

DERBYSHIRE COUNTY COUNCIL

CABINET

10 February 2015

Joint Report of the Acting Strategic Director for Children & Younger Adults and the Strategic Director – Economy, Transport and Environment

**EDUCATION PLANNING FOR HOUSING GROWTH IN SOUTH DERBYSHIRE
– (CHILDREN AND YOUNG PEOPLE)**

1. Purpose of Report

To update Cabinet on the situation concerning housing development in South Derbyshire and the consequences for secondary education provision. The report also seeks approval to carry out an initial consultation on a possible location for a new secondary school that may be required in future.

2. Information and Analysis

On 21 January 2014, Cabinet agreed the report entitled 'Education Response to Housing Growth in South Derbyshire', Minute No. 23/14. The report provided details of housing proposals for 35,354 dwellings in the Derby Housing Market Area (Derby HMA), which incorporates Amber Valley, Derby City and South Derbyshire (the housing figure has since been revised to 33,388). The draft South Derbyshire Local Plan – Part 1 proposed a total of 13,454 houses in South Derbyshire, of which approximately 6,500 would be on the city boundary, for the period up to 2028. The report concluded that one or two new secondary schools would be required to accommodate the additional pupils arising from the proposed housing.

Since that date, the core strategies of the three authorities making up the Derby HMA have progressed to different schedules. Amber Valley Borough Council's plan was submitted to the Secretary of State for Communities and Local Government (SoS) in December 2013, but has had its examination in public (EIP) suspended until early 2015 for further work. South Derbyshire District Council submitted their plan in August 2014. The EIP hearings finished in December 2014 and the Planning

Inspector's report is expected in early 2015. Derby City Council is proposing to submit its plan in Spring 2015.

The housing growth figures set out in the January 2014 paper are therefore not final, as numbers and sites can change during the plan-making process. Furthermore, additional sites are being proposed for housing by developers via planning applications, and some of these may be approved, changing the pattern of proposed housing described in the draft Local Plans.

Plans to address the education provision issues arising from this housing growth therefore need to be developed to respond to a situation that may change in terms of both scale and location of housing and must therefore contain sufficient flexibility.

Developer contributions towards Education infrastructure – S106

The County Council has a Developer Contributions Protocol under which it seeks funding from developers via Section 106 Agreements (S106) to provide new school places that are required as a result of housing development. The January report set out that, under this protocol, the proposed housing at a total of 38 development sites would generate approximately £21 million for secondary provision in the County and a further £24 million for the City. The report assumed that all developers would pay the contributions required under the protocol.

The Planning Act 2008 introduced the 'Community Infrastructure Levy' (CIL) as an alternative infrastructure funding mechanism to S106. In 2010, the government introduced CIL regulations and these have been amended repeatedly. These regulations have important consequences for the County Council in addressing the education need arising from the developments detailed in the January report. In particular, the regulations state that, from April 2015, no more than five S106 obligations can be used together (pooled) to provide a particular infrastructure project or type (such as a school). In addition, the regulations are back dated to 2010 which means that, in some cases, where we have already secured five S106 obligations with an education contribution since 2010, no further obligations can be sought for that particular infrastructure project. Therefore, the assumption in the January report that all developers would pay in full the S106 contributions required under the protocol may no longer be realistic.

The Government's intention is that CIL will provide an alternative funding mechanism to S106. However, the move towards CIL has been slow and none of the Derby HMA authorities have yet reached the initial stage of publishing a preliminary draft Charging Schedule. In addition, where site viability is marginal, affordable housing often takes priority over

contributions to education in the District and Borough Councils' negotiations with developers.

The conclusion is that, whether funding is secured via the existing S106 system or through CIL, there may be a very significant shortfall on the funding required to meet the need for secondary places in particular over the coming years.

The cost of a new secondary school would be in the region of £25 million for construction, plus site acquisition. The current Department for Education (DfE) view is that basic need capital funding should not be used to provide places that are required as a result of housing development. However, the restrictions on pooling S106 funding due to come in from April 2015 under the CIL regulations make funding additional places very challenging. There would be benefit in approaching Government to request that the DfE provide additional Basic Need funding to meet the need for places that is a consequence of housing development.

Planning for new secondary provision

The January 2014 report identified housing developments that would generate a total of 2,596 secondary aged children (including 16+). Of these, 966 were in Derby City and 1,630 in the county. Since that time, Derby City Council has carried out an analysis of the potential capacity of its existing schools and agreed that around 1,000 additional secondary school places can be provided within two of its existing schools, Murray Park and City of Derby Academy, and has concluded that its strategy for providing secondary places will be the expansion of existing schools. Furthermore, there is some scope for some development within the county to feed into secondary schools in the city.

The list of developments for which the County Council now needs to develop its strategic education plans is listed in appendix 1, and a map showing these developments is included at appendix 2. The County Council projects that the total number of 11-18 year olds from developments within the county who will require secondary school places once the plan is fully implemented is 1,568. Some of these developments, in particular those in Hilton, Hatton and Etwall can only reasonably be served by John Port School, reducing the potential number of students in a new school by 146. In addition, two developments were approved as part of the previous conjoined inquiry in 2009 where provision was made for these developments to feed into City of Derby Academy. The total number of students from these two developments is 117. There are some developments in the areas of existing primary schools that feed into Chellaston. This is assumed to continue resulting in a total number of 1,267 students (906 secondary pupils aged 11-16 and 361 post-16 pupils) from the currently proposed developments who will require places, to

support a new school. It is therefore concluded that only one new school is required in Derbyshire to meet this need.

The Cabinet report of January 2014 referred to above, stated the intention to identify potential broad locations for new secondary provision that would provide a good geographical split across the area and include the potential for a new school in Melbourne. The map at appendix 2 shows that the proposed school would be providing places to serve a wide arc around the edge of Derby City from the west to the south east. No specific sites have yet been identified. Three potential broad locations for new schools have been identified which are close to major areas of housing development, namely at:

- Findern
- Stenson Fields / Wragley Way
- Boulton Moor

In addition, an option for a new school at Melbourne has been explored. Under this option, Melbourne Junior School would feed into the new school. This would result in a reduction in potential admissions to Chellaston Academy. In order to make up this number, developments delivering an equivalent number to Melbourne Junior School have been assumed to feed into Chellaston. Appendix 3 shows a possible allocation of areas to secondary schools under this option.

One further consideration is that Derby City has indicated that there is potential for City of Derby Academy to expand to include students from the Wragley Way development. This development is expected to produce 390 pupils aged 11-18 (293 aged 11-16). The impact of this proposal would be to reduce the size of the new school to 612 x 11-16 places by the end of the period. It is therefore concluded that this option would be of a size that would be smaller than our minimum size for a new secondary school.

The options are set out in appendices 1 and 3. For each development / school, a distance is given and a total distance. This is not a travel to school distance because these cannot be determined yet. There is no specific site for a new school and the road networks within the developments have in most cases not been designed or developed. The distances are therefore straight line distances to give some indication of the relative merits of each option. Actual travel to school distances will naturally be greater. However, this conclusion assumes that all the developments would be served by the new school. In reality, actual patterns of school attendance will be based also on the choices parents make, the availability of places in other schools and the decisions of admissions authorities in terms of setting normal areas. All of these factors change from time to time.

For the purpose of the proposed consultation it is not feasible to try to agree a redrawing of normal areas across the city and the south of the county to produce a more optimal allocation of developments to schools. In any case, the key data required to support such a redrawing depends on the demographic profile of each area and the popularity of each school at a particular time. It would be extremely problematic to attempt to do this as an abstract exercise based on a situation that may pertain sometime after 2028 (the timescale for the full delivery of the housing proposals). A more fundamental redrawing of areas will remain an option open to schools and communities in the future.

Criteria for Selecting preferred option

The choice of the best option is dependent on the criteria applied. The Authority is proposing to use the following Educational and Planning criteria to assess the options throughout this process. Some of these become more important at the next stage. The following criteria have been used to undertake an initial appraisal of the potential broad locations. A more detailed assessment of any preferred option would need to be undertaken as part of the proposed consultation.

