

## Option 1 – Implementing the Kirk Hallam Relief Road

Performance: Sustainability Appraisal Objective	Question	Performance: Policy Criteria Questions	Ratings: Criteria Question	Ratings: Objective
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>1. Will it increase the range and affordability of housing for all social groups?</p>	<p>This option will enable an improvement to general sustainable connectivity within the Borough. Improving connectivity will have a positive effect on the deliverability of land for housing within existing built up areas and likely have a positive effect on the health of local housing markets. In turn, this may lead to a tangible increase in housing delivery and there is the potential for this to have a positive effect on increasing the range and affordability of housing for all social groups.</p>	<p>Minor positive +1</p>	<p>Major positive +5</p>
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>2. Will it provide sufficient pitches and plots for gypsies and travellers and travelling showpeople?</p>	<p>The Greater Nottingham and Ashfield Council Gypsy and Traveller Accommodation Assessment (2021) indicates that a single pitch is required to be delivered over the whole period 2020-2038 within Erewash. Specifically, it calls for delivery within the period 2020-2025. The intention remains to achieve delivery through the development management process in response to any application received. Allocation is not therefore proposed. It is not envisaged that this option will have an effect on the delivery of this, as the provision of this specific form of accommodation at the scale required is not linked with this option.</p>	<p>Neutral 0</p>	
<p><b>1. Housing</b> To ensure that the housing stock meets the housing</p>	<p>3. Will it reduce homelessness?</p>	<p>This option will enable an improvement to general sustainable connectivity within the borough. Improving connectivity will have a positive effect on the deliverability of land for housing within existing built up</p>	<p>Minor positive +1</p>	

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needs of the population, including gypsies, travellers and travelling showpeople.		areas and likely have a positive effect on the health of local housing markets. In turn, this may lead to a tangible increase in housing delivery and there is the potential for this to have a positive effect on the reduction of homelessness as housing provision diversifies.		
<b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.	4. Will it reduce the number of unfit/vacant homes?	This option will enable an improvement to general sustainable connectivity within the borough. Improved connectivity of this nature is likely to provide additional impetus to local housing markets which are affected by these improvements and provide a general uplift in provision, including through the re-use of existing unfit or vacant homes.	Minor positive +1	
<b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.	5. Will it provide the required infrastructure?	This option will directly support the long term protection and enhancement of sustainable infrastructure which is fundamental to sustainable housing delivery. It will therefore significantly contribute to providing the required infrastructure.	Major positive +2	
<b>2. Employment and Jobs</b> To create employment Opportunities.	1. Will it improve the diversity and quality of jobs?	This option is likely to have a positive effect on the long term viability of existing and prospective employment sites within the urban areas which interact with associated routes – such as within Ilkeston (e.g. Manners, Stanton, Merlin Way and Gallows Inn Industrial Areas) and Long Eaton (e.g. Acton Road	Minor positive +1	Major positive +3

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		<p>Industrial Estate) as well as on retail centres such as Long Eaton and Ilkeston Town Centres as existing and future workforces are able to more easily access their place of work. The culmination of this improved accessibility to and between these net job creators is likely to be an enhanced viability and attractiveness of the local areas from the perspective of existing and new employers. This in turn is likely to have a positive effect on the diversity and quality of jobs although it is acknowledged that the connection between this option and desired outcome may be fragile given the range of other factors that influence employer behaviour.</p>		
<p><b>2. Employment and Jobs</b> To create employment Opportunities.</p>	<p>2. Will it reduce unemployment?</p>	<p>This option is likely to have a positive effect on the long term viability of existing and prospective employment sites within the urban areas which interact with associated routes – such as within Ilkeston (e.g. Manners, Stanton, Merlin Way and Gallows Inn Industrial Areas) and Long Eaton (e.g. Acton Road Industrial Estate) as well as on retail centres such as Long Eaton and Ilkeston Town Centres as existing and future workforces are able to more easily access their place of work. The culmination of this improved accessibility to and between these net job creators is likely to be an enhanced viability and attractiveness of the local areas from the perspective of existing and new employers. In this scenario, there is the potential that unemployment will be reduced indirectly by the implementation of this option although it is acknowledged that the connection between this option</p>	<p>Minor positive +1</p>	

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		and desired outcome may be fragile given the range of other factors that influence levels of unemployment.		
<b>2. Employment and Jobs</b> To create employment Opportunities.	3. Will it improve rural productivity in terms of employment opportunities?	Given the potential improved connectivity across rural areas resulting from implementing this option, there may be some positive effect on rural employment opportunities as, for example, existing employers become better connected to a wider workforce and new employers are attracted to a more viable, well connected rural environment. This has the potential to improve rural employment opportunities.	Minor positive +1	
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	1. Will it provide land and buildings of a type required by businesses?	Whilst this option is likely to have positive effects on employment and jobs in general - as considered in in SA2, it does not directly provide land and buildings of a type required by businesses. Equally, it will not result in a tangible loss of such land or buildings.	Neutral 0	Minor positive +1
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including	2. Will it provide business/university clusters?	This option will not provide business/university clusters although indirectly may help to accommodate development of this nature in the future with the resulting benefits considered in previous sections. This option will certainly not act to prejudice future potential.	Neutral 0	

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infrastructure to support the use of new technologies.				
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	3. Will it create jobs in high knowledge sectors?	Whilst this option is likely to have positive effects on employment and jobs in general - as considered in SA2, its impact on specific sectors of the economy cannot at this time be predicted to the extent that tangible effects on this question could be identified. It is not expected that the option would in any way prejudice the creation of jobs in the high knowledge sectors either.	Neutral 0	
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	4. Will it encourage graduates to live and work within the Plan area?	This option will not specifically encourage graduates to live and work within the plan area over and above any other segment of the population.	Neutral 0	
<b>3. Economic Structure and Innovation</b> To provide the physical	5. Will it provide the required infrastructure?	A number of existing employment sites are in the vicinity of G&BI routes associated with this option and stand to benefit from the enhanced sustainable connectivity that will be encouraged by this option. In	Minor positive +1	

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conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.		this regard, the option will provide a limited element of infrastructure required to support economic activity within the plan area.		
<b>4. Shopping Centres</b> Increase the vitality and viability of existing shopping centres.	1. Will it encourage the vitality of the city centre, town centre, district centre or local centre?	Ilkeston and Long Eaton Town Centres and Sandiacre Local Centre are in the vicinity of G&BI routes associated with this option and stand to benefit from the enhanced sustainable connectivity that will be encouraged by this option. By ensuring long term sustainable access to the centres, it is expected this option will enhance footfall and patronage. Whilst this alone will help to ensure the vitality of the centres, knock-on effects will include enhanced prospects for businesses to locate and the potential for enhanced centre diversification.	Minor positive +1	Minor positive +1
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	1. Will it reduce health inequalities?	This option will secure the long term presence and continued enhancement of sustainable connectivity routes which provide a highly accessible means of exercise for everyone, without cost to any individual. It will also encourage sustainable travel around the borough and beyond, mitigating the requirement for the use of traditional forms of transport which impact negatively on local air quality. This option will likely have an important role in reducing health inequalities in the long term.	Minor positive +1	Major positive +4

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<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	2. Will it improve access to health services?	Whilst this option will result in a general enhancement in connectivity and accessibility within the borough, it is not linked strongly or directly enough with an improvement in access to health services specifically to indicate a tangible positive effect.	Neutral 0	
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	3. Will it increase the opportunities for recreational physical activity?	This option will secure the long term presence and continued enhancement of sustainable connectivity routes which provide a highly accessible means of exercise for everyone, without cost to any individual. The routes also connect various recreational assets within the borough including sports provision and formal and informal open space and countryside. As a result, the potential for this option to increase opportunities for recreational physical activity is very high.	Major positive +2	
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	4. Will it provide new open space or improve the quality of existing open space?	This option will not directly provide new open space though there is the potential that improved accessibility raises the prospects of currently inaccessible land becoming informal open space. There is also the potential that by improving access to open spaces their profile may heighten and opportunities for their improvement may arise. These prospects are not linked strongly or directly enough with this option however to indicate a tangible positive effect.	Neutral 0	
<b>5. Health and Wellbeing</b> To improve health and	5. Will it improve access to local food growing	This option has the potential to improve access to areas of countryside which are in agricultural use if the element of Great Northern Greenway between Derby	Minor positive +1	

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wellbeing and reduce health inequalities.	opportunities?	City and Ilkeston is enhanced (delivered) as intended.		
<b>6. Community Safety</b> To improve community safety, reduce crime and the fear of crime.	1. Will it reduce crime and the fear of crime?	Some elements of the routes this option would seek to safeguard and enhance are currently inaccessible or incomplete – for example Bennerley Viaduct and elements of the Great Northern Greenway to the north of West Hallam Storage Depot. In the case of Bennerley Viaduct particularly, the process of formalising and enabling public access which has already begun (and will be supported by this option) will reduce the incidence of trespass crime as well incidence of vandalism and anti-social behaviour by enabling natural surveillance and population engagement with the asset. On this basis, this option can be said to have a positive impact on reducing crime and the fear of crime even if only a limited sense. Whilst crime is not considered a significant issue within existing routes, their long term safeguarding for enhancement is likely to present opportunities for increased surveillance and continued enhancement to their profile will enable additional addressing of any crime issue that do exist.	Minor positive +1	Major positive +2
<b>6. Community Safety</b> To improve community safety, reduce crime and the fear of crime.	2. Will it contribute to a safe and secure built environment?	Some elements of the routes this option would seek to safeguard and enhance are currently inaccessible or incomplete – for example Bennerley Viaduct and elements of the Great Northern Greenway to the north of West Hallam Storage Depot. In the case of Bennerley Viaduct particularly, the process of	Minor positive +1	



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		formalising and enabling public access which has already begun (and will be supported by this option) will increase the likelihood of safe interaction between it and the public, as well as help ensure the long term structural integrity of the viaduct which for many years has been considered unsafe. To this end, this option will contribute to a safe a secure built environment.		
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	1. Will it protect and enhance existing cultural assets?	This option is not expected to put any existing assets at risk. On the contrary, by promoting connectivity between settlements through safeguarding and enhancing the routes identified, access to existing assets is likely to be improved and, in connection with this, their viability. This will be particularly noticeable if identified routes are able to be completed through implementing this option – for example the Great Northern Greenway as identified which at this time is incomplete and fails therefore to provide connection between Ilkeston and Derby City. The effects of this are enhanced when considering the potential for interconnectivity between the identified routes and more localised Green and Blue infrastructure assets for example the Erewash Canal.	Minor positive +1	Major positive +2
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close	2. Will it improve access to, encourage engagement with and residents' satisfaction in	This option is expected to result in the improvement of existing routes as identified including, most notably, the implementation of connectivity between settlements which does not currently exist in this fashion (for example, between Ilkeston and Derby City). Because of these tangible improvements in connectivity which are	Minor positive +1	

