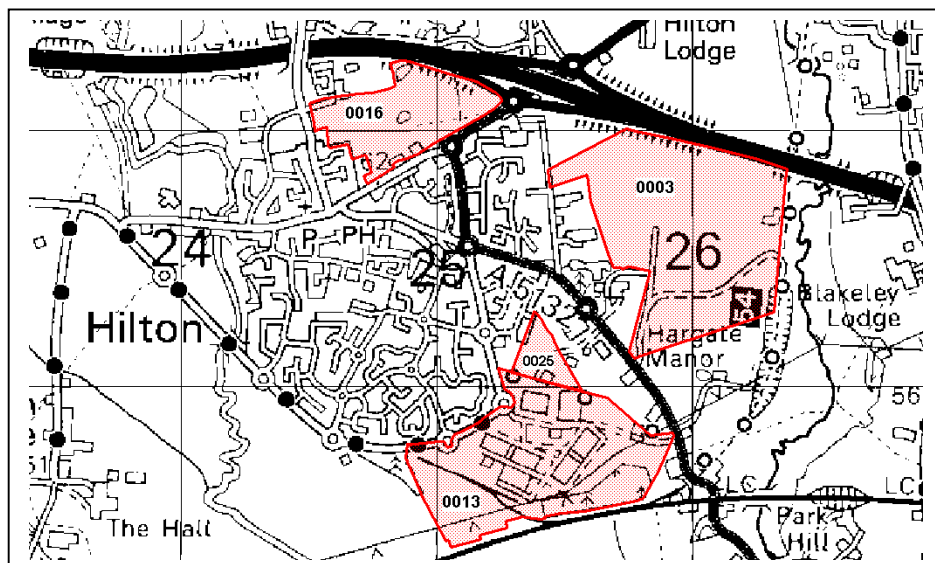
Transport Considerations





- Highway access via A50/A38 interchange, although junction and highway capacity is constrained.
- Hourly bus service within 400m of site.
- Railway station within 800m of site, but with few services.
- Pedestrian access from Willington.
- A38 cycle path runs close by but is not linked to the site.
- May be physically capable of accommodating a railhead connecting to the Derby-Crewe line, although this might be difficult to achieve given the site topography.

Market Considerations

- The site was considered as a potential location for a rail served strategic distribution facility in a sub-regional study, but was found to perform less well overall than some other potential locations that might be used for this purpose.

Land at Hilton (0003, 0013, 0016, 0025)



	Employment Site	Crown Copyright and database rights [2010] Ordnance Survey 100019461 MAP IS NOT TO SCALE NORTH 
	Green Belt	
	Green Wedge	

Location Name	Land at Hilton Business Park
Site Address	Hilton
Site Area	0003: 50ha; 0013: 41ha; 0016: 17.5ha; 0025: 3.7ha
This site is located within Hilton Area Profile	

Site and Context

The village of Hilton lies toward the north west of the District and is located approximately 13km from Derby.

Site 0013 comprises brownfield land and is located to the south-east of the village. It abuts housing and the Don Amott caravan retail site to the north, the A5132 Egginton Road to the east, the Derby to Crewe railway to the south, and open recreation grounds and countryside to the west.

The site is within single ownership and is in business use. The northern part of the site has been redeveloped for general and light industrial use, whilst the majority of the remainder is being used for storage and distribution purposes. An area of previously developed land at the easternmost part of the site, measuring some 3.25 ha, is currently unused but previously had planning consent for industrial and business uses and is being marketed for this purpose.

Site 0025 comprises vacant brownfield land and lies immediately to the north of Hilton Business Park. To the west and north lies housing and to the east lies the Don Amott caravan retail premises. The site is in single ownership.

Site 0003 comprises greenfield land and lies to the east of Hilton. It is bounded by housing to the west, Derby Road and the A50 to the north, the Hilton to Derby greenway to the east and open countryside to the south. The site is in agricultural use and is in single ownership.

Site 0016 comprises greenfield land and lies to the north of Hilton. It is bounded by Derby Road to the south, the A50 and Hilton Industrial Estate to the north and housing and Sutton Lane to the west. The site is in agricultural use and is in single ownership.

Headlines

- Site 0013 is an established employment site offering a wide range of business accommodation opportunities through redevelopment, helping to balance the large scale housing development that has occurred in Hilton in recent years.
- Site 0025 is brownfield land surrounded by development and could help to diversify the business accommodation offer to potential investors.
- Site 0016 is contained by the A50 and offers good access to the trunk road network. However, it is a greenfield site and includes part of an SSSI. Its development would expand the built up area of the village into the countryside.
- Site 0003 is poorly related to the existing built up area of the village and would represent a substantial intrusion into the open countryside on greenfield land.

Environmental Considerations

- There is an SSSI on the northern side of site 0016, dissected by the A50. There is a County wildlife site (67) on the eastern side of site 0003 and a further County wildlife site (335) near site 0013, to the south of the railway line.
- Site 0013 lies within Flood Zone 2, which represents a medium risk of flooding. Site 0003 has an area of moderate to low risk of surface water flooding to the north west, the north east and small areas at the south and east. A very

small area at high risk of fluvial flooding lies near the eastern boundary of the site.

There are small areas at mid to low risk of surface water flooding on site 0016.

- There is potential for contamination on site 0013 due to the current industrial use and former Ministry of Defence use.
- Sites 0003, 0016 and 0025 comprise Grade 3 agricultural land.
- No strategic water supply issues have been identified.
- There are areas at limited, low and moderate risk of fluvial flooding in the middle of the site.

Green Infrastructure Considerations

- The sites are not located in the Green Belt.
- There are no national or local landscape designations on the sites.
- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- The sites lie within the Trent Valley Washlands national character area.

Townscape and Integration Considerations

- The sites are adjacent to the built up residential area of Hilton. Site 0016 would be contained by the A50 to the north and site 0013 by the railway to the south. Site 0025 is surrounded by development.
- Site 0003 is not well related to the built up area of Hilton due to the buffer created by fields/small holdings. Development here would represent a substantial intrusion into the open countryside. Hilton is contained within a corridor of strategic transport infrastructure (A50).
- New development could improve the legibility of Hilton.
- There are no historic assets on the sites.