Educational Criteria	
1. The strategy should minimise disruption to the pre-existing education provision in other schools.	<p>This criterion has been assessed by looking at two factors: the number of existing secondary schools within 2 miles of the proposed new site and the number of existing primary schools that are nearer to the proposed location of the new school than they are to their existing normal area school. A table showing how these scores are developed is included at Appendix 5. Where other factors have been taken into account, this is noted in the comments on each option.</p> <p>This criterion is scored out of 8</p>
2. Individual communities ideally should not be split between normal areas of different schools.	This criterion is scored out of 8

3. Any new school should be of sufficient size so as to be able to offer a broad curriculum 750 pupils (11-16) would be regarded as a minimum.	This factor has not been scored at this stage but will become more influential when decisions are required on when to proceed to open a new school.
4. Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?	This factor has not been scored at this stage but will be critical in identifying an actual site which is the next stage of the process.
5. Property and Land Acquisition	This criteria looks at the potential costs of acquiring a site, based on advice on land values and transactions from Derbyshire County Council's Property Services.
6. Highway Access	This criteria looks at whether there are any major constraints to providing safe highway access.
7. Strategic Transport and Travel Distances	This criteria looks at the potential impacts of a new school on the strategic transport network and the distances that pupils would have to travel from the housing development to the new school. Mitigating strategic transport impacts and providing transport to school could have significant revenue implications and therefore this criterion is scored out of 8.
8. Flood risk and water management	This criteria looks at whether there are any flood risk or water management issues.
9. Sustainable development and planning considerations	This criteria looks at other planning and environmental issues.

Option Evaluation

Each of the options is examined below against each of the criteria and scores are provided. Appendix 4 has detailed comments on each location.

Boulton Moor

Sites are scored on a 1-4 scale with 4 being the highest.

Criteria	Score	Notes
1. Education - The strategy should minimise disruption to the pre-existing education service.	2	This location is the lowest ranked based on the table at appendix 5. This is due to there being three secondary schools within two miles of the site and two existing primary schools being closer to the site than their normal area school
2. Education - Individual communities ideally should not be split between normal areas of different schools.	6	The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options
3. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	The new school should eventually total around 1200-1300 including 16+
4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due	0	Yes assuming sufficient land is purchased

to further housing?		
5. Property and land acquisition	4	Agricultural use Relatively low 'hope value'
6. Highways Access	4	Access could be achieved
7. Strategic Transport and Travel Distances This criterion is scored out of 8	6	Average travel distances are second lowest (ranked 2 nd)
8. Flood risk and water management	3	At risk from surface water flooding Flood Risk Zone 2
9. Sustainable Development and Planning Considerations	2	Green Belt Elvaston Castle Potential for minerals extraction Well related to proposed housing development
TOTAL SCORE	27	

Findern

Sites are scored on a 1-4 scale with 4 being the highest.

Criteria	Score	Notes
1. Education - The strategy should minimise disruption to the pre-existing education service.	6	This is the second best location on this criterion as there is only one school within 2 miles and two primary schools closer to the location than the normal area school.
2. Education - Individual communities ideally should not be split between normal areas of different schools.	6	The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options
3. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	The new school should eventually total around 1200-1300 including 16+
4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?	0	Yes assuming sufficient land is purchased
5. Property and land acquisition	1	High residential value

6. Highways Access	4	Access could be achieved
7. Strategic Transport and Travel Distances	4	Average travel distances are second highest (ranked 3 rd)
8. Flood risk and water management	1	At risk from surface water flooding Flood Risk Zone 3
9. Sustainable Development and Planning Considerations	3	No major planning considerations Well related to proposed housing development
TOTAL SCORE	25	

Melbourne

Sites are scored on a 1-4 scale with 4 being the highest.

Criteria	Score	Notes
1. Education - The strategy should minimise disruption to the pre-existing education service.	6	The Melbourne option would score highly due to its distance from other schools. However, this option involves a redefining of Chellaston Academy's normal area to remove Melbourne which would be served by the new school. Chellaston is an academy and may not agree to this. It is possible that some Melbourne residents would seek places at Chellaston because of its reputation. As a consequence, this option could be quite disruptive and therefore a lower score has been applied (a score of 8 reduced to 6)
2. Education - Individual communities ideally should not be split between normal areas of different schools.	4	Boulton Moor would remain split but between Chellaston and Noel Baker. In addition there is potential for Melbourne to be split between Chellaston and a new school as outlined above
3. Education - Any new	0	The new school should

school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.		eventually total around 1200-1300 including 16+
4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?	0	Yes assuming sufficient land is purchased
5. Property and land acquisition	3	Agricultural use Relatively high 'hope value'
6. Highways Access	4	Access could be achieved
7. Strategic Transport and Travel Distances	2	Average travel distances are highest (ranked 4 th)
8. Flood risk and water management	4	At risk from surface water flooding
9. Sustainable Development and Planning Considerations	2	Swarkestone Causeway is a scheduled ancient monument Well located to existing community Not well related to majority of proposed housing development
TOTAL SCORE	25	

Stenson Fields / Wragley Way

Criteria	Score	Notes
1. Education - The strategy should minimise disruption to the pre-existing education service.	4	This option has two secondary school within 2 miles and two primary school closer to the location than their normal area school. It is therefore the third best location on this criterion
2. Education - Individual communities ideally should not be split between normal areas of different schools.	6	The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options
3. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	The new school should eventually total around 1200-1300 including 16+
4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?	0	Yes assuming sufficient land is purchased

5. Property and land acquisition	2	Residential value No site identified
6. Highways Access	4	Access could be achieved
7. Strategic Transport and Travel Distances	8	Average travel distances are fourth highest (ranked 1 st)
8. Flood risk and water management	1	At risk from surface water flooding Flood risk zone 2 Ecological value Regionally Important Geological Site
9. Sustainable Development and Planning Considerations	4	No major planning considerations Well related to proposed housing development
TOTAL SCORE	29	

Consultation

The analysis set out in this report concludes that the best locations to explore for providing a new school are Stenson Fields/ Wragley Way and Boulton Moor. This paper carries a recommendation that the Authority now consults interested parties on the proposal to investigate these two locations in more detail. The consultation also allows locations that have not been assessed to be proposed by consultees or alternative views on the assessments included above to be suggested. A consultation paper to this effect is attached at appendix 6 (based on the information included elsewhere in this report).

The consultation paper proposes a public consultation of just over six weeks running from 18th February 2015 until 3rd April 2015. Representations will be invited in writing or via email to the Planning Policy (Economy, Transport and Environment Department) team.

Following the consultation, the Authority will review the responses received and assess any additional locations identified through the consultation. The outcome of this assessment and consultation will be presented to Cabinet on 26th May 2015 and a preferred and reserve location will be identified. Cabinet will be asked to agree a more detailed investigation of the preferred and reserve locations before reaching a final decision on siting the new school.

No decision has yet been taken on the timing of the opening of the new school as this will depend on future rates of housing development and available funding. These issues will be subject of a future report to Cabinet.

3. Financial Considerations

The cost of any scheme will vary according to the size of the school and the timing of the project and will therefore be subject of a future report to Cabinet.

4. Legal Considerations

Local authorities have a duty to ensure sufficiency of school places in their area under Section 14 of the Education Act 1996.

Where the local authority considers there is a need for a new school in its area, it must seek proposals to establish an academic/free school under Section 6A of the Education and Inspections Act 1996. These statutory proposals are required once a suitable site for the new school has been identified following consultation.

5. Other Considerations

In preparing this report the relevance of the following factors has been considered:- prevention of crime & disorder, equality of opportunity, environmental, health, human rights, human resources, property, economic regeneration and transport considerations.

