

Appendix 6: Employment Site Appraisals

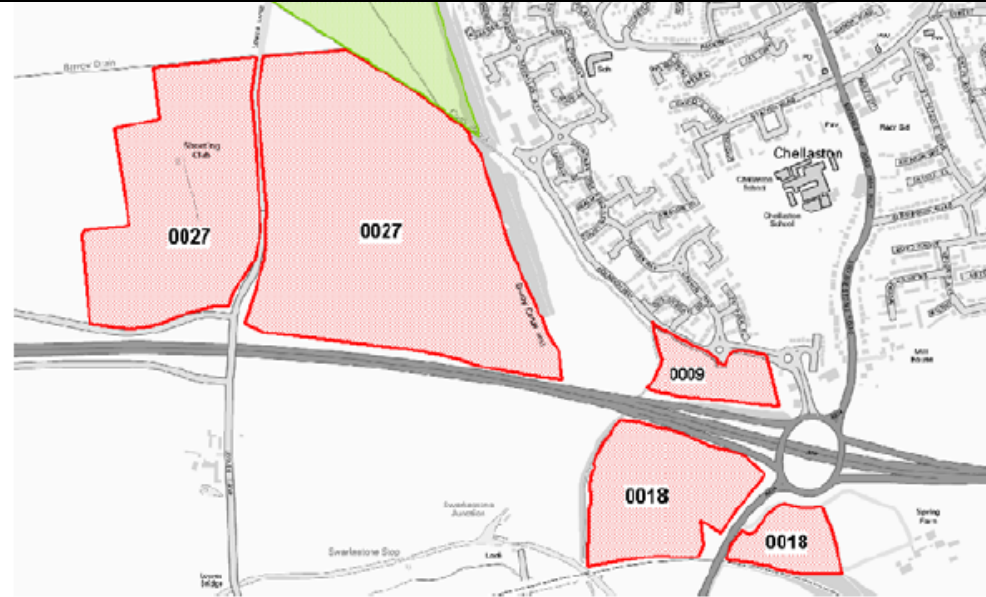
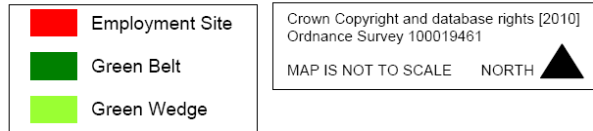
Land at Holmleigh Way

Description:

This cross boundary broad location consists of three sites. Site 0009 lies mainly within Derby City. Site 0027 lies to the east of the former Derby Canal. It encompasses land on each side of Lowes Lane and extends from the Derby boundary, in the north, to the A50 in the south. This site contains a shooting club.

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 predominantly agricultural fields with hedge boundaries and dispersed trees.

None of the 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.



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- The Derby Canal wildlife site (SD134) abuts the eastern boundary of site 0027. the site comprises wet woodland and woodland swamp.	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Water Vole.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site	
	Will it protect sites of geological importance?	No	- Site 0027 is located within part of Sinfin Moor Regionally Important Geological Site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living in nearby communities in Derby City. - Development on a site this scale could also contribute towards local green infrastructure provision, which if accessible could make a minor contribution to health and wellbeing of local people. 	- Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	- As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	- None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development could significantly boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Only two small areas of Sinfin do not fall within the most deprived 20% of people nationally. New economic development in this area could make a notable contribution towards new jobs creation which could have wider benefit on the wellbeing of local people. - New employment development could help improve access to employment in deprives areas in Chellaston and elsewhere across the southern edge of the City. 	- None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - The scale of the site could help support new or improved public transport services - Site 0027 is dissected by National Cycle Network Route 6 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - The scale of the site could help support new or improved public transport services and walking and cycling routes (especially in combination with additional development locally including the proposed Global Technology cluster in Sinfin. - Development could connect to and increase usage of the cycle route that dissects NCN route 6 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Development offers potential to expand the cycle/pedestrian networks and bus services within Derby City and South Derbyshire to connect to the development including via the cycle path which dissects site 0027 (National Cycle Network Route 6) - The site could, potentially, be served by new 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 and could lessen impacts from this development on the existing highway networks. - Cumulatively, traffic flows from this and other nearby developments could have a significant detrimental impact on the junction of the A50/A514 and would need to be satisfactorily mitigated. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - The site could, potentially, be served by new 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 and could enhance existing local highways capacity. - Site 0027 is dissected by NCN route 6. 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as Osmaston and Sinfyn and deprived parts of Chellaston. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally and should contribute to the creation of technology based employment.	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	--	- N/A	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	Possibly	- Development may provide limited support to existing local shopping facilities in Chellaston Local centre and Derby City beyond.	- Ensure good connectivity to Chellaston Local centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- Economic development is likely to result in an increase in resource use. - No rail connectivity is proposed for this site.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites..
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- Site is greenfield.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	Possibly	- Agricultural runoff is an identified issue in the River Trent and Derwent Catchment affecting water quality in receiving water. Development incorporating SuDS could help to reduce diffuse pollution associated with agricultural runoff	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality?	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- The site is greenfield and in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- The combined sites are almost entirely located outside of an area at fluvial flood risk, A small area of site S0100 close to the City Boundary are at fluvial flood risk, although given the small scale of these development could be steered away from these areas.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to increase resource and energy use..	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Possibly	- There is a scheduled ancient monument located to the east of the Chellaston Fields site and archaeological features associated with this site could be present within the proposed development site.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Yes	- The reinstatement of the canal has recently been granted Outline Permission by Derby City and South Derbyshire District Council. The route alignment already forms part of a national cycle route. Development would be accessible to this cultural feature and may of potential to support reinstatement.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- No site is greenfield and in agricultural use	- That existing hedgerows and treebelts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside area of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The scale of the site would allow for screening to reduce intervisibility of the site. - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

Version 1

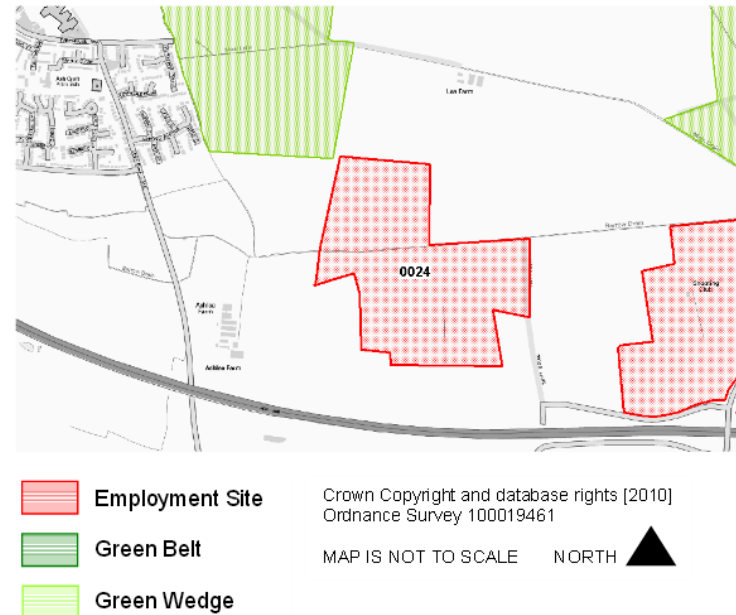
Land at Sinfin Moor

Description:

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. The site lies some 200m from the A50, which passes along an embankment/cutting through open countryside to the south. 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, via the proposed T12 link road, connecting to the A50 at the existing junction with the A516 at Chellaston. The proposed South Derby Integrated Transport Link could also, potentially, help to serve the site, although transport modelling indicates that further mitigation measures would be needed to enable the site to come forward.

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. 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 250m to the north and east, respectively. The site is not located in the Green Belt.