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the gap between the most deprived areas within the plan area.	community activities?	expected, it is fair to consider that this option will result in improved access to community activities – as to services and facilities – for residents. This results in some positive impact on this criteria question.		
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	3. Will it increase the number of facilities e.g. shops, community centres?	An improvement in general access facilitated by this option could result in the viability of facility provision in certain locations being improved. This may lead to influencing the development of new facilities such as shops however it is expected that any effect would be in reality very minor and reliant on a number of other factors to which this option holds no influence over.	Neutral 0	
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	4. Will it provide for the educational needs of the population?	No. This option will not provide for the educational needs of the population, nor will it negatively impact on such provision; this option has no relevance to the provision of educational facilities.	Neutral 0	
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve	1. Will it use and enhance existing transport infrastructure?	Yes. This option will enable significant improvement to the existing transport network by enhancing routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. The effects of this option will be further enhanced by the presence of existing local Green and Blue infrastructure	Major positive +2	Major positive +7

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accessibility to jobs and services for all and to improve travel choice and accessibility.		routes such as the Erewash Canal which will act to provide additional interconnectivity at a more local level with the routes identified in this option.		
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	2. Will it help to develop a transport network that minimises the impact on the environment?	Yes. This option will enable improvement to the existing transport network by enhancing routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. The effects of this option will be further enhanced by the presence of existing local Green and Blue infrastructure routes such as the Erewash Canal which will act to provide additional interconnectivity at a more local level with the routes identified in this option. By helping to ensure the long-term option of travelling via sustainable means of travel in this way, this option will have a significant positive impact on this criteria question.	Major positive +2	
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	3. Will it reduce journeys undertaken by private car by encouraging alternative modes of transport?	Yes. As considered at 8(1) and 8(2), this option will enhance routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. This option will therefore directly support the use of alternative modes of transport on a wide range of journeys that would otherwise be undertaken by private car. The potential for interconnectivity between the identified routes within this option and existing local Green and Blue infrastructure routes providing connectivity on a more localised scale further enhances the effect.	Major positive +2	

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<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	4. Will it increase accessibility to services and facilities?	It is expected that this option will result in a general improvement in connectivity within the plan area, and thus access between settlements and other locations containing services and facilities. It will provide additional and alternative forms of access other than by road. To this end, it is fair to conclude that this option will contribute positively to increasing accessibility to services and facilities, albeit on a relatively minor scale compared with other potential access interventions.	Minor positive +1	
<b>9. Brownfield Land</b> To make efficient use of brownfield land and recognise biodiversity value where appropriate.	1. Will it make efficient use of brownfield land?	Identified routes which are safeguarded and enhanced through this option do require the use of brownfield land – for example in repurposing abandoned railway infrastructure at Bennerley Viaduct (specifically, the Great Northern Greenway follows the path of a railway line decommissioned in the 1960s). To this end, this option will make good use of brownfield land where other options for redevelopment are unavailable or unviable although it is expected that some elements of greenfield land will be required to complete the route. The Trent Valley Way route requires the use of primarily greenfield land. Although it is already largely in existence, this does limit the positive impact from this option on this criteria question.	Minor positive +1	Neutral 0
<b>9. Brownfield Land</b> To make efficient use of brownfield land and recognise biodiversity	2. Will it minimise impact on the biodiversity interests of land?	Some areas of land required to enhance and complete the routes identified by this option have remained abandoned for a significant period of time and are likely to have biodiversity interest. This is particularly the	Minor negative -1	

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value where appropriate.		case in relation to enhancement of the Great Northern Greenway which currently has a significant portion which is unfinished. Whilst there is every possibility that the nature of development related to this option will be able to appropriately mitigate (and minimise) any impact on biodiversity, it does nevertheless remain a risk. Relevant to both routes identified is that when fully functioning, the use of the routes will attract visitors not only in a recreational capacity. This does present the risk of increased pressure on area of biodiversity interest without proper mitigation.		
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	1. Will it result in additional energy use?	Development resulting from this option relating to enhancing the routes will result in a minor increase in energy usage for the short term as a result of construction activity however in the long term this option will enable the enhancement of access options which provide for sustainable forms of travel across the plan area. This fact, along with the prospects for interconnectivity with existing local green and blue infrastructure routes it is expected will have a positive effect on reducing the use of energy required for the use of motor vehicles. It is not expected this will be a strong effect however.	Minor positive +1	Minor positive +1
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy	2. Will it improve energy efficiency of the building stock within the Plan area?	No, this option will not improve the energy efficiency of the building stock within the plan area, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	

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resource, reducing dependency on non-renewable sources.				
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	3. Will it support the generation and use of renewable energy?	No, this option will not support the generation and use of renewable energy, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	4. Will it support the development of community energy systems?	No, this option will not support the development of community energy systems, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	5. Will it ensure that buildings are able to deal with future changes in climate change?	No, this option will not ensure that buildings are able to deal with future changes in climate change, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>11. Pollution and Air Quality</b>	1. Will it increase levels of air, noise	No. This option will enable improvement to the existing transport network by enhancing routes (including their	Minor positive	Minor positive

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To manage air quality and minimise the risk posed by air, noise and other types of pollution.	and other types of pollution?	completion) which provide an alternative option to travel other than by motorised vehicle. In the long term it is expected this will influence the reduction in air pollution, albeit at a relatively minor scale. Other types of pollutants including noise resulting from use of routes is expected to be negligible and in any case will not outweigh the positives effect caused by a reduction in air pollution caused by motor vehicle use as described.	+1	+1
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	1. Will it minimise or mitigate flood risk?	As with any development this option will be required to deliver flood risk mitigation to the extent that it does not lead to any increased risk of flooding elsewhere where development is required to enhance the routes. It will not however, act as a specific conduit to minimise or mitigate flood risk and therefore is not expected to deliver net gain in terms of flood risk reduction.	Neutral 0	Minor negative -1
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	2. Will it improve water quality?	No, this option will not improve water quality, nor will it impede improvements to it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water	3. Will it conserve water?	No, this option will not conserve water, nor will it impede conservation efforts. This option does not have a tangible link with this criteria question.	Neutral 0	

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quality.				
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	4. Will it improve or help to promote water efficiency?	No, this option will not improve or help promote water efficiency, nor will it impede efforts to do so. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	5. Will it cause a deterioration of Water Framework Directive status or potential of on-site watercourses?	This option would safeguard and enhance routes which interact closely with existing watercourse and assets; for example the proposed Trent Valley Way route interacts directly with the River Trent and additional water recreation assets east of Trent Lock and indirectly with the Erewash Canal and River Erewash. It is expected that this option will result in increased usage of the routes as identified (and supplementary routes not forming part of this proposed option) by recreational visitors as well as commuting traffic. Whilst the option will promote the increased use of clean forms of travel, there is a risk that the increased popularity of such routes and growth in interaction with the associated environment – including watercourses and assets – could pose a risk to the condition of watercourses relating to the routes.	Minor negative -1	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve	6. Will it cause any harm to a Source Protection Zone or the water	Whilst the route of the Great Northern Greenway passes through Zone 3 (Source Catchment Protection Zone) near to Breadsall village, it is not intended that improvements to the route as a whole would likely	Neutral 0	



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and improve water quality.	environment?	interfere with subterranean conditions impacting upon aquifers. The extent of the Trent Valley Way lines the River Trent, although enhancements to this area are intended to compliment the low-lying, riverside environment rather than intensify it with new structures that would impact on the water table/cycle. As a result, no adverse impacts are envisaged.		
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	1. Will it help protect and improve biodiversity and avoid harm to protected species?	Safeguarding and enhancing the routes identified will provide long term protection to the sections of routes which are already implemented which themselves have biodiversity value and this will result in the protection of associated biodiversity and will present the opportunity to enhance biodiversity too. Where segments of the routes as identified are not completed yet, a risk of disruption to biodiversity presents itself. In particular, it is assumed that harm to protected species is a risk factor associated with constructing any parts of the routes not already established and this will need to be appropriately mitigated. Breadsall Railway Cutting Local Nature Reserve and SSI, adjacent Disused Breadsall Railway and Stanley-Morley disused Railway Local Wildlife Sites could be adversely affected through ongoing enhancement where the route has already been implemented without ongoing management and mitigation. Additionally, a number of wildlife and natural assets are present on the western fringes of Ilkeston (for example Pewit Carr Local Nature Reserve) and any implications of this option, particularly in relation to the Great Northern Greenway and its expansion, will need	Minor positive +1	Minor positive +1

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		to be carefully mitigated to avoid harm. Notwithstanding this concern, overall it is considered this option presents an opportunity to generally protect and enhance biodiversity rather than undermine it; there is strong potential for such development to be very well integrated with natural assets such as those identified with appropriate mitigation.		
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	2. Will it allow for biodiversity net gains?	This option enables enhancement of the routes as identified and this provides opportunity for incremental biodiversity net gains such as through associated landscaping and planting although not to a significant extent; indeed, some risk to existing natural conditions (and associated biodiversity) will arise when the routes are developed towards completion as a result of this option (considered further in 13(1)). Whilst long-term establishment and protection of the routes may provide access to land for development currently inaccessible, it is unlikely to be at a scale that would invite biodiversity net gain resulting from development.	Neutral 0	
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the	3. Will it conserve and enhance the geological environment?	Dam Brook and Croft Wood Regionally Important Geological Sites are adjacent to part of the Great Northern Greenway route which has already been developed. Given related elements of the Great Northern Greenway have already been implemented at these locations, it is not considered that this option presents any additional risk to their condition, nor does it act to provide enhancement.	Neutral 0	

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natural environment.				
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	4. Will it maintain and enhance woodland cover and management?	Woodland cover does form part of some of the land required to develop the routes as identified (such as the broad-leaved woodland within the Stanley-Morley Disused Railway Local Wildlife Site which relates to the proposed Great Northern Greenway) and implementation of this option would pose risk to this asset. In general however, the footprint from the routes as identified is minimal and their safeguarding and enhancement through this option could provide opportunities for better woodland management where there is interaction. Notwithstanding these considerations, ultimately this option is not directly related to the enhancement of woodland cover or its management so any effects will be minimal. On the contrary, this option does pose a specific risk to at least one asset with woodland value.	Minor negative -1	
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	5. Will it provide new open space or green space?	No, this option will not provide new open or green space directly however it will be integral to improving access to existing spaces – including within the open countryside – which are at present inaccessible.	Neutral 0	
<b>13. Natural Environment,</b>	6. Will it improve the quality of	There is the strong potential for the safeguarding and enhancement of the routes as identified to improve	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.</p>	<p>existing open space?</p>	<p>access to existing open spaces and raise their profile and interest accordingly. When considering the wider Green and Blue Infrastructure network which will also interact with the routes identified, the potential for this is widened and likelihood that the quality of spaces will be improved multiplies. Notwithstanding this, this option relates specifically to transport routes as identified and is not concerned specifically with the condition of existing open space – whether relating to the routes or not. As a result, any positive effect is as this time entirely hypothetical and relies on a number of other factors that this option does not influence.</p>		
<p><b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.</p>	<p>7. Will it encourage and protect or improve Green and/or Blue Infrastructure networks?</p>	<p>Yes. The safeguarding and enhancement of the routes as identified will strengthen the role of the Green and Blue Infrastructure network with which they interact. The success of this option is partly dependent on the success of the borough's Green and Blue Infrastructure network and vice versa in order for them to provide a wide enough opportunity for people to travel around and through the borough.</p>	<p>Minor positive +1</p>	
<p><b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing</p>	<p>1. Does it respect or preserve identified landscape character?</p>	<p>Yes. This option will result in relatively minor development where construction is required (to complete the routes identified) with very little impact on the character of surroundings as a result. Opportunities for enhancement exist with respect to utilisation of old industrial forms with regards to the former line between Derby and Ilkeston. This is supported by the Great</p>	<p>Major positive +2</p>	<p>Major positive +7</p>