6. Is it necessary for the call-in period to be waived in respect of the decisions being proposed in the report? No

7. Background Papers

‘Education Response to Housing Growth in South Derbyshire’ – Cabinet report dated 21 January 2014, Minute No. 23/14
(http://www.derbyshire.gov.uk/images/2014-01-21%20South%20Derbyshire%20Housing_tcm44-239613.pdf) held on file by Kevin Firth.

8. **Key Decision** Yes

9. **Officer Recommendation** That approval be given to:

9.1. Carry out a consultation (as set out at Appendix 6) on our analysis leading to the the preferred and reserve locations for a new school and inviting views on this analysis and any other proposals for locations that have not yet been considered;

9.2. Approach the Government/DfE to request a resolution of the current funding restriction highlighted in this report (paragraph 2.5-2.9)

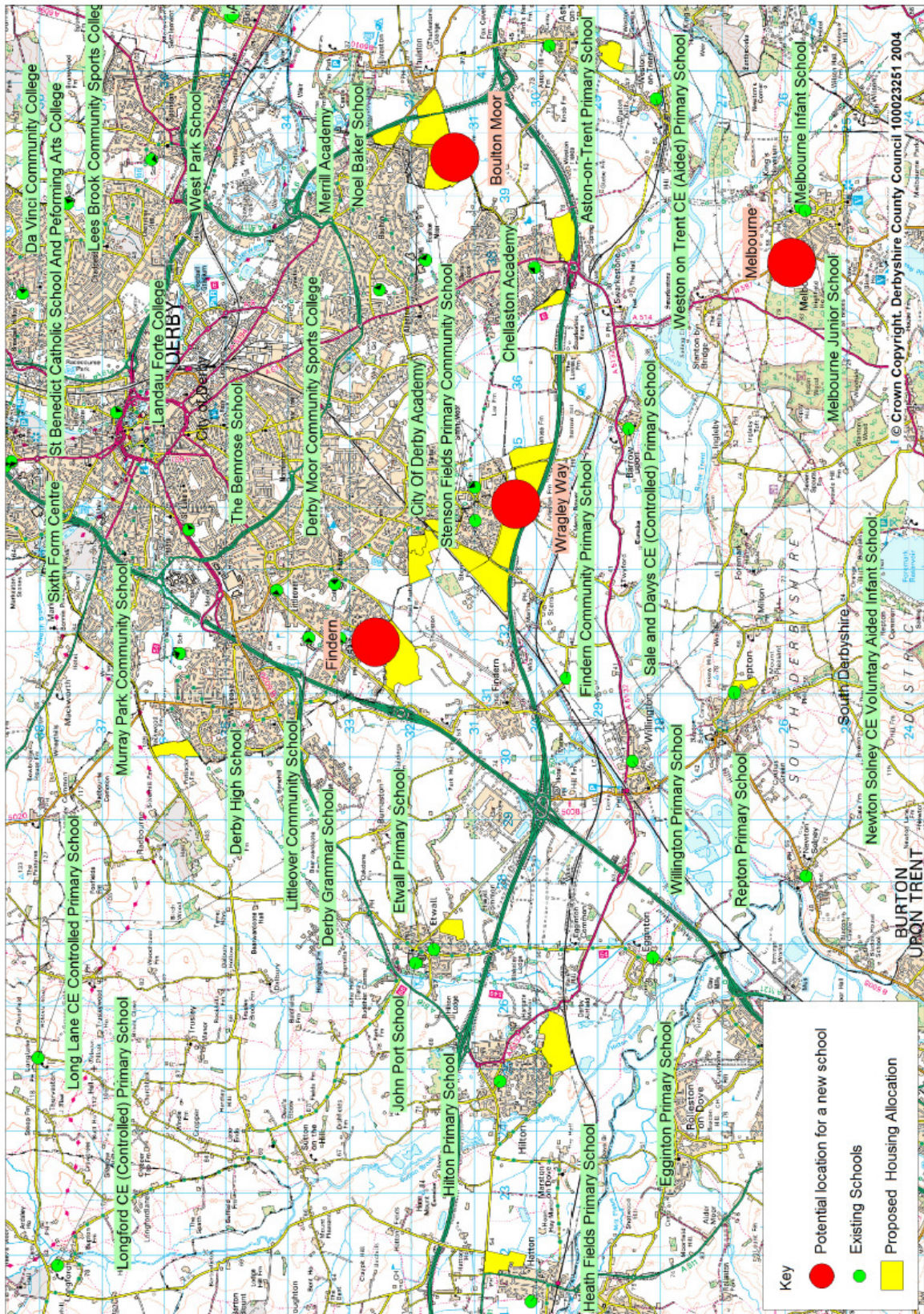
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Appendix 1

Proposed housing sites and new school location options																
Site Name	Proposed Number of Dwellings	Est. Secondary Pupils	New School **	New secondary school location options with distances (all distances measured in miles)						John Port		City of Derby Academy		Chellaston Academy		
				Boulton Moor	total pupil distance	Findern	total pupil distance	Wragley Way	total pupil distance	pupils	pupils	distance	total distance	pupils	distance	total distance
Chellaston Fields	500	100	100	1.4	140	4.7	470	2.7	270							
Lard west of Holmleigh Way	119	24	24	1.8	43	4.1	98	2.2	52							
Boulton Moor Planning Inquiry	1058	212	212	0.2	42	5.4	1143	3.2	677							
Boulton Moor Phase 3	190	38	38	0.2	8	5.4	205	3.9	148							
Boulton Moor Phase 2	700	140	140	0.2	28	5.4	756	3.5	490							
Hackwood Farm, Mickleover	290	58	58	6.7	389	2.4	139	4.2	244	0						
Wragley, Way Sinfitt	1086	217	217	3.7	804	2.2	478	0.0	0				0	1	0	
Wragley, Way Sinfitt	358	72	72	3.7	265	2.2	158	0.0	0				0	1	0	
Wragley, Way Sinfitt	504	101	101	3.7	373	2.2	222	0.0	0				0	1	0	
Stenson Fields Allocation	98	20			0		0		0				20	1	20	
Stenson Road Conjoined Inquiry	487	97			0		0		0				97	1	97	
Primula Way	500	100	100	4.1	410	1.4	140	1.1	110							
Highfields Farm Conjoined Inquiry Site	1029	206	206	5.5	1132	0.4	82	1.8	370					1		
Hatton*	400	60			0		0		0							
Willington Road, Etwell*	100	15			0		0		0							
Longlands, Repton*	100	15			0		0		0							
Hilton Depot*	485	73			0		0		0							
Aston Hospital Site (currently in Chellaston normal area but could feed into new school)	74	11		1.8	0	6.7	0		0						11	
Kings Newton Lane (currently in Chellaston normal area but could feed into new school)	66	10													10	
	8144	1568			0		0		0							
			1267		0		0		0							
			total distance		3633		3890		2362				117		0	
			average pupil distance		2.9		3.07		1.86						0	
																total
																1568

Appendix 2



Appendix 3

Proposed housing sites and new school - Melbourne options													
Housing development site name	Proposed Number of Dwellings	Est. Secondary Pupils	New School in Melbourne	Distance to proposed secondary school (in miles)	total distance	John Port		City of Derby Academy			Chellaston Academy		
						pupils		pupils	distance	total distance	pupils	distance	total distance
Chellaston Fields	500	100									100	0.5	50
Land west of Holmleigh Way	119	24									24	0.5	12
Boulton Moor Planning Inquiry	1058	212									212	2.0	423
Boulton Moor Phase 3	190	38									38	2.0	76
Boulton Moor Phase 2	700	140									140	1.5	210
Hackwood Farm, Mickleover	290	58	58	8	464								
Wragley, Way Sinfen	1086	217	217	3.8	825								
Wragley, Way Sinfen	358	72	72	3.8	272								
Wragley, Way Sinfen	504	101	101	3.8	383								
Stenson Fields Allocation	98	20						20	1	20			
Stenson Road Conjoined Inquiry	487	97						97	1	97			
Primula Way	500	100	100	4.8	480								
Highfields Farm Conjoined Inquiry Site	1029	206	206	5.7	1173								
Hatton*	400	60				60							
Wilmington Road, Etwell*	100	15				15							
Longlands, Repton*	100	15				15							
Hilton Depot*	485	73				73							
Aston Hospital Site (currently in Chellaston normal area but could feed into new school)	74	11	11	1.8	20	6.7	74		0				
Kings Newton Lane (currently in Chellaston normal area but could feed into new school)	66	10	10	1.0	10								
	8144	1568	753										
Plus children from Melbourne Junior	525		1278			169	191				513		
total			2806						117				771
			total distance		3627								
			average distance		3.44								

Appendix 4

Detailed Comments on Options

Boulton Moor

1. The strategy should minimise disruption to the pre-existing education provision in other schools.

This location is the lowest ranked based on the table at appendix 5. This is due to there being three secondary schools within two miles of the site and two existing primary schools being closer to the site than their normal area school

2. Individual communities ideally should not be split between normal areas of different schools.

The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options

3. Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.