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There are no county wildlife sites within or close to the site	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Water Vole.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site	
	Will it protect sites of geological importance?	No	- The site is located within part of Sinfin Moor Regionally Important Geological Site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living in nearby communities in Derby City. - Development on a site this scale could also contribute towards local green infrastructure provision, which if accessible could make a minor contribution to health and wellbeing of local people. 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development could significantly boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - New employment development could help improve access to employment in deprived areas in Sinfyn and Osmaston close to the site. 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - The scale of the site could help support new or improved public transport services and walking and cycling routes (especially in combination with additional development on the already allocated Global Technology Cluster site in the City) 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - The scale of the site could help support new or improved public transport services and walking and cycling routes (especially in combination with additional development on the already allocated Global Technology Cluster site in the City). 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - 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 Sinfyn Lane, the A516 and other parts of the local road network. - The site could, potentially, be served by new 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 and could significantly lessen impacts from this development on the existing highway networks - Cumulatively, traffic flows from this and other nearby developments could have a significant detrimental impact on the junction of the A50/A514 and would need to be satisfactorily mitigated. 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - The site could, potentially, be served by new 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. - The proposed South Derby Integrated Transport Link linking the T12 route to Wragley Way, could help to provide access to the site, although transport modelling indicates that further mitigation would be needed to enable the site to come forward. 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- Development could encourage the new businesses into the area, or stimulate local businesses to grow to support large scale economic development within the site beyond 2028.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth beyond 2028 is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as Osmaston and Sinfin. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally and should contribute to the creation of technology based employment, beyond 2028.	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The site is protected for business development beyond 2028.	
	Will it help support and encourage the growth of the Rural Economy?	--	- N/A	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	Possibly	- Development may provide limited support to existing local shopping facilities in Sinfin	- Ensure good connectivity to Sinfin/Chellaston
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- Economic development is likely to result in an increase in resource use. - No rail connectivity is proposed for this site.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- Site is greenfield.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	Possibly	- Agricultural runoff is an identified issue in the River Trent and Derwent Catchment affecting water quality in receiving water. Development incorporating SuDS could help to reduce diffuse pollution from this source.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality?	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- The site is greenfield and in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	No	- Parts of the northern area lie within an area of high flood risk (zones 2, 3a and 3b).	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform to emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to increase resource and energy use..	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- There are no identified cultural heritage assets likely to be affected by this site.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	No	- No opportunities to improve access to nearby heritage features identified.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- No site is greenfield and in agricultural use	- That existing hedgerows and treebelts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside area of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements including a mature and well established hedgerow which surround the southern part of the site - The scale of the site would allow for screening to reduce intervisibility of the site - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

Version 1

Pilot Fields, Willington

Description:

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.



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Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There are no non-statutory wildlife sites located within or immediately adjacent to the site	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Water Vole and Otter.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living nearby. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development could significantly boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively low although Etwall, Willington and Findern and Stenson wards record moderate levels of deprivation. - Deprivation levels on the southern edge of the city are significantly more deprived (Sinfin, Stenson etc.) although it is unclear whether deprivation levels on the edge of the city (7km away) would be benefited by economic development on this site 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - The scale of the site could help support limited improvements to existing or new public transport services, and could potentially help improve public transport provision to existing employers close to the proposed site. 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - Hourly bus service within 400m of site. Development could offer opportunities to increase public transport provision locally. - Pedestrian access from Findern 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Potential for good access to A50 and A38 trunk roads, although junction and highway capacity is constrained. - Hourly bus service within 400m of site. - Railway station within 1.5km of site, but with few services. - No potential for rail connection to the site 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site 	
	Will it make the best use of other infrastructure?	No	<ul style="list-style-type: none"> - No potential for rail connection to the site 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities on the edge of Derby, in some northern villages and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Yes	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	No	- Development is unlikely to support or improve existing shopping facilities due to the nature of the site and its dislocation from nearby villages,	- Ensure good connectivity to Findern village centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- Site would be road served only.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no significant potential to reuse demolition waste or other waste material that are located on site	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- The site is greenfield and in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- The site is not at fluvial flood risk, - There are a number of small areas subject to surface water flooding although it is likely that development can be steered away from these areas, or appropriate measures put in place to eliminate flood risk on site.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to perform poorly due to relatively remote location and the lack of potential to rail serve site.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- There are no identified cultural heritage assets likely to be affected by this site.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	No	- No opportunities to improve access to nearby heritage features identified.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- No site is greenfield and in agricultural use	- That existing hedgerows and treebelts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside of an area of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements and surrounding roads - The scale of the site would allow for screening to reduce intervisibility of the site - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

Version 1

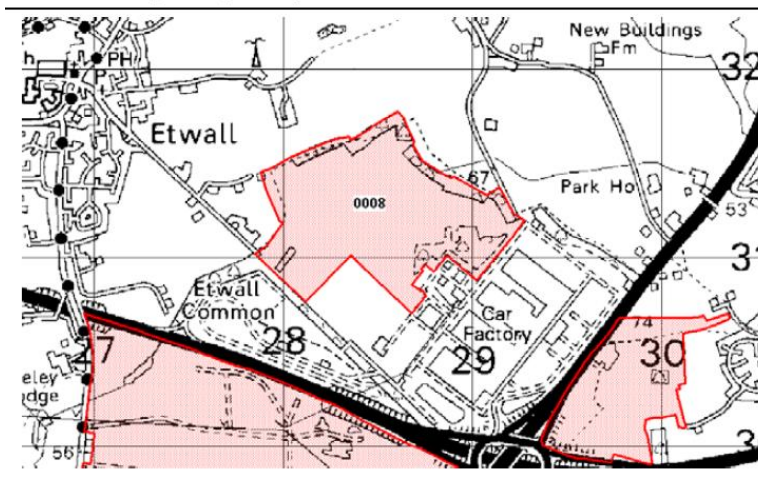
Toyota Extension, Willington

Description:

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.



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Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There are no non statutory wildlife sites located within or immediately adjacent to the site although Toyota Balancing Ponds (SD401) is located 0.5km to the east of the site	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, and Badger	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living nearby. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development could significantly boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively low although Etwall, Willington and Findern and Stenson wards record moderate levels of deprivation. - Deprivation levels on the southern edge of the city are significantly more deprived (Sinfin, Stenson etc.) although it is unclear whether deprivation levels on the edge of the city (7km away) would be benefited by economic development on this site 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - The site is not currently served by public transport - The scale of the site could help support limited improvements to existing or new public transport services, and could potentially help improve public transport provision to existing employers close to the proposed site. - There is an existing cycle route to the west of the site 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - Existing access to the site via public transport and walking is poor, although development of a strategic nature could offer opportunities to increase access and provision locally. 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Potential for good access to A50 and A38 trunk roads including via existing direct route off the A50, although junction and highway capacity locally is constrained. - Potential for improved connectivity to local cycle routes - Railway station within 1.5km of site, but with few services. - Limited potential for rail connectivity 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - Could allow improved access and connectivity to the local cycle network. Could allow utilisation of existing direct junctions serving the existing site off the A50 and onto the A38. - Limited potential for rail connectivity. 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- Development could encourage the new businesses into the area, or stimulate local businesses to grow to support large scale economic development within the site.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities on the edge of Derby, in some northern villages and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Yes	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	No	- Development is unlikely to support or improve existing shopping facilities due to the nature of the site and its dislocation from nearby villages,	- None identified
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	?	- Unclear, site has limited potential for rail connectivity. Would depend on the nature of the scheme	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites..
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no significant potential to reuse demolition waste or other waste material that are located on site	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity polices are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- The site is greenfield and in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- The site is not at fluvial flood risk, - There are a number of small areas subject to surface water flooding although it is likely that development can be steered away from these areas, or appropriate measures put in place to eliminate flood risk on site.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform to emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to perform poorly due to relatively remote location and the lack of potential to rail serve site.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- There are no identified cultural heritage assets likely to be affected by this site.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	No	- No opportunities to improve access to nearby heritage features identified.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- No site is greenfield and in agricultural use	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside area of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements and surrounding roads including substantial, mature screening established when the original site was built. - The scale of the site would allow for screening to reduce intervisibility of the site - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

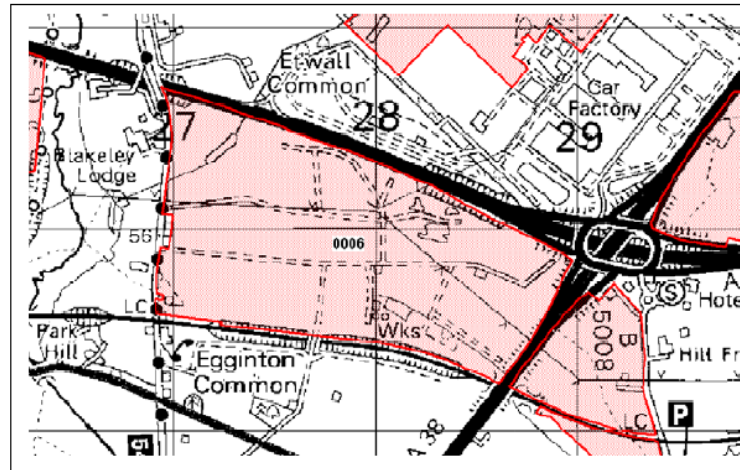
Version 1

Etwall Common

Description:

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.



