



Stanton Regeneration Area Action Plan

Preferred Options Report for Consultation

June 2006



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FABER MAUNSELL | AECOM

AGD
regeneration



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INVESTOR IN PEOPLE

Taylor Young
Chadsworth House
Wilmslow Road
Handforth
Cheshire SK9 3HP

Tel: 01625 542 200
Fax: 01625 542 250
Email: mailroom@tayloryoung.co.uk

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Supporting Documents (issued separately)

Baseline Report
 Options Report
 Sustainability Appraisal Scoping Report
 Sustainability Appraisal (Final)
 Stakeholder Workshop Consultation Report
 Community Workshop Consultation Report
 Stanton Strategic Linkages: Options Appraisal

1. Introduction

- 1.1 Taylor Young have been commissioned by Erewash Borough Council (Erewash BC) to produce a masterplan for the Stanton Regeneration Area. This masterplan will ultimately form the basis of an Area Action Plan (AAP) for Stanton as part of the new Local Development Framework (LDF) for Erewash.
- 1.2 Taylor Young are planning and urban design consultants and for this commission are supported by transport specialists Faber Maunsell, property market specialists AGD Regeneration and Enviro, who have produced the supporting Sustainability Appraisal.
- 1.3 This Final Report corresponds with the Preferred Options report as set out in the methodology for producing an Area Action Plan in *Planning Policy Statement 12: Local Development Frameworks*. A statutory 6 week consultation period is required following the submission of this report.
- 1.4 The Area Action Plan process requires that a Sustainability Appraisal is produced in parallel. This work has been carried out by Enviro as part of our commission. A Scoping Report has already been submitted and a final version of the Sustainability Appraisal accompanies this document. Additionally Enviro have advised on sustainability aspects of the concepts options and this is included in Section 3. A statutory 6-week consultation period on the Sustainability Appraisal is also required, as set out in PPS 12. This will be conducted in parallel with consultation on the Preferred Options Report.



Report Structure

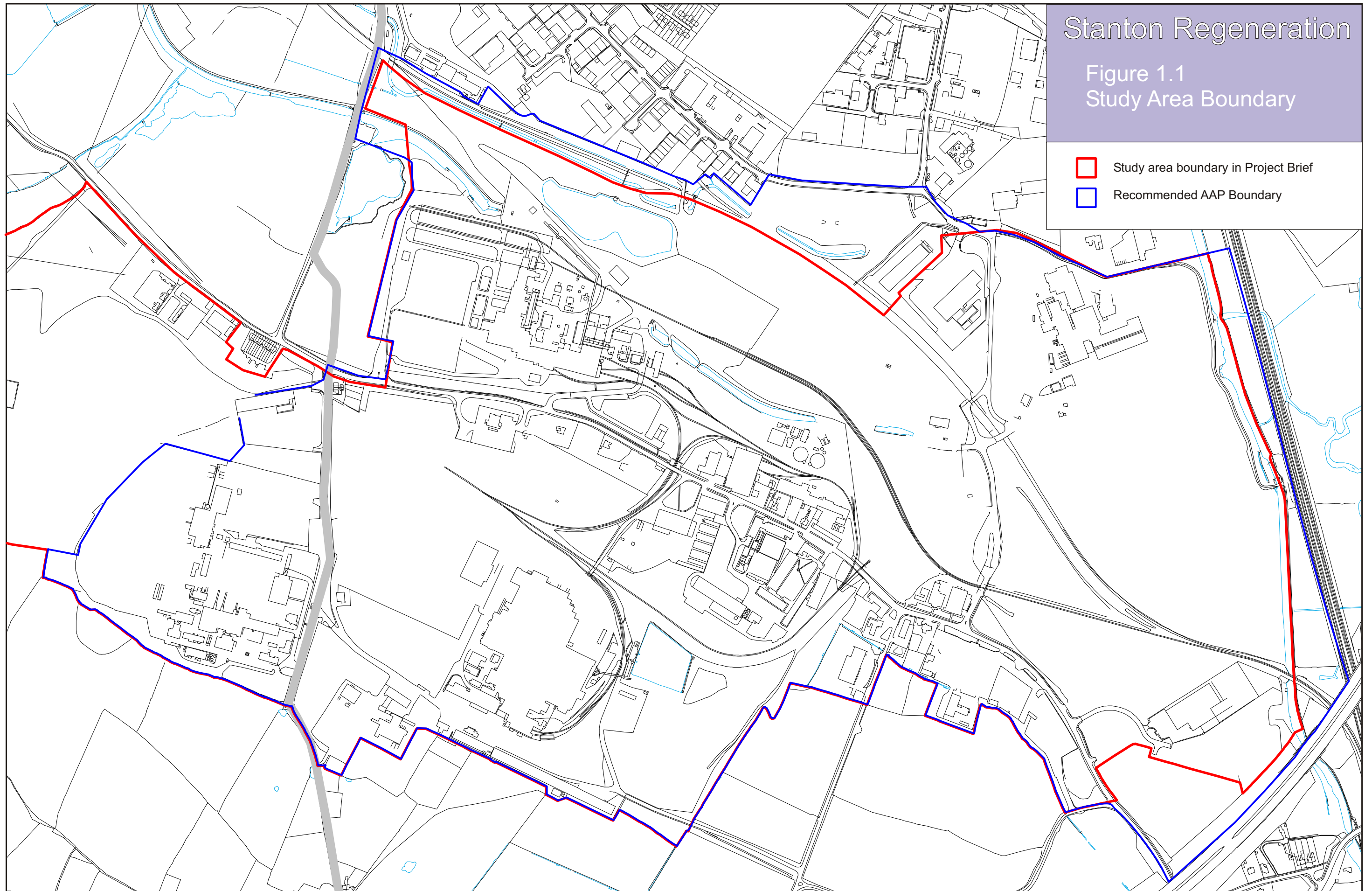
- 1.5 This report has been produced to conclude the consultant team's commission. It summarises the work done to date and provides Erewash BC with the necessary material to take forward for adoption as an Area Action Plan. Advice is included in this report on both adoption of the Area Action Plan and in delivering the development described in the Preferred Option (in **Section 7**).
- 1.6 The Final Report follows the previously submitted Baseline and Options Report. These earlier reports are summarised here to create a stand-alone document. **Section 2** describes how the baseline analysis has informed the options development. **Section 3** summarises the development and assessment of concept options.
- 1.7 **Section 4** describes the vision for the area and will be the key content in the Area Action Plan itself. This comprises plans with supporting description and a series of design principles. The plans includes a '*parameters plan*' which will form the statutory basis of the Preferred Option masterplan. This is supported by an '*indicative masterplan*' which indicates how the layout design could be developed in line with the design principles.
- 1.8 As described in the Brief, the Movement Strategy, has been a fundamental part of the study and development of the area in accordance with the Preferred Option will necessitate highway and access improvements. Options for delivering these improvements have been described in a supporting document prepared by Faber Maunsell: "Stanton Strategic Links: Options Report". These issues are also summarised in **Section 5**.

- 1.9. Stakeholder and community consultation has also been undertaken as part of this process. This has informed the options generation and assessment and has sought feedback on the preferred option. All stages of consultation are summarised in **Section 6**.

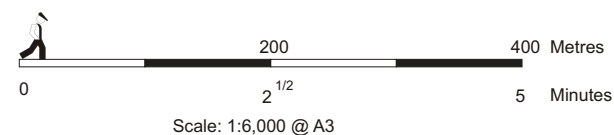
Stanton Regeneration

Figure 1.1
Study Area Boundary

-  Study area boundary in Project Brief
-  Recommended AAP Boundary



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2. Challenges and Opportunities

- 2.1. The development of options has been based on a comprehensive baseline analysis of the site and its context. This has been summarised extensively in the **Baseline Report**, which should be referred to for full details of the baseline findings. For ease of reference key plans and conclusions from this report are included here.
- 2.2. The Baseline Report included a number of sections, each relating to a field of analysis:
 - Planning Policy Context
 - Document Review
 - Urban Design Analysis
 - Landscape Analysis
 - Property Market Overview
 - Transport Overview
 - Sustainability Appraisal

Summary of Baseline

- 2.3. The baseline analysis revealed a number of constraints, opportunities and issues associated with the site.

Planning Policy

- 2.4. The Erewash Local Plan was adopted in July 2005 and policies will be 'saved' for three years before being replaced by the Local Development Framework (LDF). The study area is a 'regeneration area' on the proposals map and allocated for B1, B2 and B8 uses. The study area incorporates two sites designated as Green Belt sites and is adjacent to 'Stanton by Dale' which is a conservation area.
- 2.5. The Urban Capacity Study shows no additional requirements for housing in the Borough, therefore, no new sites are allocated for housing in the plan period. However, in the Derby and Derbyshire Joint Structure Plan (2001) the Ilkeston sub-area (which Stanton is within) is identified as an area with an undersupply of housing.

Land Use Context

- 2.6. The majority of the site is owned and managed by Saint Gobain Pipelines. There is a Flange and Valve Plant on site which takes up 11 hectares. The zone for potential reclamation and mineral extraction is around 40 hectares in size and has major constraints within it, such as mineshafts and contamination which would require significant remediation.

Townscape Context

- 2.7. Stanton is well located in terms of access to surrounding countryside, canal and cycle paths and local employment areas. Lows Lane, which runs through the site, is a historic route. There is significant environmental impact on the study area associated with the adjacent road network, railways and industry.

Movement and Linkages

- 2.8. The Stanton study area is centrally located close to Nottingham, Derby, Nottingham East Midlands Airport, the M1, the A50/ A52 and rail links. However, it is poorly served by strategic networks despite this proximity. The site is on a busy through route and there is potential for alignment improvements. There is no strategic route at present that would be able to cope with increased traffic due to the unsuitable nature of the roads, the impact on the surrounding area, or physical barriers. There is the potential to make better use of the rail network and several potential links for pedestrians and cyclists could be upgraded in the area.

Property Market

- 2.9. The site's proximity to Nottingham, Derby and the motorway rail networks makes it an attractive site. However, the lack of direct access to the M1 despite its physical proximity makes it less attractive. There is local demand for industrial spaces, a strong local housing market and demand for available new sites. Existing heavy industry may reduce the space for development and heavy contamination may restrict the potential for lower value uses. There is limited demand for large scale industrial/ commercial development and leisure uses due to poor access and competition from other sites.
- 2.10. The potential for new housing on the site is good with a relatively strong housing market as evidenced by increasing house prices. Large areas of land are likely to be available following remediation. The development of new housing on the site would help to meet the identified unmet housing need in the area. It is important however to ensure that the new housing areas are not built as small isolated estates but as integrated and sustainable communities with their own character and identity and a sufficient critical mass of development to support local shops and services.

Summary SWOT Analysis

- 2.11. This section summaries the baseline findings in the form of a SWOT analysis. This highlights the strengths, weaknesses, opportunities and threats for Stanton in terms of planning and townscape, property, and access and movement.

Strengths

Planning and Townscape

- This area is allocated as a 'regeneration area' in the Local Plan
- Adjacent conservation area of Stanton by Dale would be a positive context for new housing
- Potentially attractive location in relation to surrounding countryside
- Good access to leisure amenities, such as the canal and cycle paths
- Strong local employment areas with potential for extension.

Property

- Centrally located close to the major markets of Nottingham and Derby
- Part visible frontage to the M1 motorway

- Large areas of land available for development
- Strong local housing market with under provision as regards available housing sites
- Local demand for industrial space.

Access and Movement

- Close proximity to M1, A50 / A52, Airport and other core infrastructure
- Rail link directly into site
- Site is on busy through route at present, with potential for alignment improvements
- Site has intrusive traffic types at present (HGV's) – opportunity for change is great
- Good non-vehicular mode routes already established.

Weaknesses

Planning and Townscape

- Environmental impact associated with adjacent road network, railways and industry
- Contamination resulting from previous uses requiring significant remediation
- Green Belt on two sides of the site limiting opportunity for expansion
- The far north west of the site lies within the Environment Agency's flood risk zone.

Property

- Existing heavy industrial uses may restrict scope for new development
- Heavy contamination will require remediation and may restrict potential for lower value uses
- Existing site railways impinge on development land
- Limited demand for large scale industrial/commercial and leisure uses due to poor access and competition from other sites.

Access and Movement

- Lack of strategic access routes despite proximity to major resources
- Current core access routes generally poor quality and through residential areas
- Current severance of site by poor quality, multiple access main road
- Internal severance of site by rail link creates barrier to movement between internal zones
- Barriers created by rail, M1, canal and surrounding villages reduce access opportunities.

Opportunities

Planning and Townscape

- Creation of new recreational areas as efficient use of remediated land
- Re-branding of the whole area in line with development opportunities
- Utilisation of Local Plan allocation for B1, B2, B8
- Creation of new housing to address the under supply within the Ilkeston sub-area identified in the sub-regional strategy.

Property

- Potential to improve access to the site and M1
- Potential for new residential uses on available land to the east of the site
- Potential for new small scale industrial uses possibly as an extension of the Quarry Industrial Estate.

Access and Movement

- Ability to reduce volumes of HGVs through residential areas currently affected Land size potentially makes significant infrastructure change viable
- Ability to provide volume of users for new public transport links from Stapleford / Sandiacre towards Long Eaton
- Potential to use existing infrastructure better within existing site area.

Threats

Planning and Townscape

- High cost of remediation work restricting potential development viability
- Negative existing perception of the area limiting interest for other uses
- Oversupply of housing in the Borough as a whole for the Plan period
- Local Plan foresees no new major housing development in the Plan period
- Further constraints in the form of mine shafts, asbestos and foundations restricting development potential.

Property

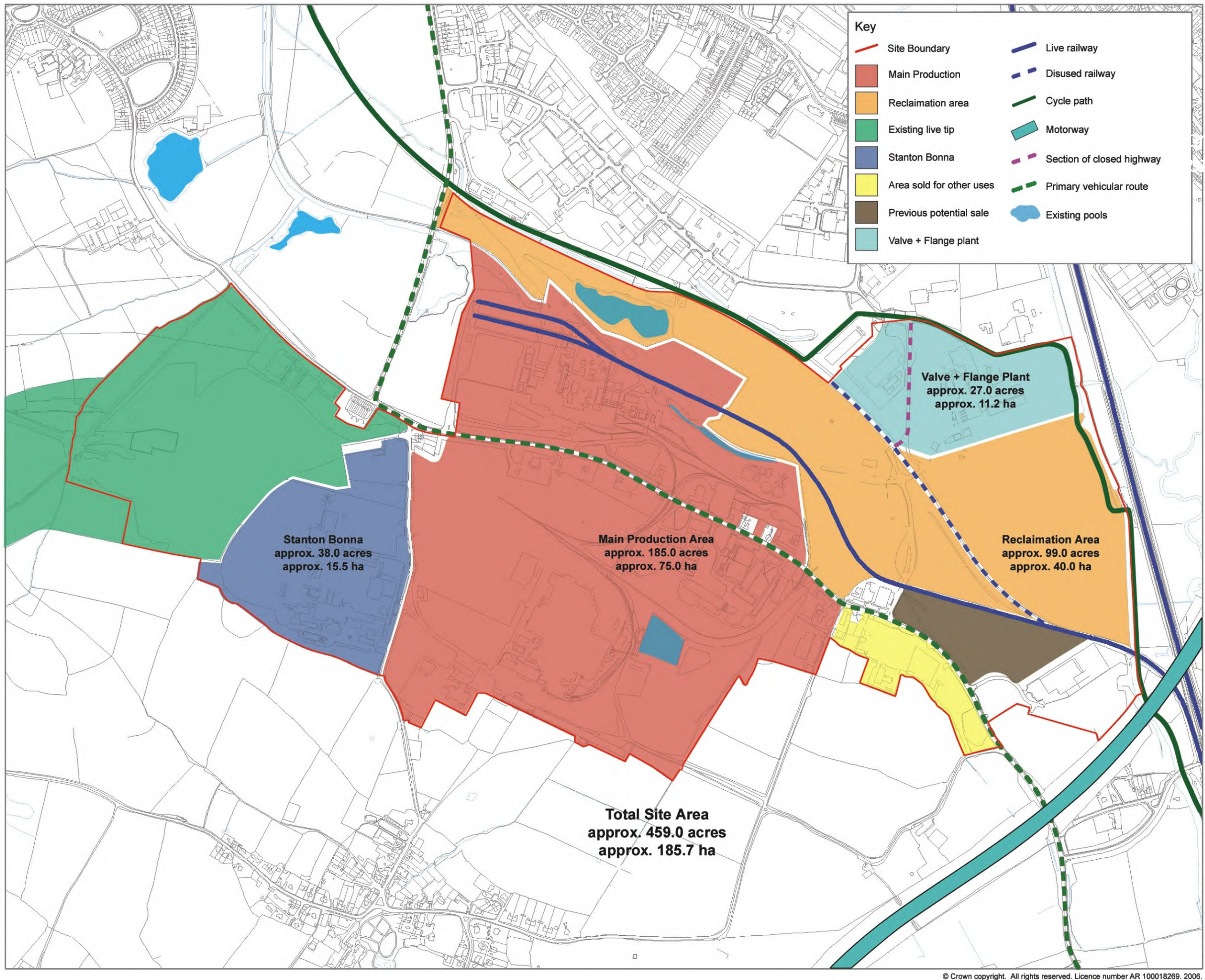
- Policy of restrictive covenants on land sales imposed to restrict residential use
- Environmental and technical considerations may reduce potential for development
- Restrictions on releasing land for development
- Collapse of the local housing market
- Lack of political commitment.