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
the place through good design.		Northern Greenway route being located within Coalfield Village Farmlands landscape type within the Derbyshire Landscape Character Assessment which recognises the diverse history of industrialisation as a characteristic of the landscape form. Trent Valley Way is suitably at river level and therefore able to compliment the characteristics described within the Riverside Meadows landscape type, specifically its characterisation as containing flat flood plains, meandering rivers and streams.		
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	2. Does it have a positive impact on visual amenity?	There is the potential for improved visual amenity by enhancing routes within urban settings especially – for example the Great Northern Greenway, and in particular in this case through the enhancement of Bennerley Viaduct into a usable element of the route where currently it remains inaccessible, and in state of disrepair. Even elements of routes within the countryside, enhancement of the routes is likely to be associated with sensitive landscaping and planting and will result ultimately in affording access for people to areas of the countryside which will provide for significant amounts of visual amenity. Notwithstanding the above, any form of development associated with this option has the potential to threaten visual amenity particularly within the countryside, without suitable mitigation.	Minor positive +1	
<b>14. Landscape and Built Environment</b>	3. Will it maintain and/or enhance the	As considered at 14(1) both routes have the potential to maintain and enhance local distinctiveness in	Major positive	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	local distinctiveness of the townscape or settlement character?	landscape terms. In built environment terms the Great Northern Greenway route has strong potential to enhance the local distinctiveness of the townscape and settlement character, particularly in relation to potential utilisation of the Bennerley Viaduct which represents a strong townscape asset which otherwise has remained neglected for many years.	+2	
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	4. Will it conserve or enhance the interrelationship between the landscape and the built environment?	Yes. The nature of the option is such that it will help to strengthen the interrelationship between the landscape and built environment through the safeguarding and enhancement of accessibility corridors between the two. This is particularly prominent in relation to the Great Northern Greenway which would utilise the historic rail line which interacts both with the landscape and built environment. Additionally, Bennerley Viaduct forms a prominent feature of both the local landscape and built environment so its utilisation for access would further strengthen this relationship.	Major positive +2	
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	1. Will it conserve and enhance the historic environment, designated and non-designated heritage assets and their settings?	This option has the potential to significantly enhance the historic environment including in relation to designated assets and their settings. This option raises the prospect of the long term utilisation (and thus protection) of a Grade II* Listed Building (Bennerley Viaduct) as part of the Great Northern Greenway. The prominence of the asset is such that its long term protection will have a significant bearing on the wider setting of the landscape and Ilkeston town. The routes amounting to this option would interact with 3	Major positive +2	Major positive +5

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		<p>Conservation Areas – Sawley, Trent Lock and Ilkeston Town Centre. The routes also interact with some identified areas of potential archaeological significance and the Great Northern Greenway would pass close to a Scheduled Ancient Monument (Stanley Monastic Grange). However, in terms of the Great Northern Greenway specifically, given the very limited nature of any potential development associated with enhancing the route and in the context of the re-use of existing infrastructure to accommodate it, any potential risk factors are considered outweighed by the potential benefits as already considered.</p>		
<p><b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.</p>	<p>2. Will it respect, maintain and strengthen the local character and distinctiveness e.g. landscape/ townscape character?</p>	<p>This option is very unlikely to result in detriment to local character and distinctiveness and is likely to provide enhancement. This is because the option would utilise sustainable transport routes which are based on existing features in the townscape and landscape – for example the disused railway line which defines the potential extent of the Great Northern Greenway.</p>	<p>Minor positive +1</p>	
<p><b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.</p>	<p>3. Will it provide better opportunities for people to access and understand local heritage and to participate in cultural activities?</p>	<p>Yes, this option would result in the protection and enhancement of transport routes which interact directly with heritage assets, providing additional opportunity for the population to access and understand local heritage. Improvement in access in general afforded by the option will result in improved opportunity for participation in cultural activities – both within the built environment and countryside.</p>	<p>Minor positive +1</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	4. Will it protect or improve access and enjoyment of the historic environment?	Yes, this option would result in the protection and enhancement of transport routes which interact directly with heritage assets, providing additional opportunity for the population to access and understand local heritage.	Minor positive +1	
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	5. Will it conserve and enhance the archaeological environment?	The Great Northern Greenway does interact with an Archaeological Alert Area in Ilkeston. It is not considered that its safeguarding and enhancement – given the likely very minor extent of any associated development where required – would pose any tangible risk to the archaeological environment.	Neutral 0	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	1. Will it lead to reduced consumption of raw materials?	As considered at 8(3), this option will safeguard and enhance routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. The effects of this option will be further enhanced by the presence of existing local Green and Blue infrastructure routes such as the Erewash Canal which will act to provide additional interconnectivity at a more local level with the routes identified in this option. By helping to ensure the long term option of travelling via sustainable means of travel in this way, this option will have a positive effect on the reduction in consumption of raw materials associated with motor vehicle travel. It is expected that this would be to a minor extent.	Minor positive +1	Neutral 0



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>2. Will it promote the use of sustainable design, materials and construction techniques?</p>	<p>This option will promote and enhance sustainable travel in general and due to the nature of its role is expected to adopt sustainable design types and construction techniques. However, at this stage the specific design, materials and construction techniques in relation to enhancement work is ultimately unknown so effects on this specific criteria question are difficult to judge.</p>	<p>Neutral 0</p>	
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>3. Will it result in additional waste?</p>	<p>This option will temporarily produce very minor levels of construction waste where enhancement is required and this is not therefore considered to have an effect on the criteria question. In the longer term this option is not expected to produce tangible levels of additional waste.</p>	<p>Neutral 0</p>	
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>4. Will it reduce hazardous waste?</p>	<p>This option is not expected to have any impact on the reduction of hazardous waste. This option is not directly concerned with reducing hazardous waste and the nature of the option, including the very minor scale of potential development associated with it, means it has no real opportunity to remediate land contamination.</p>	<p>Neutral 0</p>	
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the</p>	<p>5. Will it protect the best and most versatile (BMV) agricultural land?</p>	<p>Although this option is expected to result in some minor development within the countryside to enhance the routes established by this option, it would be on such a minor scale that even if it were to interact with agricultural land, it would not result in a tangible effect</p>	<p>Neutral 0</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
area including soils, safeguarding minerals and waste.		on the best and most versatile land.		
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	6. Will it prevent the loss of greenfield land to development?	This option will require the use of some greenfield land, albeit to a relatively minor extent. Whilst the nature of any development required will be highly conducive to the countryside environment, it still in effect amounts to development and this has a negative effect on this criteria question.	Minor negative -1	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	7. Will it sterilise mineral resources?	It is extremely unlikely that improvements to important non-motorised transport routes would contribute in any way to the sterilisation of mineral resources. Enhancements to both routes are envisaged to increase the number of users and formalise off-road links. The Great Northern Greenway does pass through the surface coal reserve area (which spans most of the north of Erewash), but the fact that this is an established, if incomplete, route between Ilkeston and Derby gives sufficient confidence that extraction operations causing such a route to divert are unlikely.	Neutral 0	

## Option 2 – Safeguarding the High Speed 2 (HS2) route

Performance: Sustainability Appraisal Objective	Question	Performance: Policy Criteria Questions	Ratings: Criteria Question	Ratings: Objective
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>1. Will it increase the range and affordability of housing for all social groups?</p>	<p>It is likely that the local housing market will experience increased interest and demand in response to this option as a result of the levels of investment and regeneration potential associated with it. Notwithstanding the opportunity which may arise to diversify the range of housing provision in response to this, it is most likely that this will have a detrimental effect on affordability given the limited remaining land available for housing development and the strong relationship between the plan area and proposed East Midlands Hub Station at Toton. This will likely be exacerbated by the loss of existing homes within the safeguarded zone to accommodate construction.</p>	<p>Minor negative -1</p>	<p>Minor negative -1</p>
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>2. Will it provide sufficient pitches and plots for gypsies and travellers and travelling showpeople?</p>	<p>The Greater Nottingham and Ashfield Council Gypsy and Traveller Accommodation Assessment (2021) indicates that a single pitch is required to be delivered over the whole period 2020-2038 within Erewash. Specifically, it calls for delivery within the period 2020-2025. The intention remains to achieve delivery through the development management process in response to any application received. Allocation is not therefore proposed. It is not envisaged that this option will have an effect on the delivery of this, as the provision of this specific form of accommodation at the scale required is not linked with the implementation of nationally significant infrastructure to which this option relates.</p>	<p>Neutral 0</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>3. Will it reduce homelessness?</p>	<p>It is likely that the local housing market will experience increased interest and demand in response to this option as a result of the levels of investment and regeneration potential associated with it. There is the potential for the local housing market to diversify and provide for an increased number of dwellings in response to this however as already considered at 1(1), this is unlikely to increase affordability. Additionally, this option will in the shorter term actually lead to the loss of dwellings within the safeguard zone having a negative effect on immediate supply.</p>	<p>Neutral 0</p>	
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>4. Will it reduce the number of unfit/vacant homes?</p>	<p>It is likely that the local housing market will experience increased interest and demand in response to this option as a result of the levels of investment and regeneration potential associated with it. A competitive and in-demand housing market will provide significant impetus for the re-use of existing unfit or vacant homes as their redevelopment become increasingly viable.</p>	<p>Minor positive +1</p>	
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>5. Will it provide the required infrastructure?</p>	<p>This option is likely to result in additional burdens on local infrastructure within the plan period related to the construction phase of HS2; within the plan period therefore it will not provide the required infrastructure for housing.</p>	<p>Minor negative -1</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>2. Employment and Jobs</b> To create employment Opportunities.	1. Will it improve the diversity and quality of jobs?	<p>There is the potential that this option will result in some uplift in the diversity and quality of jobs locally in the short to medium term as a result of the construction phase of HS2 which it will enable – partly as a result of the availability of jobs specific to the planning, design and construction efforts linked with this option and partly as a result of positive local economic performance in response to the investment and regeneration potential associated with the option. However in opposition to this will be the displacement of existing businesses to accommodate the construction and uncertainty resulting from safeguarding land already in economic use. To some degree, this will neutralise positive effects, but not entirely.</p>	Minor positive +1	Major positive +2
<b>2. Employment and Jobs</b> To create employment Opportunities.	2. Will it reduce unemployment?	<p>This option will likely result in additional jobs associated with the planning, design and construction of HS2. This is likely to have a positive effect on reducing unemployment, though the scale of this effect is linked closely to how the displacement of existing business and industry within the potential safeguard zone is mitigated. A reduction in established jobs in the short to medium term is possible if mitigation is lacking. It is expected that this will in part be mitigated through positive local economic performance in response to the investment and regeneration potential associated with the option.</p>	Minor positive +1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>2. Employment and Jobs</b> To create employment Opportunities.	3. Will it improve rural productivity in terms of employment opportunities?	The proposed safeguard zone primarily falls within the Long Eaton urban area and as such is not expected this option will have any tangible effect on rural productivity.	Neutral 0	
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	1. Will it provide land and buildings of a type required by businesses?	Land and buildings currently in economic use by businesses will form part of the safeguarded zone in Long Eaton and will be required to accommodate the construction of HS2. As a result, this option will directly lead to the loss of buildings and land which is of a type required by businesses (evidenced by their current choice of location).	Major negative -2	Major negative -5
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	2. Will it provide business/university clusters?	This option will not directly provide business or university clusters. Notwithstanding the likely positive local economic performance in response to the investment and regeneration potential associated with the option, it actually requires the use of land upon which businesses are already grouped (for example at Meadow Lane, Long Eaton) which will lead to their displacement.	Major negative -2	
<b>3. Economic Structure and</b>	3. Will it create jobs in high knowledge	Whilst this option is likely to have positive effects on employment and jobs in general - as considered in	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	sectors?	Section 2, its impact on specific sectors of the economy cannot at this time be predicted to the extent that tangible effects on this question could be identified. It is not expected that the option would in any way prejudice the creation of jobs in the high knowledge sectors either.		
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	4. Will it encourage graduates to live and work within the Plan area?	This option is not linked with specifically encouraging graduates to live and work within the plan area over and above any other segment of the population. Equally, it will not act to dissuade graduates from locating to the area.	Neutral 0	
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	5. Will it provide the required infrastructure?	This option is likely to result in additional burdens on local infrastructure within the plan period related to the construction phase of HS2; within the plan period therefore it will not provide the required infrastructure for the economy.	Minor negative -1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>4. Shopping Centres</b> Increase the vitality and viability of existing shopping centres.	1. Will it encourage the vitality of the city centre, town centre, district centre or local centre?	This option will lead to localised short-term disruption associated with the construction of HS2. Notwithstanding implications of this, demand for retail and services within Long Eaton linked closely with increased demand for housing fuelled by the HS2 project – as well as a likely positive local economic performance in response to the investment and regeneration potential associated with the option - will help to encourage the vitality of Long Eaton town centre within the plan period. Similar effects are likely to be felt further afield such as at Sandiacre Local Centre and, to a lesser extent, Ilkeston Town Centre. Upon completion of HS2 these effects are likely to be magnified, although this will not be felt until after the proposed plan period.	Minor positive +1	Minor positive +1
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	1. Will it reduce health inequalities?	No, however it is not expected that this option will increase health inequalities either. This option does not have a tangible link with this criteria question.	Neutral 0	Major negative -3
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	2. Will it improve access to health services?	No, however it is not expected that this option will reduce access to health services either. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>5. Health and Wellbeing</b>	3. Will it increase the opportunities	It is not expected that this option will reduce opportunities for recreational physical activity in the	Minor negative	