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MAP IS NOT TO SCALE NORTH 

Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There are no non statutory wildlife sites located within or immediately adjacent to the site	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Water Vole and Otter.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on all sites. Tree preservation order 310 is located on the eastern edge of the site	
	Will it protect sites of geological importance?	No	- There is a regionally Important Geological Site (Hilton Terraces) within a small part of the western site.	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living nearby. - Development on a site this scale could also contribute towards major Green infrastructure, which if accessible could make a minor contribution to health and wellbeing 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	Possibly	<ul style="list-style-type: none"> - The scale of the proposal, together with the scale of likely traffic generation, and the highways improvements likely to accommodate growth would have an uncertain effect against this objective. 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development on the scale proposed could significant boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively low although Etwall, Willington and Findern and Stenson wards record moderate levels of deprivation. - Deprivation levels on the southern edge of the city are significantly more deprived (Sinfin, Stenson etc.) although it is unclear whether deprivation levels on the edge of the city (7km away) would be benefited by economic development on this site 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - Existing cycle routes run past the eastern and western edge of the site. However existing access to the site via public transport and walking is poor - Development of a strategic nature could offer opportunities to increase public transport provision locally. 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - Development of a strategic nature could offer opportunities to increase public transport provision locally. - Development may offer limited opportunities for new open space, cycling and walking routes locally. 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Potential for good access to the A50 and A38 trunk roads (potentially via a new connection to the SRN although no detail has been received on this issue) - In the absence of a new connection junction and highway capacity is increasingly constrained. - The development of a Rail freight interchange could remove significant quantities of traffic from the SRN overall, but could increase traffic flows locally - Derby Crewe rail line passes alongside and the scale of the site suggests that it may offer potential for rail freight. Understood to be physically capable of accommodating a railhead. - Existing cycle routes run past the eastern and western edge of the site. However existing access to the site via public transport and walking is poor, although development of a strategic nature could offer opportunities to increase public transport provision locally. 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - New development for a strategic rail freight interchange or other rail served site could remove significant quantities of vehicles from the Strategic Road Network and improve freight access to the existing Derby to Crewe Railway Line 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities on the edge of Derby, in some northern villages and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs.	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Yes	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	No	- Development is unlikely to support or improve existing shopping facilities due to the nature of the site and its dislocation from nearby villages,	- None identified
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	Yes	- The use of the site for a strategic rail freight interchange could allow for large volumes of freight to be transported by rail reducing energy requirements overall.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Would be dependent on how the site is built out and the policy of companies that locate to the site.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no potential to reuse demolition waste on any of the sites identified.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	Possibly	- The majority of the site is greenfield, although there are notable areas within the site have been previously developed.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- Most sites are located outside of the floodplain, - There are a number of small areas subject to surface water flooding although it is likely that development can be steered away from these areas, or appropriate measures put in place to eliminate flood risk on site.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	Yes	- New employment development in this location could be rail served and could offer opportunity to remove significant numbers of HGVs from the strategic road network.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- There are no above ground heritage features such as listed buildings likely to be significantly affected as a result of this proposal - There is no record of below ground archaeological heritage features within or below the site	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- New development could improve local connectivity to the Trent and Mersey Canal Conservation Area and other cultural heritage assets in the general vicinity.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	Yes	- Site is partially brownfield and has been used historically for waste disposal.	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside of areas of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements and surrounding roads - The scale of the site would allow for very significant screening to reduce intervisibility of the site - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

Version 1

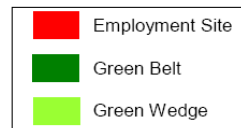
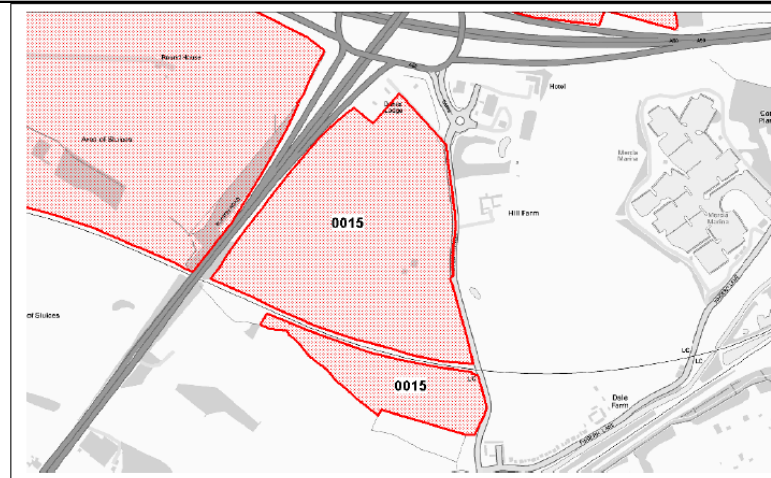
Etwall Road, Willington

Description:

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.



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Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There are no non-statutory wildlife sites located within or immediately adjacent to the site the nearest being 0.4km to the north.	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Water Vole and Otter.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living nearby. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	- Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility to healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	- As above
	Will it reduce the number of people involved in accidents	Possibly	<ul style="list-style-type: none"> - There may be potential to secure improvements to the nearby level crossing, although it is unclear whether safety issues, or traffic routing could justify such improvements. 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	- None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development could significantly boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively low although Etwall, Willington and Findern and Stenson wards record moderate levels of deprivation. - Deprivation levels on the southern edge of the city are significantly more deprived (Sinfin, Stenson etc.) although it is unclear whether deprivation levels on the edge of the city (7km away) would be benefited by economic development on this site 	- None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - The scale of the site could help support limited improvements to existing or new public transport services, and could potentially help improve public transport provision to existing employers close to the proposed site. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - Hourly bus service within 400m of site. - Development could offer opportunities to increase public transport provision locally. - Development may offer limited opportunities for new open space, cycling and walking routes locally. 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - 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. - 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 and size 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site 	
	Will it make the best use of other infrastructure?	Possibly	<ul style="list-style-type: none"> - 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 and size. 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities on the edge of Derby, in some northern villages and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Yes	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	No	- Development is unlikely to support or improve existing shopping facilities due to the nature of the site and its dislocation from nearby villages,	- Ensure good connectivity to Willington village centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	Yes	- The use of the site for a strategic rail freight interchange could allow for large volumes of freight to be transported by rail reducing energy requirements overall.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- The site could be subject to areas of contamination due to its historic use as a landfill site. Site remediation could increase waste generation during construction although this is uncertain - Performance during operation will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no potential to reuse demolition waste on any of the sites identified.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- The site has historically been used for waste disposal, although has been restored and is greenfield and in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- The site is not at fluvial flood risk, - There are a number of small areas subject to surface water flooding although it is likely that development can be steered away from these areas, or appropriate measures put in place to eliminate flood risk on site.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	Possibly	- New employment development in this location if rail served could offer opportunity to remove significant numbers of HGVs from the strategic road network.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	No	- Archaeological potential of the site is very limited due to former minerals extraction and waste uses on site. - Hill Farm (to the east of the site) is grade 2 listed. The Trent & Mersey Canal to lies to the south of the site. Development could affect the setting of both heritage features.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Yes	- Site could present opportunities to connect to the Trent and Mersey Canal and the historic villages of Willington and Repton to the south	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- Despite the site having been historically used for waste disposal, it has been restored and is now in agricultural use.	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements and surrounding roads - The scale of the site would allow for screening to reduce intervisibility of the site - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

Version 1

Hilton Sites

Description:

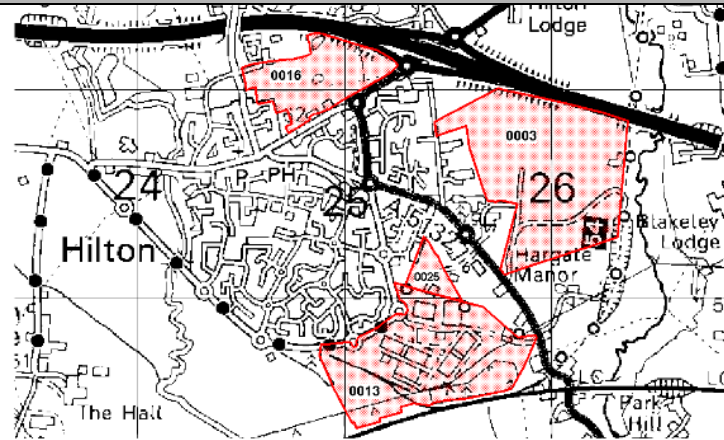
The village of Hilton lies toward the north west of the District and is located approximately 13km from Derby.

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 rail way 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 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 eastern most 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. 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 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.