Infrastructure Consideration

- Electricity and gas are available.
- South Staffordshire Water expects to maintain secure supplies over the next twenty five years.
- The sites would be served by Clay Mills treatment works, which does have capacity to accommodate additional development to 2015. However, this does not take account of growth in Burton upon Trent and, therefore, additional capacity may be required to accommodate demand from new development.

Transport Considerations

- Hilton has good access to the A50 and the A516. New employment development or, in the case of site 0013, redevelopment for more intensive use, could affect the junctions leading onto these roads. It could also affect the Station Road/Derby Road junction at Hatton.
- There is one bus per hour serving the Mease and Egginton Road (with no

evening service) connecting Derby and Burton, which could serve all the sites.

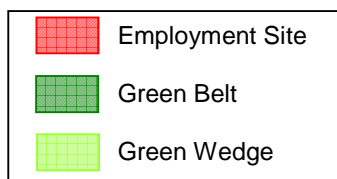
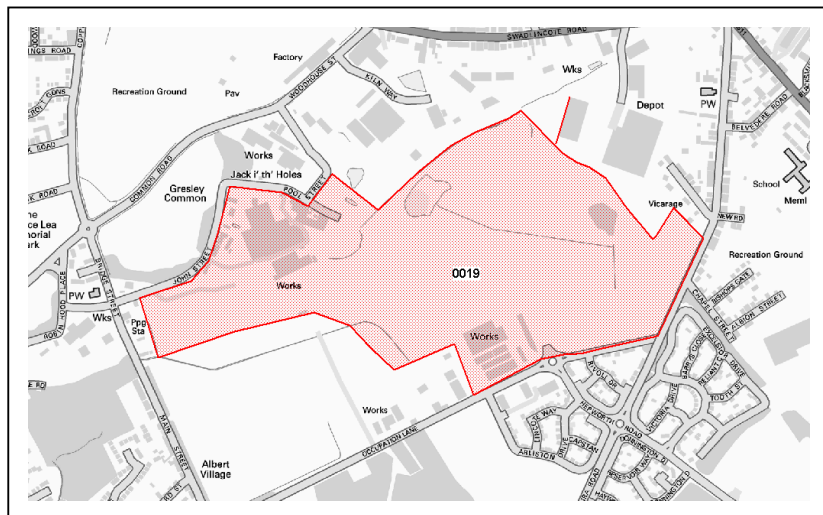
There is also an hourly bus service (with a limited evening service) along Main Street and Derby Road, which could serve sites 0003 and 0016, combining with the other service to provide buses at half hourly intervals. However, this service would not satisfactorily serve sites 0013, 0025 or, possibly, 0003, as the walking distance to the route would be excessive.

- A multi-user greenway that connects the centre of Hilton to Etwall and Mickleover runs along the northern boundary of the site 0013, the southern boundary of 0025 and the eastern boundary of 0003.
- Sites 0003, 0013 and 0016 could allow convenient access from large scale housing development in Hilton, helping to support a balanced and sustainable community. Site 0003 is poorly connected to the established village.

Market Considerations

- Site 0013 is an established business park with potential for large scale redevelopment and expansion. It contains a variety of existing buildings on site from former MOD buildings to more modern warehouses. The site maintains an occupancy rate of around 90% and design and build schemes are available. There has been some speculative development and new units have let quickly. The rental yields have been reasonably good given the supply factors. The business park plays an increasingly important role in the area's local economy. For example, it is home to suppliers to Toyota and Rolls Royce whose operations are often tied into their shift working/"just In time" operations. The site is popular with those needing a large space on flexible terms and the newer parts of the site have attracted discrete smaller enquiries. Can assist in promoting foreign direct investment.
- Site 0025 offers an opportunity to diversify the business accommodation offer in Hilton.
- Sites 0003 and 0016 are being promoted for mixed use development and it is unclear as to what proportion would be developed for employment.

Land at Occupation Lane, Woodville (0019)



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Ordnance Survey 100019461

MAP IS NOT TO SCALE NORTH 

Location Name	Land at Occupation Lane
Site Address	Occupation Lane, Woodville
Site Area	35 ha
This site is located within Woodville Area Profile	

Site and Context

The site is located to the south of Woodville and comprises vacant greenfield land that has previously been worked for minerals and subsequently reclaimed.

The A511 lies to the north east of the site and the A444 to the south west. Swadlincote town centre is approximately 1 km from the site.

The site is in multiple ownership and there is high developer interest.

Headlines

- The site is contaminated and investigations and remediation works would be needed before development could take place.
- Part of the site falls within the River Mease Special Area of Conservation.
- Part of the site is substantially higher than the surrounding land - this would need to be addressed.
- The site is relatively well contained by existing development and has good connections to the existing urban area.
- The Swadlincote Regeneration Route would need to be constructed in order to provide sufficient highway capacity to allow the site to be developed.

Environmental Considerations

- Surface water from this site would flow into watercourses, which could ultimately discharge into the River Mease Special Area of Conservation and although impacts could be controlled through the use of appropriate sustainable urban drainage systems.
- The sites are known to be contaminated as a result of previous uses.
- A small area of land in the north eastern portion of the site is greenfield.
- The sites lie within the National Forest.
- No strategic water supply issues have been identified for the sites.
- The site could be served by either Milton or Stanton treatment works. Milton does not have capacity to accommodate both near and long term growth.
- Stanton does not have the capacity to accommodate additional development to 2015 and beyond. The treatment works would need to be upgraded and/or a Dry Weather Flow consent variation obtained to accommodate additional growth.
- An area at high risk of pluvial flooding exists within the north of the site, the south west boundary of the site close to Main Street, and within the south west of the site. Areas of moderate, low and limited risk of pluvial flooding exist throughout the rest of the site.

Green Infrastructure Considerations

- The site is not located in the Green Belt.
- There are no national or local landscape designations on the site.
- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- The site lies within Leicestershire and South Derbyshire Coalfield national character area.

Townscape and Integration Considerations

- The site is surrounded by piecemeal industrial development and new residential development borders the southern boundary. The residential development comprises a variety of house types.
- The site was identified as an Area Action Plan area (AAP) in the LDF consultation process.
- The site has good connections to the existing urban area.
- There are no historic assets on the site, however an adjacent site includes the former T.G. Green Factory, which includes four Grade II* listed bottle kilns and adjacent buildings by association. This would need to be taken into consideration when developing the site.
- Part of the site was previously worked for minerals and is 4 metres higher than the surrounding land.