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
To improve health and wellbeing and reduce health inequalities.	for recreational physical activity?	long term however some temporary disruption may occur in areas of recreational activity parts of which fall within the safeguard zone and area for construction; for example south of Long Eaton where some water assets, countryside and Public Rights of Way (including Trent Valley Way) interact with the safeguard zone. The extent and timeframe of any impact will be heavily dependent on the eventual approach to design and implementation of the construction in this area.	-1	
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	4. Will it provide new open space or improve the quality of existing open space?	No, this option does put at risk some open space at least in the short term, particularly south of Long Eaton in the vicinity of Trent Valley Way. The extent and timeframe of any impact will be heavily dependent on the eventual approach to design and implementation of the construction in this area. There may be the opportunity for improvements to existing open space associated with regeneration facilitated by construction of HS2 in the urban areas; however, this is likely to be something experienced beyond the proposed plan period.	Minor negative -1	
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	5. Will it improve access to local food growing opportunities?	No. This option will safeguard a portion of agricultural land for HS2 construction that is rated as 'good to moderate' in the south of the borough and thus will reduce access to local food growing opportunities, albeit on a limited and local scale.	Minor negative -1	
<b>6. Community Safety</b> To improve community	1. Will it reduce crime and the fear	There is the potential that this option will result in an uplift in construction related crime, as well as crime	Minor negative	Major negative

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
safety, reduce crime and the fear of crime.	of crime?	associated with abandoned buildings and land resulting from safeguarding for alternative use and the associated displacement of employment and residential uses in the short to medium term. In the longer term, the introduction of new railway infrastructure may result in an uplift in transport infrastructure related crime, though this may equally be mitigated through appropriate design and an improvement in surveillance as well as potential benefits in the wider area resulting from knock-on regeneration effects. In any case, these latter issues are likely to occur beyond the proposed plan period once construction is complete.	-1	-2
<b>6. Community Safety</b> To improve community safety, reduce crime and the fear of crime.	2. Will it contribute to a safe and secure built environment?	There is the potential this option will result in an increase in crime as considered in 6(1) and that this will result in a negative impact on the safety and security of the built environment. Additionally, the construction process itself may raise public safety risks, also the safeguarding of land ahead of construction resulting in an increase in abandoned buildings. There is the potential for this option to improve existing infrastructure and its safety performance in Long Eaton as part of the wider redevelopment though equally there is likely to be an increase demand on this infrastructure in response to the long term implementation of HS2 and this itself presents safety concerns.	Minor negative -1	
<b>7. Social Inclusion</b> To promote and support	1. Will it protect and enhance	It is not expected that this option will put at risk specific cultural assets (such as a library or museum). There	Neutral 0	Minor positive

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	existing cultural assets?	may be the potential for the viability of existing assets to be positively impacted through long term local population expansion and regeneration efforts associated with this option though this is likely to be experienced primarily beyond the plan period once HS2 has been implemented.		+1
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	2. Will it improve access to, encourage engagement with and residents' satisfaction in community activities?	In the long term this option may present the opportunity to enhance community facilities through associated local population expansion and regeneration efforts, resulting in improved viability of such assets and thus opportunity for local populations to engage with and benefit from community activities. Such effects are unlikely to come forward until close to or after completion of HS2 however which will be beyond the proposed plan period. In the short-term, this option does pose risk to some assets that contribute to providing opportunity for community activity; including at Trent Valley Way and adjacent water bodies.	Neutral 0	
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	3. Will it increase the number of facilities e.g. shops, community centres?	This option does not directly increase the number of facilities and shops but may present the opportunity to increase the number and enhance the condition of existing provision through associated local population expansion and regeneration efforts, resulting in an improvement in their viability. Some of this effect may be experienced during the construction phase within the proposed plan period as a result of speculative reaction to safeguarding the land – particularly in	Minor positive +1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		relation to retail within the town centre- but primarily effects on this criteria question will be felt upon implementation of HS2 and onwards, beyond the proposed plan period.		
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	4. Will it provide for the educational needs of the population?	No, however it is not expected that this option will put at risk education provision either. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	1. Will it use and enhance existing transport infrastructure?	This option will eventually result in a significant contribution to enhancing the existing transport network, and will make significant use of existing provision in order for it to function. However, such effects will not be felt until after completion of the HS2 scheme which will be beyond the proposed plan period. In the meantime, the safeguarding and associated construction phase may result in some disruption to the existing transport infrastructure in response to a likely shift in land uses and population in anticipation of HS2. Equally, it may lead to some small improvements to existing infrastructure as part of works to implement HS2.	Neutral 0	Major negative -2

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>2. Will it help to develop a transport network that minimises the impact on the environment?</p>	<p>In the long term this option will contribute to minimising the effect of the transport network on the environment by enabling the implementation of a sustainable form of long travel. Such an effect will not be felt however until beyond the proposed plan period and completion of HS2. During the construction phase some disruption is expected to countryside south of Long Eaton and this has the potential to negatively impact on the environment within the plan period.</p>	<p>Minor negative -1</p>	
<p><b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>3. Will it reduce journeys undertaken by private car by encouraging alternative modes of transport?</p>	<p>Not within the proposed plan period. However it is not expected that this option will lead to the material increase in journeys undertaken by private car either.</p>	<p>Neutral 0</p>	
<p><b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice</p>	<p>4. Will it increase accessibility to services and facilities?</p>	<p>Not within the proposed plan period. This option may lead to some short term disruption to accessibility to services and facilities relating to effects of the construction phase enabled by the option and uncertainty resulting from safeguarding land already in use.</p>	<p>Minor negative -1</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
and accessibility.				
<b>9. Brownfield Land</b> To make efficient use of brownfield land and recognise biodiversity value where appropriate.	1. Will it make efficient use of brownfield land?	This option will primarily require the use of brownfield land with only small elements of greenfield falling within the proposed safeguard zone and the vast majority within the existing built up area of Long Eaton, including areas of land otherwise limited in its land use application.	Major positive +2	Major positive +3
<b>9. Brownfield Land</b> To make efficient use of brownfield land and recognise biodiversity value where appropriate.	2. Will it minimise impact on the biodiversity interests of land?	Notwithstanding the need to acknowledge and mitigate biodiversity value within brownfield land, this option applies primarily to the use of brownfield land which has been previously developed within the plan area and which is in continued use at present, rather than areas of land in relative natural use or brownfield land which has been abandoned for many years. It is considered that the use of such land to accommodate HS2 construction within the plan area will minimise impact on the biodiversity interests of land in general. To some extent, the replacement of existing industrial land may present new opportunity for biodiversity net gain that without development would not be forthcoming.	Minor positive +1	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing	1. Will it result in additional energy use?	This option itself will enable the construction of HS2 within the proposed plan period and the construction process itself will result in additional energy usage within the plan area. This will enable the implementation of a more sustainable form of transportation in the long term, however the positive	Minor negative -1	Minor negative -1

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
dependency on non-renewable sources.		effects of this will not be felt until beyond the plan period.		
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	2. Will it improve energy efficiency of the building stock within the Plan area?	Notwithstanding general redevelopment prospects that could arise through implementation of this option which could lead to an update in building stock within areas of Long Eaton (and a subsequent improvement in its energy efficiency), it is not considered closely enough linked with this criteria question to result in a tangible positive effect within the proposed plan period.	Neutral 0	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	3. Will it support the generation and use of renewable energy?	This option will not act to impede progress in support of the generation or use of renewable energy in general but does not directly support it.	Neutral 0	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	4. Will it support the development of community energy systems?	This option will not act to impede progress in support of the development of community energy systems in general but it does not directly support it.	Neutral 0	
<b>10. Energy and Climate Change</b>	5. Will it ensure that buildings are	This option will enable the construction of HS2 which will be required to be designed in a way which mitigates	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	able to deal with future changes in climate change?	and responds to future climate change; particularly in relation to flood risk. Some associated additional redevelopment within Long Eaton is likely to result and this will also be required to take into account up to date climate change expectations and this regard will result in some upgrading of the existing building stock within the town, but this option is not directly responsible for ensuring this happens.		
<b>11. Pollution and Air Quality</b> To manage air quality and minimise the risk posed by air, noise and other types of pollution.	1. Will it increase levels of air, noise and other types of pollution?	This option will enable construction of HS2 within the proposed plan period. Construction activity will likely result in a localised uplift in air and noise pollution. Beyond the proposed plan period this option will have resulted in delivery of a more sustainable form of transport which is likely to have a positive effect on decreasing levels of air pollution particularly by providing additional travel capacity by means other than private vehicle.	Minor negative -1	Minor negative -1
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	1. Will it minimise or mitigate flood risk?	As with any development this option will be required to deliver flood risk mitigation to the extent that it does not lead to any increased risk of flooding elsewhere. It will not however, act as a specific conduit to minimise or mitigate flood risk and therefore is not expected to deliver net gain in terms of flood risk reduction.	Neutral 0	Major negative -2
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve	2. Will it improve water quality?	This option is not linked with water quality management directly but given the presence of natural water assets on some of the land within the proposed safeguard zone, there is a risk that such assets will be affected	Minor negative -1	