Access and Movement

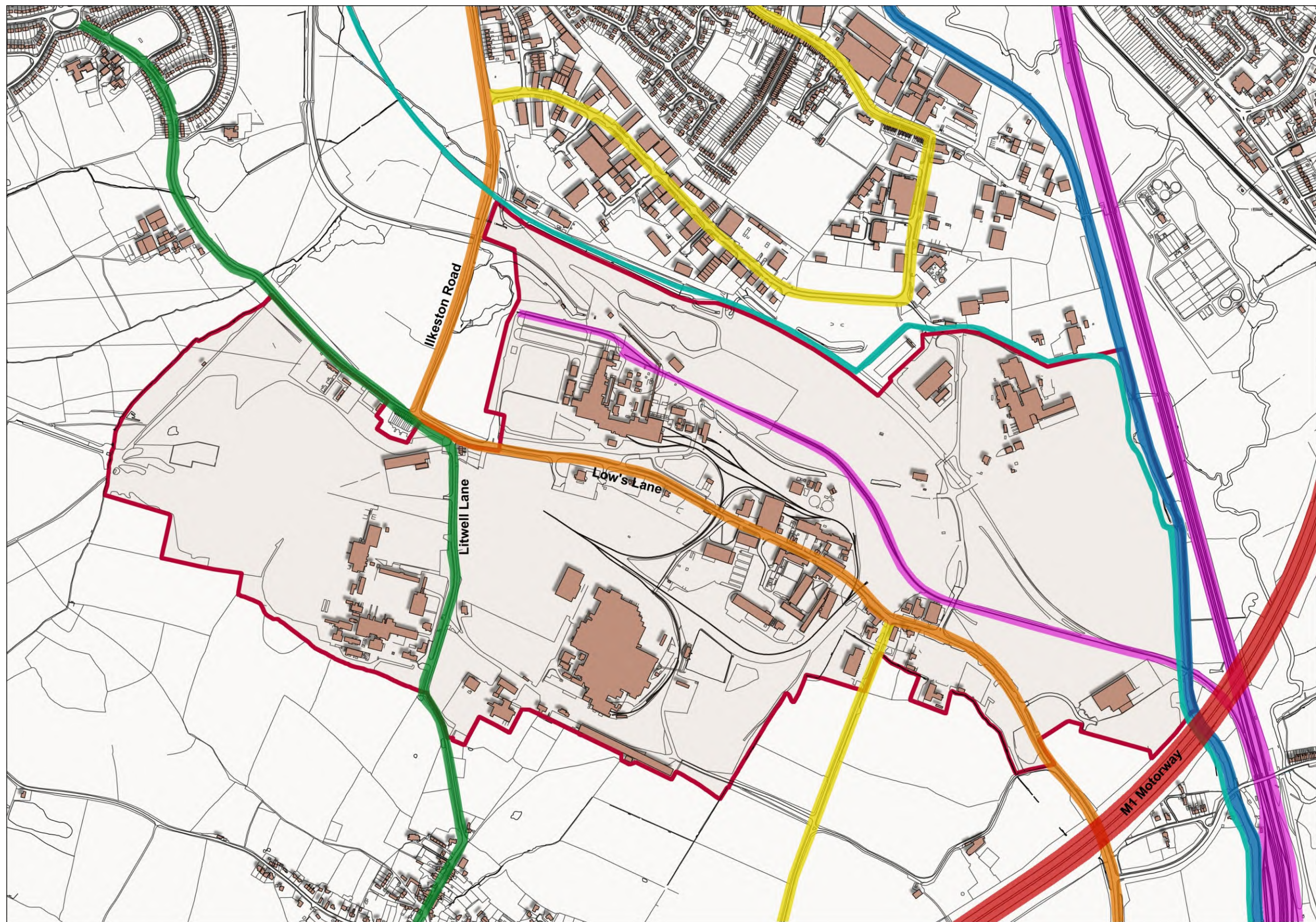
- Objections from residents due to lack of alternatives to access through their areas
- Cost of changing rail infrastructure
- Need to change from intrusive but low trip volume land uses to less intrusive but high trip volume land uses to pay for infrastructure
- Lack of ability to provide viable ways of reaching motorway junctions without significant expense.

Summary SWOT

Strengths	Opportunities
<ul style="list-style-type: none"> • Proximity to Nottingham, Derby, M1, A50/ A52 • Large site in countryside location • Strong local housing market and demand for industrial space • Allocated as 'regeneration area' 	<ul style="list-style-type: none"> • Creation of new recreation areas • Improve access to motorway • Potential for new employment and residential development
Weaknesses	Threats
<ul style="list-style-type: none"> • Contamination and flood risk • Existing heavy industry may restrict scope for new development • Lack of strategic access despite proximity • Barriers and severance 	<ul style="list-style-type: none"> • High cost of remediation • Oversupply of housing in Borough • Restrictions on releasing land for housing development • Lack of viable ways to reach motorway junction



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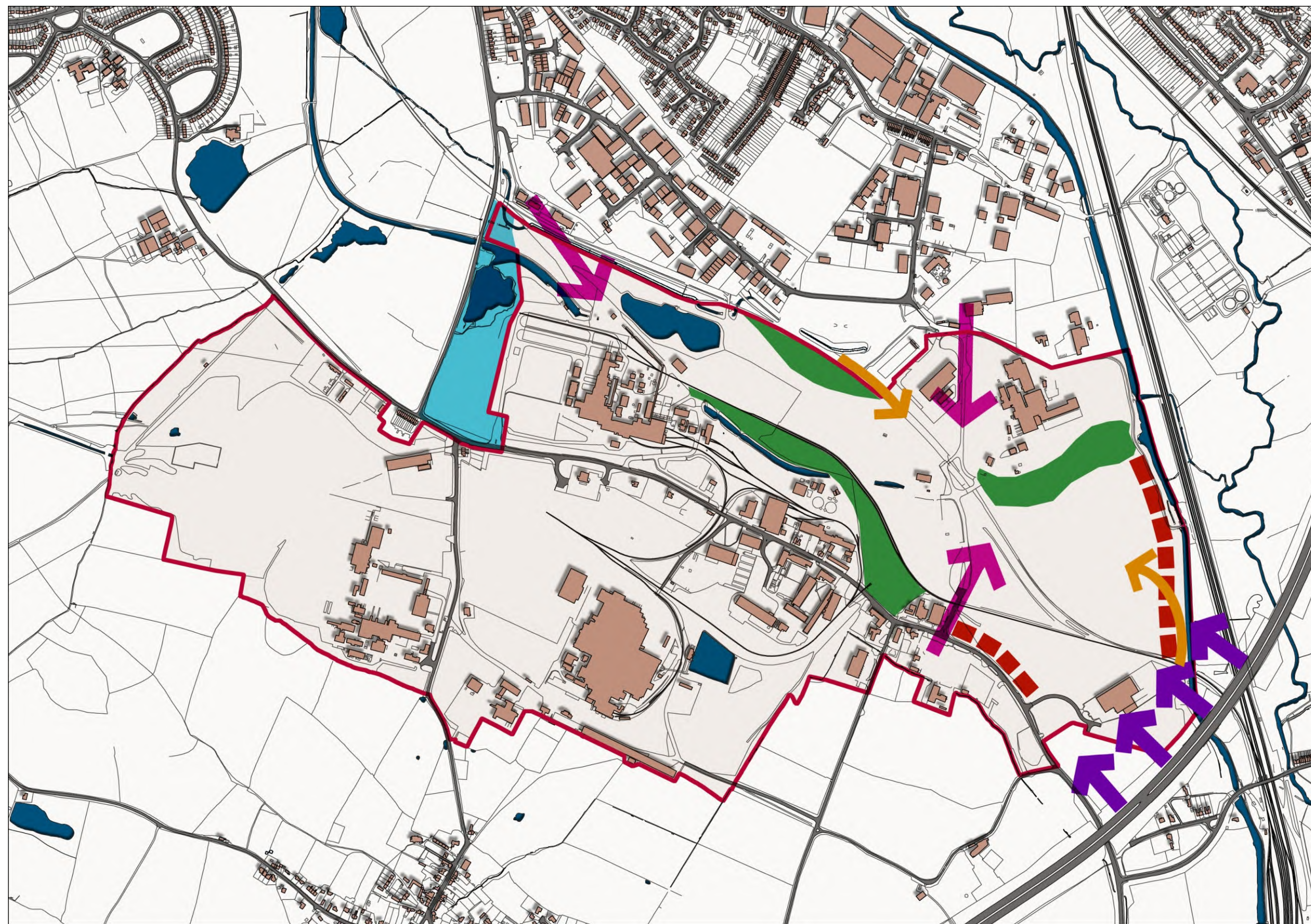
KEY

-  Site Boundry
-  M1 Motorway
-  Strategic Route
-  Active Rail line
-  Secondary Routes
-  Key Local Routes
-  Canal
-  Cycle Route (Nutbrook Trail)

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KEY

-  Site Boundry
-  Potential landscape Buffer
-  Frontage to be Addressed
-  Potential Site Entry
-  Potential Noise Intrusion
-  Pedestrian Access Point
-  Area within defined flood plain

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3. Options Development and Assessment

- 3.1. This section of the report summarises the development of options for the Stanton area. It explains the parameters on which the formulation was based, the four 'concept options' that were developed and how these were assessed. This exercise formed the basis for the selection and subsequent refinement of a 'preferred option' on which the Area Action Plan will be based.

Principles and Parameters

- 3.2. In moving from the baseline to the options stage a number of clear messages emerged which have directed the development of options:
- Surrounding villages (such as Stanton-by-Dale) and the landscape setting (semi-rural location, the canal) offer the potential of an attractive setting for new residential development.
 - The site has good access to outdoor recreation areas and routes (i.e. the Nutbrook Trail) which should be exploited. The Nutbrook Trail should form an attractive route through the new development, diverted slightly as required.
 - The canal is a strong physical asset which would form an excellent setting for housing. This should be exploited.
 - The nature of heavy industry, and the motorway and railway lines, close to potential residential sites means that careful thought will have to be given to the location of different uses, strong landscape screening and separation of access.
 - Existing infrastructure, such as the freight rail line bisects the site. The masterplan should overcome the divisive effects of this infrastructure whilst also considering the cost implications of doing so.
 - Development receipts resulting from regeneration of the Stanton site provide the potential to contribute to the upgrading of infrastructure in the wider area.
 - Existing major employers (St. Gobain and Stanton Bonna) are committed to remain in the area but consolidation of St. Gobain's area of activity could make land available whilst also providing operational benefits.
 - The adjacent Quarry Hill employment area is successful and offers potential for expansion.
 - Development of housing on part of the site should enable sufficient value to be achieved to remediate the problematic ground conditions.
 - The site could prove attractive for high quality residential development providing that this was of sufficient scale and accompanied with sufficient landscaping to create a new 'place'.
 - Due to the site's relative isolation from shops and services a new local centre and other services (such as a primary school) would have to be provided as part of the

residential scheme. This necessitates a 'critical mass' of housing to support these facilities

- Industrial demand exists for small, local businesses but this will be limited.
- Redevelopment opportunities offer the potential for the area to be 're-branded' and this will act as a catalyst for regeneration.

Options Development

- 3.3. After completing the baseline stage of the study the team progressed the design of four 'concept' options. These were based on the assumptions summarised in Section 2. The general form was a mix of employment, residential and open space uses, with the retained employment uses. The different options were designed to present varying balances of these land-uses, as agreed with the Steering Group, namely:

- Option 1: Employment-led mixed use
- Option 2: Open-space-led mixed use
- Option 3: Residential-led mixed use
- Option 4: All employment

The 'all employment' option was a request from the Steering Group and is included predominantly for comparison purposes.

- 3.4. Each option gives rise to a different schedule of development and different advantages and disadvantages resulting from the layout, movement patterns and the mix of uses. The strategy is that the concept option plans will allow these issues to be explored and will inform the production of the draft masterplan.

Concept Option 1

- 3.5. Option 1 (see Figure 3.1) is dominated by a large employment area at the centre of the site. This forms a natural extension to the Quarry Hill Business Park and is accessed both from this existing Business Park and from a new access to the south off Lows Lane. This option has the advantage that all traffic for Quarry Hill can be diverted through this direct route, meaning that the western extent of Lows Lane can become a semi-private road to the industrial users and houses on this road. This would offer operation advantages for St. Gobain. In this option office space fronts directly onto the open space.
- 3.6. This option allows for a new residential enclave of around 700 dwellings, lying to the east of the employment area. To provide sufficient residential amenity a separate access is provided off Lows Lane. The two accesses mean that two bridges are required over this railway in this option. Due to the limited size of this community, passing trade will be vital for the viability of the local centre, for this reason it is located with a visible frontage to Lows Lane.
- 3.7. In this option the extent of industrial use prevents the residential area from having a direct relationship with the open space. The Nutbrook Trail is diverted into the green spine which screens the railway to link these two areas.

Schedule of Development

Open Space
12.91 ha of parkland
Employment
21.02 ha of B2 comprising: 25 no. 500 sqm units 13 no. 1000 sqm units + 4 no. 1500 sqm B1 only units Total: 85,500 sqm (920,330 sq ft)
Residential
15.11 ha of residential (at average density of 45 dph) comprising: approx. 700 dwellings 0.81 ha formal open space within residential area + Local centre: 600 sqm retail (in 10 units) plus community building (500 sqm) + 1 Primary school

(All figures are approximate only)

Concept Option 2

- 3.8. Option 2 (see Figure 3.2) provides a larger area for redevelopment by relocating the Flange and Valve Plant to the main St. Gobain site. This also offers operational advantages to St. Gobain. This area has been designed in Option 2 to accommodate new employment use, which allows the residential area to extend further west and link directly with the open space. This allows residential blocks to face directly onto the open space, and for the green theme to continue through the site – linking with the green route network and Nutbrook Trail.
- 3.9. On balance this option provides a larger proportion of residential and a reduced proportion of new employment land. There is also a significant increase in the area of new parkland open space. This has allowed for the provision of two new football pitches and a more formal open space adjacent to the housing area.
- 3.10. The larger residential area has allowed for the local centre, and the primary school, to move to the heart of the area. Residential amenity is now provided with two ‘village green’ spaces which are linked by green routes.
- 3.11. The access to the new employment area is now taken solely from the north. This means that the new access from Lows Lane is purely for the residential area. A benefit of this approach is that only one bridge is required over the rail line.

Schedule of Development

Open Space
23.83 ha of parkland
Employment
13.77 ha of B1/B2/B8 comprising: 23 no. 500 sqm units 11 no. 1000 sqm units Total: 22,500 sqm (242,200 sq ft)
Residential
24.98 ha of residential (at average density of 45 dph) comprising: approx. 1125 dwellings 1.0 ha formal open space within residential area + Local centre: 600 sqm retail (in 10 units) plus community building (500 sqm) + 1 Primary school

(All figures are approximate only)

Concept Option 3

- 3.12. Option 3 (see Figure 3.3) extends the residential area yet further by using the former Flange and Valve Plant site for housing. To compensate, some of the open space is now allocated for employment use. The new residential area builds upon the previous layout and provides a third village green space in the northern area.
- 3.13. The parkland area is still large in this option, although not as large as in Option 2. It does still allow for some sport pitch provision, though less than in Option 2 and there is a reduced residential frontage onto the open space.

Schedule of Development

Open Space
18.48 ha of parkland
Employment
14.3 ha of B2 comprising: 7 no. 500 sqm units 13 no. 1000 sqm units Total: 4,800 sqm (51,700 sq ft)
Residential
26.72 ha of residential (at average density of 45 dph) comprising: approx. 1220 dwellings 1.39 ha formal open space within residential area + Local centre: 600 sqm retail (in 10 units) plus community building (500 sqm) + 1 Primary school

(All figures are approximate only)

Concept Option 4

- 3.14. Option 4 (see Figure 3.4) represents an 'all employment' option. The Flange and Valve Plant remains in its current position. The layout is similar to Option 1 but with the residential area now being allocated for employment. The layout of this space forms a natural extension to the adjacent employment area. Two larger units (2,500 sqm) are introduced in this option, at the corners of the site.
- 3.15. An area of parkland is also provided. This is the same as in Option 1 and will be informal and natural in character. Four office units are proposed to front directly on this open space. Elsewhere significant screening is proposed between the two uses. The Nutbrook Trail is diverted along the screening for the railway line and then into the parkland space.