Infrastructure Considerations

- There is mains gas to several parts of the site but other areas lack infrastructure.
- To the north and east of the site the largest sub station offers 500kVA of power, however existing users in the area have their own high-voltage supply and sub station. To the west and within the central areas there is little evidence of high capacity supply.
- Water Supply: The site would be served by Severn Trent Water. Their baseline forecast indicates deficit in supply over the 25 years from 2010 to 2035. Water supply is mostly at 225 mm diameter. Sewerage infrastructure is substantial and ranges from 1.4m to 4.75m deep.
- Waste Water: The site would be served by Stanton treatment works which does not have capacity and would need to be upgraded to accommodate additional growth. New development should accommodate SUDS.

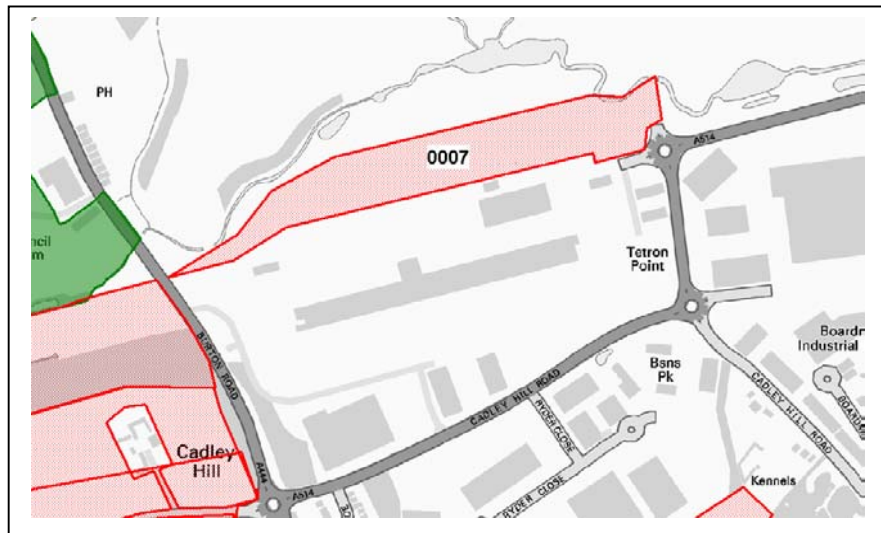
Transport Considerations

- The sites could potentially affect the following junctions: Occupation Lane and Main Street (leading to the town centre and routes to Burton); Main Street and Common Road/Church Street; Occupation Lane and Moira Road as well as the Moira Road roundabout; Clock Island, the junction of A511, Moira Road (B5004) and Swadlincote Road (A514); and, Occupation Lane/Park Road and A444
- The Swadlincote Regeneration Route would be essential in mitigating the impact of the site on the existing road network and providing an opportunity for public transport and cycle provision into the site.
- An hourly bus service runs along Swadlincote Road connecting to Swadlincote town centre, Burton and Ashby de la Zouch and an hourly bus service connects Swadlincote town centre to Ashby via Bridge Street.
- The site is traversed by a number of pedestrian paths. The provision of further pedestrian and cycle links connecting into the town centre (Main Street and Coppice Side) should be considered.

Market Considerations

- The site is close to existing employment sites.
- It is close to labour supply.
- It is likely there are contamination and or stabilisation works needed to remediate and there are likely to be some considerable infrastructure costs associated with development. Could be attractive to the market, including to employers looking for expansion sites.

Land at Tetron Point (0007)



■ Employment Site

■ Green Belt

■ Green Wedge

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Ordnance Survey 100019461

MAP IS NOT TO SCALE NORTH

Location Name	Land at Tetron Point
Site Address	Swadlincote
Site Area	5 ha
This site is located within Swadlincote Area Profile	

Site and Context

The site comprises a strip of reclaimed land, formerly part of the Nadins opencast mineral workings, to the north of the established Bison premises at Tetron Point, Swadlincote.

The site represents Greenfield land and is bounded by open land to the north and east and by the A444 to the west. Planning consent exists for the development of a golf course to the north and a hotel and golf clubhouse facilities to the east.

Headlines

- The site would represent a logical extension to the established business park, although account should be taken of flooding potential along the northern boundary and the planned presence of a golf course and other leisure facilities on adjacent land.
- Public transport access is limited.

Environmental Considerations

- Darklands Brook runs close to the northern boundary of the land to the north of Bison and is within flood zone 3a, which represents a high risk of flooding.
- The site lies within the National Forest.
- No strategic water issues have been identified for the site.
- The northern boundary of the site has a high and moderate risk of pluvial flooding.

Green Infrastructure Considerations

- There are no national or local landscape designations on the site.
- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- The site lies within Leicestershire and South Derbyshire Coalfield national character area.
- The site is allocated in the 1998 Local Plan as open land for recreational use.

Townscape and Integration Considerations

- The site would extend the established built up area onto undeveloped open land, highly visible over some distance, albeit against the backdrop of established industry.
- There are no historic assets on the site.
- Development would need to be sensitive to the proposed recreational development to the north and east and to established and proposed residential development further afield.

Infrastructure Consideration

- The site would be served by Severn Trent Water, whose baseline forecast indicates a deficit in supply over the 25 years from 2010 to 2035. Climate change also causes Severn Trent some uncertainty and industry standard scenarios have been generated taking this into account.
- The site would be served by Stanton treatment works, which does not have capacity to accommodate additional development to 2015 and beyond. The treatment works would need to be upgraded or a Dry Weather Flow consent variation obtained to accommodate additional growth. New development should accommodate SUDS.
- Mains gas and electricity are available.