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Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- There are no statutory environmental designations on any of the sites. There is an SSSI on the northern side of site S0016 although this is now dissected by the A50.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Possibly	- There is a county wildlife sites within site S0003 and a CWS located close to the boundary (just beyond the railway line) of S0013	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m of sites including Breeding Birds, Bats, GCN, Water Vole and Badger.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on all sites.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites in this area.	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living nearby. - Development on a site this scale could also contribute towards Green infrastructure, which if accessible could make a minor contribution to health and wellbeing 	- Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	- As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	- None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development on the scale proposed could significant boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - New employment development could help improve access to employment opportunities and improve employment choice in the northern villages including Hilton, Etwall and Hatton. 	- None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - The inclusion of a site or sites in Hilton within in the Plan could increase employment land provision along the A50 Corridor close to the villages of, Hilton, Etwall and Hatton. - There is one bus per hour connecting Derby and Burton which could serve all the sites and one bus per hour serving the Mease and Egginton Road. However walking distances particularly from site 0003 and 0025 could 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 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - The scale of development proposed (especially across multiple sites) may offer limited opportunity to support new or improved public transport services. - Development may offer limited opportunities for new open space, cycling and walking routes locally. 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Hilton has good access to the A50 and the A516. Development of any of the sites could affect the junctions leading onto these roads. - The junction of the A5132 and The Mease may not have sufficient capacity to accommodate all large scale development to the south of the village. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Would be dependent on the level of public transport and walking and cycling provision to the site - There is a multi-user greenway that connects Hilton to Etwall and Mickleover. 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - There is a multi-user greenway that connects Hilton to Etwall and Mickleover. The provision of additional pedestrian/cycle links could maximise the potential for sustainable travel along this route 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to local communities. The scale of any benefit would be partially determined by accessibility of the site(s).	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs.	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Yes	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	possibly	- New development within Hilton could sustain local services such as local shops or public transport in Hilton or surrounding villages so long as sites have good connectivity to the village centre	- Ensure good connectivity to Hilton village centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	Possibly	- However there is the potential for reusing demolition waste on site for construction on site 0013 - Economic development is likely to result in an increase in resource use.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Would be dependent on how the site is built out and the policy of companies that locate to the site.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	Possibly	- The Hilton Depot site could make use of any demolition materials which arise on site. Other sites are greenfield and would be unlikely to reduce the need for primary materials.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation. Could lead to increased noise complaints where new development is located close to existing residential areas.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	Possibly	- Site S0013 would allow the reuse of the Hilton Depot site - Other sites would lead to the loss of greenfield agricultural land	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Possibly	- Sites to the north and east of Hilton are largely located outside of the floodplain. - Development to the south of Hilton is at moderate and high fluvial floodrisk, although flood risk defences on the River Dove are likely to alter flood risk locally.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform to emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	Possibly	- New employment development in this location has the potential to be rail served and could offer opportunity to remove significant numbers of HGVs from the strategic road network.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- No architectural or cultural heritage features have been identified within in this area which are likely to be affected by new development	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	No	- No identified opportunities to improve access to historic or cultural assets identified.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	Possibly	- Site S0013 would allow the reuse of the Hilton Depot could help regenerate this site - All other sites are all greenfield	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside of areas of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- A number of sites are well contained by existing landscape elements such as woodlands or existing development. - Most sites have hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - All sites could contribute towards green infrastructure provision.	

Version 1

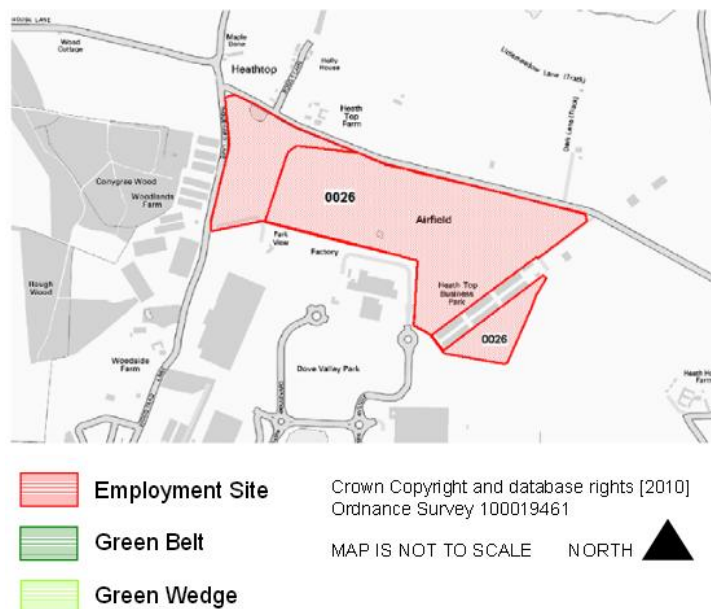
Dove Valley Business Park Extension.

Description:

The site lies adjacent to 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



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There are no county wildlife sites within the site although there is county wildlife site to the south east of the existing business Park (Penny Waste Wood)	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Water Vole and Badger	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could significantly boost local jobs and has potential to have minor benefits where development is accessible to people living nearby. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	- Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	- As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	- None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Large scale employment development could significantly boost the number of jobs in South Derbyshire. Many of the new posts would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - New employment development could help improve access to employment opportunities locally and improve employment choice in the northern villages including Hilton, Hatton and Etwall. 	- None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - There is one bus per hour connecting Uttoxeter to Burton Trent, via Hatton, stopping close to the southern part of the established business park. - The scale of the site may offer limited opportunity to support new or improved public transport services - Two public footpaths cross the site although it is poorly connected in respect of cycling routes. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Possibly	<ul style="list-style-type: none"> - Existing access to the site via public transport and walking is poor, although development of a strategic nature could offer opportunities to increase access and provision locally. 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - 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 required to address impacts. - Two public footpaths cross the site and would need to be incorporated in any development proposal. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Existing access to the business park is poor. Strategic development could make a limited contribution towards improving non car access to the site although this would be dependent on the measures put in place to support public transport, walking or cycling. 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - Transport infrastructure serving the existing employment site would also serve the proposed site 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- Development could encourage the new businesses into the area, or stimulate local businesses to grow to support large scale economic development within the site.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to nearby communities including Hatton, Hilton, Ewall and Scropton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Yes	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	No	- Development would not support or improve existing shopping facilities due to the nature of the site and its dislocation from nearby villages,	- None Identified
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	?	- Unclear, site has limited potential for rail connectivity. Would depend on the nature of the scheme	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no identified potential to reuse demolition waste or other waste material that are located on site	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

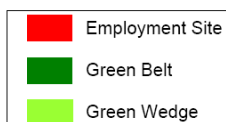
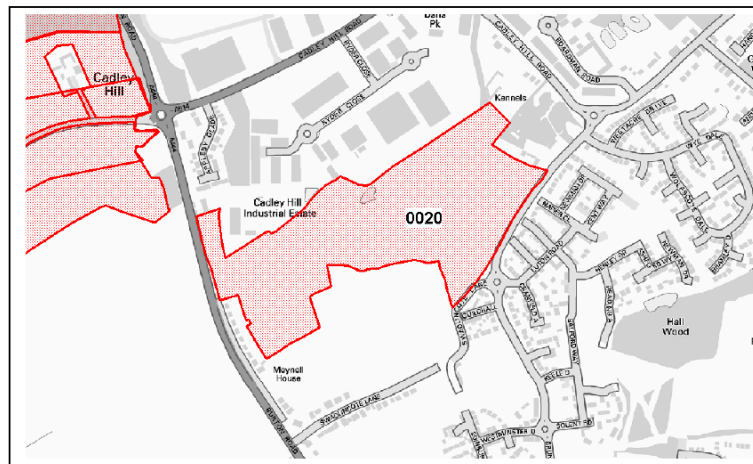
To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation and could increase light nuisance complaints from nearby properties unless site is appropriately designed.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation., and could increase noise complaints from nearby properties unless site is appropriately designed	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- The site has historically been in use as a military base and airfield. However the site has largely recovered and is in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- There is no historic evidence of flooding on the site and no identified areas of flood risk	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform to emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to perform poorly due to relatively remote location and the lack of potential to rail serve site.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Possibly	- The site includes a record on the historic monument record. (20101) - There are no listed building immediately around the site	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- There may be potential to improve access and interpretation of below ground archaeology recorded on the site.	- Require appropriate protection and interpretation of below ground archaeology on site
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- No site is regenerated former airfield and is in agricultural use.	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Sites falls outside area of sensitivity defined in the County Council's Areas of Multiple Environmental Sensitivity.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by surrounding roads to the north and areas of built development to the south and south east - The scale of the site would allow for significant screening to reduce intervisibility of the site - Site includes few hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. The site could make a notable contribution towards green infrastructure provision	


Cadley Hill, Swadlincote

Description:

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.