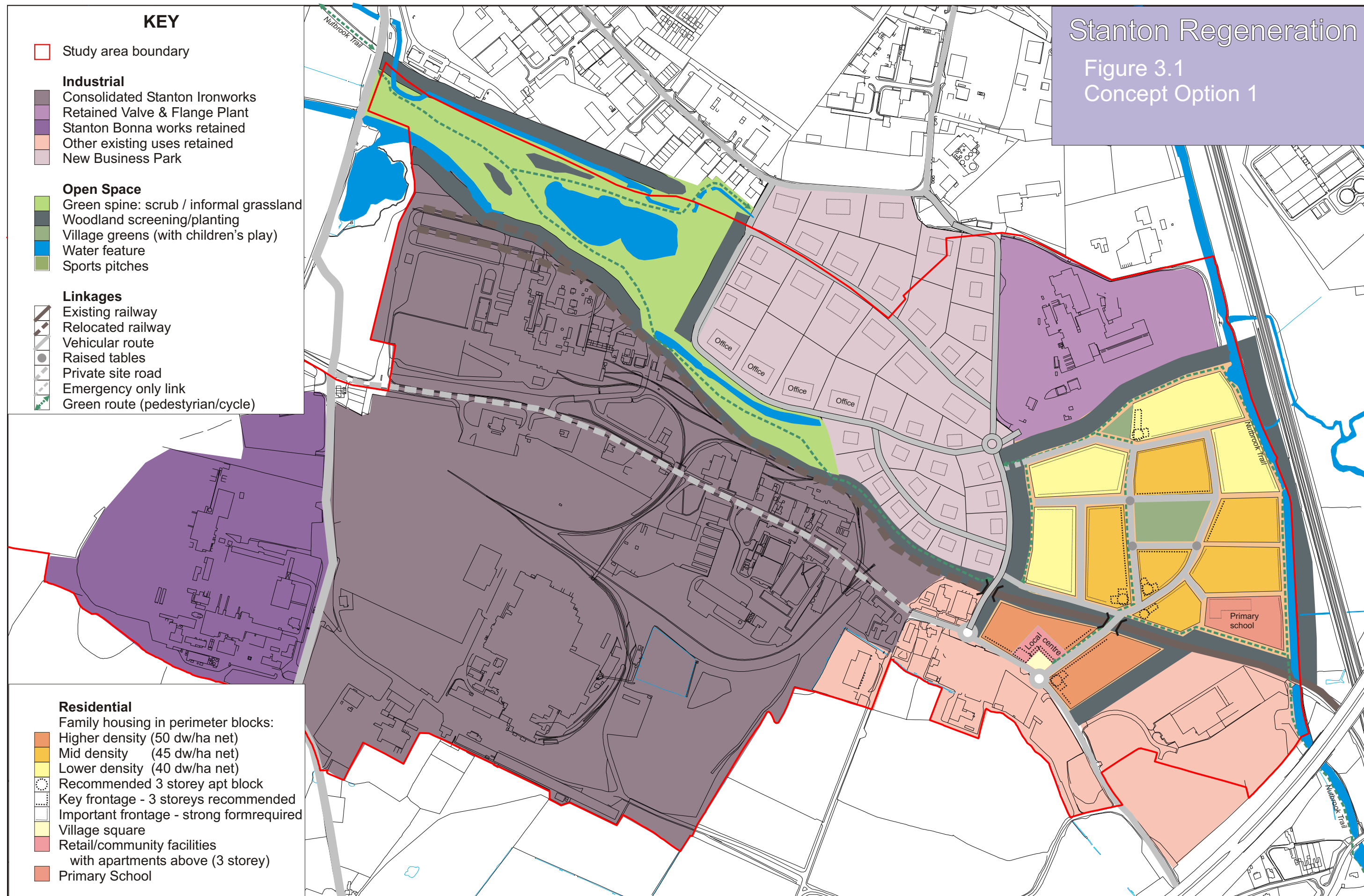
Schedule of Development

Open Space
12.91 ha of parkland
Employment
37.22 ha of B2 comprising: 33 no. 500 sqm units 23 no. 1000 sqm units 2 no. 2500 sqm units + 4 no 1500 sqm B1 only units Total: 50,500 sqm (543,600 sq ft)
Residential
None

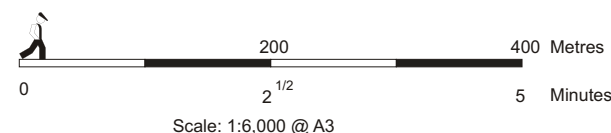
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Options Assessment

- 3.16. After developing the options the team has subjected each to a comprehensive appraisal exercise. This has incorporated the specialist roles of each team member, focusing specifically on physical environment, transport, property market and sustainability factors. The analysis has included a Sustainability Appraisal of the four Concept Options, which is included in Figure 3.5.
- 3.17. The options assessment has been done on a comparative basis, considering positive and negative impacts of each option under each heading, and comparing these to the impacts of the other options. This analysis has been summarised in the accompanying Option Assessment Matrix (Figure 3.6). The points in this table considered the deliverability and feasibility of each option, as a preferred option would be rather meaningless if it could not be delivered.
- 3.18. The assessment process has also included the results of the community and stakeholder consultation exercises, and discussion with the Steering Group. The consultation exercises are summarised in Section 6.
- 3.19. In conclusion the preferred options of the team is Option 2. Option 3 follows closely behind but Option 2 has had a more favourable response from the community workshop. These two options provide the most beneficial outcomes in all regards and are also the most feasible.
- 3.20. Option 2 has formed the basis for the Preferred Option, which is described in the following section.

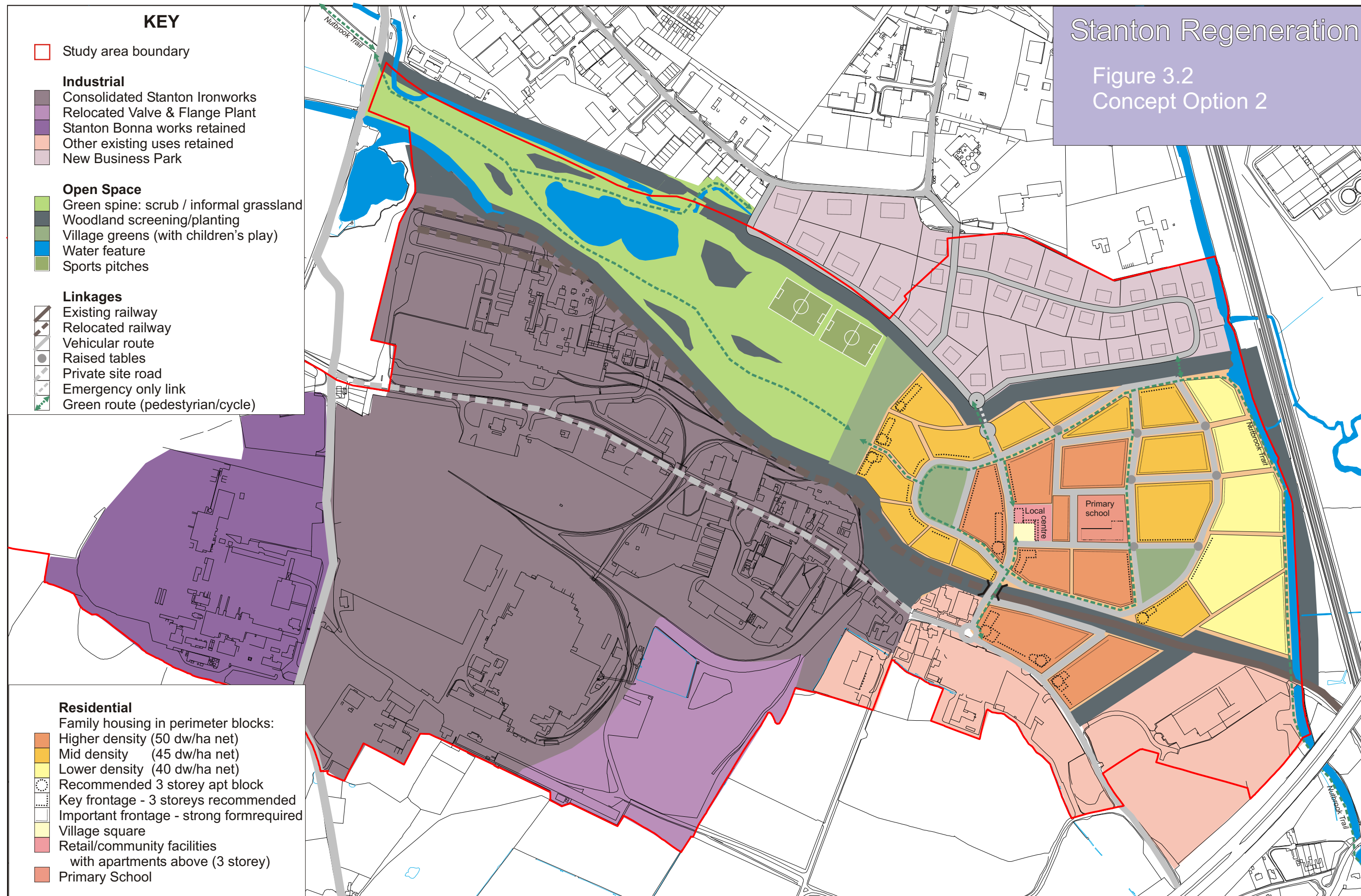


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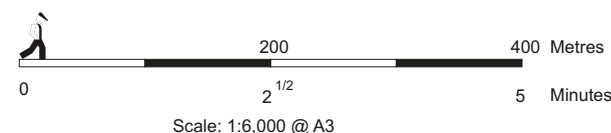


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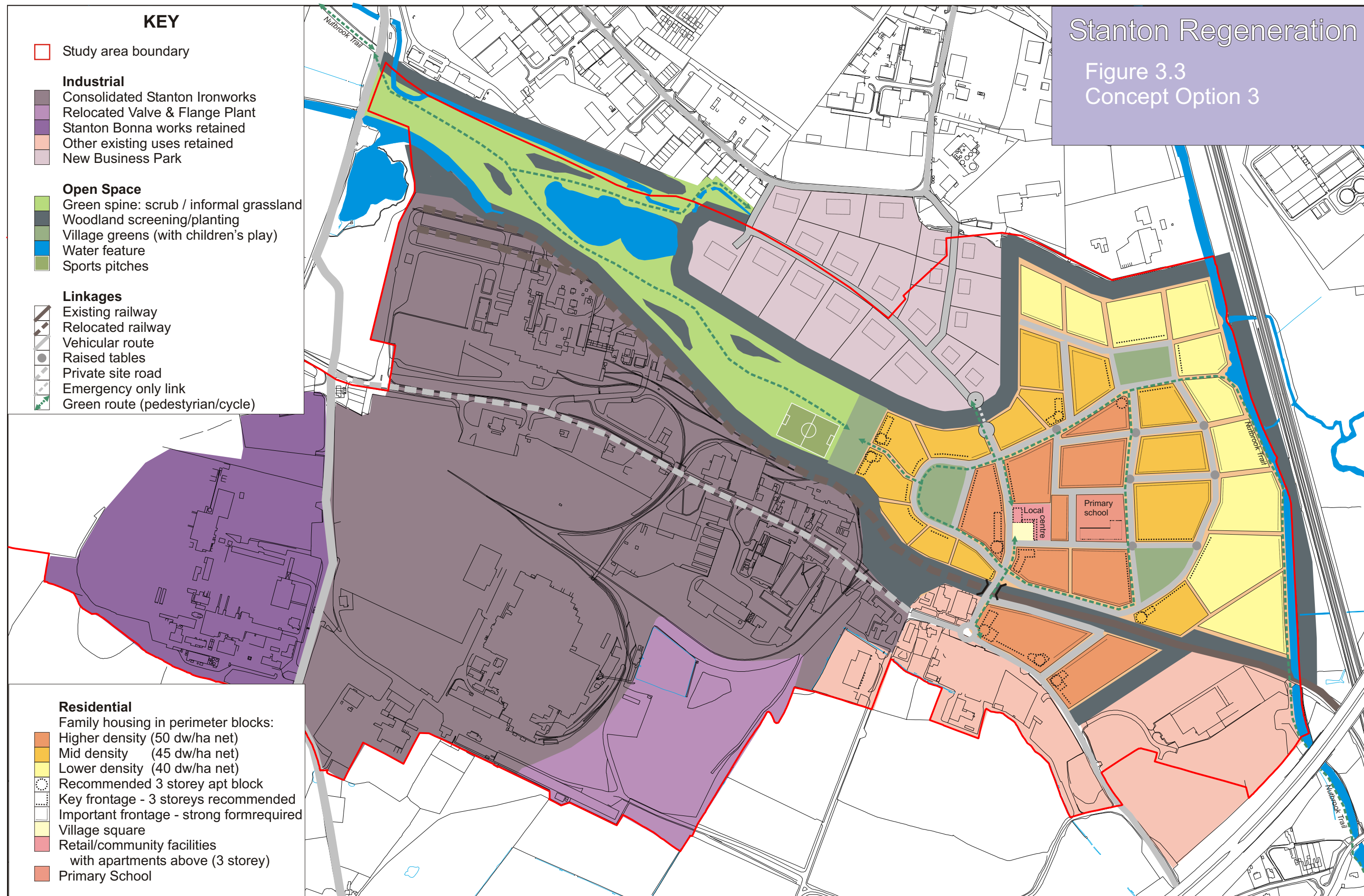


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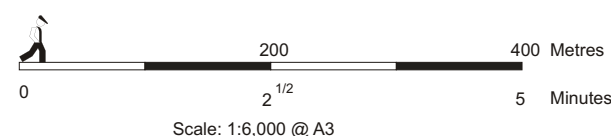


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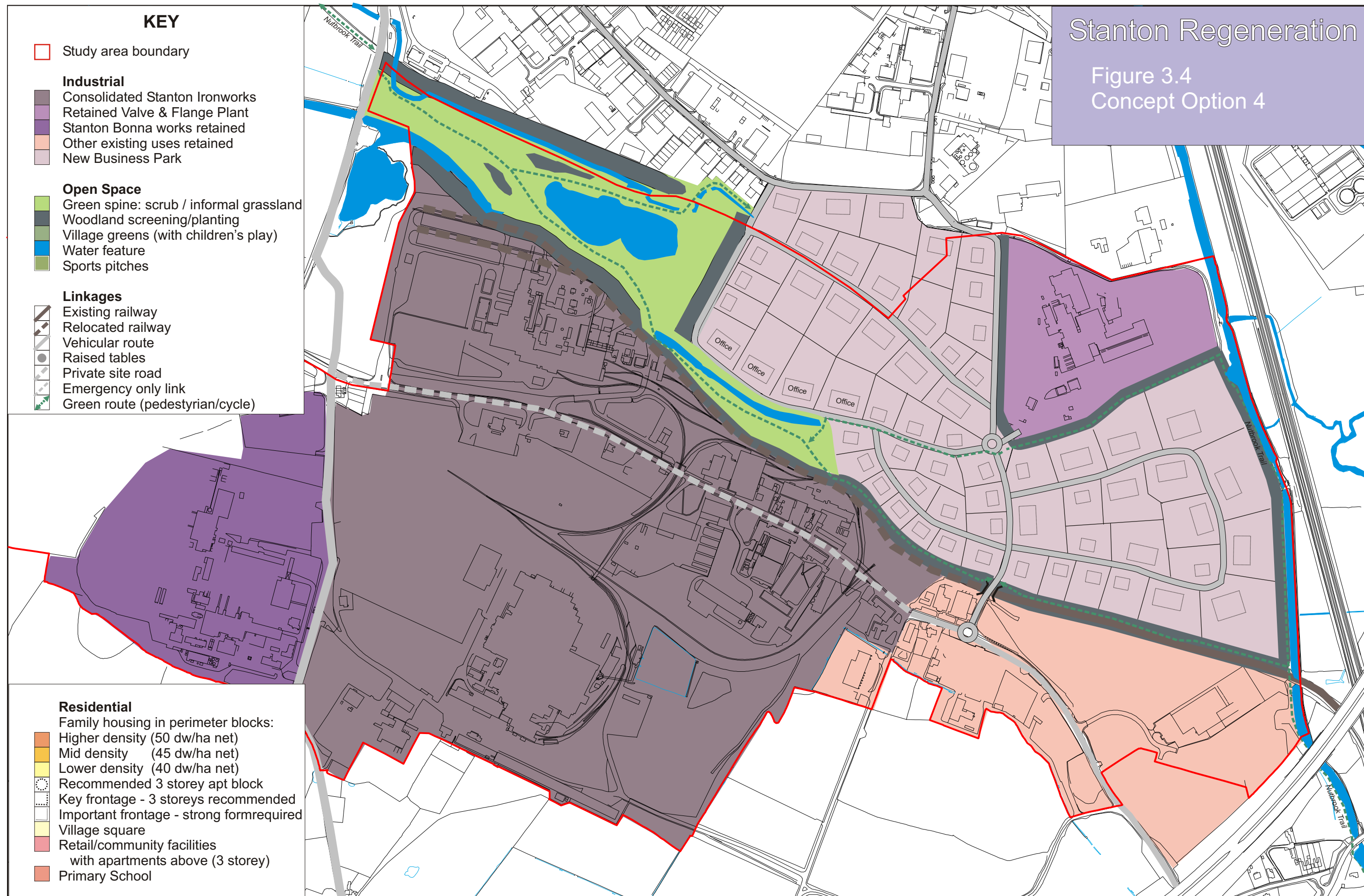


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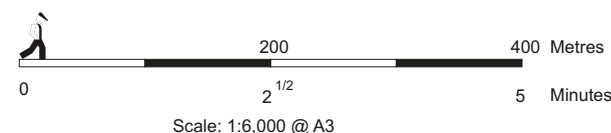


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Figure 3.5: Sustainability Appraisal of Concept Options

	Negative	Landscape, biodiversity, fauna and flora		Population and Human Health					Soil, Water and Air			Climatic Factors					Material assets				
✖	Minor Negative	To enhance and conserve the environmental quality of the region by increasing the environmental infrastructure.	To protect, enhance and manage the rich diversity of the natural, cultural and built environmental and archaeological assets of the region.	To ensure that the existing and future housing stock meets the housing needs of all communities in the region	To improve health and reduce health inequalities by promoting healthy lifestyles	To provide better opportunities for residents and visitors to value and enjoy the regions heritage	To improve community safety	To promote and support the development and growth of social and cultural capital across the communities of the region	To promote high levels of appropriate education	To manage prudently the natural resources of the region including water, air quality, soil and minerals.	To minimise waste and to increase the re-use and recycling of waste materials.	To minimise energy usage and to develop the region's renewable energy resource, reducing dependency on non-renewable resources.	To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel.	To improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.	To promote and ensure high standards of sustainable design and construction, encouraging efficiency and optimising the use of previously developed land and buildings;	To manage and mitigate the impact of climate change, in particular flood risk.	To encourage urban regeneration where appropriate.	To create high quality employment opportunities and to develop a culture of ongoing engagement and excellence in learning and skills, giving the region a competitive edge in how we acquire and exploit knowledge.	To provide the physical conditions for a modern economic structure, including infrastructure to support the use of new technologies.	To develop a strong culture of enterprise and innovation, creating a climate within which entrepreneurs and world-class business can flourish in at a local, regional, national and global level;
0	Neutral																				
✓	Minor Positive																				
✓✓	Positive																				
?	Unable to Assess																				
Option 1		✓✓	✓✓	✓	✓	✓	?	✓	✓✓	?	?	?	✓	✓✓	✓	✓✓	✖	✓✓	✓✓	✓✓	✓
Option 2		✓✓	✓✓	✓	✓✓	✓✓	✓	✓✓	✓✓	?	?	?	✓✓	✓✓	✓✓	✓✓	✓✓	✖	✓✓	✓✓	✓✓
Option 3		✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	?	?	?	✓✓	✓✓	✓✓	✓✓	✓✓	✖	✓✓	✓	✓
Option 4		✓✓	✓✓	✖	✓	✓	?	✓	✖	?	?	?	?	✖	?	✓✓	✖	✓✓	✓✓	?	✓