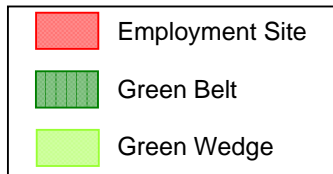
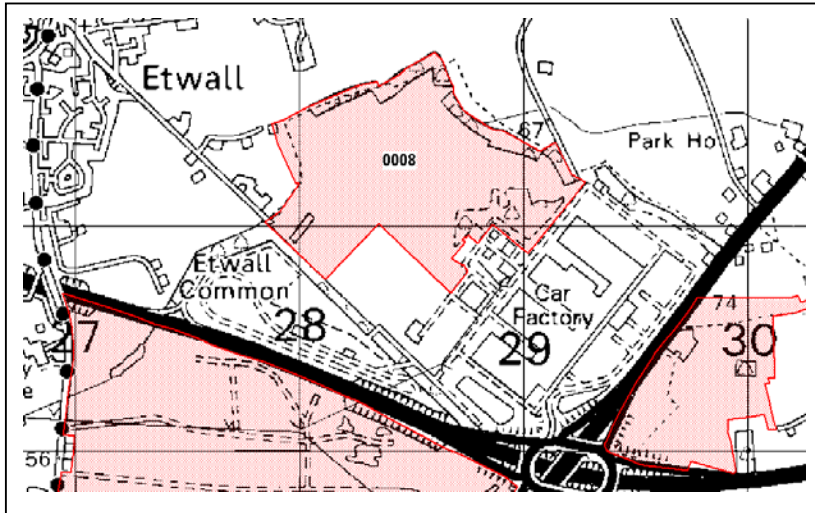
Transport Considerations


- The site can be accessed via William Nadin Way, providing convenient access to the A444, leading to the M42.
- Development would also be likely to increase traffic flows along the A444 towards Burton and Overseal.
- Public transport access is relatively poor, with an hourly bus service to Burton and Swadlincote along William Nadin Way.
- Cycle and pedestrian access from William Nadin Way to nearby residential and areas to be provided as part of the S106 agreement attached to the original planning consent for remediation following mineral workings on the site.

Market Considerations

- Adjacent to the successful Tetron Point Business Park . Tetron Point has enabled new types of industry to come to the area and this would seem to be an obvious extension.
- Connectivity to the A42/M42 would be an attraction.

Land at Toyota (0008)



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MAP IS NOT TO SCALE NORTH 

Location Name	Toyota
Site Address	Burnaston
Site Area	83 ha
This site is located within Etwall Area Profile	

Site and Context

- The site adjoins the established Toyota manufacturing facility in the north west quadrant of the A50/A38 junction.
- The A50 forms the southern boundary of the site and the A38 forms the eastern boundary. The remaining edges are defined by earth bunding and security fencing erected when the established Toyota plant was first constructed.

- The land is in single ownership and comprises undeveloped fields. It is not located in the Green Belt.

Headlines

- The established plant is large in scale, but visually mitigated by perimeter planting and earth bunding, which also encompasses the potential expansion site.
- Would allow for the expansion of an established major employer.
- Potential highway capacity constraints at the A38/A50 junction. Accessible by cycle, but poor access on foot and by public transport.

Environmental Considerations

- There is no known contamination on the site
- Parts of site within high, medium and low surface water flood risk areas.
- Grade 3 agricultural land.

Green Infrastructure Considerations

- There are no national or local landscape designations on the site.
- Falls within the Trent Valley Washlands landscape character area.
- The 6s Green Infrastructure Strategy indicates that the site lies partially within an "Urban Fringe Green Infrastructure Enhancement Zone".

Townscape and Integration Considerations

- The Toyota plant lies in the countryside adjacent to the multi-tier A38/A50 junction. The site lies to the north-west of the established plant. Etwall village lies close by to the north-west.
- The established plant is large in scale, but visually mitigated by perimeter planting and earth bunding, which also encompasses the potential expansion site.
- There are no historic assets on the site.

Infrastructure Considerations

- The presence of the established plant means that appropriate provision should be feasible.
- Waste Water: the site is served by Clay Mills treatment works which has capacity to accommodate additional development to

2015. However, this does not take account of growth in Burton upon Trent and, therefore, additional capacity may be required to accommodate demand from new development. Significant capacity remains at Etwall treatment works.

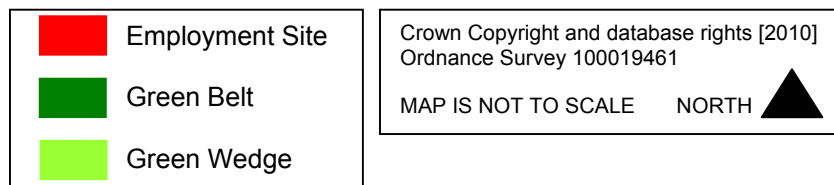
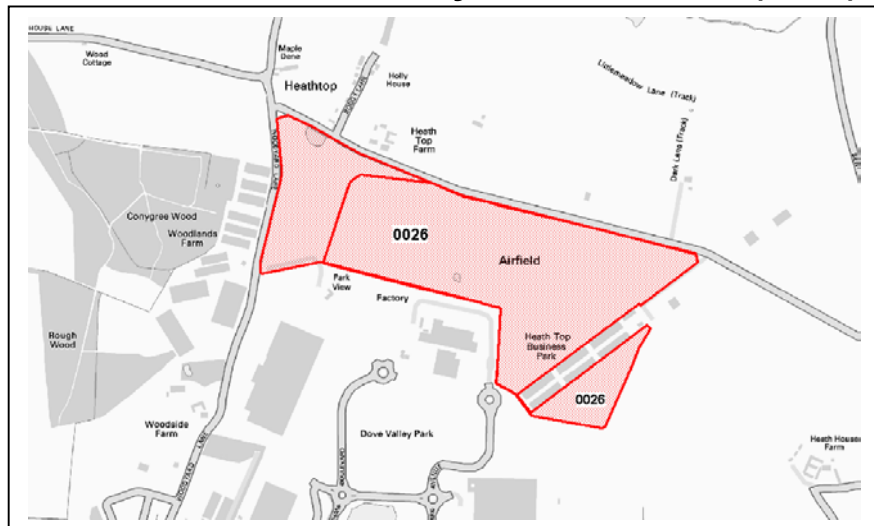
Transport Considerations

- Good access to A50 and A38 trunk roads, although junction and highway capacity is increasingly constrained.
- A38 cycle path is linked to the site, although access on foot is poor.
- The site is not accessible by public transport.

Market Considerations

- Allows for expansion thereby helping to secure the future of the site.

Land North of Dove Valley Business Park (0026)



Location Name	Land to North of Dove Valley Business Park
Site Address	Foston, Derbyshire
Site Area	24 ha
This site is located within Hilton Area Profile	

Site and Context

The site lies adjacent to the northern boundary of the established Dove Valley Business Park. The northern boundary is defined by Heath Top Lane and the western boundary by Woodyard Lane. To the east lies a storage business, beyond which lies a further triangle of land, which also forms part of the proposed employment development area.

It would be accessed from the junction with the A50 via the highway infrastructure that serves the established Business Park.