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Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There is no county wildlife site located on the site although 3 wildlife sites are located within 400m to the west of the site	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Badger	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site including National Forest planting.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could boost local jobs and has potential to have minor benefits where given the proximity of the site to significant communities around the Swadlincote area – many of which have higher than average levels of deprivation. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility to healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area and provide new National Forest planting 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Employment development could increase the number of local jobs which in turn would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Yes	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively high within the Swadlincote Urban Area compared to the remainder of the District. - The proximity of the site, couple with accessibility is likely to contribute toward tackling local employment deprivation. 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Yes	<ul style="list-style-type: none"> - Sites are well related to existing housing sites and the wider urban area of Swadlincote and is accessible by a number of different means. - Bus services run three times per hour between Burton and Swadlincote and once per hour during the evening. - The site lies adjacent to cycle and pedestrian routes 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Yes	<ul style="list-style-type: none"> - 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. - Site would deliver new National Forest Planting and open space provision - Development could support existing public transport services 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - The inclusion of this site in the Plan could increase employment land provision in Swadlincote and Church Gresley in a location close to existing and committed growth. - The site can be accessed the A444. - Bus services run three times per hour between Burton and Swadlincote and once per hour during the evening. - The site lies adjacent to cycle and pedestrian routes passing through the Castleton Park residential development and it is proposed that a cycle/pedestrian connection be established through the site connecting Swadlincote Land to Ryder Close, to improve connections between residential and employment areas. 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Site is well related to existing residential areas and is well served by public transport and walking and cycling transport options. 	
	Will it make the best use of other infrastructure?	Possibly	<ul style="list-style-type: none"> - Site could help improve and increase usage of local walking and cycling routes 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities in Swadlincote and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Possibly	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	Possibly	- Development may provide limited support to existing local shopping facilities on Castleton Park and Swadlincote Town Centre beyond.	- Ensure good connectivity to Swadlincote town centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	Possibly	- Economic development is likely to result in an increase in resource use. - May be limited potential to rail connect the site	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- The site could be subject to areas of contamination due to its historic use as a landfill site. Site remediation could increase waste generation during construction although this is uncertain - Performance during operation will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no potential to reuse demolition waste on any of the sites identified.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	Possibly	- Agricultural runoff is an identified issue in the River Trent and Derwent Catchment affecting water quality in receiving water. Development incorporating SuDS could help to reduce diffuse pollution associated with agricultural runoff	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality?	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation and could increase incidents of noise complaints where new commercial development is located close to residents areas.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	Possibly	- The site is greenfield and is in agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- The site is not at fluvial flood risk,	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to increase resource and energy use.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- No architectural features have been identified within in this area which are likely to be affected by new development.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- New development in this area could connect to the National Forest which is an increasingly important cultural ad leisure resource within the District	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- Site is greenfield and in agricultural use.	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Site is located away from areas of primary and secondary sensitivity according to the County Council's Areas of Multiple Environmental Sensitivity - Site is largely contained within the wider Swadincote urban area	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements and surrounding roads - The scale of the site could accommodate strategic landscaping around the site boundaries - Site includes hedgerows, trees or other landscape elements which could contribute towards integrating new development into the landscape. - Site would contribute towards National Forest Planting.	

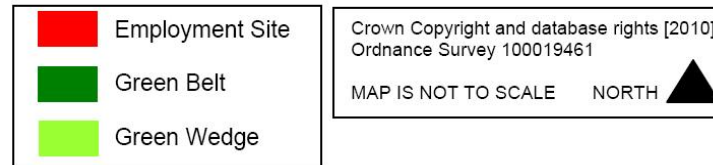
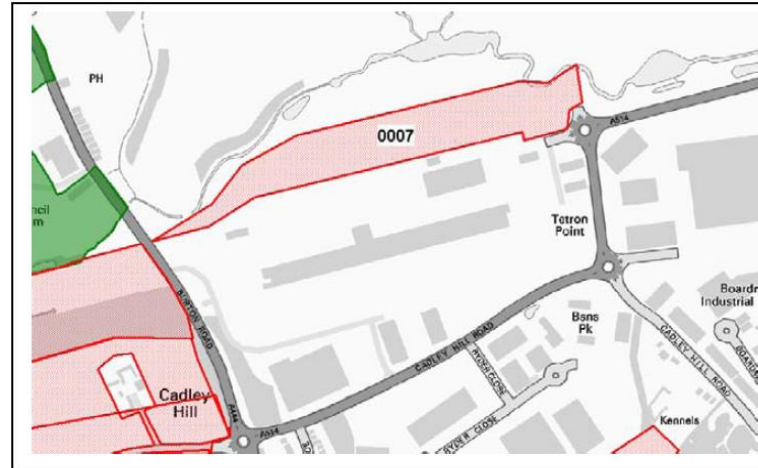
Version 1

Tetron Point, Swadlincote

Description:

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 brownfield 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.



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Sites are not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Yes	- There is no county wildlife sites within the site, but there is a wildlife site located 100m to the west of the site - Development is unlikely to affect wildlife sites.	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Badger	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site including National Forest planting.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could boost local jobs and has potential to have minor benefits given the proximity of the site to significant communities around the Swadlincote area – many of which have higher than average levels of deprivation. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility to healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area and provide new National Forest planting 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Employment development could increase the number of local jobs which in turn would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively high within the Swadlincote Urban Area compared to the remainder of the District. - The proximity and relationship of the site to residential communities in Swadlincote could contribute toward tackling local employment deprivation so long as accessibility to the site can be improved 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - Site reasonably related to housing and other services in Swadlincote Town Centre. - 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 is to be provided as part of the S106 agreement attached to the original planning consent for remediation following mineral workings on the site. 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Yes	<ul style="list-style-type: none"> - Cycle and pedestrian access from William Nadin Way to nearby residential and areas is to be provided as part of the S106 agreement attached to the original planning consent for remediation following mineral workings on the site. - Site would deliver new National Forest Planting and open space provision - Development could support existing public transport services 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - The site can be accessed via William Nadin Way, providing 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 and development of this scale is unlikely to make a significant contribution to the improvement in local public transport provision. - Cycle and pedestrian access from William Nadin Way to nearby residential development could be improved through development 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Site is well related to existing residential areas and would be required to improve local walking and cycling routes - Development of this scale is unlikely to make a significant contribution to the improvement in local public transport provision. 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - Site could help secure the delivery and increased usage of local walking and cycling routes 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as Swadlincote and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Possibly	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	Possibly	- Development may provide limited support to existing local shopping facilities on Castleton Park and Swadlincote Town Centre beyond.	- Ensure good connectivity to Swadlincote town centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- Economic development is likely to result in an increase in resource use.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- Performance during operation will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- There is no potential to reuse demolition waste on any of the sites identified.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	Yes	- This is a brownfield site and is not used for agriculture.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- Small areas of high and moderate risk of pluvial flooding exist along the northern boundary of the site, although it is likely that development in this part of the site can be avoided due to its scale.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	Possibly	- Site is likely to increase resource and energy use. - May be limited potential to rail connect the site and adjacent employment land	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- No architectural features have been identified within in this area which are likely to be affected by new development.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- New development in this area could connect to the National Forest which is an increasingly important cultural and leisure resource within the District	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	Yes	- Yes site is previously developed.	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Site is located away from areas of primary and secondary sensitivity according to the County Council's Areas of Multiple Environmental Sensitivity - Site is largely contained within the wider Swadlincote urban area	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site is well contained by existing landscape elements and surrounding roads - Site would contribute towards National Forest Planting and could provide links into the neighbouring golf course which is currently under construction.	