Figure 3.6: Option Assessment Matrix

Key: **Blue** is positive, **Red** is negative

	Option 1	Option 2	Option 3	Option 4
Physical	<ul style="list-style-type: none"> Canal side opened up Residential community create a new 'place' No disruption to Valve & Flange Plant New parkland created Residential does not link well with open space Local centre not at the heart of community Railway divides residential community Extensive screening required between resi & employment uses 	<ul style="list-style-type: none"> Extensive new parkland. Parkland relates well to residential. Nutbrook Trail maintained through green space. Strong new residential establishment. Local centre at heart of new community. Canalside opened up. Flange and Valve Plant relocated Railway divides residential community Extensive screening required between residential and employment uses 	<ul style="list-style-type: none"> Extensive new parkland Parkland relates well to residential Nutbrook Trail maintained through green space. Strong new residential establishment with local centre at heart. Canalside opened up & canal potential is maximised. Self sufficient residential community is created. Flange and valve plant relocated. Railway divides residential community. Extensive screening required between residential and employment uses. 	<ul style="list-style-type: none"> New parkland created. Little conflict between uses. Parkland and Nutbrook Trail require significant planting and screening. Canalside potential not realised.
Property	<ul style="list-style-type: none"> Limited land assembly required as most of site owned by SG Large areas of new employment land will support economic growth & job creation. Relatively good fit with local land use policy framework & aspirations of Erewash BC. Lower remediation & infrastructure costs Minimal impact on existing operations with Flange Plant retained in current location. Lower development values may not be sufficient to support remediation & infrastructure costs. Limited demand for small scale industrial – result long timeframe for delivery - estimated take-up 30 years minimum. Location & scale of resi dev isolated from existing shops & services & is unlikely to provide sufficient mass to support the creation of a new neighbourhood centre. New emp & resi dev will require investment in new/improved highways infrastructure Proposed mix of uses doesn't maximise value of site. 	<ul style="list-style-type: none"> Limited land assembly required (most of site owned by SG). High development values due to large resi development. Resi will support local centre & offset remediation & new/improved infrastructure costs. Strong developer interest. Provision of new employment land to south of the Quarry Industrial Estate - provide land for growth & expansion over medium/long term Cear separation between resi & ind should help secure max development values & provide quality development Limited demand for small-scale industrial uses will result in a long timeframe for delivery (15 years minimum). Large areas of recreational and lower value employment land reduces dev values to support remediation & infrastructure Cost of relocating Flange Plant & providing major new highways infrastructure. Possible conflict with land use planning framework & aspirations of EBC due to large resi component. Possible conflict between resi & existing industrial/distribution uses - will require a sensitive approach. 	<ul style="list-style-type: none"> Limited land assembly required (majority owned/ managed by SG). Max dev values generated by large residential development & canal frontage. Resi development & canal maximising uplift in value generated by proximity to waterside environment. Sufficient critical mass to support new local centre & offset the cost of remediation & new/improved infrastructure. Size of resi - should allow for strong developer interest New employment land to south of the Quarry Industrial Estate - provide land for growth & expansion over medium /long term Limited demand for small-scale industrial uses – result is long time frame for delivery (15 years minimum). Large rec area & lower value employment land reduces values to support remediation/infrastructure costs. Cost of relocation Flange Plant & providing major new highways infrastructure. Possible conflict with land use planning framework & aspirations of EBC due to large resi component. Possible conflict between resi & existing industrial/distribution (requires sensitive approach). 	<ul style="list-style-type: none"> Best fit with land use planning & aspirations of EBC. Minimal conflict with existing land uses in the area. Large areas of employment uses maximises employment potential & job creation albeit over the longer term. Reduced infrastructure/ remediation costs due to emp uses. Flange Plant retained in current location. Solely employment uses would not maximise the development potential of the site. Limited potential for large scale employment uses without major infrastructure improvements makes the development of whole site for employment uses undeliverable in the current market. Identified demand for small scale industrial uses limited therefore the potential to develop whole site for such uses is undeliverable in the current market. Development values generated by development for small scale industrial uses would deliver low development values unable to support the remediation of the site & provision of new infrastructure.
Movement	<ul style="list-style-type: none"> New through route relieves pressure through SG site Possible consolidations of SG site Likely to have good balance of inbound/ outbound trips Genuinely mixed use development Land use mix gives opportunity for longer term rail station Highest trip generation - balanced between inbound & outbound Pressure on route under m'way unless widened/new junction Local centre most distant from employment & housing Relatively complex internal layout Primary school on periphery of area HGV & other access to Flange/Valve plant close to residential 	<ul style="list-style-type: none"> Scale of resi dev allows 'internalisation' of trips with increased capability to provide amenities Volume of resi allows potential to improve public transport Takes advantage of green spine area & Nutbrook Trail Removes through HGV traffic from site Local centre at the heart of the community Strong dominance of outbound trips creates significant 'tidal' movement pressure Large trip generation remains Very limited access to resi areas by vehicles (one bridge) creates pressure point Keeps the SG site split by main road through site 	<ul style="list-style-type: none"> Separates land use types effectively Local centre and primary school at heart of community Scale of resi development – allows site to self-support (trip minimisation) & potential for public transport provision Lack of passing trade & presence for local centre except within housing area Poor layout for access to new employment from the south and east. s pressure to west Limited access to resi by vehicles creates pressure Imbalance between resi & emp creates tidal movement (outbound in AM peak/inbound in PM peak). Large trip generation skewed towards outbound development 	<ul style="list-style-type: none"> Lower trip generating but likely to be larger vehicles Simple layout reduces infrastructure costs Provides alternative route for Ilkeston to Sandiacre traffic Allows St Gobain works to consolidate/remove through traffic Takes advantage of vistas over Nutbrook Trails for offices Increases intrusive traffic types (HGV's) in adjacent areas No local centre – not self sustaining Likely to rely on access to wider strategic network alone Land uplift values likely to be lower than housing – therefore costs of strategic infrastructure more difficult to meet
Sustainability	<ul style="list-style-type: none"> Parkland will create habitats & leisure opportunities. Retention of railway could provide an alternative to road travel. Cycle routes provide a sustainable alternative to private vehicle. Transport links (rail and road) must be relocated. Existing industrial plants will become isolated from one another. Sustainable building techniques must be used in order to limit resource consumption. Screening required is could act as habitat of green corridors. Village green will provide a focal point for community. Residential areas do not link with proposed open space Community features not at the centre. Community facilities divided from housing areas by railway line. Development may be too small for social & cultural centre. May not be enough demand for amount of employment. Extent of employment may limit further housing development. Limited high density housing will limit provision of affordable housing. Community uses close to water- may be susceptible to flooding. 	<ul style="list-style-type: none"> Large parkland will be created with formal facilities (football pitches); this will benefit biodiversity, social & health factors. Cycle routes will provide a sustainable form of transport & improve public health. Social, cultural & educational facilities central to community. High density housing will provide ample affordable housing. Local trials (Nutbrook Trail) are retained. Existing employment uses will relocate (Flange & Valve Plant). Transport links (rail and road) must be relocated. Incorporation of sustainable building techniques in order to limit resource consumption Screening could act as habitat of green corridors. Community facilities are further divided from housing areas by the railway line. The extent of employment land may limit further housing development. Sites adjacent to bodies of water susceptible to flooding. 	<ul style="list-style-type: none"> Cycle routes will provide a sustainable form of transport and improve public health. Social, cultural & educational facilities central to community. High density housing will provide ample affordable housing. Local trials (Nutbrook Trail) are retained. Canal economic potential is maximised though the siting of low density housing. Size local community created optimal in relation to services. Amount of employment land created is ideal for local needs. Flange and Valve Plant relocated. Resi development will require multiple planning applications and a phased development. Transport links (rail and road) must be relocated. Sustainable building techniques required in order to limit resource consumption Screening could act as habitat of green corridors. Community facilities divided from housing by the railway line. Sites adjacent to bodies of water will be susceptible to flooding. 	<ul style="list-style-type: none"> Transport links (rail and road) must be relocated. Little change from existing use. New developments will have to incorporate sustainable building techniques in order to limit resource consumption Screening this could act as habitat of green corridors. Demand for large amounts of emp land not likely to be sufficient. Existing employment sites will become isolated from one another. No housing developments. No community facilities. Sites adjacent water will be susceptible to flooding.

4. Vision and Masterplan

- 4.1 This section describes the vision for the future of Stanton which includes a 'masterplan' for the area. This has been based on the extensive baseline analysis; options development and assessment; and community and stakeholder consultation, all of which is explained elsewhere in this document. This section is intended to form the basis of the Area Action Plan for Stanton.

The Vision

- 4.2 The vision for Stanton is that:

"Stanton will become a mixed use community that builds upon the industrial heritage and attractive landscape setting of the site. It will provide a new sustainable, residential community; new employment units for small business; retained facilities for the existing major employers, with scope for potential expansion; and a new parkland open space to be enjoyed by new and existing communities. These uses will exist without conflict and will all sit within areas of extensive tree planting. The regenerated site will be served with a movement strategy that will serve the existing and new uses whilst also resolving movement issues in the wider area."

The Masterplan

- 4.3 The 'masterplan' in fact consists of two plans. The first is the **Parameters Plan** (Figure 4.1). This is the most important plan in that it should become a statutory plan adopted as part of the Area Action Plan and used to determine future planning applications. The Parameters Plan sets out zones within the area for different land uses and establishes the local movement framework (for vehicles, pedestrians and cyclists) and the landscape structure.
- 4.4 The Parameters Plan by itself will not achieve the quality and form of development needed to deliver the aspirations set out in the vision. Consequently the Area Action Plan also needs to include the design principles and projects which are also set out in this section.
- 4.5 The **Indicative Masterplan** (Figure 4.2) provides a further level of detail to the Parameters Plan. This is not intended as a statutory plan within the Area Action Plan, but should be included as a means of demonstrating how development that follows the design principles and Parameters Plan can be designed. This is intended to give a feel for the form of development envisaged and provide a visual aid to present the vision. It should not though preclude developers from using their own innovation to deliver built form to a different layout design, provided that this still follows the Parameters Plan and the design principles.
- 4.6 The Parameters Plan will broadly deliver the schedule of development set out below. This should be able to be achieved when the design principles are met, as demonstrated by the Indicative Masterplan.

Schedule of Development

Open Space
23.83 ha of parkland open space.
Employment
<p>15.0 ha of employment comprising:</p> <p>7.55 ha of B2 workspace for small/medium business. This could accommodate:</p> <ul style="list-style-type: none"> 13 no. 500 sqm units 9 no. 1000 sqm units Total: 15,500 sqm (152,550 sq ft) <p>7.45 ha of B2 employment land suitable for a single large employment user</p>
Residential
<p>26.0 ha of residential (at average density of 45 dph) comprising:</p> <ul style="list-style-type: none"> approx. 1100 dwellings 0.75 ha formal open space within residential area + Local centre: 700 sqm retail (in 6 units) plus community building (275 sqm) + 1 Primary school (with playing field)

(All figures are approximate only)

General Principles

- 4.7. The Parameters Plan and Indicative Masterplan are based on the following principles. These underpin the masterplan and explain why the mix of uses are arranged as they are on the Parameters Plan. Subsequent development proposals will be expected to follow these points.

Employment

- 4.8. The part of the site allocated for employment use forms a natural extension to the Quarry Hill Industrial Estate and is generally accessed from the existing road network in this area.
- 4.9. A mix of 500 and 1000 sqm units should be provided with associated yard and parking/service space to serve small business and satisfy local need. These should be for B2 use only.
- 4.10. The masterplan assumes the Flange and Valve Plant is relocated within the main St. Gobain site. There is space for this facility here and this offers obvious operational advantages to St. Gobain whilst also freeing more space for development.

Residential

- 4.11. Residential use is located at the eastern end of the site, furthest from the heavier industrial uses. To provide sufficient residential amenity a separate access should be provided off Lows Lane from proposed industrial uses. The residential road network will be provided with a through link to the industrial estate but this should only be for use by the emergency services. There will be a permanent through pedestrian/cycle access between the residential and employment areas. The existing freight rail line will have to be diverted in part to maximise the developable area.
- 4.12. Due to the relative isolation of the area from existing shops and services the new community will only be sustainable if it provides its own local centre and essential services, such as a primary school, shops and a doctor's surgery. Due to the limited size of this community, passing trade will be vital for its viability; for this reason it is located with a visible frontage to a main road. Developers will be expected to contribute to the delivery of necessary services, including a new local centre and primary school, subject to detailed discussions with the relevant local authority departments.
- 4.13. The residential area will be surrounded by the new employment development, the retained Flange and Valve Plant, the railway, motorway and West Distribution. This means that heavy landscape screening will be required and this is provided, in a buffer of at least 20m width. Amenity within the residential area is provided by a series of large 'village green' open spaces, which will be linked with green routes, and by the canal frontage, both of which should be fronted by facing development.
- 4.14. The layout within the residential area should be based on a perimeter block structure and a clear route hierarchy. Density should vary according to position, with higher densities located closest to shops and services and decreasing toward the periphery. The densities reflect the semi-rural location but also best practice as stated in PPG3; specifically the need to maximise use of brownfield land and to support local services within easy walking catchments. As such they should vary from net densities (not including roads above local access or open space) between 40 and 45 dwellings per hectare. The housing will be predominantly two to three storey family houses with a number of three storey apartment blocks at key locations.

Open Space

- 4.15. The open space element is located at the western end of the site and comprises a 'parkland' type environment for informal recreation. It is suggested that the existing cooling pool could be utilised as a naturalised water feature, (providing that St Gobain operational requirements allow) as could other semi-culverted stretches of water bodies, which could be re-opened. Notably this could include the Nutbrook Canal which branches off from the Erewash Canal. This would provide a second canal frontage for the residential development and would provide an attractive setting for the diverted Nutbrook Trail. There may be major financial and engineering issues associated with this but the potential benefits mean that this concept should be investigated as if it was feasible it would play an important role in delivering the vision.
- 4.16. The open space should be equipped with high grade public footpaths and cycleways. This would include the Nutbrook Trail which would be diverted through the site: from the canalside, through the residential area, through the open space and then linking back to the existing Trail at the western end of the site.

- 4.17. Uses within the open space could vary, allowing for local needs and community aspirations. The main part of the space would be a semi-natural environment with water features and wooded areas. Closer to the residential area should be level open spaces which could be laid out as sports pitches. The residential area itself should relate closely to the open space and the opportunity should be taken for apartment blocks to face out onto the open space, providing a gateway for the Nutbrook Trail to enter the neighbourhood. The open space that the apartment blocks face onto should be more formalised than the rest of the open space, with a 'village green' type character. The nature and use of the open space should be the subject of detailed community consultation.

Design Principles

- 4.18. The Parameters Plan provides the land use and basic movement structure for the area. When detailed development is proposed the developers will prepare their own detailed masterplan. It will be important that this masterplan follows the spirit of the Indicative Masterplan. Further design guidance is needed to support the indicative layout and guide developers. The following design principles are proposed for this purpose. This applies principally to the residential area. These design principles should be adopted as part of the Area Action Plan and used to determine planning applications.
- Residential development should vary in density between **40 to 45 dwellings per hectare**, or thereabouts. This is expressed in net terms: it excludes distributor roads and public open space but will include shared surface routes, parking areas, and private amenity space. Density will vary based on proximity to the local centre and Lows Lane (which will be higher density), reducing to peripheral areas.
 - **Building heights** in the residential area will be either two or three storeys, except in exceptional circumstances. Three storey development will be appropriate to define key corners, front important roads and overlook open space.
 - A clear **hierarchy of roads and routes** should exist, including the principal spine road, local access roads and shared surface routes. Development should address all of these roads, giving rise to a block form similar to that illustrated on the Indicative Masterplan.
 - Within each development parcel created by the road pattern the predominant built form should be **perimeter blocks and streets**. Each parcel may be larger than a single perimeter block but the block structure shown should be clearly apparent in the layout, with all housing facing outward and addressing the street. Within the block it will be important to clearly define streets and blocks and to define public and private space. Courtyards can be formed for parking and amenity space and internal roads can be shared surface with pedestrian priority.
 - Development should **address roads** in a manner that reflects the importance of the route, with taller and denser development (including apartment blocks) addressing principal roads and development of a more domestic scale addressing shared surface routes. Continuous active frontages along all roads should be aimed for.
 - **Corners** should be defined by a built form which reflects the importance of each corner. Blank gables should be avoided. It will sometimes be appropriate to use apartment blocks to achieve this.