The site is in two ownerships and is in agricultural use, comprising fields with some tree planting and a pond running along part of the perimeter. There is planning permission to build a planted earth bund along the western, northern and eastern boundaries of the site. With the exception of the boundary shared with the established business park, the site is surrounded by open countryside. The hamlet of Heath Top lies immediately to the north and the village of Church Broughton some 0.5 km to the north. The site is not located in the Green Belt.

Headlines

- Waste water and electricity supply constraints would need to be addressed in order to allow the site to come forward.
- In terms of accessibility, the site performs less well than most other potential strategic employment sites. Because of this, the site could only be developed to accommodate individual businesses requiring exceptionally large-scale premises where no suitable alternative sites could be found within the Derby Housing Market Area, thus limiting flexibility.
- In order to be acceptable in accessibility terms, planning consent for development would need to be accompanied by a comprehensive Travel Plan for Dove Valley Business Park, which would be likely to include public transport penetration of the site.
- Potential amenity impacts on nearby dwellings would need to be satisfactorily mitigated as part of any planning consent.

Environmental Considerations

- There are no statutory environmental designations on the site.
- The site comprises Grade 3 agricultural land.

Green Infrastructure Considerations

- There are no national or local landscape designations on the site
- The site lies within the Needwood and South Derbyshire Claylands landscape character area.
- This area lies outside of the River Dove sub regional strategic river corridor.

Townscape and Integration Considerations

- The site is bounded by the established Dove Valley Business Park to the south, comprising large industrial buildings.
- The site would intrude into the open countryside
- The site is relatively level.
- The site appears on the Sites and Monuments Register (20101)
- The presence of dwellings to the north of the site would mean that great care would need to be taken to ensure acceptability in amenity terms.

Infrastructure Consideration

- Waste Water: The site may be subject to drainage capacity constraints. It would be served by the Clay Mills treatment works which could serve some of the promoted development. However, works would be required to increase the capacity of the facility to 2015 and beyond to 2026.
- Electricity supply in the area is constrained and development of the site is likely to require the provision of a new sub-station.

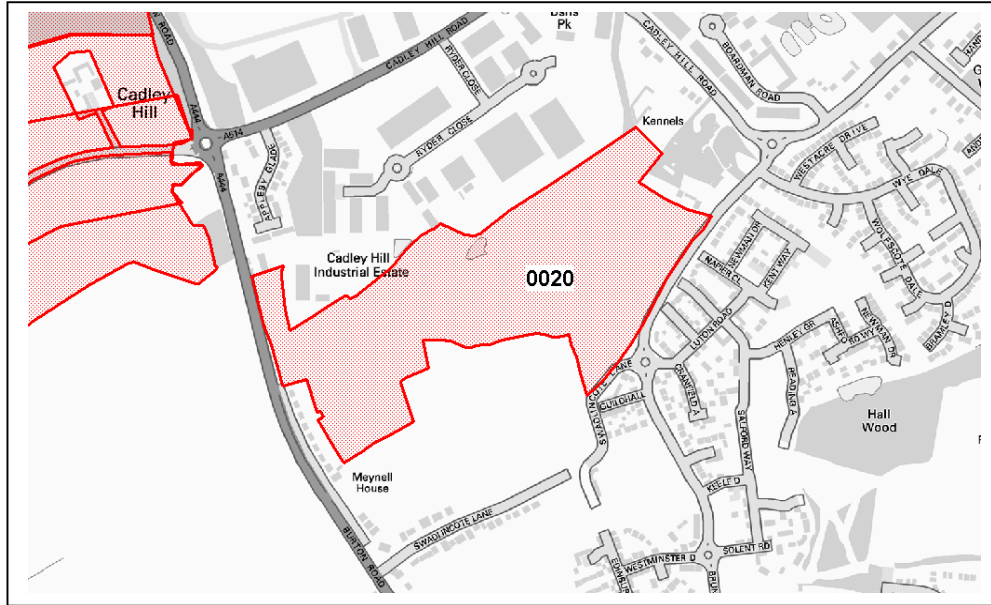
Transport Considerations

- The site would be accessed via the established Dove Valley Business Park, connecting to the A50.
- There would be an impact on the A50 Sudbury junction and developer contributions may be sought to contribute toward addressing this.
- Two public footpaths cross the site and would need to be incorporated in any development proposal.
- There is one bus per hour connecting Uttoxeter to Burton-on-Trent, via Hatton, stopping close to the southern part of the established business park.
- Access to the site by sustainable means is poor and development of this site would need to be accompanied by a Travel Plan to minimise car use and maximise access by sustainable modes, including public transport penetration of the site.

Market Considerations

- A50 corridor location and established highway junction would make the site attractive to business
- Site could be useful in supporting Toyota and other large investors in the area and may be capable of attracting substantial national and international interest, particularly where sites capable of accommodating very large premises cannot be identified elsewhere in the Derby Housing Market Area

Land south of Cadley Hill Industrial Estate (0020)



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MAP IS NOT TO SCALE NORTH 

Location Name	South of Cadley Hill Industrial Estate
Site Address	Swadlincote Lane, Church Gresley
Site Area	13 ha
This site is located within the Swadlincote Urban Area Profile	

Site and Context

The two lies to the south of Cadley Hill Industrial Estate and to the north of Swadlincote Lane.

The site comprises fields, which are used for agricultural purposes and are bordered by trees and hedgerows. To the west lies the A444 and some residential ribbon development.

The majority of the site is in single ownership, although the field to the south east is in separate ownership.

The majority of the site now has planning consent for mixed use development, including employment accommodation.

Headlines

- The topography issues would need to be taken into account during the design stage of any development.
- The need to protect residential amenity could potentially present a need to limit activities or operating hours.
- Majority of the site now has planning consent for mixed use development, including employment accommodation.

Environmental Constraints Considerations

- There are no environmental designations on the site.
- There is no known contamination on the site.
- The sites comprise Grade 2 agricultural land.
- The site lies within the National Forest.
- No strategic water supply issues have been identified for these sites.
- The site lies within Flood Zone 1, which represents a low risk from flooding.
- There land rises toward the A444 and this topography may present a design challenge.

Green Infrastructure Considerations

- The site is not located within the Green Belt.
- There are no national or local designations on the site.
- The 6C's Green Infrastructure study identifies the site as an 'Urban Fringe Green Infrastructure Enhancement Zone' and part of the site is on land highlighted as 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 sites lie within the Leicestershire and South Derbyshire Coalfield national character area.