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
and improve water quality.		detrimentally by the construction of HS2 it enables.		
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	3. Will it conserve water?	This option is not linked with water conservation and whilst it will not impede efforts to conserve water in general, it will not play any role in promoting it.	Neutral 0	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	4. Will it improve or help to promote water efficiency?	This option is not linked with improving or promoting water efficiency and whilst it will not impede efforts to improve or promote water efficiency it will not play any role in promoting it.	Neutral 0	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	5. Will it cause a deterioration of Water Framework Directive status or potential of on-site watercourses?	This option has the potential, without mitigation, to result in deterioration of Water Framework Directive status of water assets within the proposed safeguard zone resulting from the construction phase of HS2 which it will enable. Specifically, elements on greenfield land to the south of Long Eaton are of particular concern in this regard.	Minor negative -1	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	6. Will it cause any harm to a Source Protection Zone or the water environment?	Whilst the extent of safeguarded route passes through Zone 3 of a SPZ (part of the total catchment), the impact is largely mitigated as the proposed HS2 line passes through the SPZ3 because this to all intents and purposes replicates the current classic rail line.	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.</p>	<p>1. Will it help protect and improve biodiversity and avoid harm to protected species?</p>	<p>It is assumed in the absence of more detailed and up-to-date information that this option – by enabling the construction of HS2 - may put protected species at risk within the proposed plan period and this would need to be carefully managed. Additionally, the proposed safeguard zone does interact with a number of Local Wildlife Sites; construction within the plan period will therefore very likely be of detriment to these assets without adequate mitigation and this presents a strong risk to biodiversity in general. Opportunities to improve biodiversity may also arise, particularly when considering the primary source of safeguarded land will be previously developed (still in active use) with limited biodiversity value but this does not outweigh the risk as discussed above.</p>	<p>Major negative -2</p>	<p>Major negative -9</p>
<p><b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.</p>	<p>2. Will it allow for biodiversity net gains?</p>	<p>This option has the potential to accommodate biodiversity net gain through development of HS2 enabled by this option, particularly when considering the primary source of safeguarded land will be previously developed (still in active use) with limited biodiversity value. Such benefits are however unlikely to be realised until after the completion of HS2 and beyond the proposed plan period and even when this is able to occur, risks to existing biodiversity as considered in 13(1) are likely to be significant.</p>	<p>Minor negative -1</p>	
<p><b>13. Natural Environment, Biodiversity, Green &amp;</b></p>	<p>3. Will it conserve and enhance the geological</p>	<p>The extent of safeguarded land to accommodate this option does not interact with any Regionally Important Geological Sites and thus would not result in detriment</p>	<p>Neutral 0</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	environment?	to the geological environment and would not provide opportunity for enhancement.		
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	4. Will it maintain and enhance woodland cover and management?	The proposed safeguard zone does interact with a number of Local Wildlife Sites which contain established woodland cover; construction within the plan period will therefore very likely be of detriment to these assets without adequate mitigation and this presents a strong risk to existing woodland cover. Mitigation may be possible through biodiversity offsetting however the benefits of this would only be felt beyond the proposed plan period. The effect on this criteria question within the proposed plan period is therefore strong.	Major negative -2	
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	5. Will it provide new open space or green space?	This option will not provide new open space or green space directly. There is the potential for the option to result in a negative impact on some open space to the south of Long Eaton as a result of the associated construction activity, in the countryside, as well as on a number of Local Wildlife Sites which do provide open green space within the built environment. Opportunity for new urban green or open spaces may arise through associated regeneration. However, this does not outweigh the realistic risk to existing open space as described.	Major negative -2	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.</p>	<p>6. Will it improve the quality of existing open space?</p>	<p>Notwithstanding the knock-on regeneration effects likely to result from this option in the long term, this option will not directly result in an improvement in the quality of existing open space. Construction efforts within the proposed plan period will in fact be of detriment to existing open space provided by the countryside to the south of Long Eaton and the Local Wildlife Sites which interact with the proposed safeguard zone.</p>	<p>Major negative -2</p>	
<p><b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.</p>	<p>7. Will it encourage and protect or improve Green and/or Blue Infrastructure networks?</p>	<p>Notwithstanding the knock-on regeneration effects likely to result from this option in the long term, and also the potential for existing local green and blue infrastructure to form part of the connectivity offer associated with this option, it does not directly encourage, protect or improve such assets.</p>	<p>Neutral 0</p>	
<p><b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.</p>	<p>1. Does it respect or preserve identified landscape character?</p>	<p>The extent to which this option respects or preserves identified landscape character in the long term (beyond the proposed plan period) will depend largely on the design of HS2, the detail of which for the plan area remains unconfirmed at this time. Whether or not a viaduct is incorporated into the construction of HS2 to accommodate changing land levels into the proposed East Midlands Hub Station at Toton will have a particularly significant impact on this criteria question. Notwithstanding the above, delivery of this option will</p>	<p>Minor negative -1</p>	<p>Major negative -3</p>

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		require the use of some open countryside falling within the Riverside Meadows type landscape within the Trent Valley Washlands character area and this presents a particularly sensitive risk with regards to this criteria question and long term effects. Within the plan period the key concern relates to the construction process. It is unlikely that such a process will entirely respect or preserve the landscape character it interacts with.		
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	2. Does it have a positive impact on visual amenity?	The extent to which this option has a positive impact on visual amenity or not in the long term (beyond the proposed plan period) will depend largely on the design of HS2, the detail of which for the plan area remains unconfirmed at this time. Whether or not a viaduct is incorporated into the construction of HS2 to accommodate changing land levels into the proposed East Midlands Hub Station at Toton will have a particularly significant impact on this criteria question. Additionally, a consideration of impact on visual amenity impact is extremely subjective when considered in the context of a one-off national infrastructure project particularly. Within the plan period it is likely that the construction phase will result in a significantly negative impact on visual amenity both within the town and adjacent countryside.	Major negative -2	
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and	3. Will it maintain and/or enhance the local distinctiveness of	The extent to which this option will have a positive impact in the long term (beyond the proposed plan period) on maintaining and/or enhancing local distinctiveness of the townscape or settlement	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
townscape character, including heritage and its setting and enhancing the place through good design.	the townscape or settlement character?	character will depend largely on the design of HS2, the detail of which for the plan area remains unconfirmed at this time. Whether or not a viaduct is incorporated into the construction of HS2 to accommodate changing land levels into the proposed East Midlands Hub Station at Toton will have a particularly significant impact on this. At the simplest level, it is reasonable to expect that the implementation of a unique national infrastructure project such as HS2 will not maintain local distinctiveness or character because it will result in the introduction of a built form which is currently alien within the plan area. Within the proposed plan period, the construction phase, being temporary and short term in nature, is unlikely to result in a strong impact on local distinctiveness and character that are by their nature concepts that establish over longer periods of time.		
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	4. Will it conserve or enhance the interrelationship between the landscape and the built environment?	In the long term (beyond the proposed plan period) a completed HS2 is likely to enhance the interrelationship between landscape and built environment as it would act as a consistent feature in both environments. The extent of this is of course dependent on the design and precise implementation of the project, which currently has not been confirmed for the plan area. Within the plan period, the main effect from this option will be the construction phase which will be required to implement HS2. This element will have no tangible effect on the interrelationship between the landscape and built environment by its short-term nature where the interrelationship is a concept that establishes over a	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		long period of time.		
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	1. Will it conserve and enhance the historic environment, designated and non-designated heritage assets and their settings?	The proposed safeguard zone is adjacent to the Long Eaton Town Centre Conservation Area and interacts with the Sandiacre Cloud Side Conservation Area. It also interacts directly with a number of adopted Local List entries in Long Eaton and is adjacent to the Long Eaton Archaeological Alert Area. Associated construction activity within the proposed plan period does pose significant risk to these assets, their settings and the historic environment associated with them.	Major negative -2	Major negative -5
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	2. Will it respect, maintain and strengthen the local character and distinctiveness e.g. landscape/ townscape character?	The extent to which this option will have a positive impact in the long term (beyond the proposed plan period) on maintaining and strengthening local character and distinctiveness will depend largely on the design of HS2, the detail of which for the plan area remains unconfirmed at this time, as well as extent of mitigation around potential impact on assets considered at 15(1). Whether or not a viaduct is incorporated into the construction of HS2 to accommodate changing land levels into the proposed East Midlands Hub Station at Toton will have a further impact on this. At the simplest level, it is reasonable to expect that the implementation of a unique national infrastructure project such as HS2 will not maintain local distinctiveness or character because it will result in the introduction of a built form which is currently alien within the plan area. Within the proposed plan period, the construction phase, being temporary and short term	Minor negative -1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		in nature, is unlikely to result in a strong impact on local distinctiveness and character that are by their nature concepts that establish over longer periods of time.		
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	3. Will it provide better opportunities for people to access and understand local heritage and to participate in cultural activities?	This option will not provide any additional opportunities for people to access and understand local heritage and to participate in cultural activities within the proposed plan period. There may the potential for this option to result in improved access to cultural activities outside of the local area (via the completed HS2) and so for a positive effect on providing opportunity for people to participate in cultural activities, however this would not provide benefit until beyond the proposed plan period in line with expected completion of HS2. The construction phase does, as considered in 15(1) and (2), put at risk a number of local heritage assets that without mitigation could have a further negative effect on this criteria question within the proposed plan period.	Minor negative -1	
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	4. Will it protect or improve access and enjoyment of the historic environment?	This option will not improve access to the historic environment within the proposed plan period. There may the potential for improved access and enjoyment of non-local historic environments (via the completed HS2) beyond the proposed plan period in line with expected completion of HS2. The construction phase does, as considered in 15(1) and (2), put at risk a number of local heritage assets that without mitigation could have a further negative effect on this criteria question within the proposed plan period.	Minor negative -1	