- Two to three open spaces should be provided within the development. These should act as focal points for development, in a '**village green**' type format and should be overlooked by housing on all sides.
- Where development fronts the **parkland open space** it should be at least three storey and present a strong built form. Apartment blocks are recommended for this frontage. Where the green route enters the site from this frontage this should be reflected in the built form, which should form a 'gateway' type feature.
- Development and landscaping proposals should enhance existing **biodiversity** and aim to create new habitats. This will apply to all parts of the masterplan area, including the residential and employment elements, and not just the open space. Developers should refer to Erewash's adopted Biodiversity and Landscape Supplementary Planning Documents (SPDs). An important part of this is likely to involve the creation of wildlife corridors, for which the canals and structural planting areas could provide opportunities. Ecology studies are expected of all areas subject to development, to accompany planning applications. Where derelict buildings are identified for demolition bat surveys are likely to be required. Ecological impact assessments will also be required in line with development proposals.
- The **mix of development** should provide a range of house types and tenures. The majority should be family housing. There should be a limited number of apartment blocks and also a level of affordable housing. The exact mix should be discussed with the local planning authority.
- A network of **green routes** should exist throughout the site, promoting pedestrian and cycle movement. These should link the 'village green' spaces and the parkland open space, provide direct access to the primary school and local centre, provide a canalside route, link with Lows Lane and provide direct access to the employment area. This will include the Nutbrook Trail, which will be diverted as necessary to cross the site via an attractive and direct route. An ecological assessment will be required to support this.
- Development should front onto the **Erewash Canal** (and Nutbrook Canal if appropriate) and enhance the canalside environment. The accompanying ecological assessment will need to ensure that any overshadowing of the canal by built form does not compromise any habitat value of the waterbody.
- The indicative road layout should be designed to create vistas, pinch points and focal points. These should be marked by buildings of more **individual design and interest**. These will typically be 3 storey. Apartment blocks will often be appropriate at these locations. The concept options identify these locations which will be appropriate for apartment blocks.
- The **road layout** should have an organic form. This will both conform with the historic pattern of neighbouring villages and will promote natural traffic calming. Where there are longer stretches of straight road then raised tables should be installed at junctions. This will require detailed discussion with the highways authority.
- **Car parking** should be provided at a ratio that meets minimum requirements but does not promote car use at the expense of other modes. This will require detailed discussion with the highways authority. Car parking spaces should be provided in-curtiledge at the front of dwellings or in courtyards. On-street parking should be limited to visitor spaces. Developers should refer to Erewash's adopted Parking Standards SPD.

- The part of the residential site which lies **south of the rail line** is a little removed from the rest of the residential site. As this area is surrounded on three sides by established employment uses then a higher density form is more appropriate here.
- An **extensive screening buffer** will be required around the residential area, as shown on the concept options. When suitably landscaped this can provide an attractive area for housing to face. Houses should front this area but with a local access road or shared surface area lying between. This will ensure that a secure boundary exists to houses and that public and private space are clearly defined.
- The **local centre** should be located on the principal spine road and present a strong frontage to this route. A public space and visible short-stay parking should also be provided on this frontage. It is recommended that retail units are incorporated on the ground floor of a three storey block, with apartments on the upper floors. An L-shaped configuration will allow for the units to be set back from the main road whilst providing an active and attractive frontage to it with a public space. Short-stay parking should be visible and convenient from the main road. Servicing areas should be hidden to the rear of units. Developers should also follow the guidance in Erewash's adopted Shop-front Design Guidance SPD.
- Houses should take their **cue from surrounding villages** (i.e. Sandiacre, Stanton-by-Dale, Kirk Hallam) in terms of street form, set-back from the street, massing and local materials and detailing. At the same time a new local identity needs to be established for this new settlement and originality and innovation should also be encouraged.
- The development is intended to conform to high standards of **sustainability**. The orientation of buildings will be designed to maximised solar gain and high standards of energy efficiency in building construction and operation will be sought. An EcoHomes standard of 'very good' is likely to be required. Additionally the density of development and arrangement of buildings and routes will help to ensure that the need to travel is minimised and that pedestrian and cycle modes are promoted in favour of the private car.
- The scheme should provide for the highest achievable standards of **access for all**. Developers will be expected to meet the appropriate standards for the site as set out in the Building Regulations as a minimum and to discuss this issue at an early design stage with the local planning authority.

Supporting Projects

- 4.19. To deliver the vision a range of supporting projects will need to be undertaken. These can be described as **enabling projects** which are required to prepare the area for development, **associated projects**, which should be delivered as part of the development on the site, and **wider projects** which should apply to the immediate vicinity outside the Area Action Plan boundary, in order to provide wider regeneration benefits. To deliver the vision the site will need to be treated holistically and these projects will need to be tied in to the built development on site. Erewash BC will need to consider the mechanism in which these projects are delivered, but it will be important to ensure that finance can be levered from the land values generated by the proposed development in the area, especially of the residential element and redistributed to other parts of the site where necessary.

Enabling Projects

- 4.20. **Site remediation** – The site is known to have extensive contamination and ground condition issues relating to its industrial and mining history. These will need to be resolved before any development can commence. It is anticipated that the land values generated by the Area Action Plan should facilitate this. These issues will need to be the subject of detailed investigation and discussion from an early stage

- 4.21. **New highway infrastructure** – The development proposed will need to be served by new road infrastructure, as described on the Parameters Plan. The provision of these elements will need to be co-ordinated and planned at an early stage to provide the basis for subsequent development.

- 4.22. **Wider movement strategy** – As stated previously, the vision cannot be achieved without major highway improvements in the wider area. This is discussed in Section 5. This is a fundamental issue and the necessary works need to be programmed before development can be planned.

- 4.23. **Structural landscaping** – Due to the heavy industrial uses on site extensive landscape screening is required between these and residential and open space uses, as indicated on the Parameters Plan. A landscape strategy should be developed as soon as possible as the structural landscaping should be at least semi-mature before residential areas can be occupied.

- 4.24. **Canal reclamation** – As described previously it would be desirable to re-discover the Nutbook canal which is currently culverted through the study area. This would significantly enhance the housing environment and raise the value of the site to developers and so this issue should be investigated at an early stage.

- 4.25. **Diversion of private rail line** – At present the private freight railway serving the St. Gobain site passes through the residential area. The masterplan proposes that this is diverted so as not to bisect the residential community with a rail line which will present obvious infrastructure and amenity issues. An operational rail line is still delivered in the masterplan, though this will need to be well screened. It also necessitates one new road bridge over it, on the residential spine road.

- 4.26. **Relocation of Valve and Flange Plant** – The masterplan suggests that St. Gobain could accommodate this facility on their main site, which would present operational benefits and enable the former site to be developed. This site then becomes available for a new employment use. This is desirable but the masterplan would also accommodate the Flange and Valve Plant remaining in its current location.

Associated Projects

- 4.27. **Amenity open spaces** – Within the residential area the developer/s will need to provide amenity open spaces to serve the local community. This should be discussed with the local planning authority and should meet the requirements as set out in planning policy. It is anticipated that two to three green spaces are created. These will be in the form of 'village greens'. They will provide a setting for development, enhancing local character. Within these spaces children's play areas should be provided in line with policy requirements. These play areas will be within the village greens and fronted with facing residential development providing natural surveillance.

- 4.28. **Parkland open space** – The open space element of the masterplan should be delivered alongside the built elements. This area should be planned out by landscape architects and be accompanied with a community consultation exercise to determine the nature of the space and the facilities to be provided. It is anticipated that this will be a semi-natural environment with extensive new planting and new pedestrian and cycle routes. The existing water bodies could form the basis of new lakes and the potential for enhancing these should be investigated. It would also be desirable to provide some informal sports pitches for community use. The area closest to the residential community should be more formal character.
- 4.29. **Pedestrian routes** – A network of pedestrian and cycle routes (and potentially bridleways) serving the area and linking to the wider route network will need to be delivered as part of the masterplan. The most important element of this will be the Nutbrook Trail but it will also be important to provide direct linkages between the residential, employment and open space areas to promote walking and cycling.
- 4.30. **Public Space** – The residential community should include an area of hard landscaped public open space. This should be designed to a high quality, located in a prominent location and surrounded by active ground floor uses. It would ideally be located at the local centre. This should act as the heart of the new community and will help to provide a sense of place.
- 4.31. **Local centre** – It is essential that the residential development includes the necessary daily facilities for the new community within a walkable distance. This necessitates a local centre being created within the residential development. This should be located on the main residential spine where it will also be accessible to workers from employment uses. The level of provision will be dependent on detailed discussions with Erewash BC and on financial viability. It is expected that the community would support around 6 small convenience retail units. A community building should also be located. It will also be desirable to locate a small health facility here, such as a GP surgery and dispensary. This element should be investigated further by Erewash BC.
- 4.32. **Primary school provision** - Due to the distance of the new community from existing primary schools it is an aspiration to locate a new primary school in the residential development. This will need to be investigated further by Erewash BC, in consultation with the local education authority and should be the subject of discussion with developers.
- 4.33. **Public art** – Public art should be incorporated within the residential development. This should include public art integral to the public realm and street furniture but also a single high profile installation in a key public location (such as the public square).

Wider Projects

- 4.34. **Enhanced canalsides** – The Erewash Canal, and potentially Nutbrook Canal, will become important elements in the Action Plan Area. It would be beneficial to improve the canal and the canalside environment both within the AAP area and extending beyond, to encourage wider use to be made of these routes.
- 4.35. **Nutbrook Trail** – The masterplan proposes diverting and enhancing the Nutbrook Trail within the AAP area. Logically these enhancements should not halt at the boundaries and the opportunity to enhance a wider length of the Trail should be considered.
- 4.36. **Road junction improvements** - In addition to the new infrastructure within the area and the wider movement strategy there may be other local roads around the AAP area that require improvement for safety reasons and these requirements could become more marked due to

increased traffic levels generally in the area. In particular the tight corner at the junction of Lows Lane by the '12 houses' should be considered.

- 4.37. **Environmental enhancements to Quarry Hill Industrial Estate** – Quarry Hill will become the point of arrival for traffic reaching the new employment uses. At present the physical environment of this estate is in need of some improvement. This need will become more marked once the new extension to Quarry Hill is developed. It is recommended that an environmental enhancement strategy for Quarry Hill is considered, focusing on the principal road corridors.

Sustainability

- 4.38. Sustainability is a key priority for the Area Action Plan. The process has been subject to a Sustainability Appraisal and any proposals would have to ensure sustainability by meeting the requirements of this document. The points below describe how proposals can represent good levels of sustainability. The development proposals should be subjected to a more detailed environmental appraisal based around these principles.
- 4.39. The Masterplan proposes a **mix of uses** across the Stanton area, providing places of work and community and recreation facilities within easy walking distance of people's homes.
- 4.40. The Masterplan provides housing development at a **suitable density**, following advice in PPG3 but also appropriate for the semi-rural setting.
- 4.41. The Masterplan promotes **walking and cycling** and **public transport** and aims to discourage car travel where possible.
- 4.42. The Masterplan provides a **range of community and recreational facilities** that aim to be **accessible to all and affordable**.
- 4.43. Landscaping and planting proposals will create **natural habitats and corridors** and maintain **biodiversity**.
- 4.44. The exploration of **renewable energy sources** should be encouraged on the Masterplan site.
- 4.45. The new parkland open space could provide scope for facilities and programmes focusing on **learning and awareness** of sustainability issues, especially for young people.
- 4.46. The Masterplan will produce landforms and buildings that are **robust and adaptable** in sustainability terms,
- 4.47. Housing development in the area should be innovative in sustainability terms. The BRE designation of EcoHomes 'Very Good' should be the required standard. This could involve the following features and more besides:
- Orientation to maximise solar gain
 - Energy efficient construction and operation
 - Solar heating
 - Combined heat and power

- Use of rainwater for toilet flush
- Use of recycled materials in construction
- Collection facilities for household waste recycling
- Areas for food growing and composting
- Layouts optimised for walking and cycling

Design Policy and Best Practice

- 4.48. National planning policy, best practice advice and guidance all outline the importance of good urban design as a key element of successful regeneration and development.
- 4.49. The conditions are now right for creating high quality sustainable places. The urban design agenda has matured to create a climate where design quality is expected by both Local Planning Authorities *and* developers. The following information provides an urban design context which should be fully considered and applied to the Stanton site.
- 4.50. Nationally, PPS1 and best practice advice including 'By Design' (DETR), the 'Urban Design Compendium' (English Partnerships & Housing Corporation), the final report of the Urban Task Force and The Urban White Paper, all outline the importance of urban design. This perspective is complemented by advice for the design of residential areas contained in 'Places, Streets and Movement'; PPG3 and its companion guide 'Better Places to Live by Design'. CABE have been a prominent advocate of urban design excellence and the recent Design Review: Good Urban Housing provides many useful examples of Best Practice.
- 4.51. PPS1 (2005) suggests that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development' (para 33). It suggests that it is the role of planning to promote high quality, inclusive design in the layout of new developments and individual buildings. It states that designs which fail to take the opportunities available for improving the character and quality of an area should not be accepted (para 13).
- 4.52. Similarly, PPG3 promotes good design in housing and residential environments and suggests that new housing should make a contribution to promoting urban renaissance and improving the quality of life (para 1). It states that planning authorities should reject poor design, and applicants need to demonstrate how they have taken into account the need for good layout and design.
- 4.53. Developers should also refer to Erewash's adopted **Design Guide** (2006) for local design guidance.



Key best practice documents.

- 4.54. In terms of the interpretation of the design advice and the implementation of this guidance as further phases in the design process, a range of key headline questions are relevant. These form a quick checklist as detailed design progresses. These are generated in part from the key questions promoted in the CABE 'Design Review' process and include:
- Does the design of development have a considered relationship with the character and context of the area?
 - Is landscape design recognised as an important and integral part of the scheme and is this well related to the movement framework?
 - How far have the overall master planning / urban design principles been considered?
 - Does the design respond to the demands of the site?
 - Does the project take advantage of opportunities to innovate?
 - Does the project make a generous contribution to public realm, to benefit people in general?
 - Is the design comprehensive, so that all elements can be read as a whole?
 - Will development improve the quality of the environment, will it raise spirits or depress them? Does it add to the overall experience of the place being created?
- 4.55. Subsequent planning applications submitted to deliver the vision are expected to follow the best practice advice outlined here and to be accompanied by a Design and Access Statement which answers the questions above and explains the design concept.

Aspirational Images

Figure 4.3 includes photographs of similar successful schemes elsewhere in the country. They are included as aspirational images to indicate the type of development envisaged and illustrate the vision.

Scope for a large visitor attraction/employment training facility

- 4.56. There is an organisation based locally (The EVE Project) with an aspiration for a visitor attraction/employment and training facility based on the industrial heritage of Erewash. The Project has aspirations to locate the facility on the Stanton site. As part of the AAP project members of the consultant team and Erewash BC met with the EVE Project to discuss these aspirations.
- 4.57. The project is ambitious and in many ways would fulfill the role of a regional or sub-regional facility. It has 3 elements; a heritage centre (with 5 interactive experiences); business centre (with exhibition space and incubator space for creative industries); and an education centre

(with studio space and education for teenagers in media, cultural, engineering, legal and medical industries).

- 4.58. The physical design of the facility and the business case are still at an early stage and require much more development. At this stage this makes it difficult for this study to fully consider the project as a deliverable part of the AAP.
- 4.59. There are several issues that would need to be overcome before Stanton could be considered as a suitable location. There are four main difficulties with the Stanton site, which relate mostly to the EVE Project's large scale and role:
 - **Access** - There will be a high number of trips generated by the proposed use and local access to the site currently would not support this. Furthermore the nature of the use and levels of trips would be beyond that being considered as part of the proposed mix of uses in the preferred option and forming part of the movement strategy. This type of use often requires direct access from a motorway junction. It is understood that the EVE Project met with the Highways Agency and have investigated options for park and ride but there are still major issues to be overcome in this regard.
 - **Siting** - The Project would require a large site. Although the Stanton site is extensive it is difficult to find a site large enough to accommodate the EVE Project due to the retained industrial uses, the need for a critical mass of residential, the requirement for some new employment on the site and the need for new open space to serve new and existing communities.
 - **Setting** - The type of facility described would best be accommodated in an iconic building in an attractive landscape setting and a highly visible location. The masterplan cannot easily deliver this. Access cannot be through the residential area and so is likely to be via the existing Quarry Hill industrial Estate. The most visible part of the site (the corner closest to the M1) is needed for residential use, as this is furthest from heavy industry and closest to the canalside. Potential locations for the EVE Project will not be highly visible and are unlikely to deliver the type of setting the Project deserves.
 - **Value** - A fundamental concept behind the Preferred Option is that viability is achieved by proposing uses with sufficient value to enable the necessary remediation of contaminated areas on the site. Whilst the value of proposed residential and employment uses have been considered based on market assessment it is difficult to establish a potential value for the EVE Project at this stage. This will need to be assessed when the Business Plan is developed.
- 4.60. At this stage, for the reasons described above and the further development needed of the project's physical design and business case, this project has not been included in the Preferred Option. The type of uses proposed may be appropriate for the mix of uses proposed in the Area Action Plan but only if the issues described above can first be resolved, which is likely to be problematic.. A full planning application would of course have to be made for the EVE Project and detailed pre-application discussions should be held with Erewash BC planning officers and Derbyshire County Council highways officers. It is also recommended that the EVE Project pursue alternative sites at the same time in case these issues cannot be overcome.