Townscape and Integration Considerations

- Although the site represents open fields, it is relatively well connected to the urban area, lying adjacent to established employment and new residential development, and is contained by the A444.
- There is a small amount of residential development adjacent to the site, fronting the A444.

- There are no historic assets covering the site.
- The need to protect amenity on adjacent residential development would need to be taken into account.

Infrastructure Considerations

- The site would be served by Severn Trent Water and their draft Water Resource Management Plan indicates a deficit in supply over the 25 years from 2010 to 2035.
- Waste Water: The site would be served by Stanton treatment works, which is likely to operate above consented capacity by 2015. The treatment works would need to be upgraded or a Dry Weather Flow consent variation to accommodate additional growth obtained. New development should accommodate SUDS.

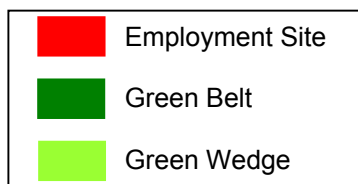
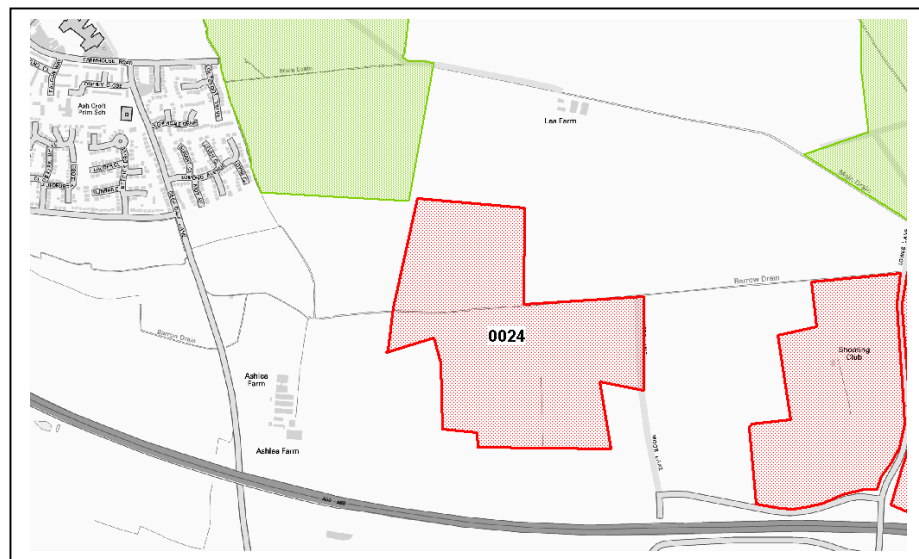
Transport Considerations

- The A444 frontage of the site can accommodate direct access to the site with right turn harbourage.
- Bus services run three times per hour between Burton and Swadlincote and once per hour during the evening.
- The A444 could be significantly impacted by development in this location, as could the A514 and the A511/A514 Clock Island junction.
- The site lies adjacent to cycle and pedestrian routes passing through the Castleton Park residential development and it is proposed, in the South Derbyshire Cycling Strategy, that a cycle/pedestrian connection be established through the site connecting Swadlincote Land to Ryder Close, to improve connections between residential and employment areas.

Market considerations

- Adjacent to existing employment and residential development. Offers potential to further diversify the town economy – nearby Tetron Point has enabled a growth in new types of industry to come to the area. Would optimise opportunities related to the A42/M42.
- Topography may, potentially, limit plot sizes and overall layout.
- Proximity to housing may limit activities and operating hours.

Land at Sinfin Moor (0024)



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Ordnance Survey 100019461

MAP IS NOT TO SCALE NORTH 

Location Name	Land at Sinfin Moor
Site Address	Chellaston, Derby
Site Area	30 ha
This site is located within Aston Area Profile	

Site and Context

The site lies to the south of the proposed Global Technology Cluster, which lies within the Derby City boundary. Green Wedges within Derby City separate the site from residential development at Stenson Fields, 0.5km to the west and Chellaston, 1.2 km to the east. It lies some 200m from the A50, which passes along an embankment/cutting through open countryside to the south of the site. Moor Lane defines the eastern boundary.

Access to the area could, potentially, be provided via highway infrastructure initially serving the Global Technology Cluster to the north, which itself would connect to the A50, via the proposed T12 link road, connecting to the existing junction with the

A516 at Chellaston. Other potential highway infrastructure schemes, which may potentially help to serve this site, are currently under consideration (see below).

The land is in single ownership and is in predominantly agricultural use, comprising fields divided by hedgerows, with rows of trees defining the western and southern boundaries of the land holding. At present, it is surrounded by open countryside, with a shooting club some 380 m to the east and the buildings of Lea and Ashlea Farms some 250 m to the north and east, respectively. The site is not located in the Green Belt.

Headlines

- The site lies in close proximity to existing and proposed housing in the Derby Urban Area and would therefore help to meet the employment needs of existing and potential new residents.
- Proximity to the urban area would also mean that it would be likely to be possible to provide convenient access to the site on foot, by cycle and on public transport. Highway access provision and mitigation of any detrimental impact on the transport network would need to be determined.
- In regard to flooding, there would need to be a sequential test to demonstrate that no, more suitable, alternative sites could be identified. Flood risk mitigation measures would be required.
- There may be potential to extend the Derby Green Wedges southward, although development could impact on the rural framing of the A50. Substantial perimeter landscape mitigation would be needed.
- The site has potential to be attractive to investors, due to the proximity of the Global Technology Cluster and a large workforce; relative proximity to the strategic road network and the open setting.

Environmental Considerations

- Falls within the area of a Regionally Important Geological Site
- Grade 3 agricultural land
- There is no known contamination on the site.
- Parts of northern area of site lie within area of high flood risk (flood zones 2, 3a and 3b).

Green Infrastructure Considerations

- There are no national or local landscape designations on the site
- Falls within the Trent Valley Washlands landscape character area.
- Green Wedges extend as far as the Derby boundary to the north-east and north-west of the site and would need to be extended into South Derbyshire.

- This area falls within the urban fringe green infrastructure enhancement zone identified in the sub regional GI Study produced in 2010. There could be significant potential to improve accessibility in this area.