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	5. Will it conserve and enhance the archaeological environment?	This option does not provide any opportunity for enhancement of the archaeological environment. Given the proposed safeguard route runs adjacent to an Archaeological Alert Area in Long Eaton, there is the potential that this option – through construction of HS2 – could pose risk to the conservation of the archaeological environment.	Neutral 0	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	1. Will it lead to reduced consumption of raw materials?	Not within the proposed plan period. The construction phase enabled by this option will result in a significant increase in the consumption of raw materials. Beyond the proposed plan period, in line with completion of HS2, there is the potential for the consumption of raw materials to be reduced over the long term as a result of a change in travel behaviour towards increased use of the rail network instead of private vehicle.	Major negative -2	Major negative -4
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	2. Will it promote the use of sustainable design, materials and construction techniques?	This option represents a significant step towards implementing a more sustainable form of travel to benefit the plan area in sustainability terms. To this extent, the option (by enabling the construction of HS2) will promote sustainable design in general terms by definition. However, the specific design approach including materials and construction techniques utilised in constructing HS2 has not been finalised or confirmed for the plan area so a consideration of potential effects of this option at this stage is not possible.	Minor positive +1	
<b>16. Natural Resources and Waste</b>	3. Will it result in additional waste?	This option will result in construction waste within the plan period, relating to construction of HS2. It is not	Minor negative	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.		considered that the option will result in additional waste outside of the construction activity it enables.	-1	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	4. Will it reduce hazardous waste?	Given that elements of the proposed safeguard zone include existing industrial land which will likely require some level of remediation, there is the potential for this option to influence a reduction in hazardous waste locally through the construction process. This is likely to be largely offset however by a) the very limited extent of remediation likely required to facilitate construction of HS2 and b) by the waste produced by the construction process itself.	Neutral 0	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	5. Will it protect the best and most versatile (BMV) agricultural land?	No. This option will safeguard a portion of agricultural land for HS2 construction which is rated as 'good to moderate' in the south of the borough and this places BMV agricultural land at risk. The scale of this is however relatively minor and so the effect is limited.	Minor negative -1	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the	6. Will it prevent the loss of greenfield land to development?	This option relies primarily on the use of non-greenfield land (previously developed brownfield) within existing built up areas. However, a portion of land falling within the proposed safeguard zone is greenfield and thus it cannot be said that the option prevents the loss of	Minor negative -1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
area including soils, safeguarding minerals and waste.		greenfield land, though its primary use of brownfield land does limit the negative impact of this.		
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	7. Will it sterilise mineral resources?	The safeguarding of the HS2 route through the Borough would not impact on the ability to obtain minerals by prejudicing an adopted Derby & Derbyshire Minerals Plan policy. Whilst the safeguarded route of HS2 passes through a surface coal resource area (an area which extends across most of north Erewash) the contribution of land within the corridor to a nationally important transport infrastructure project would prevent any impacts from open cast (or other forms of) mining works.	Neutral 0	

### Option 3 – Safeguard and Enhance Trent Valley Way & Great Northern Greenway (including Bennerley Viaduct)

Performance: Sustainability Appraisal Objective	Question	Performance: Policy Criteria Questions	Ratings: Criteria Question	Ratings: Objective
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>1. Will it increase the range and affordability of housing for all social groups?</p>	<p>This option will enable an improvement to general sustainable connectivity within the Borough. Improving connectivity will have a positive effect on the deliverability of land for housing within existing built up areas and likely have a positive effect on the health of local housing markets. In turn, this may lead to a tangible increase in housing delivery and there is the potential for this to have a positive effect on increasing the range and affordability of housing for all social groups.</p>	<p>Minor positive +1</p>	<p>Major positive +5</p>
<p><b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.</p>	<p>2. Will it provide sufficient pitches and plots for gypsies and travellers and travelling showpeople?</p>	<p>The Greater Nottingham and Ashfield Council Gypsy and Traveller Accommodation Assessment (2021) indicates that a single pitch is required to be delivered over the whole period 2020-2038 within Erewash. Specifically, it calls for delivery within the period 2020-2025. The intention remains to achieve delivery through the development management process in response to any application received. Allocation is not therefore proposed. It is not envisaged that this option will have an effect on the delivery of this, as the provision of this specific form of accommodation at the scale required is not linked with this option.</p>	<p>Neutral 0</p>	
<p><b>1. Housing</b> To ensure that the housing stock meets the housing</p>	<p>3. Will it reduce homelessness?</p>	<p>This option will enable an improvement to general sustainable connectivity within the borough. Improving connectivity will have a positive effect on the deliverability of land for housing within existing built up</p>	<p>Minor positive +1</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
needs of the population, including gypsies, travellers and travelling showpeople.		areas and likely have a positive effect on the health of local housing markets. In turn, this may lead to a tangible increase in housing delivery and there is the potential for this to have a positive effect on the reduction of homelessness as housing provision diversifies.		
<b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.	4. Will it reduce the number of unfit/vacant homes?	This option will enable an improvement to general sustainable connectivity within the borough. Improved connectivity of this nature is likely to provide additional impetus to local housing markets which are affected by these improvements and provide a general uplift in provision, including through the re-use of existing unfit or vacant homes.	Minor positive +1	
<b>1. Housing</b> To ensure that the housing stock meets the housing needs of the population, including gypsies, travellers and travelling showpeople.	5. Will it provide the required infrastructure?	This option will directly support the long term protection and enhancement of sustainable infrastructure which is fundamental to sustainable housing delivery. It will therefore significantly contribute to providing the required infrastructure.	Major positive +2	
<b>2. Employment and Jobs</b> To create employment Opportunities.	1. Will it improve the diversity and quality of jobs?	This option is likely to have a positive effect on the long term viability of existing and prospective employment sites within the urban areas which interact with associated routes – such as within Ilkeston (e.g. Manners, Stanton, Merlin Way and Gallows Inn Industrial Areas) and Long Eaton (e.g. Acton Road	Minor positive +1	Major positive +3

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		<p>Industrial Estate) as well as on retail centres such as Long Eaton and Ilkeston Town Centres as existing and future workforces are able to more easily access their place of work. The culmination of this improved accessibility to and between these net job creators is likely to be an enhanced viability and attractiveness of the local areas from the perspective of existing and new employers. This in turn is likely to have a positive effect on the diversity and quality of jobs although it is acknowledged that the connection between this option and desired outcome may be fragile given the range of other factors that influence employer behaviour.</p>		
<p><b>2. Employment and Jobs</b> To create employment Opportunities.</p>	<p>2. Will it reduce unemployment?</p>	<p>This option is likely to have a positive effect on the long term viability of existing and prospective employment sites within the urban areas which interact with associated routes – such as within Ilkeston (e.g. Manners, Stanton, Merlin Way and Gallows Inn Industrial Areas) and Long Eaton (e.g. Acton Road Industrial Estate) as well as on retail centres such as Long Eaton and Ilkeston Town Centres as existing and future workforces are able to more easily access their place of work. The culmination of this improved accessibility to and between these net job creators is likely to be an enhanced viability and attractiveness of the local areas from the perspective of existing and new employers. In this scenario, there is the potential that unemployment will be reduced indirectly by the implementation of this option although it is acknowledged that the connection between this option</p>	<p>Minor positive +1</p>	

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		and desired outcome may be fragile given the range of other factors that influence levels of unemployment.		
<b>2. Employment and Jobs</b> To create employment Opportunities.	3. Will it improve rural productivity in terms of employment opportunities?	Given the potential improved connectivity across rural areas resulting from implementing this option, there may be some positive effect on rural employment opportunities as, for example, existing employers become better connected to a wider workforce and new employers are attracted to a more viable, well connected rural environment. This has the potential to improve rural employment opportunities.	Minor positive +1	
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	1. Will it provide land and buildings of a type required by businesses?	Whilst this option is likely to have positive effects on employment and jobs in general - as considered in in SA2, it does not directly provide land and buildings of a type required by businesses. Equally, it will not result in a tangible loss of such land or buildings.	Neutral 0	Minor positive +1
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including	2. Will it provide business/university clusters?	This option will not provide business/university clusters although indirectly may help to accommodate development of this nature in the future with the resulting benefits considered in previous sections. This option will certainly not act to prejudice future potential.	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
infrastructure to support the use of new technologies.				
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	3. Will it create jobs in high knowledge sectors?	Whilst this option is likely to have positive effects on employment and jobs in general - as considered in SA2, its impact on specific sectors of the economy cannot at this time be predicted to the extent that tangible effects on this question could be identified. It is not expected that the option would in any way prejudice the creation of jobs in the high knowledge sectors either.	Neutral 0	
<b>3. Economic Structure and Innovation</b> To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	4. Will it encourage graduates to live and work within the Plan area?	This option will not specifically encourage graduates to live and work within the plan area over and above any other segment of the population.	Neutral 0	
<b>3. Economic Structure and Innovation</b> To provide the physical	5. Will it provide the required infrastructure?	A number of existing employment sites are in the vicinity of G&BI routes associated with this option and stand to benefit from the enhanced sustainable connectivity that will be encouraged by this option. In	Minor positive +1	



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.		this regard, the option will provide a limited element of infrastructure required to support economic activity within the plan area.		
<b>4. Shopping Centres</b> Increase the vitality and viability of existing shopping centres.	1. Will it encourage the vitality of the city centre, town centre, district centre or local centre?	Ilkeston and Long Eaton Town Centres and Sandiacre Local Centre are in the vicinity of G&BI routes associated with this option and stand to benefit from the enhanced sustainable connectivity that will be encouraged by this option. By ensuring long term sustainable access to the centres, it is expected this option will enhance footfall and patronage. Whilst this alone will help to ensure the vitality of the centres, knock-on effects will include enhanced prospects for businesses to locate and the potential for enhanced centre diversification.	Minor positive +1	Minor positive +1
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	1. Will it reduce health inequalities?	This option will secure the long term presence and continued enhancement of sustainable connectivity routes which provide a highly accessible means of exercise for everyone, without cost to any individual. It will also encourage sustainable travel around the borough and beyond, mitigating the requirement for the use of traditional forms of transport which impact negatively on local air quality. This option will likely have an important role in reducing health inequalities in the long term.	Minor positive +1	Major positive +4

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<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	2. Will it improve access to health services?	Whilst this option will result in a general enhancement in connectivity and accessibility within the borough, it is not linked strongly or directly enough with an improvement in access to health services specifically to indicate a tangible positive effect.	Neutral 0	
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	3. Will it increase the opportunities for recreational physical activity?	This option will secure the long term presence and continued enhancement of sustainable connectivity routes which provide a highly accessible means of exercise for everyone, without cost to any individual. The routes also connect various recreational assets within the borough including sports provision and formal and informal open space and countryside. As a result, the potential for this option to increase opportunities for recreational physical activity is very high.	Major positive +2	
<b>5. Health and Wellbeing</b> To improve health and wellbeing and reduce health inequalities.	4. Will it provide new open space or improve the quality of existing open space?	This option will not directly provide new open space though there is the potential that improved accessibility raises the prospects of currently inaccessible land becoming informal open space. There is also the potential that by improving access to open spaces their profile may heighten and opportunities for their improvement may arise. These prospects are not linked strongly or directly enough with this option however to indicate a tangible positive effect.	Neutral 0	
<b>5. Health and Wellbeing</b> To improve health and	5. Will it improve access to local food growing	This option has the potential to improve access to areas of countryside which are in agricultural use if the element of Great Northern Greenway between Derby	Minor positive +1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
wellbeing and reduce health inequalities.	opportunities?	City and Ilkeston is enhanced (delivered) as intended.		
<b>6. Community Safety</b> To improve community safety, reduce crime and the fear of crime.	1. Will it reduce crime and the fear of crime?	Some elements of the routes this option would seek to safeguard and enhance are currently inaccessible or incomplete – for example Bennerley Viaduct and elements of the Great Northern Greenway to the north of West Hallam Storage Depot. In the case of Bennerley Viaduct particularly, the process of formalising and enabling public access which has already begun (and will be supported by this option) will reduce the incidence of trespass crime as well incidence of vandalism and anti-social behaviour by enabling natural surveillance and population engagement with the asset. On this basis, this option can be said to have a positive impact on reducing crime and the fear of crime even if only a limited sense. Whilst crime is not considered a significant issue within existing routes, their long term safeguarding for enhancement is likely to present opportunities for increased surveillance and continued enhancement to their profile will enable additional addressing of any crime issues that do exist.	Minor positive +1	Major positive +2
<b>6. Community Safety</b> To improve community safety, reduce crime and the fear of crime.	2. Will it contribute to a safe and secure built environment?	Some elements of the routes this option would seek to safeguard and enhance are currently inaccessible or incomplete – for example Bennerley Viaduct and elements of the Great Northern Greenway to the north of West Hallam Storage Depot. In the case of Bennerley Viaduct particularly, the process of	Minor positive +1	