KEY

Area Action Plan Boundary

Industrial

- Consolidated St. Gobain site
- Relocated Flange & Valve Plant
- Retained Stanton Bonna works
- Other existing uses retained
- Potential new employment use
- New B2 employment units

Open Space

- New parkland open space
- Existing water features
- Consider potential to re-open culverted canal
- Woodland screening

Residential

- New residential community (also incorporating open spaces and potential primary school)
- Local centre (incorporating convenience retail, public space and potential community centre)

Linkages

- Existing roads retained
- Principal new residential spine road
- Principal new employment access
- Emergency only vehicle link
- Nutbrook Trail recreation route
- Other pedestrian/cycle routes
- Existing rail line retained
- Diverted rail line

Stanton Regeneration

Figure 4.1:
Preferred Option
Parameters Plan

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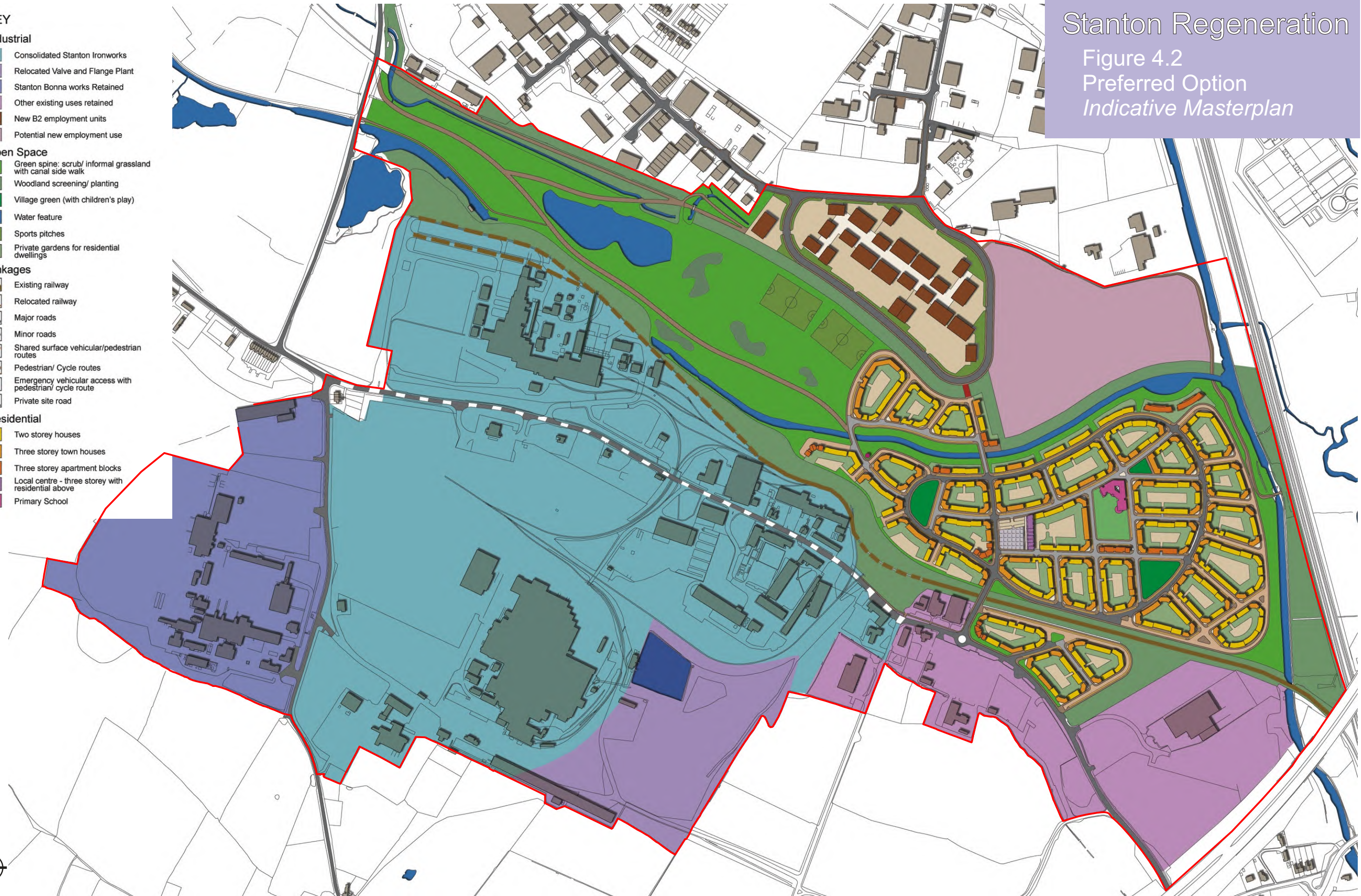


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date: june 06
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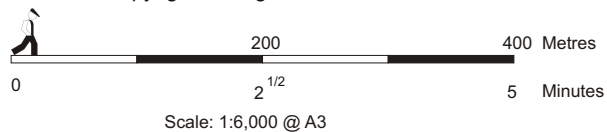
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Stanton Regeneration
 Figure 4.2
 Preferred Option
Indicative Masterplan

- KEY**
- Industrial**
- Consolidated Stanton Ironworks
 - Relocated Valve and Flange Plant
 - Stanton Bonna works Retained
 - Other existing uses retained
 - New B2 employment units
 - Potential new employment use
- Open Space**
- Green spine: scrub/ informal grassland with canal side walk
 - Woodland screening/ planting
 - Village green (with children's play)
 - Water feature
 - Sports pitches
 - Private gardens for residential dwellings
- Linkages**
- Existing railway
 - Relocated railway
 - Major roads
 - Minor roads
 - Shared surface vehicular/pedestrian routes
 - Pedestrian/ Cycle routes
 - Emergency vehicular access with pedestrian/ cycle route
 - Private site road
- Residential**
- Two storey houses
 - Three storey town houses
 - Three storey apartment blocks
 - Local centre - three storey with residential above
 - Primary School



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 checked by: rg
 date: may 06
 drawing no: 3047.2.01
 scale: 1:6000

Aspirational Residential



Aspirational Employment



Stanton Regeneration

Figure 4.3
Aspirational Images

Aspirational Local Centre



Aspirational Open Space



5. Movement Strategy

- 5.1. Faber Maunsell has been commissioned to look into potential route options to the New Stanton site, situated to the south of Ilkeston, to cater for existing and future developments needs. For full details please refer to Faber Maunsell's Movement Strategy Options Report. This section is extracted from that report.
- 5.2. The site, although located close to the strategic road network, namely the M1 motorway and A52 Trunk Roads, does not have good road links to it from the wider road network. This situation has had a significant influence on the type of development proposed within the Area Action Plan.
- 5.3. Existing roads around the site suffer from 'rat running', poor alignment and capacity issues. It is intended that future linkages to the site will cater for existing traffic to the key light industrial areas and also future development of the site to the north of Lows Lane. Strategic road links are likely to be imperative for comprehensive redevelopment and rejuvenation of the Stanton site with potential for 'spin-off' benefits for the wider area, particularly Ilkeston, Stanton-by-Dale Village and Sandiacre.
- 5.4. This section outlines 8 potential options to provide improved links from the site to the strategic road network. These options, ranging in scale and complexity, have been identified as a range of potential routes to the site from all surrounding areas and linking into the strategic highway network.

Options for New Strategic Links

- 5.5. Eight options were put forward for assessment, these ranged in size and complexity and covered all approaches to the Stanton area. They are summarised as follows:

Option 1 – New links from the M1 Slip Roads at J25;

Option 2 – Stanton by-pass linking the A52 to the Site, west of Sandiacre;

Option 3 – New link road from the A52 utilising the existing rail corridor between Sandiacre and Stapleford;

Option 4 – Provision of a New Link from Trowell Services;

Option 5 – Provision of a new junction on the M1 (and the potential relocation of Trowell Services);

Option 6 – Provision of a new link from the A6007 to the north of Stapleford;

Option 7 – A link from the A6096 to the north of the Site, east of Ilkeston;

Option 8 – A link from the A6096 to the west of the site bypassing Ilkeston.

Option 1 – New Links from the M1 Slip Roads at J25

- 5.6. This would provide a direct link to the site from the M1 (J25) motorway junction utilising a new arrangement involving roundabouts and links to the northbound on-slip and southbound off-slip. The presence of the existing grade separated roundabout at this junction would enable traffic from all directions to enter the new link. Plate 5 indicates the busy junction 25 of the M1 motorway.

Option 2 – Stanton-by-Dale by-pass linking the A52 to the site, west of Sandiacre (Figure 5.1)

- 5.7. A new junction would be formed with the A52 to the west of Risley, in the form of a grade separated roundabout. This link would then pass over farmland and pass to the west of Stanton-by-dale, crossing over No Man's Lane and Dale Road before forming a new junction at Sowbrook Lane/ Lows Lane within the New Stanton development area. Plate 6 indicates the location for a potential new junction with the A52.

Option 3 – New link road from the A52 utilising the existing rail corridor between Sandiacre and Stapleford (Figure 5.2)

- 5.8. A new junction would be formed with the A52 at the existing location of a rail overbridge. The new route would then utilise existing land to the east of the rail lines and after crossing the River Erewash, Erewash Canal and rail lines form a new junction with Ilkeston Road. Ilkeston Road provides an existing link to the site via Lows Lane under the M1 motorway. Plate 7 shows the existing A52 carriageway passing over rail lines between Sandiacre and Stapleford.

Option 4 – Provision of a new Link from Trowell Services

- 5.9. A link would be provided from the existing services located 3km south of junction 26 of the M1. To enable an all-movements junction, existing off and on slips would be utilised at the services with an additional overbridge provided to cater for other connections to the M1. Slip roads from this modified junction would then meet at a new at-grade roundabout to the west of the services. A link road from here would then pass over farmland, crossing Cossall Road and a rail line before meeting the A6007 Ilkeston Road where a new junction could be formed. From here the road would then pass to the south between the existing rail line and Erewash Canal crossing the River Erewash before entering the site from the east at Crompton Road. An additional link could be provided close to the site into Hallam Fields to further relieve traffic congestion in Ilkeston. Plate 8 provides a view looking south along the northbound off-slip at Trowell Services.

Option 5 – Provision of a new junction on the M1 (and the potential relocation of Trowell Services)

- 5.10. The most direct option for a new strategic link is through the formation of a new junction on the M1. This could be achieved through the potential relocation of Trowell Services further south. This all-movements junction could be located immediately to the west of Ilkeston Road at Stanton Gate which could then link into the new junction. The new link towards the development site would form a new junction at Crompton Road/ Lows Lane. Plate 9 provides a view of the potential junction location overlooking Erewash Golf Course to the west of the M1.

Option 6 – Provision of a new Link from the A6007 to the north of Stapleford

- 5.11. This is a potentially low cost option to upgrade an existing route. The route commences at the junction of the A52/ A6007 at Bramcote Island and heads west as the A6007 Ilkeston Road before meeting the B6003 Pasture Road. From an existing cross-roads junction with the B6003, Moorbridge Lane becoming Stanton Gate then passes over the River Erewash, Erewash Canal and rail lines before meeting Ilkeston Road at Stanton Gate. The route then passes under the M1 motorway and into Crompton Road. Proposals for this route are to upgrade the existing road, where possible, to accommodate increased future traffic. Plate 10

provides a view looking east along Moorbridge Lane where road widening could possibly take place to the south.

Option 7 – A link from the A6096 to the north of the site, east of Ilkeston (Figure 5.3)

- 5.12. This link would connect into the existing roundabout junction on the A6096 at Cossall and head south. The route would pass through Cossall Industrial Estate and then over the disused Nottingham Canal before joining Cossall Road. From Cossall Road the route would cross a rail line before meeting the A6007 Ilkeston Road where a new junction could be formed. From here the road would then pass to the south between the existing rail line and Erewash Canal crossing the River Erewash before entering the site from the east at Crompton Road. As for option 4, an additional link could be provided close to the site into Hallam Fields to further relieve traffic congestion in Ilkeston. Plate 11 provides a view looking south from Cossall Industrial Estate.

Option 8 – A link from the A6096 to the west of the site bypassing Ilkeston

- 5.13. This would provide a direct link from the A6096 south of Kirk Hallam. A new junction would be formed with the new route then crossing farmland before entering the development site and forming a new junction with Sowbrook Lane/ Lows Lane. Plate 12 provides a view from the A6096 overlooking existing farmland.

Assessment of Options

- 5.14. An overview of each option is provided below with advantages and disadvantages highlighted. Estimated costs are also provided taking into account the length of new road required and structures necessary such as bridges, cuttings and embankments. Figure 5.4 provides an overall summary of each option with respect to all issues considered.
- 5.15. Feedback from consultation is provided in a series of bullet points. Much of this feedback resulted from a meeting held with the **Highways Agency** on Thursday 18th May 2006. The meeting was also attended by representatives from **Derbyshire County Council** and **Arup**, who are currently involved in the M1 widening project. Finally, a summary of findings for each option is made with a conclusion as to whether it is worth pursuing further.
- 5.16. It was concluded from the consultation meeting held with HA and Derbyshire County Council that the following issues would need to be considered by each authority with regard to any road link scheme promoted in relation to the Stanton Area Action Plan:

Highways Agency:

- The road link would need to meet all technical standards;
- The link would need to meet current HA policy;
- Motorway and trunk road junctions affected by any new development would need to be tested using current traffic models;
- The new link would need to be modelled using PTOLEMY (Planning, Transport and Land Use for the East Midlands Economy).

Derbyshire County Council:

- Traffic re-assignment would need to be tested using available traffic models for the area (there is a SATURN model available for the wider area);
- Traffic impact on local roads would need to be tested as a result of the development;

- 5.17. Derbyshire County Council have indicated that they will support any future development at New Stanton as long as the wider traffic impacts are addressed on local roads as stated above.
- 5.18. With regard to the standard of new road link to be provided to the New Stanton site, it is considered that a wide-single carriageway link road would be sufficient to cater for the likely traffic demand. Construction costs for a new link and associated bridges therefore make allowance for this standard of road.

Option 1 – New links from the M1 slip roads at J25

- 5.19. This option would be difficult to construct due to the presence of built-up areas close to the required location for new roundabouts and links to the existing M1 slip roads. A new link from the slip roads is also likely to add to traffic problems at this junction, something the Highways Agency is currently trying to resolve. The proposed M1 motorway widening project (between J21 – J30) is also unlikely to provide an opportunity for a link as it is limited to minimal widening of the existing carriageway to cater for an extra lane in each direction (see later section). The project is also too far progressed to result in late alterations to cater for a new link to Stanton.
- 5.20. The new link would provide a quick link to the site for both northbound and southbound traffic. It would therefore relieve existing traffic congestion problems in the town centres of Ilkeston, Sandiacre and Stapleford. However, as touched on in the previous paragraph, it would increase traffic passing through M1 (J25).
- 5.21. The route of the new link passes through open countryside and Erewash Golf Course. Coupled with the close proximity of residential areas at Risley and Sandiacre where noise and vibration issues will increase as a result of a new link, there is likely to be objection from environmental groups and nearby residents opposed to the loss of open countryside in a location already dominated by the M1 motorway.
- 5.22. With regard to site accessibility for the wider area comprising key residential locations, this option would be limited due to the imposing nature of the new junction arrangement. Local traffic, including pedestrians and cyclists would be restricted by the limited facilities available through this junction.
- 5.23. The construction costs of new slip roads and roundabouts at this busy motorway junction are likely to be high. The operation of the junction would be severely disrupted during construction which could have a huge knock-on effect to traffic flows both on the M1 and A52.

Construction Costs

- 5.24. The costs associated with this scheme are likely to be high and a breakdown is provided below. These costs exclude land purchase, demolition and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- Link cost - £2.2M
- Roundabouts - £1M
- Side road tie-ins - £0.25M
- Slip road links – 1.1M
- Total Cost - £ 4.55M**

Consultation Feedback

- Highways Agency unlikely to approve on technical grounds as the proposal does not meet the new standard TD22/06 (Layout of Grade Separated Junctions);
- Highways Agency standard now promotes uncluttered slip roads.

Advantages and Disadvantages Summarised

Table 1 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Removal of through traffic from town centres	Additional traffic through M1 (J25)
Lower cost than other options	Unlikely to be deliverable
	High environmental impact
	Limited accessibility to the site
	Does not meet technical design standards

Summary

This option would provide a direct link to the site and remove traffic from town centres such as Sandiacre, Stapleford and Ilkeston, however, it is unlikely to be deliverable. It does not meet Highways Agency standards and would be very costly to construct. This option should therefore not be pursued further.

Option 2 – Stanton-by-Dale by-pass linking the A52 to the site, west of Sandiacre

- 5.25. From site assessments it is feasible to construct a new junction on the A52 to the west of Risley in the form of a new grade separated roundabout. The A52 is raised on an embankment in this location so a new link would need to be profiled to meet a new junction.
- 5.26. Although the link is direct to the site it would involve the bulk of traffic passing through M1 (J25). However, comparable journey times for traffic are still likely to be quicker (as opposed to passing through Ilkeston town centre) making the new link a desirable route. It is also likely to relieve existing traffic problems in town centres close to the site and the edge of Derby, where traffic using the A6096 may re-assign to the new link and thus relieve traffic pressure in Kirk Hallam and Ilkeston.
- 5.27. The route of the new link passes through open countryside and the loss of such land and the disruption the road will bring is likely to be met with opposition from environmental groups.
- 5.28. With regard to deliverability, Highways Agency policy is to restrict the construction of new junctions on existing trunk roads. However, following consultation with HA (see bullet points below), if adjacent left in/ left out junctions to the west of the new junction are closed there is potential for a new grade separated junction on the A52.

