

- The application in this area adds further to the huge numbers of houses proposed around the Erewash areas of Kirk Hallam, Stanton and Ilkeston by the Council in their Core Strategy plan, escalating already over-intensified proposed development further.
- The area is often too wet and swampy to support this housing and its traffic as parts of the fields in the application often flood during bad weather. Also, parts of the road in this area are flooded and become impassable at certain times of the year during poor weather conditions.
- Any development on these fields would only further add to the already proposed unnecessary loss of precious greenbelt and green land in the area and is a tragedy for the environment, local wildlife and physical and mental health giving benefits to residents.
- The regular heavy congestion around here is well known. Even without this application and other proposed residential and industrial development, this area already can't sustain the high levels of traffic. With what could only be a dramatic increase in heavy goods and other traffic even longer queues of congestion and higher levels of health detrimental emissions and pollution will occur.
- Directly across the road are Twelve Houses Cottages, listed buildings about 180 years old. Being situated so close by, surely ground shaking works and constant noisy traffic could not only harm the aged buildings and fragile footings and also increase road hazards and regular rumbling noise pollution for residents.
- Decimation of wildlife
- Loss of Green Belt
- Pollution and noise
- At this proposed development the annual average of pollutant PM2.5 is over double the WHO's limit.
- Increased congestion
- Traffic is already dangerously busy here
- Congestion at Bulls Head roundabout on Little Hallam Hill will be further added to by this development. This is not just an inconvenience to residents and road users, it is also a safety concern as emergency vehicles are unable to access large areas of Ilkeston within acceptable times to provide life saving services.
- I think it would not be unreasonable to look at trying to improve this junction to accommodate the building and construction traffic and also the extra cars belonging to the additional 196 dwellings. For example could Sowbrook Road be widened as it approaches the junction in front of Twelve Houses for through traffic, and a service road be kept for residents parking only.
- Ilkeston Road has pinchpoints which require HGV's to mount the verge and pavement to pass. This occurs along Ilkeston Road where the proposed housing will front. The added issue with this, is the majority of these HGV's are carrying waste materials which are regularly deposited on the highway and adjacent land. These vehicles mounting and discounting the curbs creates local noise and vibration which will affect the properties fronting Ilkeston Road. Setting the houses well back from Ilkeston Road with a substantial green screen would alleviate noise and road pollution (and prevent overshadowing when the 23m

high warehouse be built to the east of the site on the other side of Ilkeston Road).

- Traffic is regularly (daily) is at a standstill on Lows Lane, Sowbrook Lane, Ilkeston Road, Quarry Hill, Little Hallam (Stanton Road) and at the junction in Sandiacre. Additional vehicles will exacerbate this situation. I believe a full transport assessment, considering the Verdant Regeneration Development, Kirk Hallam Southern Extension and Stanton Low's Lane Housing Development should be undertaken prior to consideration of this application.
- Footway (and multiuser) provision in the local area is inadequate. There is no safe pedestrian or cycle route over the Nutbrook Trail therefore there is no sustainable transport method available for those on the development site to visit Ilkeston. The development and existing highway infrastructure therefore requires households to have motorised transport and is therefore unsustainable.
- The footway along Sowbrook Lane from Twelve Houses to Kirk Hallam is of insufficient width as is the footway along Ilkeston Road (less than 1 metre wide in places) to enable safe pedestrian access. Both roads have a 40mph speed limit with high volumes of traffic.
- Bus provision is inadequate. The Stanton by Dale 14 runs sporadically and not at hours conducive to standard employment hours or school hours.
- There is no safe pedestrian route into Sandiacre via Lows Lane due to poor quality footway provision and a pinchpoint at the road bridge within Stanton Works (footway width less than 1m).
- Non-vehicular access to Stanton by Dale village is currently difficult as the direct route, Stanton by Dale Footpath No. 18 is obstructed (and temporarily closed)
- No consideration has been taken regarding the Kirk Hallam Access Road which will exit / enter near to the site.
- I would like to see the existing informal footpath formalised and added to the Derbyshire County Council Definitive Map. It is a well used route, used for many years and connects two existing public footpaths.
- No infrastructure to support additional inhabitants
- No additional schools, doctor surgeries and dentists – these are all full already
- This is a beautiful piece of land
- I understand this development land is earmarked to be reclassified as green belt as an offset for green belt removed with the proposed Kirk Hallam southern extension and access road. This area is not classified as land available for housing development in the existing or replacement local plan.
- I do not classify this site as 'brownfield', which is possibly an intention by highlighting the abandoned mine shaft / bell pits on the site, these could be Roman, medieval or later. This site has been fields and latterly agricultural land since the 1840's according to historic mapping and aerial photography.
- The hedgeline bounding Ilkeston Road is likely to be in excess of 100 years old and should be retained as suggested in the Indicative Masterplan. The hedgeline running east - west within site should also be considered for retention. In particular any mature trees, for example the oak tree should be retained. Outline planning shows the removal of the east / west hedgeline. I object to removal of this hedgeline in it's entirety.

- I welcome the green infrastructure (retained hedges, circular pedestrian route, and access) provision. I am pleased to see that areas of the site are to be retained as green space. However, the quality of this green space is important. Currently the site is a barn owl, swallow, swift, housemartin, sand martin and bat feeding ground. During imposed years of set-aside as required by the previous landowner Stanton Ironworks, lapwings nested on the site. It is a hunting ground for barn owl, buzzards, kestrel and sparrow hawk. Skylarks are currently nesting on the site.
- The site is home and / or hunting ground to fox, badger, hedgehog and stoat. As the development site has remained fallow for many years, it will have a higher species count and is of greater value to wildlife than agricultural land. The outline application has put in limited mitigation for these species.
- It is a shame the outlook over the Nutbrook Canal and ponds cannot be better utilised with respect to the housing provision.
- I would not consider this an 'edge of settlement location'. It is immediately surrounded on most sides by agricultural or wildlife rich land. It is in essence a satellite location standing apart from local urban areas and town and village centres. With the current transport and highway provision I do not believe this to be a sustainable development.
- I am pleased to see that there will be a provision for affordable housing on the development site.
- I hope there will be provision for electricity generation on the site - rooftop solar photovoltaic or solar thermal.
- A New Stanton Village Green would be a welcome addition to the development. The Open Spaces Society are actively encouraging public space to be classified and protected as Village Greens.
- Depending on the size of gardens some allotment provision would be welcomed (Stanton by Dale village residents are keen on securing allotment space).
- I believe the development will detrimentally alter the setting of Grade II Listed New Stanton Cottages. When viewed from Quarry Hill, Ilkeston Road and Sowbrook Lane, the outline plan indicates that new buildings will obscure part of the terraced row. Their isolated setting at the road junction will be compromised.
- Whilst I would prefer the open aspect outlook of field and hedging as exists at present, I appreciate the proposed development has been designed relatively sympathetically. However, in my opinion other brownfield sites should be utilised in advance of this site (Oakwell Brickworks, Stanton South). My main concern is the Stanton and Kirk Hallam area will end up with multiple piecemeal developments, no added local services, inadequate infrastructure upgrades and the existing (problematic) brownfield sites remain undeveloped. With the number of developments (industrial and housing) proposed for this area a joined up scheme is necessary. My hope is Erewash Borough Council / Derbyshire County Council will take a lead on this.