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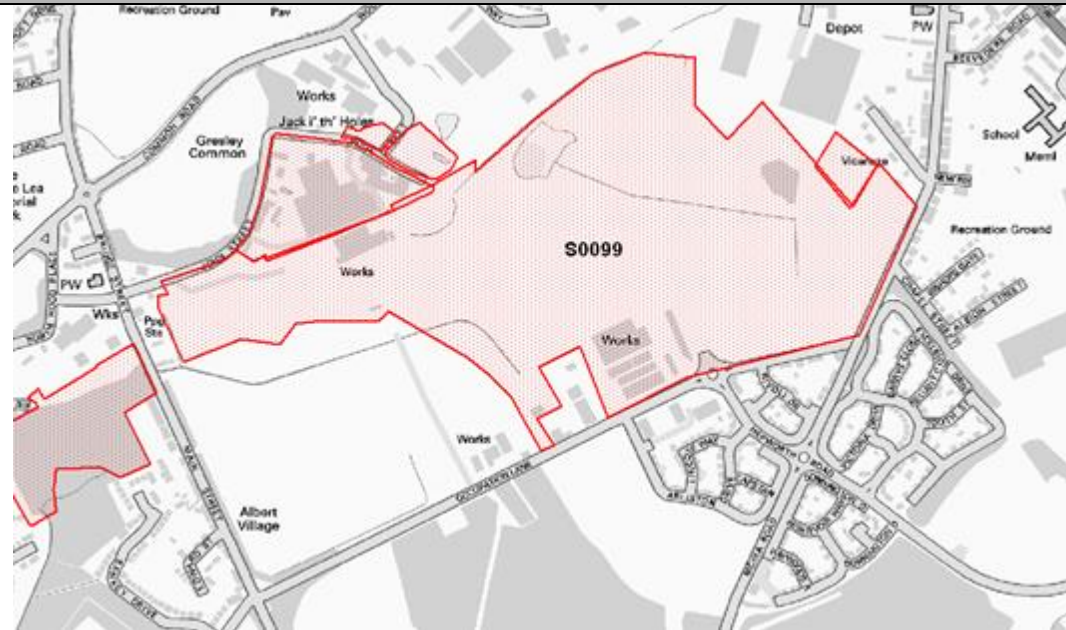
Land at Occupation Lane

Description:

The site is located on the edge of Woodville and comprises vacant poorly restored land that has previously been worked for minerals and subsequently reclaimed. In the northern part of the area lie the former premises of TG Green Pottery, which contain listed bottle kilns.

The site is bordered to the north by established industrial premises, to the east and south by housing and to the west by industrial premises and open land, beyond which lies Albert Village.

Swadlincote town centre is approximately 1 km from the site. The site is in multiple ownership and there is high developer interest.



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Site is not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	No	- There are no local wildlife sites on either site, although Cadley Hill Railway Area (SD304) is located immediately to the north of the site.	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Badger.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site including National Forest planting.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could boost local jobs and has potential to have minor benefits given the proximity of the site to Swadlincote area – many of which have higher than average levels of deprivation. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	- Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area and provide new National Forest planting 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	Yes	<ul style="list-style-type: none"> - This area is subject to significant levels of antisocial behaviour. 	- As above
	Will it reduce the number of people involved in accidents	Yes	<ul style="list-style-type: none"> - New development in this area may be able to deliver improvements around Clock Island, including the provision of an alternative route for traffic heading towards Swadlincote from Ashby de La Zouch, therefore reducing traffic on this congested roundabout. 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	- None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Employment development could increase the number of local jobs which in turn would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Yes	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively high within the Swadlincote Urban Area compared to the remainder of the District. - Employment development would create significant new jobs in one of the most deprived parts of the district in a location which is accessible by a range of transport modes. 	- None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Yes	<ul style="list-style-type: none"> - Bus route 61 (hourly) runs between Derby and Swadlincote stops close to the proposed site on Hartsome Road. Other nearby services include an hourly service between Ashby and Burton. - Development would need to be supported by significant improvements to walking and cycling routes - The western edge of the site is located 600m from Swadlincote Town Centre where additional bus services are accessible. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Yes	<ul style="list-style-type: none"> - Development of this scale would contribute towards new open space provision and National Forest planting - New employment development would also increase local employment opportunities locally. - There may be potential to improve public transport and walking and cycling routes locally - Development of the site would need to be supported by the provision of phase 2 of the Woodville – Swadlincote Regeneration Route. 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Yes	<ul style="list-style-type: none"> - This development would provide an alternative transport link, the Woodville-Swadlincote Regeneration Route, from Butt Lane to the A514, and would alleviate congestion at the A511 / A514 Clock Island junction around this pinch point during peak times. 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - There are hourly bus services passing the site along the A514 and A511 including the Number 61 (Swadlincote–Derby) and 9 (Burton–Ashby). - There may be opportunity to improve off road walking and cycling routes on site, and improve connections to proposed PROW in The National Forest. - Employment development would increase employment choice locally. 	
	Will it make the best use of other infrastructure?	Yes	<ul style="list-style-type: none"> - Improved capacity around Clock Island could reduce peak hour congestion and could help bring forward other development locally. 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities around Swadlincote and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- Development would provide new employment land	
	Will it help support and encourage the growth of the Rural Economy?	Possibly	- Large scale employment in this area could help create locally (rural) based support businesses	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	Yes	- New development would be well related, and close to, Swadlincote town centre.	- Ensure good connectivity to Swadlincote centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Yes	- This site is partially brownfield and development could help improve towncape character and the quality of the public realm around the Woodville and Church Gresley area. - Development could help safeguard the grade II* TG Green building and improve the setting of other listed buildings located within the regeneration area..	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on the inclusion of parts of the site which are previously developed and include areas of built development and hardstanding	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- New development would lead to a general increase in waste generation during construction and operation phases. - There may limited opportunities to reuse demolition waste on site although impacts would not be significant.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	No	- The provision of space for storing recycling or compost bins could reduce waste sent to landfill - There may be areas of contamination on site and these may require disposal of site, although this is unclear	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	Possibly	- There may limited opportunities to reuse demolition waste on site although impacts would not be significant.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	Possibly	- Development could allow improvements for surface water management on site	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation. This could lead to increased noise complaints where new commercial or industrial sites are located near to residential dwellings.	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	Yes	- This site is poorly restored, having been used historically for the extraction of minerals - Around 11ha of the site is greenfield, although it is not in productive agricultural use	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- This site is located outside of an area at fluvial flood risk.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform to emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- New employment development is likely to lead to an increase in energy use in aggregate terms - The site is relatively well located in respect of housing and public transport provision	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- The redevelopment of this site would be expected to secure the reuse of the former TG Green Factory which is Grade II* listed and currently on the heritage at risk register. - It could also help improve the setting of other listed buildings including Bretby Art Pottery, Church of St Stephen and two bottle kilns.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- New development in this area could connect to the National Forest which is an increasingly important cultural ad leisure resource within the District. It could also open up this area and potentially improve public access to identified heritage features within the site	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	Yes	- Site is poorly restored following historical minerals working and waste disposal. Development could help protect productive greenfield sites elsewhere in the District and	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Site is not located in an area of sensitivity according to the County Council's Areas of Multiple Environmental Sensitivity - Development in this urban fringe location would have an impact on the residential development surrounding the site, due to loss of views over an area of open landscape. - The site is almost entirely surrounded by built development, except for a small area to the north west and south west of the site, where significant tree planting would screen new development from the countryside beyond.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- Site is largely devoid of natural features due to the nature of its restoration. There is an outgrown hedgerow/tree belt to the south of an existing haulage yard - National Forest Planting would be secured on site.	

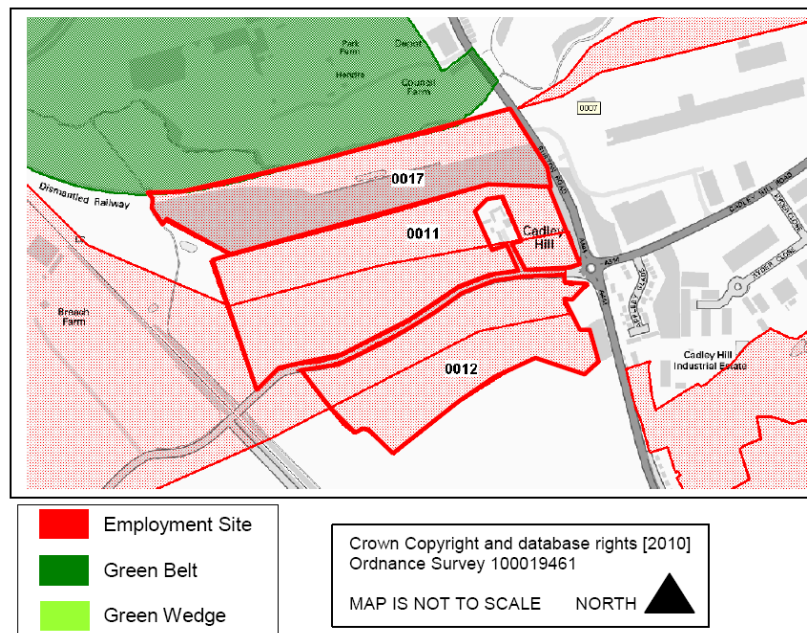
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Sites West of Swadlincote

Description:

The two sites, 0011 and 0012, lie to the west of Swadlincote beyond the A444 and comprise land in agricultural use bordered by trees and hedgerows. Residential areas lie to the east of the A444 and site 0011 surrounds a small housing development.

The sites are in single ownership.