Construction Costs

- 5.29. The construction cost of this option would be medium in comparison to other options. A breakdown of costs is provided below. These costs exclude land purchase, demolition and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- Link cost - £3.6M
 - Side road tie-ins - £0.25M
 - Grade separated junction - £2M
 - New site roundabout - £0.75M
- Total Cost - £6.6M**

Consultation Feedback

- This scheme would be favourable with Derby City Council as it would relieve traffic pressure on the edge of the city around Spondon;
- The scheme would be deliverable as it is in one county;
- Highways Agency would possibly support this option if in the form of a grade separated junction and the existing left in/ left out junction further west is removed;
- If this option is progressed then a 2 stage traffic assessment would be required, the first input of data into a regional SATURN model, the second a single traffic model covering M1 (J25);
- The only source of public funding for this type of scheme if promoted by Erewash Borough Council would be Regional Funding Allocation (RFA).

Advantages and Disadvantages Summarised

Table 2 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Direct route for traffic to the site	High environmental impact
Removal of traffic from town centres	Opposition from environmental groups
Removal of traffic from the edge of Derby	Moderately high costs
Support from the Highways Agency	Limited accessibility to the site from local area
Route is in a single county	Traffic to site needs to pass through M1 (J25)

Summary

This option would provide a direct link to the site and remove traffic from town centres such as Sandiacre, Stapleford and Ilkeston. It would also be supported by Derby City Council who would see it as a relief road for the edge of the City. Although there will inevitably be concerns raised by environmental groups due to the loss of open countryside the option has potential as it is likely to be deliverable. This option should therefore be taken forward for further consideration.

Option 3 – New link road from the A52 utilising the existing rail corridor between Sandiacre and Stapleford

- 5.30. The creation of a new junction to the A52 to provide a rail corridor link between Sandiacre and Stapleford would be difficult due to the presence of existing freight rail lines and associated

rail developments. There is potential however with this option to link in with proposals for a new freight terminal at Toton Sidings to the south of the A52 (see section below).

- 5.31. This link would provide a direct route to the site for traffic travelling from the north and south. However, as for previous options it would increase the flow of traffic passing through M1 (J25).
- 5.32. The principle of a new junction on a trunk road would need to be agreed initially with the Highways Agency. From discussions held so far (see bullet point summary from consultation feedback), HA have hinted that as long as the new junction meets technical standards it has potential if promoted in combination with a new freight terminal at Toton. It was suggested during consultation with HA that lane gain links between M1 (J25) and the new junction would further increase chances of the scheme being approved in principle. A new junction with associated links to New Stanton and Toton Sidings is likely to have sufficient political support from the local area to see a scheme accepted by HA decision makers.
- 5.33. The route passes between the county boundaries of Derbyshire and Nottinghamshire. Both would therefore require consultation on any scheme put forward and the scheme would need to benefit both areas. Should the New Stanton and freight terminal developments be promoted then this should not be an issue.
- 5.34. The introduction of a new road link along the rail corridor may open up regeneration opportunities in the area. There is vacant land besides the rail tracks and a new road link coupled with future proposals to generate more rail freight in the region may enhance development in the area. There is also potential for park & ride opportunities if rail and bus links into Nottingham are improved from this location.
- 5.35. The route of the new road passes through vacant land adjacent to the rail freight lines. There may be local objection from nearby residents to the construction of a new road, however, many may see the new link as positive for the area, not only in relieving traffic congestion in local town centres but also in the economic benefits that may result.
- 5.36. The link is also ideally placed for good accessibility to the site from the residential areas of Sandiacre and Stapleford. Localised pedestrian and cycle routes could be provided and bus routes diverted to encourage more sustainable travel modes to the New Stanton area.
- 5.37. Negatives against this option are the many physical barriers along the route, disruption to traffic operation during construction and high construction costs (the route would need to cross over river, rail and canal), although there may be potential for shared funding of a new junction to the A52 on the back of a new freight terminal at Toton. Since the route also passes close to the Erewash Canal and River Erewash there may be loss of environmental habitats. Locals may also envisage the loss of the canal amenity as a result of a new road scheme.

Construction Costs

- 5.38. The breakdown of estimated costs associated with this scheme is shown below. These costs exclude land purchase, rail possessions, demolition and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- Link cost – £3.25M
- Grade separated junction - £2M
- Additional A52 lanes - £1.5M
- Side road junctions - £0.25M
- Bridges - £4.5M
- Total Cost - £11.5M**

Consultation Feedback

- HA would not support an at-grade roundabout, the junction would need to be grade separated;
- A new junction may not be feasible due to the close proximity of M1 (J25);
- There are cross boundary issues as the link passes between Nottinghamshire and Derbyshire;
- There is potential for this option as it could address the future development needs of Toton (freight terminal) and the site at New Stanton;
- There are a number of physical features to overcome along the route (rail, river and canal) and rail possessions during construction would be difficult to obtain;
- There is potential environmental impact due to the loss of amenity of the canal;
- There is potential for a Park & Ride link close to the link.

Advantages and Disadvantages Summarised

Table 3 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Direct route for traffic to the site	Many physical barriers to overcome
Potential regeneration opportunities	Disruption during construction
Removal of traffic from town centres	High costs
Good accessibility	Existing rail developments at junction location
New A52 junction could also serve Toton	Difficult to deliver as a stand alone scheme
	Cross boundary issues
	Environmental impact

Summary

It would be difficult to deliver this option as a stand alone scheme. However, from consultation with the Highways Agency, subject to a new junction on the A52 being to standard (TD22/06) and grade separated, the scheme has potential if promoted in combination with a new freight terminal at Toton Sidings. The scheme may be costly, but these costs could be shared if a new junction on the A52 is to also serve a freight terminal at Toton. This option has potential but is limited as it may rely on future proposals for the freight terminal, it should however, be taken forward for further consideration.

Option 4 – Provision of a new link from Trowell Services

- 5.39. This option would be very costly as it would involve the construction of a new bridge to the M1 motorway to upgrade the services to an all-movements junction. Any disruption to the operation of the services would also result in heavy compensation costs due to current agreements in place with the operators

- 5.40. Feedback from consultation with the Highways Agency suggests that the option does not meet HA policy. HA would therefore object to any scheme put forward.
- 5.41. Approvals aside the option would provide a direct link to the site for both northbound and southbound traffic and town centres in the area would reap the benefits of reduced traffic congestion. The route would however, encounter barriers along the route in the form of road (A609), rail and river. There will also be an element of environmental impact as a result of dissection of open countryside.

Construction Costs

- 5.42. The breakdown of estimated costs associated with this scheme is shown below. These costs exclude land purchase, demolition and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- | |
|--|
| <ul style="list-style-type: none"> • Link cost - £5.4M • New M1 slip roads - £2.7M • New roundabout - £0.75M • Bridges - £6.5M • Side road tie-ins - £0.25M <p>Total Cost - £15.6M</p> |
|--|

Consultation Feedback

- Traffic re-assignment to unsuitable residential roads would result as the new link would provide direct access to the M1 for Ilkeston and Stapleford;
- The new link would relieve traffic pressure at M1 (J25 & 26);
- A link to the A609 would enhance connection to this route, however, this is limited by existing rail and land constraint issues;
- HA would object to this option on policy grounds for the following reasons:
 - The existing services serve the M1
 - The option would create a 4th motorway junction in the region
 - Motorway junctions are not created to resolve local traffic issues
 - The scheme would need a lot of political support to make it happen
- MSA operator would require extensive compensation to any disruption as a result of future works.

Advantages and Disadvantages Summarised

Table 4 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Direct route for traffic to the site	Many physical barriers to overcome
Removal of traffic from town centres	Environmental impact

Removal of traffic from M1 (J25 & J26)	Environmental opposition
	High costs
	Unlikely to be deliverable
	Disruption during construction

Summary

Since this option is very unlikely to be supported by the Highways Agency and would result in very high costs covering construction and disruption caused, it is not recommended for further consideration.

Option 5 – Provision of a new Junction on the M1 (and the potential relocation of Trowell Services)

- 5.43. This option, if acceptable, would be the most beneficial to the Stanton site, since it would provide direct access from the M1, located approximately 1km away. Through traffic would be removed from local town centres and M1 (J25 & J26) would also see reduced traffic.
- 5.44. Consultation feedback from the meeting with the Highways Agency suggests that they would not support this option, the main reason being the provision of an additional junction on the M1 motorway is against current policy, even with the proposed relocation of Trowell services. HA also doubted whether a new junction could meet technical standards as it may be too close to junction 25.
- 5.45. Traffic re-assignment would also result from local areas and there was concern that this would be on unsuitable roads as motorists seek a short cut en route to the new junction.
- 5.46. The new junction would have a high environmental impact on the area due to its location close to residential areas. The construction of the junction and relocation of the services would also result in the loss of an adjacent nature reserve and Erewash Golf Course.

Construction Costs

- 5.47. The breakdown of estimated costs associated with this scheme is shown below. These costs exclude land purchase, relocation of Trowell services (including disruption), demolition and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- Link cost - £1M
- Motorway bridges - £6M
- Motorway slip roads - £2.7M
- Side road tie-ins - £1M
- Total Cost - £10.7M**

Consultation Feedback

- HA would object to this option on policy grounds, especially if a residential development is proposed;
- The scheme may not meet the standard TD22/06;
- The scheme would result in major traffic re-assignment in the area onto unsuitable roads;

- The scheme would only be feasible if it received total political support and it also met HA standards;
- The scheme has less potential than option 4.

Advantages and Disadvantages Summarised

Table 5 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Direct link to the site from all directions	Unlikely to be approved by HA
Removal of through traffic from town centres	High disruption during construction
	High construction costs
Removal of traffic from M1 (J25 & J26)	High environmental impact
	Traffic re-assignment onto unsuitable roads

Summary

This option would be the best in terms of directness to the site and removal of traffic from local roads. However, it would also result in a large amount of traffic re-assignment onto unsuitable local roads. More importantly, it is unlikely to be supported by the Highways Agency who considers it to be against current policy. It is therefore concluded that this option is not taken forward for further consideration.

Option 6 – Provision of a new link from the A6007 to the north of Stapleford

- 5.48. This option was seen as a do-minimum scheme with low costs which could potentially lead to a short term, easily deliverable link improvement to the site.
- 5.49. Road widening, although achievable in locations cannot be provided for the full link and thus the route is deemed unfeasible as a worthwhile link to improve traffic flows to and from the Stanton site. Bramcote Island, where the A6007 meets the A52 is also notoriously busy during peak traffic periods. Additional traffic from the development site is likely to lead to further problems at this junction and the route itself.
- 5.50. Increased traffic from Stanton, including HGV's will also result in increased environmental impact as the route passes through a predominantly residential area.

Construction Costs

- 5.51. The breakdown of estimated costs associated with this scheme is shown below. These costs exclude land purchase and traffic management costs. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared

- Link widening - £1M
 - Carriageway resurfacing - £0.4M
 - Widening at junctions - £0.25M
- Total Cost - £1.65M**

Consultation Feedback

- Unlikely to be of any benefit to the Stanton site;
- Would result in increased traffic problems on the A6007.

Advantages and Disadvantages Summarised

Table 6 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Low cost	Little benefit to the New Stanton site
Likely to be deliverable	Increased traffic on the A6007
	A6007/ A52 junction is already congested
	Environmental impact on residential area

Summary

This option would be cheap and deliverable but it does not meet the scheme objectives in providing a direct link to the trunk road network. It is therefore recommended that this option is not taken any further.

Option 7 – Link from the A6096 to the north of the site, east of Ilkeston

- 5.52. From site assessments it appears that there is potential for a new link to connect into the existing roundabout on the A6096 at Cossall Industrial Estate to the north-east of Ilkeston. This roundabout is currently 3-arms with north and south links to the A6096 and Coronation Road, which heads into Cossall, linking from the east. There is also a current Derbyshire County Council scheme to provide a link from the north-west of this roundabout to the junction of Rutland Street/ Heanor Road/ Chalons Way/ Manners Road to the north of Ilkeston town centre. This is expected to be completed later this year.
- 5.53. A new link from this roundabout to the site would result in a fifth arm, not always favourable for efficient and safe roundabout operation, however, Coronation Road could be re-aligned into the new link to remove this scenario.
- 5.54. During consultation, Derbyshire County Council found this option of interest since it could potentially relieve traffic congestion in Ilkeston town centre.
- 5.55. This option would provide a direct link to the site for traffic from the north, however, it is unlikely to be used by traffic from the south as it involves a lengthy detour via M1 (J26) the A610 and A6096.
- 5.56. Concerns with this option are the environmental impacts with the route passing close to a nature reserve and the River Erewash and Erewash Canal. This could impact on wildlife habitats and the canal amenity value.
- 5.57. The route also passes between Nottinghamshire and Derbyshire and as it stands would result in the bulk of the route constructed in the former with the benefits reaped by the latter. For the scheme to be accepted by Nottinghamshire, there would need to be additions to improve, say, traffic flow through Trowell and Stapleford. This could be achieved through the introduction of a junction along the route onto the A609.
- 5.58. The route would also encounter barriers along the route in the form of road (A609), rail and river. This will increase the construction costs for the option.

Construction Costs

- 5.59. The breakdown of estimated costs associated with this scheme is shown below. These costs exclude land purchase, rail possessions, demolition and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- Link cost - £6M
- Bridges - £4.5M
- Side road tie-ins - £0.25M
- Total Cost - £10.75M**

Consultation Feedback

- Derbyshire County Council have another committed bypass scheme to the A6096 roundabout at Cossall;
- As for option 4, a new junction with the A609 would be beneficial. The route could finish here as an alternative to the link to Cossall;
- Cross boundary issues, the bulk of the route is in Nottinghamshire, but the benefits would be received in Derbyshire;
- Cost would be high, but cheaper than options 4 & 5.

Advantages and Disadvantages Summarised

Table 7 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Direct link for traffic from the north	Environmental impact
Removal of traffic from Ilkeston	Unlikely to be used by traffic from the south
Potential regeneration opportunities in Cossall	Many physical barriers to overcome
	High construction costs
	Route passes between two counties

Summary

This option would relieve traffic congestion in Ilkeston town centre, which would be favourable with Derbyshire County Council. However, it passes between Nottinghamshire and Derbyshire with the link providing little benefit to the former. It is concluded that this option has some potential, however limited and should be considered for further assessment.

Option 8 – A link from the A6096 to the west of the site by-passing Ilkeston

- 5.60. Like option 6, this scheme was considered with the intention of covering all route directions to the site, this one being from the west. The route could be easily constructed with few physical barriers along the route and there are potential locations for a new junction on the A6096 south of Kirk Hallam.

- 5.61. This option would not relieve existing traffic issues in town centres close to the development site. It could result in some traffic re-assignment to the edge of Derby, which as mentioned earlier, currently suffers from traffic congestion.
- 5.62. The route does not provide a direct link to the site from the trunk road network and it is therefore unlikely to be of much benefit. There is some mileage in the route if linked to an all-residential development at the site. The route would then become an alternative route and relieve pressures on adjacent roads.

Construction Costs

- 5.63. The breakdown of estimated costs associated with this scheme is shown below. These costs exclude land purchase and traffic management. They are indicative at this stage of assessment and are provided to enable the relative scale of costs to be reviewed and the costs for each scheme to be compared.

- | |
|---|
| <ul style="list-style-type: none"> • Link cost - £2.7M • A52 roundabout - £1M • New Site roundabout - £0.75M <p>Total Cost - £4.45M</p> |
|---|

Consultation Feedback

- Re-assignment of traffic to Spondon/ edge of Derby;
- Could be more workable if improved public transport links are created along the route;
- The option would be more feasible if linked to residential use as it would provide an alternative route for traffic and relieve pressure on adjacent roads.

Advantages and Disadvantages Summarised

Table 8 below summarises advantages and disadvantages for this option.

Advantages	Disadvantages
Few physical barriers	Environmental impact
Located in a single county	Not a direct link to the trunk road network
Relatively cheap construction costs	Traffic re-assignment to the edge of Derby

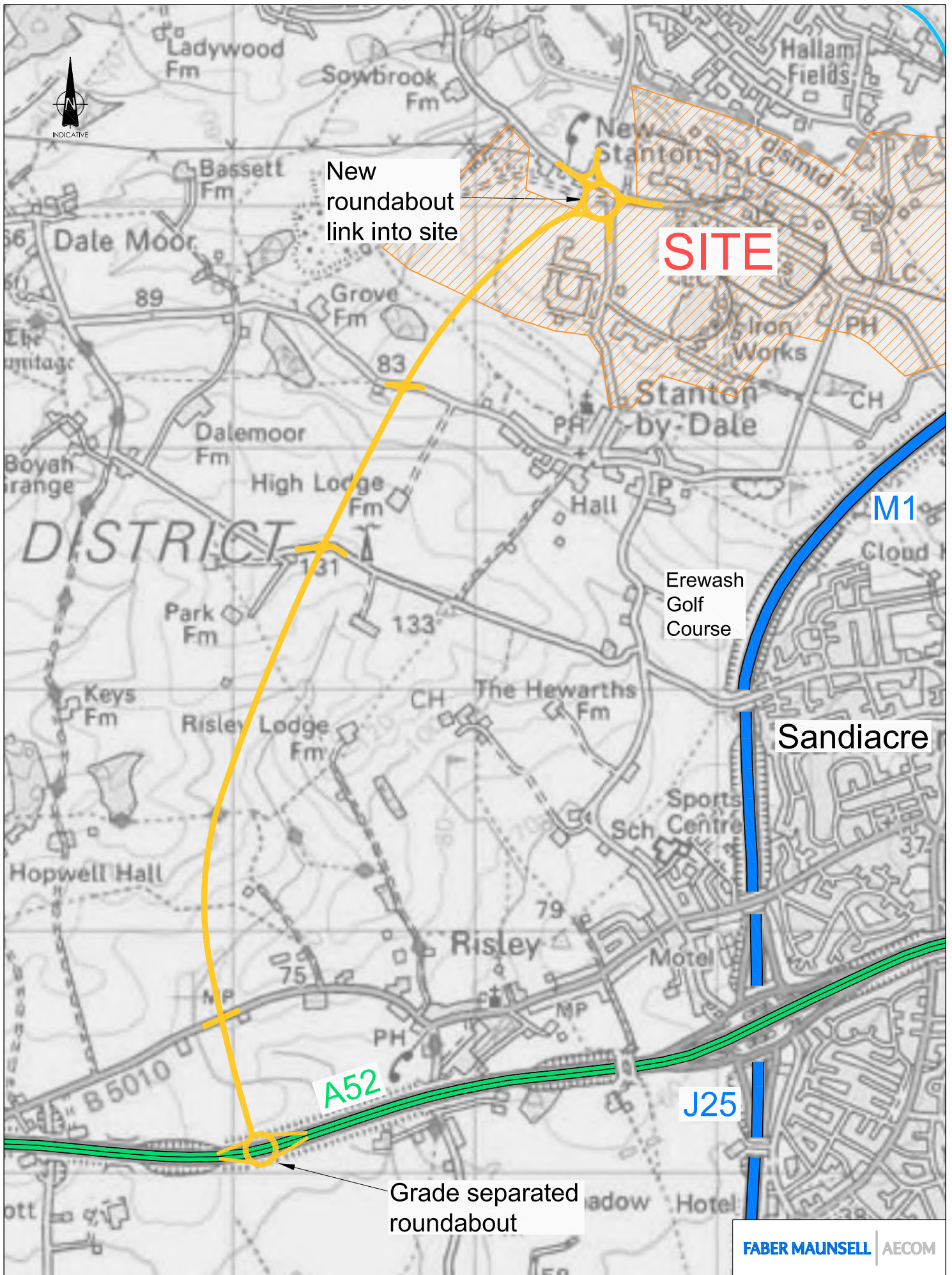
Summary

This option would be of little benefit to the New Stanton site unless it catered for an all-residential development. Even then it does not provide a direct link to the trunk road network. This option should not be considered any further.