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		formalising and enabling public access which has already begun (and will be supported by this option) will increase the likelihood of safe interaction between it and the public, as well as help ensure the long term structural integrity of the viaduct which for many years has been considered unsafe. To this end, this option will contribute to a safe a secure built environment.		
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	1. Will it protect and enhance existing cultural assets?	This option is not expected to put any existing assets at risk. On the contrary, by promoting connectivity between settlements through safeguarding and enhancing the routes identified, access to existing assets is likely to be improved and, in connection with this, their viability. This will be particularly noticeable if identified routes are able to be completed through implementing this option – for example the Great Northern Greenway as identified which at this time is incomplete and fails therefore to provide connection between Ilkeston and Derby City. The effects of this are enhanced when considering the potential for interconnectivity between the identified routes and more localised Green and Blue infrastructure assets for example the Erewash Canal.	Minor positive +1	Major positive +2
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close	2. Will it improve access to, encourage engagement with and residents' satisfaction in	This option is expected to result in the improvement of existing routes as identified including, most notably, the implementation of connectivity between settlements which does not currently exist in this fashion (for example, between Ilkeston and Derby City). Because of these tangible improvements in connectivity which are	Minor positive +1	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
the gap between the most deprived areas within the plan area.	community activities?	expected, it is fair to consider that this option will result in improved access to community activities – as to services and facilities – for residents. This results in some positive impact on this criteria question.		
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	3. Will it increase the number of facilities e.g. shops, community centres?	An improvement in general access facilitated by this option could result in the viability of facility provision in certain locations being improved. This may lead to influencing the development of new facilities such as shops however it is expected that any effect would be in reality very minor and reliant on a number of other factors to which this option holds no influence over.	Neutral 0	
<b>7. Social Inclusion</b> To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	4. Will it provide for the educational needs of the population?	No. This option will not provide for the educational needs of the population, nor will it negatively impact on such provision; this option has no relevance to the provision of educational facilities.	Neutral 0	
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve	1. Will it use and enhance existing transport infrastructure?	Yes. This option will enable significant improvement to the existing transport network by enhancing routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. The effects of this option will be further enhanced by the presence of existing local Green and Blue infrastructure	Major positive +2	Major positive +7

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
accessibility to jobs and services for all and to improve travel choice and accessibility.		routes such as the Erewash Canal which will act to provide additional interconnectivity at a more local level with the routes identified in this option.		
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	2. Will it help to develop a transport network that minimises the impact on the environment?	Yes. This option will enable improvement to the existing transport network by enhancing routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. The effects of this option will be further enhanced by the presence of existing local Green and Blue infrastructure routes such as the Erewash Canal which will act to provide additional interconnectivity at a more local level with the routes identified in this option. By helping to ensure the long-term option of travelling via sustainable means of travel in this way, this option will have a significant positive impact on this criteria question.	Major positive +2	
<b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	3. Will it reduce journeys undertaken by private car by encouraging alternative modes of transport?	Yes. As considered at 8(1) and 8(2), this option will enhance routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. This option will therefore directly support the use of alternative modes of transport on a wide range of journeys that would otherwise be undertaken by private car. The potential for interconnectivity between the identified routes within this option and existing local Green and Blue infrastructure routes providing connectivity on a more localised scale further enhances the effect.	Major positive +2	

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<p><b>8. Transport</b> To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>4. Will it increase accessibility to services and facilities?</p>	<p>It is expected that this option will result in a general improvement in connectivity within the plan area, and thus access between settlements and other locations containing services and facilities. It will provide additional and alternative forms of access other than by road. To this end, it is fair to conclude that this option will contribute positively to increasing accessibility to services and facilities, albeit on a relatively minor scale compared with other potential access interventions.</p>	<p>Minor positive +1</p>	
<p><b>9. Brownfield Land</b> To make efficient use of brownfield land and recognise biodiversity value where appropriate.</p>	<p>1. Will it make efficient use of brownfield land?</p>	<p>Identified routes which are safeguarded and enhanced through this option do require the use of brownfield land – for example in repurposing abandoned railway infrastructure at Bennerley Viaduct (specifically, the Great Northern Greenway follows the path of a railway line decommissioned in the 1960s). To this end, this option will make good use of brownfield land where other options for redevelopment are unavailable or unviable although it is expected that some elements of greenfield land will be required to complete the route. The Trent Valley Way route requires the use of primarily greenfield land. Although it is already largely in existence, this does limit the positive impact from this option on this criteria question.</p>	<p>Minor positive +1</p>	<p>Neutral 0</p>
<p><b>9. Brownfield Land</b> To make efficient use of brownfield land and recognise biodiversity</p>	<p>2. Will it minimise impact on the biodiversity interests of land?</p>	<p>Some areas of land required to enhance and complete the routes identified by this option have remained abandoned for a significant period of time and are likely to have biodiversity interest. This is particularly the</p>	<p>Minor negative -1</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
value where appropriate.		case in relation to enhancement of the Great Northern Greenway which currently has a significant portion which is unfinished. Whilst there is every possibility that the nature of development related to this option will be able to appropriately mitigate (and minimise) any impact on biodiversity, it does nevertheless remain a risk. Relevant to both routes identified is that when fully functioning, the use of the routes will attract visitors not only in a recreational capacity. This does present the risk of increased pressure on area of biodiversity interest without proper mitigation.		
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	1. Will it result in additional energy use?	Development resulting from this option relating to enhancing the routes will result in a minor increase in energy usage for the short term as a result of construction activity however in the long term this option will enable the enhancement of access options which provide for sustainable forms of travel across the plan area. This fact, along with the prospects for interconnectivity with existing local green and blue infrastructure routes it is expected will have a positive effect on reducing the use of energy required for the use of motor vehicles. It is not expected this will be a strong effect however.	Minor positive +1	Minor positive +1
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy	2. Will it improve energy efficiency of the building stock within the Plan area?	No, this option will not improve the energy efficiency of the building stock within the plan area, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
resource, reducing dependency on non-renewable sources.				
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	3. Will it support the generation and use of renewable energy?	No, this option will not support the generation and use of renewable energy, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	4. Will it support the development of community energy systems?	No, this option will not support the development of community energy systems, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>10. Energy and Climate Change</b> To minimise energy usage and to develop low-carbon energy resource, reducing dependency on non-renewable sources.	5. Will it ensure that buildings are able to deal with future changes in climate change?	No, this option will not ensure that buildings are able to deal with future changes in climate change, nor will it impede it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>11. Pollution and Air Quality</b>	1. Will it increase levels of air, noise	No. This option will enable improvement to the existing transport network by enhancing routes (including their	Minor positive	Minor positive

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To manage air quality and minimise the risk posed by air, noise and other types of pollution.	and other types of pollution?	completion) which provide an alternative option to travel other than by motorised vehicle. In the long term it is expected this will influence the reduction in air pollution, albeit at a relatively minor scale. Other types of pollutants including noise resulting from use of routes is expected to be negligible and in any case will not outweigh the positives effect caused by a reduction in air pollution caused by motor vehicle use as described.	+1	+1
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	1. Will it minimise or mitigate flood risk?	As with any development this option will be required to deliver flood risk mitigation to the extent that it does not lead to any increased risk of flooding elsewhere where development is required to enhance the routes. It will not however, act as a specific conduit to minimise or mitigate flood risk and therefore is not expected to deliver net gain in terms of flood risk reduction.	Neutral 0	Minor negative -1
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	2. Will it improve water quality?	No, this option will not improve water quality, nor will it impede improvements to it. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water	3. Will it conserve water?	No, this option will not conserve water, nor will it impede conservation efforts. This option does not have a tangible link with this criteria question.	Neutral 0	

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quality.				
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	4. Will it improve or help to promote water efficiency?	No, this option will not improve or help promote water efficiency, nor will it impede efforts to do so. This option does not have a tangible link with this criteria question.	Neutral 0	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve and improve water quality.	5. Will it cause a deterioration of Water Framework Directive status or potential of on-site watercourses?	This option would safeguard and enhance routes which interact closely with existing watercourse and assets; for example the proposed Trent Valley Way route interacts directly with the River Trent and additional water recreation assets east of Trent Lock and indirectly with the Erewash Canal and River Erewash. It is expected that this option will result in increased usage of the routes as identified (and supplementary routes not forming part of this proposed option) by recreational visitors as well as commuting traffic. Whilst the option will promote the increased use of clean forms of travel, there is a risk that the increased popularity of such routes and growth in interaction with the associated environment – including watercourses and assets – could pose a risk to the condition of watercourses relating to the routes.	Minor negative -1	
<b>12. Flooding and Water Quality</b> To minimise the risk of flooding and to conserve	6. Will it cause any harm to a Source Protection Zone or the water	Whilst the route of the Great Northern Greenway passes through Zone 3 (Source Catchment Protection Zone) near to Breadsall village, it is not intended that improvements to the route as a whole would likely	Neutral 0	

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and improve water quality.	environment?	interfere with subterranean conditions impacting upon aquifers. The extent of the Trent Valley Way lines the River Trent, although enhancements to this area are intended to compliment the low-lying, riverside environment rather than intensify it with new structures that would impact on the water table/cycle. As a result, no adverse impacts are envisaged.		
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	1. Will it help protect and improve biodiversity and avoid harm to protected species?	Safeguarding and enhancing the routes identified will provide long term protection to the sections of routes which are already implemented which themselves have biodiversity value and this will result in the protection of associated biodiversity and will present the opportunity to enhance biodiversity too. Where segments of the routes as identified are not completed yet, a risk of disruption to biodiversity presents itself. In particular, it is assumed that harm to protected species is a risk factor associated with constructing any parts of the routes not already established and this will need to be appropriately mitigated. Breadsall Railway Cutting Local Nature Reserve and SSI, adjacent Disused Breadsall Railway and Stanley-Morley disused Railway Local Wildlife Sites could be adversely affected through ongoing enhancement where the route has already been implemented without ongoing management and mitigation. Additionally, a number of wildlife and natural assets are present on the western fringes of Ilkeston (for example Pewit Carr Local Nature Reserve) and any implications of this option, particularly in relation to the Great Northern Greenway and its expansion, will need	Minor positive +1	Minor positive +1