The new school should eventually total around 1200-1300 including 16+

4. Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?

Yes assuming sufficient land is purchased

5. Property and land acquisition

It is assumed that a site in this location would have an agricultural value. An allowance for some 'hope value' to account for the landowner's likely aspirations for future housing development has been made. This location is designated as Green Belt which means that any housing development in the foreseeable future is unlikely.

Therefore a value towards the lower end of the value range provided by Property Services (£50,000 (agricultural) - £600,000 (high value residential) per acre, of approximately £75,000 per acre, is considered to be reasonable.

Any actual land value would be subject to negotiation, planning and satisfactory results of all surveys and ground investigations. The actual land value will depend on the specific site's location, physical factors (geography/soil conditions/ground stability/size/any trees on site/ boundaries/flooding), legal issues (clarity of freehold ownership & title/rights of way/covenants/wayleaves & easements) environmental issues (e.g. presence of protected species of flora/fauna); possible contamination from industry e.g. tipping, mining or quarrying or naturally occurring; accessibility and highways; availability of mains services; planning policy; the local market for land & recent transactions in the area & the shortage or otherwise of development land in the area etc.; and the willingness of the landowner to

sell the land.

6. Highways Access

It is likely that a suitable access could be achieved once improvements to the road network in this area are complete.

7. Strategic Transport and Travel Distances

The analysis includes an estimate of the number of pupils likely to require a secondary school place together with an estimate of 'crow-fly' distance from which an 'average distance' is calculated for each of the housing sites identified in the analysis. In the interests of sustainable development, a lower pupil average travel distance is more desirable, particularly where students would have an opportunity to travel on foot or bicycle rather than by private car or more usually parent dropping pupil off. Of the four options, Boulton Moor has the third highest average travel distance (ranked 2nd).

Any proposal for a new school would need to be supported by a Transportation Assessment underpinned by some modelling runs. There are cost implications in doing this work which would need to be considered.

8. Flood risk and water management

A review of Derbyshire County Council (DCC) surface water model outputs indicates that this location is likely to be subject to surface water flooding during the critical storm duration in the 1 in 100 year return period event in its current land use. The model shows approximately 25% of the location is affected by areas of surface water, the largest of which are indicated in the north east of the proposed development site.

An analysis of the DCC surface water model outputs for the 1 in 1000 year critical storm duration rainfall event indicate that the location may be susceptible to further areas of surface water flooding showing approximately 40% of the location affected by surface water. This is concentrated to the north of the area.

DCC has received no reported historical incidences of flooding at this location.

According to the Environment Agency's (EA) fluvial modelling the location appears to interact with Flood Zone 2.

A brief review of the county ecological information shows that there have been no reported ecological records within close proximity of this location.

An analysis of the British Geological Survey (BGS) data for this location is summarised below:

- The groundwater may be vulnerable to contamination therefore infiltrating water should be free of contaminants,
- Groundwater is likely to be less than 3 m below the ground surface for at least part of the year,
- There are very significant constraints which are associated with infiltration, and
- Ground instability problems are probably present. Increased infiltration may result in

ground instability over more than 60% of the site.

It is recommended that a site specific ground investigation is undertaken when a specific site is identified, based on the review of the BGS data.

9. Sustainable Development and Planning Considerations

A school at this location would be well related to significant levels of proposed housing development and integrated with the wider community.

However, a site in this location would be within the Green Belt. A case would need to be made to justify why a school is required in this location as an 'exceptional circumstance' to Green Belt policy.

The location is close to Elvaston Castle and has the potential to impact on the views and setting of the Castle. However, it should be acknowledged that there is new housing proposed in this area which will also have an impact. Therefore the additional impact of a new secondary school above the new housing is unlikely to be significant. The proximity to Elvaston Castle should not be seen as an 'absolute constraint' but it does mean that consideration will need to be given to the need for high quality design and landscaping to mitigate the impact; this could result in higher design and construction costs.

The location is in a mineral extraction area. There is potential for gravel extraction and backfilling prior to construction of a new school. This could generate income to help fund delivery of the school.

Deposits within the Trent Valley are typically three metres deep. A site of 10 hectares would generate 300,000 m³ or 600,000 tonnes of sand and gravel. Sand and gravel is worth between £5 and £10 per tonne, excluding works. This gives a conservative approximate value of £3,000,000. There would be interest from the minerals industry in developing in this area for mineral extraction but as a standalone operation it would take up to five years to sell the product. Transportation of the raw product to a local sand and gravel quarry may significantly reduce profit.

Filling of the void with appropriate material is dependent on the availability of inert materials. This would generate a profit but the timescales are uncertain.

Mineral extraction and the backfilling of inert waste would be at least a two year operation, but could be phased to run contiguous with the school development.

Consideration needs to be given to the risk that built development (e.g. school buildings) could sterilise the mineral reserve; however, school playing fields may be justified.

The site is a 'gateway location' to Derby and consideration should be given to the need for high quality design.

Findern Area

1. Education - The strategy should minimise disruption to the pre-existing education

<p>service.</p> <p>This is the second best location on this criterion as there is only one school within 2 miles and two primary schools closer to the location than the normal area school.</p>
<p>2. Education - Individual communities ideally should not be split between normal areas of different schools.</p> <p>The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options</p>
<p>3. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.</p> <p>The new school should eventually total around 1200-1300 including 16+</p>
<p>4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?</p> <p>Yes assuming sufficient land is purchased</p>
<p>5. Property and land acquisition</p> <p>It is assumed that a site at this location would have a residential value. Land in this area is subject to current planning applications and is allocated for residential development in the draft South Derbyshire Local Plan.</p> <p>Therefore a value at the higher end of the value range provided by Property Services (£12,000 (agricultural) - £600,000 (high value residential) per acre), of approximately £500,000 per acre, is considered to be reasonable.</p> <p>Any actual land value would be subject to negotiation, planning and satisfactory results of all surveys and ground investigations. The actual land value will depend on the specific site's location, physical factors (geography/soil conditions/ground stability/size/any trees on site/ boundaries/flooding), legal issues (clarity of freehold ownership & title/rights of way/covenants/wayleaves & easements) environmental issues (e.g. presence of protected species of flora/fauna); possible contamination from industry e.g. tipping, mining or quarrying or naturally occurring; accessibility and highways; availability of mains services; planning policy; the local market for land & recent transactions in the area & the shortage or otherwise of development land in the area etc.; and the willingness of the landowner to sell the land.</p>
<p>6. Highways Access</p> <p>It is considered that a scheme to provide a school in this location could be achieved from a Highways perspective.</p>
<p>7. Strategic Transport and Travel Distances</p> <p>The analysis includes an estimate of the number of pupils likely to require a secondary</p>

school place together with an estimate of 'crow-fly' distance from which an 'average distance' is calculated for each of the housing sites identified in the analysis. In the interests of sustainable development, a lower pupil average travel distance is more desirable, particularly where students would have an opportunity to travel on foot or bicycle rather than by private car or more usually parent dropping pupil off. Of the four options, Findern has the second highest average travel distance (ranked 3rd).