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Site is not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Possibly	- There are no local wildlife sites on either site, although Cadley Hill Railway Area (SD304) is located immediately to the north of the site.	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Badger.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site including National Forest planting.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could boost local jobs and has potential to have minor benefits given the proximity of the site to Swadlincote area – many of which have higher than average levels of deprivation. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make a minor contribution to health and wellbeing of local people. 	- Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area and provide new National Forest planting 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	- As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	- None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Employment development could increase the number of local jobs which in turn would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively high within the Swadlincote Urban Area compared to the remainder of the District. - However, access to the site is relatively poor and new development would need to be supported by additional public transport and walking and cycling provision to make site accessible. 	- None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - There are homes located in nearby Castle Gresley - Bus services run three times per hour between Burton and Swadlincote, and once per hour during the night - Development would need to be supported by significant improvements to walking and cycling routes 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Yes	<ul style="list-style-type: none"> - Development of this scale would contribute towards new open space provision and National Forest planting - New employment development would also increase local employment opportunities locally. - There may be potential to improve public transport and walking and cycling routes locally 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Development in this area is unlikely to have any significant impact on the local road network and could enhance walking and cycling provision locally. - The development is related close to local employment, although its dislocation from other services could encourage car use 	- Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Site is well related to existing residential areas and is well served by public transport. 	
	Will it make the best use of other infrastructure?	Possibly	<ul style="list-style-type: none"> - Site could help improve local walking and cycling routes around this part of the Swadlincote area. 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities around Swadlincote and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land will ensure provision over the whole plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Possibly	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	Possibly	- Development may provide limited support to existing local shopping facilities on Castleton Park and Swadlincote Town Centre beyond.	- Ensure good connectivity to Swadlincote town centre
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- Economic development is likely to result in an increase in resource use.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- The site could be subject to areas of contamination due to its historic use as a landfill site. Site remediation could increase waste generation during construction although this is uncertain - Performance during operation will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites.
	Will it help reduce the need for land won primary minerals including sand and gravel?	Possibly	- Part of the site is currently hard standing and reuse of this material could reduce need for primary won building materials	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally although there are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	Yes	- Site is largely regenerated coal stocking yard and is not in productive agricultural use.	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- The site is not at fluvial flood risk,	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	No	- Site is likely to increase resource and energy use.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	Yes	- No architectural features have been identified within in this area which are likely to be affected by new development.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- New development in this area could connect to the National Forest which is an increasingly important cultural ad leisure resource within the District	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	Yes	- Site is poorly restored following historical minerals working and waste disposal. Development could help protect productive greenfield sites elsewhere in the District and	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	Possibly	- Site is located away from areas of primary and secondary sensitivity according to the County Council's Areas of Multiple Environmental Sensitivity - This site is located to the west of the A444 which forms the western extent of Swadlincote and lies beyond a minor ridgeline. Development past this defensible boundary would represent a significant intrusion into the countryside. - Area is located in a natural dip which could reduce visual impacts of development in this area	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- Site to the north of the northern site is a County Wildlife Site and recent site surveys indicate that it still meet the selection criteria for a CWS. - The site lies within The National Forest and would contribute towards new tree planting and habitat creation.	

Version 1

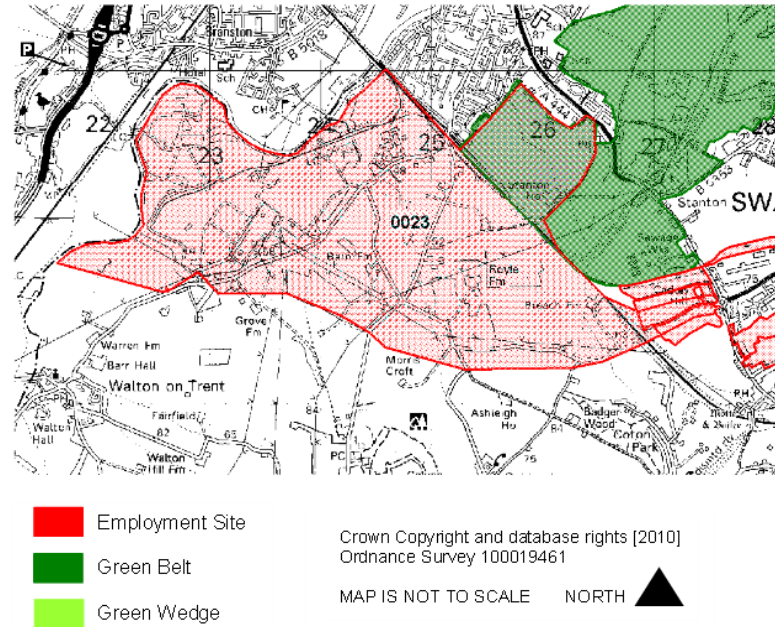
Land at Drakelow and Stanton

Description:

The site comprises a large area of land between the A444 in South Derbyshire and the River Trent. It comprises 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 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 12ha.



Sustainability Appraisal Objective	Detailed considerations	Yes/No	Comments	Notes on site based mitigation
To avoid damage to designated sites and species (including UK and Local BAP Priority Habitat and Species) and enhance biodiversity and geodiversity across the District	Will it conserve and enhance internationally nationally important wildlife sites?	Yes	- Site is not located within 2km of a statutory site and would not affect the integrity of any Site of Special Scientific Interest or Special Area of Conservation.	- None Identified
	Will it conserve and enhance locally important (non-statutory wildlife sites)?	Possibly	- There are three county wildlife sites within the outlined area, two of which are at Drakelow and one of which is in Cattle Gresley - There is an area of ancient woodland at Drakelow as well as a number of TPOs within the identified area	
	Could development affect protected species or BAP priority species?	Possibly	- Potential for a number of protected species on site or within 500m including Breeding Birds, Bats, GCN, Otter, Water Vole, Badger and invertebrates.	
	Will it provide tree planting or other habitat creation on site including National Forest Planting (where relevant)?	Yes	- There is potential for biodiversity gain on site including National Forest planting.	
	Will it protect sites of geological importance?	Yes	- There are no Regionally Important Geological Sites within this site	
To provide decent and affordable homes that meet local needs	Will it reduce the number of households waiting for accommodation?	--	- Not applicable	- None identified
	Will it increase the range and affordability of housing for all social groups?	--	- Not applicable	
	Will it improve the suitability of new homes for older and/disabled groups?	--	- Not applicable	
	Will it provide sufficient housing to meet existing and future need?	--	- Not applicable	
	Will it reduce the number of unfit or empty homes?	--	- Not applicable	
	Will it meet the needs of gypsies or travelling show people?	--	- Not applicable	

To improve the health and well-being of the population	Will it improve people's health or wellbeing?	Possibly	<ul style="list-style-type: none"> - The development of the site could boost local jobs and has potential to have significant benefits given the proximity of the site to Swadlincote and burton on Trent urban areas – many parts of which have higher than average levels of deprivation. - Development on a site this scale could also contribute towards local green infrastructure, which if accessible could make some contribution to health and wellbeing of local people. 	<ul style="list-style-type: none"> - Ensure new development improves access by walking and cycling routes locally
	Will it improve accessibility too healthcare for existing residents and provide additional facilities for new residents?	No	<ul style="list-style-type: none"> - Development is unlikely to contribute towards new health facilities 	
	Will it promote healthy lifestyles?	Yes	<ul style="list-style-type: none"> - Could improve locally available leisure opportunities - Could connect to an existing PROW network in this area and provide new National Forest planting 	
To improve community safety and reduce crime and fear of crime	Will it reduce crime and fear of crime	No	<ul style="list-style-type: none"> - No known issues with crime and antisocial behaviour across identified sites 	<ul style="list-style-type: none"> - As above
	Will it reduce the number of people involved in accidents	--	<ul style="list-style-type: none"> - No Data 	
To improve educational achievement and improve the District's skills base	Will it improve educational attainment amongst young people?	No	<ul style="list-style-type: none"> - Development is unlikely to have any significant effect against this objective. 	<ul style="list-style-type: none"> - None Identified.
	Will it reduce the number of working age residents who have no or lower level qualifications?	Yes	<ul style="list-style-type: none"> - Employment development could increase the number of local jobs which in turn would be likely to support on the job or other forms of training. 	
To promote social inclusion and reduce inequalities associated with deprivation across the District	Will it narrow the inequality gap between the richest and poorest in the District	Possibly	<ul style="list-style-type: none"> - Overall levels of deprivation a relatively high within the Swadlincote Urban Area compared to the remainder of the District. - However, access to the site is relatively poor and would need to be supported by additional public transport and walking and cycling provision to make the site more accessible. 	<ul style="list-style-type: none"> - None identified
To improve local accessibility to healthcare, education, employment, food shopping facilities, and recreational resources (including open spaces and sports facilities) and promote healthy and sustainable travel or non-travel choices	Will it make access easier for those households who do not have a car?	Possibly	<ul style="list-style-type: none"> - It is likely that significant new highways infrastructure would be needed to serve development in this location, potentially connecting the A38 to the A514 - Planning Consent for the redevelopment of the former Drakelow Power Station is conditional on the provision of a new bypass and river crossing connecting the site to the A38. - Existing buses run three times per hour between Burton and Swadlincote. The scale of the site could help support new or improved public transport services. - Development would need to be supported by significant improvements to walking and cycling routes 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it help deliver new or protect existing local services and facilities and promote the provision of new facilities and public transport provision?	Yes	<ul style="list-style-type: none"> - Development of this scale would contribute towards new open space provision and National Forest planting - New employment development would also increase local employment opportunities locally. - A development of this scale would need to be supported by improvements to public transport and walking and cycling routes locally 	
To make best use of existing infrastructure and reduce the need to travel and increase opportunities for non-car travel (public transport walking and cycling)	Will it minimise the impact of traffic congestion on the strategic and local road network?	Possibly	<ul style="list-style-type: none"> - Development in this area is unlikely to have any significant impact on the local road network and could enhance walking and cycling provision locally. - The development is related close to local employment, although its dislocation from other services could encourage car use 	<ul style="list-style-type: none"> - Requirements for Green Travel Plans, or other measures to secure non-car travel
	Will it increase the proportion of journeys using modes other than cars?	Possibly	<ul style="list-style-type: none"> - Unclear 	
	Will it make the best use of other infrastructure?	No	<ul style="list-style-type: none"> - Significant capacity improvements to local roads and the A38 (part of the Strategic Road Network). There is no information about the nature, cost or potential viability of such works - 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. Although it is unlikely that this could meet demands generated by development of the scale proposed 	