Townscape and Integration Considerations

- The site is not contained by urban form, although the proposed Global Technology Cluster is to be constructed immediately to the north. This will urbanise the character of the area, albeit within the boundaries set by the Green Wedges within Derby City.
- The site would intrude into the open countryside, although the land rises toward the south of the site, potentially helping to mitigate visual intrusion from viewpoints to the south of the A50.
- There are no historic assets on the site. The site is relatively contained by the A50, limiting impacts on the Trent and Mersey Canal Conservation Area, further to the south.

Infrastructure Consideration

- Infrastructure would need to match scale of development but proximity to Derby and the proposed Global Technology Cluster suggest that appropriate provision should be feasible.
- Waste Water: The site would be served by Derby treatment works which is currently operating under capacity. The treatment works have capacity to accommodate additional development. New development should include SUDS.

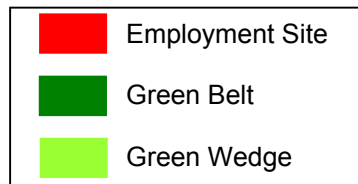
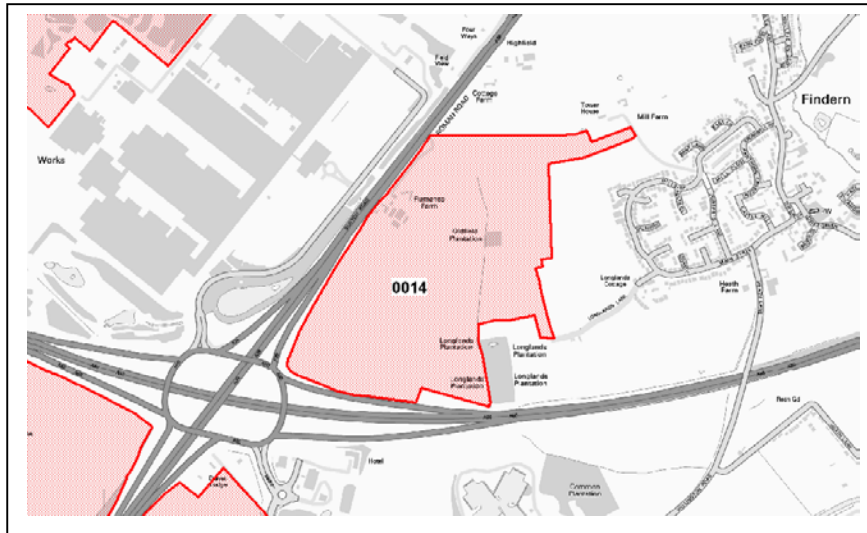
Transport Considerations


- The site lies in close proximity to existing and proposed housing at Stenson Fields and existing housing at Chellaston, offering potential to provide convenient access on foot, cycle or bus by expanding the cycle/pedestrian networks and bus services within Derby City and South Derbyshire to connect to the development.
- There are capacity restrictions on Sinfin Lane, the A516 and other parts of the local road network. However, the site could, potentially, be served by highway infrastructure linking the proposed Global Technology Cluster to the north to the T12 link road leading to the A50 junction with the A516 at Chellaston. A highway connection linking the T12 route to Wragley Way, is also under consideration.

Market Considerations

- The Global Technology Cluster to be developed to the north of the site will be a science and technology park with an Innovation Campus. It will support innovation by orchestrating advanced research and skills teaching and will provide high quality accommodation for small to medium sized enterprises and teaching, conference and catering facilities. The presence of the park may well help to attract potential investors to the site within South Derbyshire.

Pilot Fields Site (0014)



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Ordnance Survey 100019461
MAP IS NOT TO SCALE NORTH 

Location Name	Pilot Fields
Site Address	Land to the North East of the A38/A50 junction
Site Area	41 ha
This site is located within Willington Area Profile	

Site and Context

- The Pilot Fields site lies to the North East of the A38/A50 junction and to the South West of the village of Findern.
- The A50 forms the southern boundary of the site and the A38 forms the western boundary. The remaining edges are defined by field boundaries.
- The land is in single ownership and comprises agricultural fields interspersed with hedgerows and trees along its boundaries. Rumenco Farm lies within the site boundary. There is residential development in

the village of Findern, lying within 100-200 metres of the site boundary. The site is not located in the Green Belt.

Headlines

- Potential highway capacity constraints at the A38/A50 junction.
- Probable difficulty in accessing the strategic highway, particularly given capacity constraints at the A38/A50 junction.
- Potential residential amenity and settlement character impacts on Findern would need to be satisfactorily mitigated.
- There is no opportunity for rail access to this site.

Environmental Considerations

- Grade 3 agricultural land, currently used for arable farming.
- There is no known contamination on the site
- Some low and mid level surface water flooding.

Green Infrastructure Considerations

- There are no national or local landscape designations on the site
- Falls within the Trent Valley Washlands landscape character area.
- This area lies just outside of an area identified as forming a sub regional green infrastructure corridor and could offer opportunity to strengthen local GI provision.

Townscape and Integration Considerations

- Findern village lies close by to the north east. Toyota is situated on the opposite side of the A38 to the west and a roadside service area lies on the opposite side of the A50 to the south. The multi-tier A38/A50 junction is also a significant feature in the landscape.
- Despite the presence of other built development in the vicinity, the area remains rural in character and development of the site would have an urbanising impact.
- There are no historic assets on the site.

Infrastructure Considerations

- Infrastructure would need to match scale of development but proximity to Toyota would suggest that appropriate provision should be feasible.
- Waste Water: The site would be likely to be served by either Findern or Clay Mills treatment works. The Findern facility is already operating well above its consented Dry Weather Flow. The treatment works would need to be upgraded or would need a consent variation to allow it to operate above its consented discharge rate. Clay Mills has capacity to accommodate additional development to 2015. However, this does not take account of growth in Burton upon Trent and,

therefore, additional capacity may be required to accommodate demand from new development.