Any proposal for a new school would need to be supported by a Transportation Assessment underpinned by some modelling runs. There are cost implications in doing this work which would need to be considered.

8. Flood risk and water management

A review of Derbyshire County Council (DCC) surface water model outputs indicates that this location is likely to be subject to surface water flooding during the critical storm duration in the 1 in 100 year return period event in its current land use. The model shows surface water flooding to the south east of this location.

An analysis of the DCC surface water model outputs for the 1 in 1000 year critical storm duration rainfall event indicates that the location may be susceptible to further areas of surface water flooding showing the east of the location subject to surface water flooding. There are further smaller patches in the centre and northwest corner of the location affected by surface water according to this modelling.

DCC has one reported historical incidence of flooding within a close proximity of this location. The incident occurred on Rykneld Road in January 2008 and is related to surface water flooding to the outside of a property.

A brief review of the county ecological information shows that there have been no reported ecological records within close proximity of this location.

An analysis of the British Geological Survey (BGS) data is summarised below:

- The groundwater may be vulnerable to contamination therefore infiltrating water should be free of contaminants,
- Groundwater is likely to be less than 3 m below the ground surface for at least part of the year,
- The subsurface is potentially suitable for infiltration SuDS although the design will be influenced by the ground conditions, and
- Increased infiltration is unlikely to result in ground instability however, between the two watercourses increased infiltration may result in ground instability.

It is recommended that a site specific ground investigation is undertaken when a specific site is identified, based on the review of the BGS data.

9. Planning

There are no major planning considerations that could be considered absolute constraints to development of a secondary school in this location.

A school at this location would be well related to significant levels of proposed housing development and integrated with the wider community.

Melbourne

1. Education - The strategy should minimise disruption to the pre-existing education service.

The Melbourne option would score highly due to its distance from other schools. However, this option involves a redefining of Chellaston Academy's normal area to remove Melbourne which would be served by the new school. Chellaston is an academy and may not agree to this. It is possible that some Melbourne residents would seek places at Chellaston because of its reputation. As a consequence, this option could be quite disruptive and therefore a lower score has been applied (a score of 8 reduced to 6)

2. Education - Individual communities ideally should not be split between normal areas of different schools.

Boulton Moor would remain split but between Chellaston and Noel Baker. In addition there is potential for Melbourne to be split between Chellaston and a new school as outlined above

3. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.

The new school should eventually total around 1200-1300 including 16+

4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?

Yes assuming sufficient land is purchased

5. Property and land acquisition

It is assumed that this location would have an agricultural value. Melbourne has a strong housing market and high levels of developer interest, with a number of current planning applications for residential development. An allowance for 'hope value' to account for the landowner's likely aspirations for future housing development has been made.

Accounting for the high 'hope value' in this location, a value towards the lower end of the value range provided by Property Services (£12,000 (agricultural) - £600,000 (high value residential) per acre, of approximately £150,000 per acre, is considered to be reasonable.

Any actual land value would be subject to negotiation, planning and satisfactory results of all surveys and ground investigations. The actual land value will depend on the specific site's location, physical factors (geography/soil conditions/ground stability/size/any trees on site/ boundaries/flooding), legal issues (clarity of freehold ownership & title/rights of way/covenants/wayleaves & easements) environmental issues (e.g. presence of protected species of flora/fauna); possible contamination from industry e.g. tipping, mining or quarrying or naturally occurring; accessibility and highways; availability of mains services; planning policy; the local market for land & recent transactions in the area & the shortage or otherwise of development land in the area etc.; and the willingness of the landowner to

sell the land.

6. Highways Access

The location appears to have sufficient frontage to the public highway for a suitable access to be achieved.

7. Strategic Transport and Travel Distances

Even a small secondary school in Melbourne would need to draw its students over a wide area of South Derbyshire including possibly parts of the Derby City in order to be viable from an education curriculum perspective. The main route between Melbourne and Derby is the A514 and B587 requires crossing of the River Trent by the Swarkestone Causeway. Swarkestone Causeway is a scheduled ancient monument and therefore not suitable for significant increases in traffic particularly larger vehicles, including buses. On this basis a secondary school would be a significant generator of additional traffic access at Swarkestone Causeway and so is not something that the Highway Authority would recommend. On this basis a new secondary school in Melbourne would not be regarded as desirable from this perspective.

The analysis includes an estimate of the number of pupils likely to require a secondary school place together with an estimate of 'crow-fly' distance from which an 'average distance' is calculated for each of the housing sites identified in the analysis. Clearly in the interests of sustainable development, a lower pupil average travel distance is more desirable, particularly where students would have an opportunity to travel on foot or bicycle rather than by private car or more usually parent dropping pupil off. Of the four options, Melbourne has the highest average travel distance (ranked 4th).

Any proposal for a new school would need to be supported by a Transportation Assessment underpinned by some modelling runs. There are cost implications in doing this work which would need to be considered.

8. Flood risk and water management

A review of Derbyshire County Council (DCC) surface water model outputs indicates that this location is likely to be subject to surface water flooding during the critical storm duration in the 1 in 100 year return period event in its current land use. The model shows patches of surface water flooding in the northwest.

An analysis of the DCC surface water model outputs for the 1 in 1000 year critical storm duration rainfall event indicates that the location may be susceptible to further areas of surface water flooding in the west.

DCC has received no reported historical incidences of flooding within this location.

An analysis of the British Geological Survey (BGS) data is summarised below:

- The groundwater may be vulnerable to contamination therefore infiltrating water should be free of contaminants,
- Groundwater is likely to be less than 3m below the ground surface for at least part of the year on the west of the proposed site. On the east groundwater is likely to be more than 5m below the surface throughout the year,

- The subsurface is probably suitable for infiltration SuDs although the design may be influenced by the ground conditions on the east of the proposed site, on the west there are opportunities for bespoke infiltration SuDS, and
- Increased infiltration may result in ground instability.

It is recommended that a site specific ground investigation is undertaken when a specific site is identified, based on the review of the BGS data.

9. Planning

With the exception of the impact on a scheduled ancient monument, there are no major planning considerations that could be considered absolute constraints to development of a secondary school in this location.

A school at this location would be well related to the existing community.

However, significant housing growth is not proposed in this location, meaning that the new school would attract a large number of pupils travelling from a wider area.

A new school in this location could create pressure on existing services, facilities and transport networks, including the Swarkestone Causeway (see comments above).

This is not considered to be as sustainable an option as a location closer to proposed housing development in the Derby Urban Area.

Stenson Fields / Wragley Way

1. Education - The strategy should minimise disruption to the pre-existing education service.

This option has two secondary school within 2 miles and two primary school closer to the location than their normal area school. It is therefore the third best location on this criterion

2. Education - Individual communities ideally should not be split between normal areas of different schools.

The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options

3. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.

The new school should eventually total around 1200-1300 including 16+

4. Education - Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?

Yes assuming sufficient land is purchased

5. Property and land acquisition

It is assumed that this location would have a residential value. However it is considered that values in the Stenson Fields / Wragley Way area are slightly lower than in the Findern area located further to the west.

Therefore a value at the higher end of the value range provided by Property Services (£12,000 (agricultural) - £600,000 (high value residential) per acre), of approximately £350,000 per acre, is considered to be reasonable.

Any actual land value would be subject to negotiation, planning and satisfactory results of all surveys and ground investigations. The actual land value will depend on the specific site's location, physical factors (geography/soil conditions/ground stability/size/any trees on site/ boundaries/flooding), legal issues (clarity of freehold ownership & title/rights of way/covenants/wayleaves & easements) environmental issues (e.g. presence of protected species of flora/fauna); possible contamination from industry e.g. tipping, mining or quarrying or naturally occurring; accessibility and highways; availability of mains services; planning policy; the local market for land & recent transactions in the area & the shortage or otherwise of development land in the area etc.; and the willingness of the landowner to sell the land.

6. Highways Access

It is considered that a scheme to provide a school in this location could be achieved from a Highways perspective.