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		to be carefully mitigated to avoid harm. Notwithstanding this concern, overall it is considered this option presents an opportunity to generally protect and enhance biodiversity rather than undermine it; there is strong potential for such development to be very well integrated with natural assets such as those identified with appropriate mitigation.		
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	2. Will it allow for biodiversity net gains?	This option enables enhancement of the routes as identified and this provides opportunity for incremental biodiversity net gains such as through associated landscaping and planting although not to a significant extent; indeed, some risk to existing natural conditions (and associated biodiversity) will arise when the routes are developed towards completion as a result of this option (considered further in 13(1)). Whilst long-term establishment and protection of the routes may provide access to land for development currently inaccessible, it is unlikely to be at a scale that would invite biodiversity net gain resulting from development.	Neutral 0	
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the	3. Will it conserve and enhance the geological environment?	Dam Brook and Croft Wood Regionally Important Geological Sites are adjacent to part of the Great Northern Greenway route which has already been developed. Given related elements of the Great Northern Greenway have already been implemented at these locations, it is not considered that this option presents any additional risk to their condition, nor does it act to provide enhancement.	Neutral 0	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
natural environment.				
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	4. Will it maintain and enhance woodland cover and management?	Woodland cover does form part of some of the land required to develop the routes as identified (such as the broad-leaved woodland within the Stanley-Morley Disused Railway Local Wildlife Site which relates to the proposed Great Northern Greenway) and implementation of this option would pose risk to this asset. In general however, the footprint from the routes as identified is minimal and their safeguarding and enhancement through this option could provide opportunities for better woodland management where there is interaction. Notwithstanding these considerations, ultimately this option is not directly related to the enhancement of woodland cover or its management so any effects will be minimal. On the contrary, this option does pose a specific risk to at least one asset with woodland value.	Minor negative -1	
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	5. Will it provide new open space or green space?	No, this option will not provide new open or green space directly however it will be integral to improving access to existing spaces – including within the open countryside – which are at present inaccessible.	Neutral 0	
<b>13. Natural Environment,</b>	6. Will it improve the quality of	There is the strong potential for the safeguarding and enhancement of the routes as identified to improve	Neutral 0	

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<b>Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	existing open space?	access to existing open spaces and raise their profile and interest accordingly. When considering the wider Green and Blue Infrastructure network which will also interact with the routes identified, the potential for this is widened and likelihood that the quality of spaces will be improved multiplies. Notwithstanding this, this option relates specifically to transport routes as identified and is not concerned specifically with the condition of existing open space – whether relating to the routes or not. As a result, any positive effect is as this time entirely hypothetical and relies on a number of other factors that this option does not influence.		
<b>13. Natural Environment, Biodiversity, Green &amp; Blue Infrastructure</b> To increase biodiversity levels and protect and enhance Green and Blue Infrastructure and the natural environment.	7. Will it encourage and protect or improve Green and/or Blue Infrastructure networks?	Yes. The safeguarding and enhancement of the routes as identified will strengthen the role of the Green and Blue Infrastructure network with which they interact. The success of this option is partly dependent on the success of the borough's Green and Blue Infrastructure network and vice versa in order for them to provide a wide enough opportunity for people to travel around and through the borough.	Minor positive +1	
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing	1. Does it respect or preserve identified landscape character?	Yes. This option will result in relatively minor development where construction is required (to complete the routes identified) with very little impact on the character of surroundings as a result. Opportunities for enhancement exist with respect to utilisation of old industrial forms with regards to the former line between Derby and Ilkeston. This is supported by the Great	Major positive +2	Major positive +7

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the place through good design.		Northern Greenway route being located within Coalfield Village Farmlands landscape type within the Derbyshire Landscape Character Assessment which recognises the diverse history of industrialisation as a characteristic of the landscape form. Trent Valley Way is suitably at river level and therefore able to compliment the characteristics described within the Riverside Meadows landscape type, specifically its characterisation as containing flat flood plains, meandering rivers and streams.		
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	2. Does it have a positive impact on visual amenity?	There is the potential for improved visual amenity by enhancing routes within urban settings especially – for example the Great Northern Greenway, and in particular in this case through the enhancement of Bennerley Viaduct into a usable element of the route where currently it remains inaccessible, and in state of disrepair. Even elements of routes within the countryside, enhancement of the routes is likely to be associated with sensitive landscaping and planting and will result ultimately in affording access for people to areas of the countryside which will provide for significant amounts of visual amenity. Notwithstanding the above, any form of development associated with this option has the potential to threaten visual amenity particularly within the countryside, without suitable mitigation.	Minor positive +1	
<b>14. Landscape and Built Environment</b>	3. Will it maintain and/or enhance the	As considered at 14(1) both routes have the potential to maintain and enhance local distinctiveness in	Major positive	



<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	local distinctiveness of the townscape or settlement character?	landscape terms. In built environment terms the Great Northern Greenway route has strong potential to enhance the local distinctiveness of the townscape and settlement character, particularly in relation to potential utilisation of the Bennerley Viaduct which represents a strong townscape asset which otherwise has remained neglected for many years.	+2	
<b>14. Landscape and Built Environment</b> To protect and enhance the landscape and townscape character, including heritage and its setting and enhancing the place through good design.	4. Will it conserve or enhance the interrelationship between the landscape and the built environment?	Yes. The nature of the option is such that it will help to strengthen the interrelationship between the landscape and built environment through the safeguarding and enhancement of accessibility corridors between the two. This is particularly prominent in relation to the Great Northern Greenway which would utilise the historic rail line which interacts both with the landscape and built environment. Additionally, Bennerley Viaduct forms a prominent feature of both the local landscape and built environment so its utilisation for access would further strengthen this relationship.	Major positive +2	
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	1. Will it conserve and enhance the historic environment, designated and non-designated heritage assets and their settings?	This option has the potential to significantly enhance the historic environment including in relation to designated assets and their settings. This option raises the prospect of the long term utilisation (and thus protection) of a Grade II* Listed Building (Bennerley Viaduct) as part of the Great Northern Greenway. The prominence of the asset is such that its long term protection will have a significant bearing on the wider setting of the landscape and Ilkeston town. The routes amounting to this option would interact with 3	Major positive +2	Major positive +5

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
		<p>Conservation Areas – Sawley, Trent Lock and Ilkeston Town Centre. The routes also interact with some identified areas of potential archaeological significance and the Great Northern Greenway would pass close to a Scheduled Ancient Monument (Stanley Monastic Grange). However, in terms of the Great Northern Greenway specifically, given the very limited nature of any potential development associated with enhancing the route and in the context of the re-use of existing infrastructure to accommodate it, any potential risk factors are considered outweighed by the potential benefits as already considered.</p>		
<p><b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.</p>	<p>2. Will it respect, maintain and strengthen the local character and distinctiveness e.g. landscape/ townscape character?</p>	<p>This option is very unlikely to result in detriment to local character and distinctiveness and is likely to provide enhancement. This is because the option would utilise sustainable transport routes which are based on existing features in the townscape and landscape – for example the disused railway line which defines the potential extent of the Great Northern Greenway.</p>	<p>Minor positive +1</p>	
<p><b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.</p>	<p>3. Will it provide better opportunities for people to access and understand local heritage and to participate in cultural activities?</p>	<p>Yes, this option would result in the protection and enhancement of transport routes which interact directly with heritage assets, providing additional opportunity for the population to access and understand local heritage. Improvement in access in general afforded by the option will result in improved opportunity for participation in cultural activities – both within the built environment and countryside.</p>	<p>Minor positive +1</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	4. Will it protect or improve access and enjoyment of the historic environment?	Yes, this option would result in the protection and enhancement of transport routes which interact directly with heritage assets, providing additional opportunity for the population to access and understand local heritage.	Minor positive +1	
<b>15. Heritage</b> To conserve the area's heritage and provide better opportunities for people to enjoy culture and heritage.	5. Will it conserve and enhance the archaeological environment?	The Great Northern Greenway does interact with an Archaeological Alert Area in Ilkeston. It is not considered that its safeguarding and enhancement – given the likely very minor extent of any associated development where required – would pose any tangible risk to the archaeological environment.	Neutral 0	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	1. Will it lead to reduced consumption of raw materials?	As considered at 8(3), this option will safeguard and enhance routes (including their completion) which provide an alternative option to travel other than by motorised vehicle. The effects of this option will be further enhanced by the presence of existing local Green and Blue infrastructure routes such as the Erewash Canal which will act to provide additional interconnectivity at a more local level with the routes identified in this option. By helping to ensure the long term option of travelling via sustainable means of travel in this way, this option will have a positive effect on the reduction in consumption of raw materials associated with motor vehicle travel. It is expected that this would be to a minor extent.	Minor positive +1	Neutral 0

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>2. Will it promote the use of sustainable design, materials and construction techniques?</p>	<p>This option will promote and enhance sustainable travel in general and due to the nature of its role is expected to adopt sustainable design types and construction techniques. However, at this stage the specific design, materials and construction techniques in relation to enhancement work is ultimately unknown so effects on this specific criteria question are difficult to judge.</p>	<p>Neutral 0</p>	
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>3. Will it result in additional waste?</p>	<p>This option will temporarily produce very minor levels of construction waste where enhancement is required and this is not therefore considered to have an effect on the criteria question. In the longer term this option is not expected to produce tangible levels of additional waste.</p>	<p>Neutral 0</p>	
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>4. Will it reduce hazardous waste?</p>	<p>This option is not expected to have any impact on the reduction of hazardous waste. This option is not directly concerned with reducing hazardous waste and the nature of the option, including the very minor scale of potential development associated with it, means it has no real opportunity to remediate land contamination.</p>	<p>Neutral 0</p>	
<p><b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the</p>	<p>5. Will it protect the best and most versatile (BMV) agricultural land?</p>	<p>Although this option is expected to result in some minor development within the countryside to enhance the routes established by this option, it would be on such a minor scale that even if it were to interact with agricultural land, it would not result in a tangible effect</p>	<p>Neutral 0</p>	

<b>Performance: Sustainability Appraisal Objective</b>	<b>Question</b>	<b>Performance: Policy Criteria Questions</b>	<b>Ratings: Criteria Question</b>	<b>Ratings: Objective</b>
area including soils, safeguarding minerals and waste.		on the best and most versatile land.		
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	6. Will it prevent the loss of greenfield land to development?	This option will require the use of some greenfield land, albeit to a relatively minor extent. Whilst the nature of any development required will be highly conducive to the countryside environment, it still in effect amounts to development and this has a negative effect on this criteria question.	Minor negative -1	
<b>16. Natural Resources and Waste Management</b> To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	7. Will it sterilise mineral resources?	It is extremely unlikely that improvements to important non-motorised transport routes would contribute in any way to the sterilisation of mineral resources. Enhancements to both routes are envisaged to increase the number of users and formalise off-road links. The Great Northern Greenway does pass through the surface coal reserve area (which spans most of the north of Erewash), but the fact that this is an established, if incomplete, route between Ilkeston and Derby gives sufficient confidence that extraction operations causing such a route to divert are unlikely.	Neutral 0	