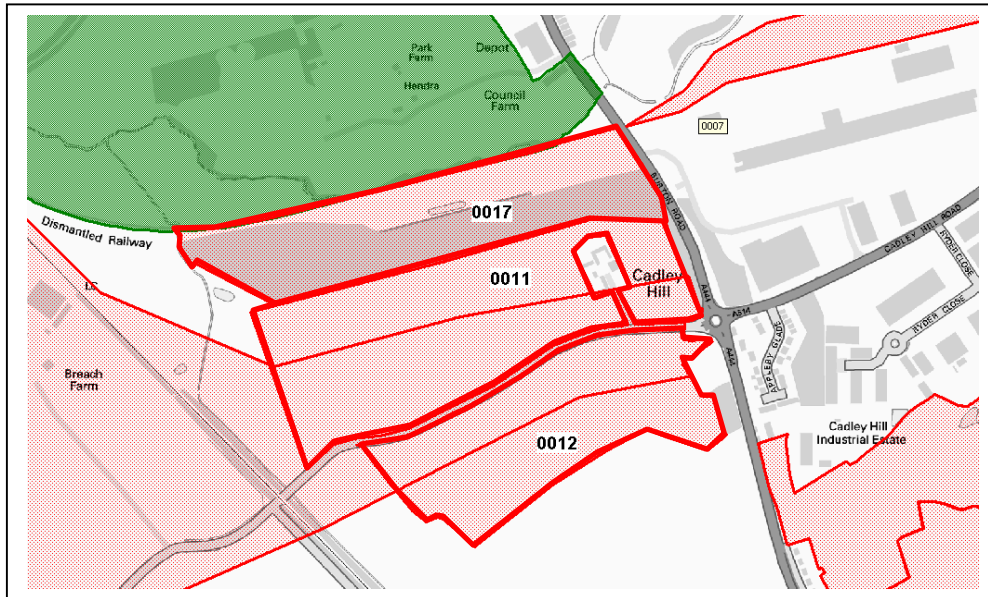
Transport Considerations


- Potential for good access to A50 and A38 trunk roads, although junction and highway capacity is increasingly constrained.
- A38 cycle path runs close by but is not linked to the site.
- Access on foot from Findern is good.
- Hourly bus service to Derby and Burton more than 400 metres walk from the site.
- No potential for rail access to site.

Market Considerations

- If available could give an option for virgin proposals of large scale.
- Needs to be balanced against any potential detrimental effect on the A50/A38 trunk road corridors.

Sites west of Swadlincote (0011, 0012, 0017)



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Location Name	Sites to the west of the A444
Site Address	Sandy Lane, Cadley Hill, Swadlincote
Site Areas	0011: 15ha; 0012: 10.4ha; 0017: 10.6ha
These sites are located within the Southern Villages Area Profile	

Site and Context

The three sites lie on the opposite side of the A444 to the main built up area of Swadlincote. Swadlincote town centre is 3 km to the north east.

Sites 0011 and 0012 comprise fields, which are used for agricultural purposes and are bordered by trees and hedgerows. Site 0017 comprises a former rail head, to the west of the A444, that previously served the Nadins opencast mineral workings. It represents brownfield land and is accessible from the established Tetron Point site via road passing beneath the A444. The A444 forms the eastern boundary of the three sites and beyond that lies Swadlincote. Open countryside lies to the north, south and west of the three sites.

Sites 0011 and 0017 are in single ownership and there is thought to be a medium developer interest. Site 0017 is in the same ownership as site 0007, which lies on the opposite side of the A444 and forms part of the Tetron Point employment area.

Headlines

- Sites 0011 and 0012 would represent a prominent intrusion into the open countryside.
- Site 0017 may offer the opportunity for expansion of the Tetron Point Business Park, but care would need to be taken to mitigate the potential impact on the wildlife interest on the site. Flood risk would also need to be properly mitigated. There may be an opportunity to reintroduce rail freight.
- The topography issues associated with sites 0011 and 0012 would need to be taken into account during the design stage of any development.
- The sites offer relatively poor access to the urban area, particularly for pedestrians and cyclists.
- The need to protect residential amenity could limit business activities and hours of operation.

Environmental Constraints Considerations

- The majority of site 0017 forms part of County Wildlife site 304, comprising a range of habitats which have colonised the site since it was abandoned, including rough grassland, swamp, acid grassland and ponds created in 1991 to translocate species from the former minerals workings to the east.
- There may be contamination on site 0017 associated with its previous use as the railway sidings serving minerals works.
- Sites 0011 and 0012 comprise Grade 2 agricultural land.
- The sites lie within the National Forest.
- A large proportion of site 0017 has a high and moderate risk of pluvial flooding. Sites 0011 and 0012 have a limited risk of pluvial flooding.

Green Infrastructure Considerations

- The South Derbyshire Green Belt lies immediately to the north of site 0017.
- There are no national or local designations on the sites.
- The 6C's Green Infrastructure study identifies opportunities to maintain, enhance and extend the Green Infrastructure network in this location.
- The sites lie within the Leicestershire and South Derbyshire Coalfield national character area.

Townscape and Integration Considerations

- Site 0017 lies in a cutting, largely surrounded by countryside.
- A small group of dwellings is surrounded by site 0011 and development on any of the three sites would need to be sensitive to this.
- The sites have limited connections to the urban area, as they are separated by the A444.

- The sites are not contained by urban form. The development of sites 0011 and 0012 would represent a prominent intrusion into the open countryside.
- Development on sites 0011 and 0012 would breach a key ridge line to the west of Swadlincote and would therefore have a significant impact on the landscape.
- There are no historic assets covering the sites.

Infrastructure Considerations

- No strategic water supply issues have been identified for these sites.
- The sites would be served by Stanton treatment works, which does not have capacity to accommodate additional development to 2015 and beyond. The treatment works would need to be upgraded or a Dry Weather Flow consent variation obtained to accommodate additional growth.

Transport Considerations

- The A444 frontage of the sites is unlikely to afford an opportunity for direct access. The road leading toward Drakelow from Cadley Hill roundabout would be more likely to provide access.
- Site 0017 has a road connection to Tetron Point and from there to Cadley Hill Road and the A444.
- Site 0017 offers potential for rail freight via a spur from the Burton-on-Trent to Leicester line.
- Bus services run three times per hour between Burton and Swadlincote and once per hour during the evening.
- The A444 could be impacted by employment development on these sites, as could the A514 and the A511/A514 Clock Island junction.
- The sites have no cycle or pedestrian access.

Market Considerations

- Good proximity to existing development and could allow for expansion of other local business concerns.
- Could promote and further diversify the town economy and could enable the district to take better advantage of the A42/M42 corridor.
- Presence of residential development could be a potential constraint to activities and hours of operation.
- Topography considerations could limit plot sizes.
- Rail freight potential at site 0017.