7. Strategic Transport and Travel Distances

The analysis includes an estimate of the number of pupils likely to require a secondary school place together with an estimate of 'crow-fly' distance from which an 'average distance' is calculated for each of the housing sites identified in the analysis. Clearly in the interests of sustainable development, a lower pupil average travel distance is more desirable, particularly where students would have an opportunity to travel on foot or bicycle rather than by private car or more usually parent dropping pupil off. Of the four options, Stenson Fields / Wragley Way has the fourth highest (lowest) average travel distance (ranked 1st).

Evidence submitted by the County Council to South Derbyshire's Local Plan Examination highlights the potential traffic impact issues on the Stenson Road Corridor into Derby. One means of resolving the issue of cumulative impact on Stenson Road would be provision of a new southern link road that would provide continuation of the route from Wragley Way to the proposed Chellaston Business Park. The option of this link road has been explored by the Derby HMA partners in association with renewed consideration of the Wragley Way development, to support an agenda of sustainable growth. However, it is not known whether the provision of a link road would be required for a new school.

Any proposal for a new school would need to be supported by a Transportation Assessment underpinned by some modelling runs. There are cost implications in doing this work which would need to be considered.

8. Flood risk and water management

A review of Derbyshire County Council (DCC) surface water model outputs indicates that this location is likely to be subject to surface water flooding during the critical storm duration in the 1 in 100 year return period event in its current land use. The main areas shown to be affected are immediately west of Deep Dale, the corner enclosed by Arleston Lane and the Wragley Way, and near to the A50.

An analysis of the DCC surface water model outputs for the 1 in 1000 year critical storm duration rainfall event indicates that the location may be susceptible to further areas of surface water flooding. The model shows a similar yet extended pattern to that of the 1 in 100 year floods in all of the described areas.

DCC has received no reported historical incidences of flooding at this location within the proposed site boundary.

According to the Environment Agency's (EA) fluvial modelling parts of this location appear to interact with Flood Zone 2.

A brief review of the county ecological information shows that there have been reported ecological records of water vole and bat roosts within this location. The water vole record is the west of Stenson Road and was recorded in 1985. The bat roost record is located at Ashlea Farm and was recorded in 2005.

This location is within Sinfin Moor, a Regionally Important Geological Site, which is a large area identified as a glacial lake.

An analysis of the British Geological Survey (BGS) data is summarised below:

- The groundwater may be vulnerable to contamination therefore infiltrating water should be free of contaminants,
- Groundwater is likely to be less than 3 m below the ground surface for at least part of the year,
- The subsurface is potentially suitable for infiltration SuDS although the design will be influenced by the ground conditions. It should be noted there is a small area of the site indicating very significant constraints to infiltration SuDS in the south east of the proposed site, and
- Ground instability problems may be present or anticipated in the west of the proposed site. Around the watercourses in the east of the proposed site ground instability problems are probably present and increased infiltration may result in ground instability.

It is recommended that a site specific ground investigation is undertaken when a specific site is identified based on the review of the BGS data.

9. Planning

There are no major planning considerations that could be considered absolute constraints to development of a secondary school in this location.

A school at this location would be well related to significant levels of proposed housing

development and integrated with the wider community.

Appendix 5

Assessment of relative potential of each option to impact existing schools.									
	Secondary Impact				Primary Impact		Overall impact score		
Proposed Development	List of schools within a 3 mile radius of the proposed development	Distance	No of secondary schools within 2 mile	rank	points / 4	No of Primary schools closer to new school than normal area school	rank	average points	score
Boulton Moor	Chellaston	1.4	3	4	1	2	1	1	2
	Merrill College	1.7							
	Noel-Baker	1.3							
Melbourne	Chellaston	2.7	0	1	4	0	4	4	8
Stenson Fields / Wragley Way	Littleover	2.4	2	3	2	2	1	1.5	4
	City of Derby	0.5							
	Derby Moor	1.9							
	Chellaston	2.5							
	Merrill College	2.6							
	Noel-Baker	2.7							
Findern	John Port	2.7							
	Littleover	1.1	1	2	3	2	1	2	6

Appendix 6 Consultation on the South Derbyshire Secondary Education Strategy

Consultation Paper

About this consultation

This consultation seeks your views on Derbyshire County Council's strategy for secondary education in South Derbyshire.

The South Derbyshire Local Plan Part 1 is proposing 13,454 dwellings in South Derbyshire, of which approximately 6,500 would be built on the edge of Derby City and the remainder in the larger settlements in the northern part of the District.

This housing development would generate a total of 2,596 secondary aged children (including post-16 pupils). Of these, 966 pupils would be generated by housing development within Derby City and 1,568 pupils would be in South Derbyshire. Derby City and Derbyshire County Council have a statutory duty to provide school places for these additional pupils.

The table below lists the housing developments in South Derbyshire for which Derbyshire County Council needs to provide school places.

Site Name	Proposed Number of Dwellings	Estimated Number of Secondary Pupils
Chellaston Fields	500	100
Land west of Holmleigh Way	119	24
Boulton Moor Planning Inquiry	1058	212
Boulton Moor Phase 3	190	38
Boulton Moor Phase 2	700	140
Hackwood Farm, Mickleover	290	58
Wragley, Way Sinfin	1086	217
Wragley, Way Sinfin	358	72
Wragley, Way Sinfin	504	101
Stenson Fields Allocation	98	20
Stenson Road Conjoined Inquiry	487	97
Primula Way	500	100

Highfields Farm Conjoined Inquiry Site	1086	206
Hatton*	400	60
Willington Road, Etwall*	100	15
Longlands, Repton*	100	15
Hilton Depot*	485	73
Aston Hospital Site*	74	11
Kings Newton Lane	66	10
South Derbyshire Total	8144	1568

Derby City Council has agreed that around secondary school places can be provided within two of its existing schools, Murray Park and City of Derby, and has concluded that its strategy for providing the 966 secondary places it requires will be expansion of existing schools. There is some scope for housing development within South Derbyshire to feed into secondary schools in the city.

Developments in Hilton, Hatton and Etwall will generate 146 pupils and can only reasonably be served by John Port School. Two of the developments were approved as part of an appeal inquiry in 2009 where provision was made for the 117 pupils from these developments to feed into City of Derby Academy in the city.

This leaves a total of 1,267 pupils (907 secondary pupils aged 11-16 and 360 post-16 pupils) who will require places Derbyshire County Council's proposed strategy for providing these places is to deliver one new school in South Derbyshire.

At this stage, Derbyshire County Council has not considered a redrawing of normal areas across the city and the south of Derbyshire as part of the overall strategy. In order to do this we would need to be able to understand the demographic profile of each area and popularity of each school in the long-term future (after 2028 when all of the new housing has been built). Therefore, for the purposes of this consultation it is assumed that existing normal areas will remain as they are. Redrawing of normal areas is still an option open to schools and communities and something that they may wish to consider doing in the future.