To achieve stable and sustainable levels of economic growth and maintain economic competitiveness	Will it encourage the creation of new businesses or existing businesses to grow?	Yes	- The provision of new employment sites could encourage the new businesses into the area, or stimulate local businesses to grow.	- None identified.
	Will it reduce unemployment rates and disparities across the district?	Yes	- Large scale employment growth is likely to contribute towards a general reduction in unemployment rates and could help create jobs accessible to communities with higher than average unemployment levels locally such as communities around Swadlincote and Burton. The scale of any benefit would be partially determined by accessibility of the site.	
	Will it encourage economic diversification?	Yes	- Development could improve the number of manufacturing, construction and business services jobs locally..	
To diversify and strengthen local urban and rural economies	Will it improve average incomes in the District?	--	- No data	- None identified.
	Will it ensure the provision of an adequate supply of employment land and protect existing viable employment sites?	Yes	- The allocation of employment land on this scale will ensure provision up to and beyond the plan period to 2028.	
	Will it help support and encourage the growth of the Rural Economy?	Possibly	- Large scale employment in this area could help create locally (rural) based support businesses and growth	
To enhance the vitality and viability of existing town and village centres	Will it improve existing shopping facilities?	No	- Site is located away from town centres in Swadlincote and Burton.	- Ensure good connectivity to Swadlincote/Burton on town centres
To improve the quality of new development and the existing built environment	Will it improve the quality of new development?	Possibly	- Performance will be dependent on the design and implementation of individual schemes.	- None identified
	Will it provide potential to use locally available natural resources and materials?	Possibly	- Dependent on design and implementation	
To minimise waste and increase the reuse and recycling of waste materials	Will it lead to the reduced consumption of materials?	No	- Economic development is likely to result in an increase in resource use.	- An appropriate design policy could help ensure measures to minimise waste
	Will it increase waste recovery and recycling?	Possibly	- New development could support improvements to waste recovery and recycling on the site. Scale of impacts would be dependent on site waste management.	
	Will it reduce the proportion of waste sent to landfill?	Possibly	- The site could be subject to areas of contamination due to its historic use as a landfill site. Site remediation could increase waste generation during construction although this is uncertain - Performance during operation will be dependent on the design and implementation of individual schemes.	
To promote sustainable forms of construction and sustainable use of natural resources	Will it promote the implementation of sustainable construction techniques?	Yes	- All new commercial buildings will be operationally carbon neutral by 2019 and would be expected to incorporate SuDs on implementation of Schedule 3 of the Flood and Water Management Act. - Prior to 2019 would be dependent on the approach of the developer in respect of site design and building construction.	- An appropriate policy could help ensure rainwater and grey water recycling on appropriate sites..
	Will it help reduce the need for land won primary minerals including sand and gravel?	No	- Part of the site is brownfield although this has consent for mixed use development and the developers have not indicated any intention towards employment use as part of a larger site.	
	Will it help ensure water resources are used efficiently?	Possibly	- May be potential for reuse of surface water on site for vehicle cleaning or servicing utilities. Would be dependent on site developer and occupiers specifying such measures - Potential for inclusion of SuDS which could contribute towards ground water recharge.	

To reduce water, light, air and noise pollution	Will it reduce water pollution?	No	- Development is unlikely to contribute towards water quality improvements within this area.	- Ensure appropriate amenity policies are included in the plan
	Will it reduce light pollution?	No	- Development of this nature is likely to lead to increased illumination locally during site development and occupation.	
	Will it improve air quality	No	- Development is unlikely to contribute towards air quality improvements locally. There are no air quality issues identified in this area.	
	Will it reduce noise pollution?	No	- Development is likely to lead to increased noise levels locally during site development and occupation	
To minimise the irreversible loss of undeveloped (greenfield) land	Will it reduce the loss of agricultural land to new development	No	- Site is largely greenfield and in agricultural uses. Part of the site around Drakelow Park is brownfield although this site has consent for a mixed use development and developer have not indicated any intention to reuse the site for employment use only	- None identified.
To reduce and manage flood risk and surface water run-off	Will it reduce the impacts of flood risk?	Yes	- There are notable areas within the identified site at medium to high risk of flooding along the Darklands Brook. - There is high risk of pluvial flooding in a number of areas within the development area. - Given the scale of the site in relation to areas at flood risk it is likely that development in flood zones could be avoided.	- Ensure development is steered away from areas at risk
	Will it reduce unmitigated release surface water runoff?	Yes	- New development would be expected to conform with emerging national SUDS legislation, and therefore surface water would have to be retained back to greenfield runoff rates, and would have no impact on flooding downstream.	
To reduce and manage the impacts of climate change and the District's contribution towards the causes	Will it reduce the causes of climate change?	Possibly	- Site is likely to increase resource and energy use - There may be potential for the site to be rail served.	- None Identified.
	Will it provide opportunity for additional renewable energy generation in the District?	Possibly	- Would be dependent on the design and implementation of any scheme.	
To protect and enhance the cultural, architectural and archeological heritage of the district.	Will it protect and enhance the setting of historic cultural, architectural and archaeological features in the District?	No	- Large scale development could impact on the setting of listed buildings and structures within and on the edge of Drakelow Park and at Royle Farm. - Large scale development could have a detrimental impact on the Walton on Trent Conservation Area - The loss of greenbelt as a result of this proposal could have a negative impact on the cultural identity of Swadlincote as the scale of growth could lead to the coalescence of the two towns if the whole site came forward for built development.	- Ensure that site respect locally important heritage assets
To improve access to the cultural heritage of the District for enjoyment and educational purposes	Will it improve access to the public and understanding of the District's historic and cultural features?	Possibly	- New development in this area is in the National Forest which is an increasingly important cultural ad leisure resource within the District - Development could improve footpath and cycle path connectivity potentially improving access to proposed routes within and around Drakelow Park (including listed buildings and ancient woodland) and Walton on Trent.	- Ensure sites connect to existing public rights of way and cycle routes.
To conserve and enhance the District's landscape and townscape character	Will it reduce the amount of derelict and degraded land within the District?	No	- Previously developed land at Drakelow will be used for mixed use development which is already consented - The Remainder of the site is greenfield and mainly in agricultural use.	- That existing hedgerows and tree belts on the site are preserved and inform site layout.
	Does it respect and protect existing landscape Character?	No	- Site is located away from areas of primary and secondary sensitivity according to the County Council's Areas of Multiple Environmental Sensitivity - 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.	
	Will it protect and create open spaces, landscape features, woodlands, hedges and ponds	Possibly	- The site lies within The National Forest and would contribute towards new tree planting and habitat creation. - There are a number of woodland block, ponds and established field boundaries on site. Given the scale of the site there may be potential to integrate some of these features into any employment site.	

South Derbyshire District Council
Community and Planning Services

Local Development Framework

**Environmental Report, Sustainability Appraisal
Draft Local Plan Part 1**

APPENDICES

September 2013



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