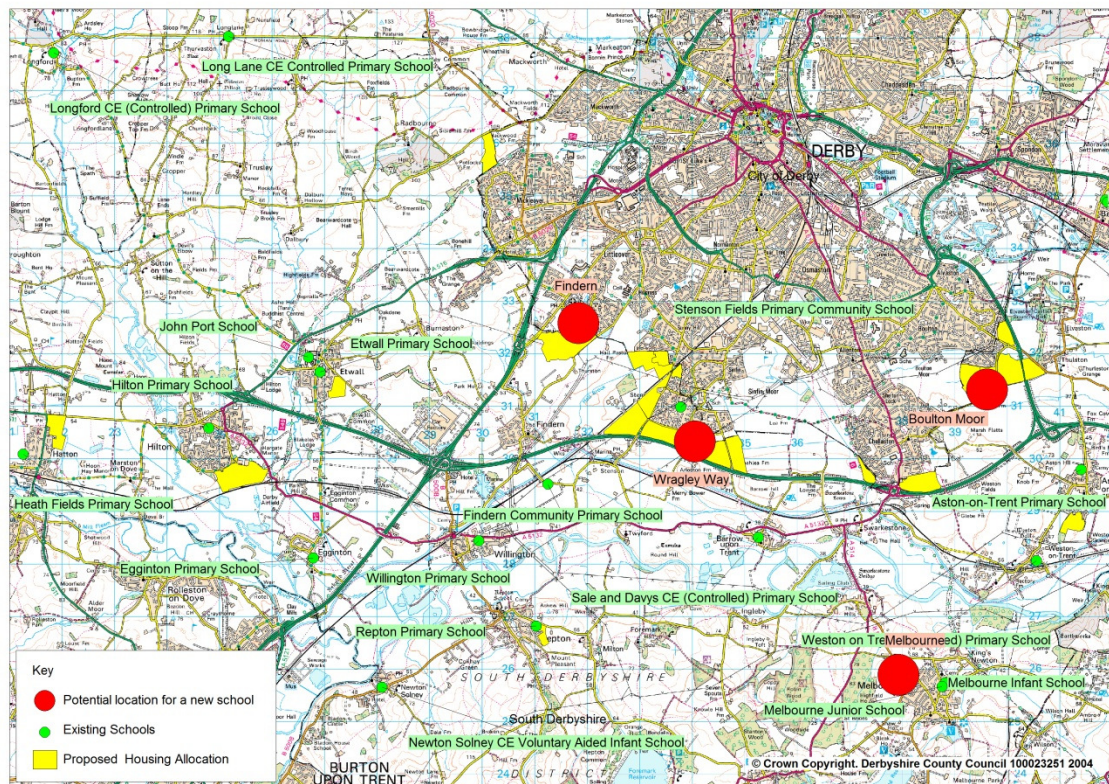
Location options for a new school

Derbyshire County Council has identified four broad locations where a new secondary school could possibly be delivered. These options offer a geographical split across the area and could serve a wide arc around the edge of Derby city from the west to the south east. No specific sites have been identified at this stage.

The four locations that have been considered are:

- Findern
- Stenson Fields/Wragley Way

- Boulton Moor
- Melbourne



The options are set out in more detail below. Each development within the county is listed, along with the number of houses and the number of secondary aged (11-18) students that it is expected to produce. Depending on their location, these developments are proposed to feed into either

- The new school
- John Port
- City of Derby Academy (in Derby City)
- Chellaston Fields (in Derby City)

This identifies 1,267 students to feed into the new school. The three possible locations for the new school are given. The distance from each development to the possible school location is multiplied by the number of pupils from that development to produce a total distance. At the bottom of the table an average distance to school is given for each of the options.

Proposed housing sites and new school location options

Site Name	Proposed Number of Dwellings	Est. Secondary Pupils	New School **	New secondary school location options with distances (all distances measured in miles)					John Port	City of Derby Academy			Chellaston Academy		
				Boulton Moor	total pupil distance	Findern	total pupil distance	Wragley Way	total pupil distance	pupils	distance	total distance	pupils	distance	total distance
Chellaston Fields	500	100	100	1.4	140	4.7	470	2.7	270						
Land west of Holmeigh Way	119	24	24	1.8	43	4.1	98	2.2	52						
Boulton Moor Planning Inquiry	1058	212	212	0.2	42	5.4	1143	3.2	677						
Boulton Moor Phase 3	190	38	38	0.2	8	5.4	205	3.9	148						
Boulton Moor Phase 2	700	140	140	0.2	28	5.4	756	3.5	490						
Hackwood Farm, Mickleover	290	58	58	6.7	389	2.4	139	4.2	244						
Wragley, Way Sirfin	1086	217	217	3.7	804	2.2	478	0.0	0	0	1	0			
Wragley, Way Sirfin	358	72	72	3.7	265	2.2	158	0.0	0	0	1	0			
Wragley, Way Sirfin	504	101	101	3.7	373	2.2	222	0.0	0	0	1	0			
Stenson Fields Allocation	98	20			0		0		0	20	1	20			
Stenson Road Conjoined Inquiry	487	97			0		0		0	97	1	97			
Primula Way	500	100	100	4.1	410	1.4	140	1.1	110		1				
Highfields Farm Conjoined Inquiry Site	1029	206	206	5.5	1132	0.4	82	1.8	370						
Hatton*	400	60			0		0		0	60					
Willington Road, Etwall*	100	15			0		0		0	15					
Longlands, Repton*	100	15			0		0		0	15					
Hilton Depot*	485	73			0		0		0	73					
Aston Hospital Site (currently in Chellaston normal area but could feed into new school)	74	11		1.8	0	6.7	0		0				11		
Kings Newton Lane (currently in Chellaston normal area but could feed into new school)	66	10											10		
8078		1568			0		0		0						
			1267		0		0		0						total
			total distance		3633		3890		2362	117		117	21		0
			average pupil distance		2.9		3.07		1.86			0			

The table below includes shows the allocation of developments to the new school if the new school were located in Melbourne. Under this option, it is assumed that the Melbourne Infant and Junior schools would feed into the new secondary school. This would effectively take pupils out of the Chellaston Academy in Derby City because that is the current 'normal area' school for Melbourne. In order to make up this reduction, the developments nearest to Chellaston Academy are assumed to feed into that school rather than the new school.

Proposed housing sites and new school - Melbourne options													
Housing development site name	Proposed Number of Dwellings	Est. Secondary Pupils	New School in Melbourne	Distance to proposed secondary school (in miles)	total distance	John Port		City of Derby Academy		Chellaston Academy			
						pupils	distance	pupils	distance	pupils	distance	total distance	
Land off Holmleigh Way	45	9											
Regal Gate	16	3									9	0.5	5
Woodlands Farm	60	12									3	1.0	3
Chellaston Fields	500	100									12	0.5	6
Land west of Holmleigh Way	119	24									100	0.5	50
Boulton Moor Planning Inquiry	1058	212									24	0.5	12
Boulton Moor Phase 3	190	38									212	2.0	423
Boulton Moor Phase 2	700	140									38	2.0	76
											140	1.5	210
Hackwood Farm, Mickleover	290	58	58	8	464								
Wragley, Way Sinfen	1086	217	217	3.8	825								
Wragley, Way Sinfen	358	72	72	3.8	272								
Wragley, Way Sinfen	504	101	101	3.8	383								
Stenson Fields Allocation	98	20						20	1	20			
Stenson Road Conjoined Inquiry	487	97						97	1	97			
Primula Way	500	100	100	4.8	480								
Highfields Farm Conjoined Inquiry Site	987	197	197	5.7	1125								
Hatton*	400	60				60							
Willingdon Road, Etwell*	100	15				15							
Longlands, Repton*	100	15				15							
Hilton Depot*	485	73				73							
Aston Hospital Site*	74	11	11	2.7	30								
Aston Hospital Site (currently in Chellaston normal area but could feed into new school)	74	11	11	1.8	20	6.7	74			0			
Kings Newton Lane (currently in Chellaston normal area but could feed into new school)	66	10	10	1.0	10								
Plus children from Melbourne Junior	8157	1549	756			169							
al	525		2814			191					538		
			total distance		3610					117			771
			average distance		2.40								

Have we identified the right locations for a new secondary school?
Are there any other locations that we should consider?

How we have assessed the location options

Derbyshire County Council has taken an objective criteria-based approach to assess each of the locations. The locations are assessed and then ranked. The locations are then allocated a score based on their rank from 1-4. For some criterion, the score is double weighted, giving a potential maximum score for that criterion of 8.

10. The strategy should minimise disruption to the pre-existing education provision in other schools.	<p>This criterion has been assessed by looking at two factors: the number of existing secondary schools within 2 miles of the proposed new site and the number of existing primary schools that are nearer to the proposed location of the new school than they are to their existing normal area school. A table showing how these scores are developed is included at Appendix 5. Where other factors have been taken into account, this is noted in the comments on each option.</p> <p>This criterion is scored out of 8</p>
11. Individual communities ideally should not be split between normal areas of different schools.	This criterion is scored out of 8
12. Any new school should be of sufficient size so as to be able to offer a broad curriculum? 750 would be regarded as a minimum.	This criterion has not been scored at this stage but will become more influential when decisions are required on when to proceed to open a new school.
13. Does the option give scope for expansion to cope with future increases in pupil numbers due to further housing?	This criterion has not been scored at this stage but will be critical in identifying an actual site which is the next stage of the

	process.
14. Property and Land Acquisition	<p>This criteria looks at the potential costs of acquiring a site, based on advice on land values from Derbyshire County Council's Property Services.</p> <p>This criterion is scored out of 4.</p>
15. Highway Access	<p>This criterion looks at whether there are any major constraints to providing safe highway access.</p> <p>This criterion is scored out of 4.</p>
16. Strategic Transport and Travel Distances	<p>This criterion looks at the potential impacts of a new school on the strategic transport network and the distances that pupils would have to travel from the housing development to the new school. Mitigating strategic transport impacts and providing transport to school could have significant revenue implications and therefore this criterion is scored out of 8.</p>
17. Flood risk and water management	<p>This criterion looks at whether there are any flood risk or water management issues.</p> <p>This criterion is scored out of 4.</p>
18. Sustainable development and planning considerations	<p>This criterion looks at other planning and environmental issues.</p> <p>This criterion is scored out of 4.</p>

Do these criteria provide a sound basis for assessing the locations?
Are there any other issues we should consider?

The location options assessment

In summary, the locations have been assessed as follows:

Location	Score
Boulton Moor	27

Findern	25
Melbourne	23
Stenson Fields/Wragley Way	29

The assessments for each location are set out in the following tables.

Boulton Moor

Criteria	Score	Notes
10. Education - The strategy should minimise disruption to the pre-existing education service.	2	This location is the lowest ranked based on the table at appendix 5. This is due to there being three secondary schools within two miles of the site and two existing primary schools being closer to the site than their normal area school
11. Education - Individual communities ideally should not be split between normal areas of different schools.	6	The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options
12. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	The new school should eventually total around 1200-1300 including 16+
13. Education - Is the option expandable to cope with future increases in pupil numbers due to further housing?	0	Yes assuming sufficient land is purchased
14. Property and land acquisition	4	Agricultural use Relatively low 'hope value'

15. Highways Access	4	Access could be achieved
16. Strategic Transport and Travel Distances	6	Average travel distances are second lowest (ranked 2 nd)
17. Flood risk and water management	3	At risk from surface water flooding Part of the location is within Flood Risk Zone 2
18. Sustainable Development and Planning Considerations	2	Green Belt Elvaston Castle Potential for minerals extraction Well related to proposed housing development
TOTAL SCORE	27	

Findern

Criteria	Score	Notes
10. Education - The strategy should minimise disruption to the pre-existing education service.	6	The is the second best location on this criterion as there is only one school within 2 miles and and two primary schools closer to the location than the normal area school.
11. Education - Individual communities ideally should not be split between normal areas of different schools.	6	The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options
12. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	The new school should eventually total around 1200-1300 including 16+
13. Education - Is the option expandable to cope with future increases in pupil numbers due to further housing?	0	Yes assuming sufficient land is purchased
14. Property and land acquisition	1	High residential value
15. Highways Access	4	Access could be achieved
16. Strategic Transport and	4	Average travel distances

Travel Distances		are second highest (ranked 3 rd)
17. Flood risk and water management	1	At risk from surface water flooding Part of the location to the south east is within Flood Risk Zone 3
18. Sustainable Development and Planning Considerations	3	No major planning considerations Well related to proposed housing development
TOTAL SCORE	25	

Melbourne

Criteria	Score	Notes
10. Education - The strategy should minimise disruption to the pre-existing education service.	6	The Melbourne option would score highly due to its distance from other schools. However, this option involves a redefining of Chellaston Academy's normal area to remove Melbourne which would be served by the new school. Chellaston is an academy and may not agree to this. It is possible that some Melbourne residents would seek places at Chellaston because of its reputation. As a consequence, this option could be quite disruptive and therefore a lower score has been

		applied. (a score of 8 reduced to 6)
11. Education - Individual communities ideally should not be split between normal areas of different schools.	4	Boulton Moor would remain split but between Chellaston and Noel Baker. In addition there is potential for Melbourne to be split between Chellaston and a new school as outlined above
12. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	The new school should eventually total around 1200-1300 including 16+
13. Education - Is the option expandable to cope with future increases in pupil numbers due to further housing?	0	Yes assuming sufficient land is purchased
14. Property and land acquisition	3	Agricultural use Relatively high 'hope value'
15. Highways Access	4	Access could be achieved
16. Strategic Transport and Travel Distances	2	Average travel distances are highest (ranked 4 th)
17. Flood risk and water management	3	At risk from surface water flooding
18. Sustainable Development and Planning Considerations	2	Swarkestone Causeway is a scheduled ancient monument

		<p>Well located to existing community</p> <p>Not well related to majority of proposed housing development</p>
TOTAL SCORE	23	

Stenson Fields/Wragley Way

Criteria	Score	Notes
10. Education - The strategy should minimise disruption to the pre-existing education service.	4	This option has two secondary school within 2 miles and two primary school closer to the location than their normal area school. It is therefore the third best location on this criterion
11. Education - Individual communities ideally should not be split between normal areas of different schools.	6	The Bolton Moor development would be split between a new school and Noel Baker in the city because this part of the development lies within the city. This is common to all the options
12. Education - Any new school should be of sufficient size so as to be able to offer a broad curriculum. 750 would be regarded as a minimum.	0	
13. Education - Is the option expandable to cope with future increases in pupil numbers due to further housing?	0	
14. Property and land acquisition	2	Residential value

		No site identified
15. Highways Access	4	Access could be achieved
16. Strategic Transport and Travel Distances	8	Average travel distances are fourth highest (ranked 1 st)
17. Flood risk and water management	1	At risk from surface water flooding Parts of this location are within flood risk zone 2 Ecological value Regionally Important Geological Site
18. Sustainable Development and Planning Considerations	4	No major planning considerations Well related to proposed housing development
TOTAL SCORE	29	

The above assessment concludes that the best locations to explore for providing a new school are Stenson Fields /Wragley Way and Boulton Moor. Derbyshire County Council is proposing to assess these locations in more detail.

Do you agree with our approach and assessment of the locations?
Do you agree with our initial assessment that Stenson Fields/Wragley Way and Boulton Moor are the best locations to assess in more detail?
Are there any other locations we should consider?

Next Steps

In response to housing development in South Derbyshire, Derbyshire County Council is committed to delivering a new school to provide secondary places. No decision has yet been made on where a new school should be delivered, the timing of opening the new school, or how the new school will be funded.

This consultation is a critical part of the decision making process. We want to hear your views on how we should be providing secondary school places in South Derbyshire. The consultation runs from 18th February 2015 until 3rd April 2015.

Following this consultation Derbyshire County Council will review the options for locating a new school and assess any additional locations suggested to us. The outcome of this initial assessment and consultation will then be presented to elected members at Derbyshire County Council's Cabinet on 26th May 2015. A preferred location and reserve location will be identified. Cabinet will be asked to agree to a more detailed assessment of the preferred and reserve locations and work to identify and secure a site in the preferred location.

Your views and comments are important in helping to shape the strategy for secondary education in South Derbyshire. Please respond to the questions set out in this consultation and comment on any other issue that you feel is relevant.

You can respond via email: planningpolicy@derbyshire.gov.uk

Or in writing to:

Harriet Fisher
Planning Policy
Derbyshire County Council
Shand House
Dale Road South
Matlock
DE4 3RY

All responses should be submitted by 5pm on 3rd April 2015.

If you have any questions, please contact either Kevin Firth (Head of Development, Children and Younger Adults) on 01629 536 567 or Harriet Fisher (Principal Planner) on 01629 539 551 or email planningpolicy@derbyshire.gov.uk.