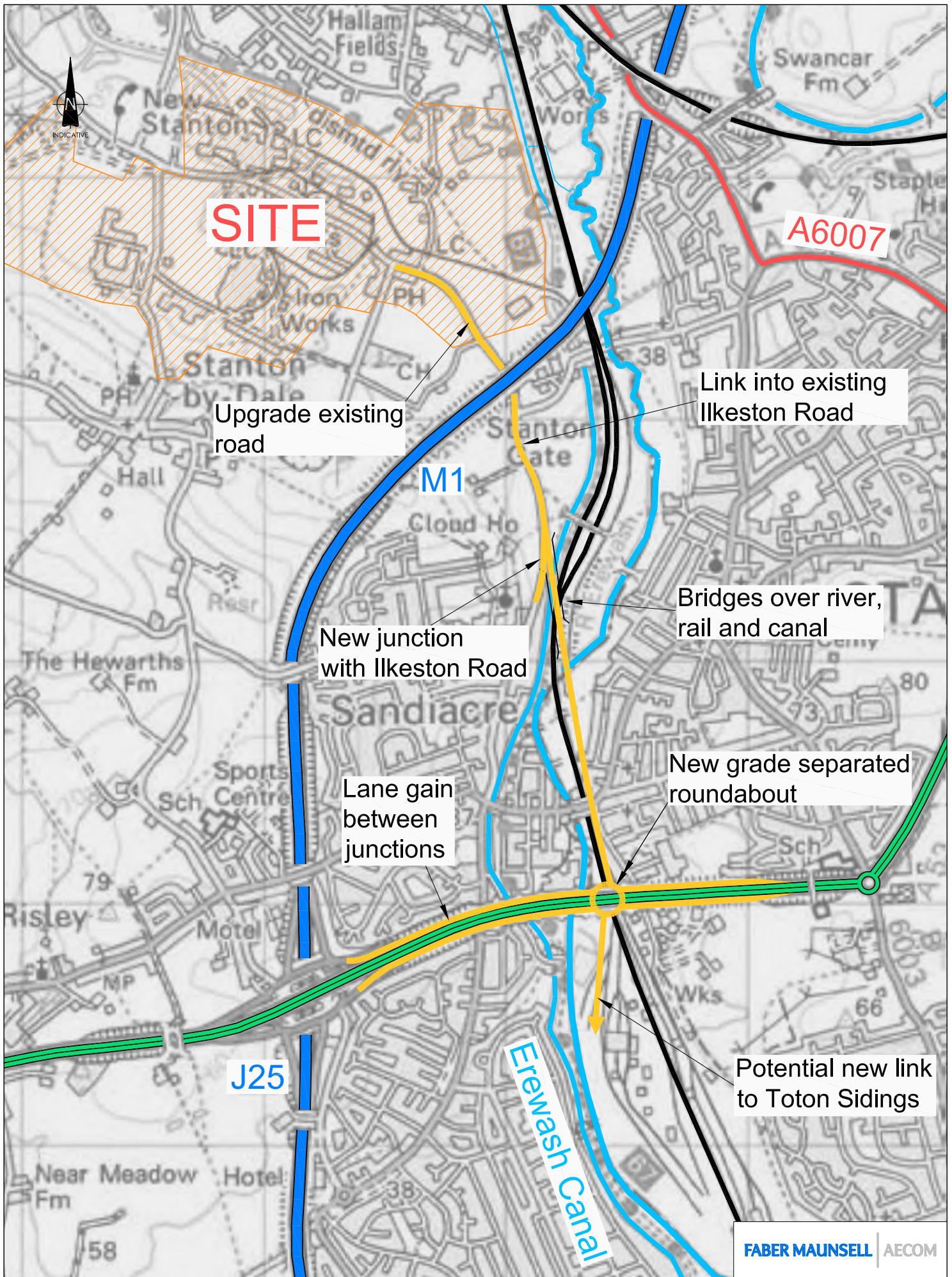
Summary and Recommendations

- 5.64. Eight options were considered for the provision of a new link from the Stanton development site to the strategic highway network, namely the A52 and M1 motorway. Three are considered worthy for further consideration following discussions with both the Highways Agency and Derbyshire County Council. Our work to date gives a degree of surety that it is worth progressing the overall Stanton Masterplan as there are strategic access options developable in parallel. These are as follows:

- Option 2 - Stanton by-pass providing a link from the A52 to the site, west of Sandiacre;
 - Option 3 - A new link road from the A52 utilising the existing rail corridor between Sandiacre and Stapleford;
 - Option 7 - A link from the A6096 to the north of the site, east of Ilkeston.
- 5.65. These options will need to be assessed at a higher level with involvement from key stakeholders in the East Midlands region, including HA, DCC, Nottinghamshire County Council, EMDA and EMRA and in the case of the rail corridor link, Network Rail and East Midlands Regional Freight Group.
- 5.66. Clearly any strategic route needs intense understanding and assessment from concept to delivery. The first stage of identifying that there are potentially deliverable options has been passed. Relative benefits of route options to be addressed with respect to the impact of changes in land-use and economic activity on travel behaviour and transport patterns will need to be assessed.
- 5.67. An eventual preferred option will arise from further studies as the most suitable to meet the needs of the final masterplan and the requirements and aspirations of key stakeholders for the region.



SCALE 1:20000	DATE May 06	Option 2 - Stanton - by - Dale Bypass	Figure 5.1
LOCATION F:\TProj\			



SCALE	1:20000	DATE	May 06
LOCATION		F:\TPProj\	
Option 3 - Rail Corridor Link			Figure 5.2

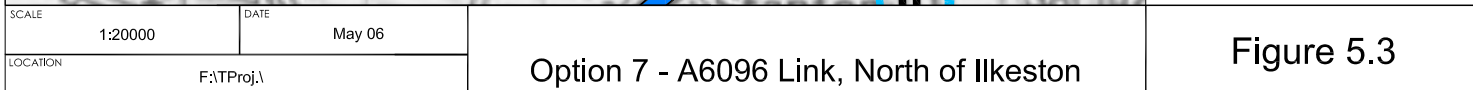


Figure 5.3

Figure 5.4: Movement Options Assessment Table

Options	1. M1 (J25) Slip Road	2. Stanton-by-Dale By-Pass	3. Rail Corridor Link	4. Trowell Services	5. New M1 Junction (Relocation of Trowell Services)	6.A6007 Stapleford Link	7. A6096 Link East of Ilkeston	8. A6096 Ilkeston By-Pass
Impact								
Directness	High – Direct link to the site. Approx. length of link - 3.5km	High – Direct link to the site. Approx. length of link - 4km	Medium – Good for N/B traffic. Slight detour for S/B traffic. Approx. length of link - 3km	High – A new all movements junction would cater for both N/B and S/B traffic.	High – Direct link for both N/B & S/B traffic. Approx. Length of link - 1km.	Low - Only likely to be used by traffic from Nottingham and the East using the A52. Approx. Length of link - 3km.	Medium – Good for S/B traffic. Too long a diversion for N/B traffic. Approx. Length 4km.	Low – Direct link to the site, however, away from M1 and A52. Traffic would still need to pass through built-up areas. Length - 3km.
Physical Barriers	High – Built-up area close to junction. Steep levels south of Stanton-by-Dale. Covered reservoir south of golf course.	Low – None	High - Route will need to pass over railtrack, Erewash Canal and River Erewash.	High - New grade separated structures to allow all movements over motorway.	Medium/ High – Cutting and underbridge to the existing M1. Topography to the west of the M1.	Low/ Medium – Road widening restricted in built-up areas.	High - Many structures are required over the the River Erewash, Erewash Canal and railtrack.	Low – No physical barriers. Route crosses undulating farmland.
Disruption	High – Disruption to M1 (J25) operation during construction. Demolition required. Link dissects Erewash golf course.	Medium – Disruption to A52 traffic during construction.	Medium/ High – Disruption to traffic on the A52 during construction.	High – Disruption of services and M1 traffic during construction.	High – Disruption to M1 traffic.	Low – Disruption to local traffic during works. Additional traffic in the future.	Medium – Disruption of A6007/ railtrack during bridge construction.	Low – Minor disruption to A6096 during construction of a new junction.
Wider Community Benefits/ Regeneration	Low - Limited regeneration opportunities.	Low - The route passes mainly through farmland.	High - The route opens up regeneration opportunities in land between Sandiacre & Stapleford.	Medium - Potential regeneration opportunities in the Cossall area.	Medium - Close proximity of site to new junction would trigger development.	Low - No benefits to the local community. No regeneration opportunities.	Medium - Potential regeneration opportunities in the Cossall area. N/B traffic to the site is unlikely to use the link.	Low - Limited benefits to the local community. No regeneration opportunities.
Environmental	Medium/ High - Impact on residential area at M1 (J25). Loss of open countryside/ farmland.	Medium/ High – Loss of open countryside/ farmland.	Medium/ High – Much of the land along the route could be floodplain. Impact on habitats.	High - S/B link would pass through a nature reserve. Open countryside also used for much of the route. Impact on habitats.	High – New motorway junction close to residential area. Nature Reserve on east side of M1.	Medium – Increased traffic will lead to noise/ pollution issues.	High - S/B link from the A6096 would pass through a nature reserve. Open countryside also used for much of the route.	High – Route passes through open countryside/ farmland
Impact On Traffic Flows	Medium – Removal of traffic from Sandiacre town centre. Additional traffic at J25.	Medium/ High – Removal of N/B traffic from Sandiacre. Removal of some 'Rat Runners' through Stanton-by-Dale	Medium/ High - Removal of traffic from Sandiacre & Stapleford.	Medium - Removal of traffic from town centres. Possible re-assignment.	High - Direct link to the strategic road network. Removal of through traffic from town centres.	Low – Increased traffic on the A6007. Unlikely to remove traffic from other routes.	Medium - S/B link from the A6096 would remove traffic from Ilkeston town centre.	Low – Unlikely to result in diversion of traffic from built-up areas. Major routes to the link still pass through built-up areas.
Likely Opposition/ Support	High - Local opposition to M1 widening. Loss of golf course? Environmentalists. HA opposition to new junction.	Medium – Residents from Risley and environmentalists may be opposed to the development. HA opposition to new junction on A52.	Medium - Possible HA support if combined with link to Toton Freight Terminal.	Medium – Environmental opposition. Support from Ilkeston residents. HA opposition to new link from services.	High - Opposition from local residents/ environmentalists and HA. Support from town centre residents.	High - Local residents are likely to object to any proposals. Little support for the option.	Medium – Environmental opposition. Support from Ilkeston residents	High – Residents from Dale Moor and Dale Abbey and environmentalists are likely to be opposed to the development.
Accessibility	Low/ Medium – Accessible for local traffic but imposing junction arrangement for non-motorised users.	Low – Away from key residential areas.	High – Accessible to all road users from the south. Long route for traffic from the north.	Low – Good for S/B traffic heading towards the site. Not much use to local traffic.	Medium/ High – Centrally located for most residential areas.	Low – Limited to local traffic and strategic traffic from the east. Limited benefit to the site.	Low – Good for S/B traffic heading towards the site. N/B traffic is unlikely to use the link. Not much use to local traffic.	Low – The route will not be accessible to users from the major built-up areas close to the site.
Cost	High - Grade separated slip road arrangement, demolition and embankments/ cuttings involved.	Medium - New junction required at the A52. Cuttings/ embankments.	High - New junction with the A52. Structures required over the river, canal and railtrack.	High - Grade separated links required. Structures to overcome canal, river and rail.	High - New junction to the M1 would be costly.	Low - Minor road widening works.	Medium/ High - Structures required to overcome canal, river and rail.	Low/ Medium – New junction with the A6096. No structures required.
	£4.55M	£6.6M	£11.5M	£15.6M	£10.7M	£1.65M	£10.75M	£4.45M
Deliverability/ Complexity	Low - Requires agreement with Highways Agency. Demolition of housing required.	Medium - Possible HA approval if left in/ left out junction to the west is removed. Support from DCC.	Low/ Medium - Land required at new A52 junction. Possible support from HA. Cross boundary issues.	Low - Against HA policy. Cross boundary issues. Canal/ rail consultation necessary.	Low - Against HA policy. Junction may be too close to J25 to meet technical standards.	Medium - Minor works that are likely to be deliverable. Cross boundary issues.	Medium - Possible support from DCC. Cross boundary issues.	Medium – Agreement with Derbyshire CC over proposals
Total Rating	18	30	28	20	24	21	23	23
Overview	Limited opportunity from existing J25. Proposals does not meet technical standards. Do not take forward.	Potential route to the site from the A52 and it is feasible to form a junction. Possible support from HA and DCC. Take option forward.	Could be a good route and would open up land for potential regeneration. HA approval if combined with link to freight terminal at Toton. Potential to take forward.	High cost due to the requirement for grade separated links and a number of structures. Against HA policy. Do not take forward.	Direct link to the site. However, would be costly and is against HA policy. Would probably be met with much opposition. Do not take forward.	Minor improvements to an existing link that are unlikely to provide any benefits. Only caters for traffic from Nottingham and the east. Do not take forward.	Will provide a direct link to the site for S/B traffic. However, N/B traffic is unlikely to use the link. Costs associated with a number of structures. Possible support from DCC. Potential to take forward.	A direct link to the site but the wrong side of the development to provide links to the Strategic Highway network. Do not take forward.

6. Consultation

- 6.1. Consultation with stakeholders and the wider community has been an important part of the process to date and will continue to be so before the Area Action Plan is adopted. Consultation has included the ongoing involvement of key partners such as Erewash Borough Council and St. Gobain and one-to-one meetings with key stakeholders at various stages, such as Stanton Bonna and the Highways Agency. These discussions have provided information and advice on deliverability and informed the production of this document.
- 6.2. Consultation has also involved three separate events at key stages which have enabled the involvement of a wider audience and feedback on emerging options to be gathered which has informed the options development and assessment process. These events comprise the Stakeholder Workshop, the Community Workshop and the Community Drop-in Day.
- 6.3. The two workshop events were organised to discuss options and issues with local stakeholders and representatives from the local community. As part of the Area Action Plan process, it is essential to engage with a range of stakeholders at this early stage. The purpose of these options workshops was therefore to:
 - Engage people in the process
 - Explain the role of the Masterplan, the process and progress
 - To present the baseline findings
 - To introduce initial options and emerging strategy themes
 - To discuss and investigate emerging options and ideas and use the group discussions to inform priorities for emerging preferred options.

Stakeholder Workshop

- 6.4. The first event took place in March 2006 at St. Gobain's offices on Lows Lane and involved land owners, officers from Erewash Borough Council and Derbyshire County Council and Councillors. A presentation was made by Taylor Young, AGD and Faber Maunsell, which introduced the study team, the approach, key baseline findings and the emerging options. The attendees were then divided into the two groups. Each group had a facilitator and a reporter to ensure everyone's views were heard and recorded. These groups then had just over an hour to discuss the ideas from the presentation and emerging options. The reporter from each group then summarised their discussion for the rest of the group. Finally there was a brief summary by Taylor Young explaining the next steps.
- 6.5. The plans presented at this options workshop were simple zone based plans. Nine emerging transport options were also presented. The two groups were asked to discuss their reaction to the various zoning concept plans and transport options. The following questions were asked to help stimulate discussion:
 - What is your initial reaction to the proposed mix of uses?
 - What is your initial reaction to the proposed movement ideas?
 - Will the potential new housing cause operational issues?
 - What types of recreational uses would you see as appropriate for the area?

Feedback

- 6.6. It was generally accepted that an amount of residential development on the site would be needed for viability. Some people felt that there had been an automatic jump made towards housing but it was explained by the team that this was not the case and the viability of other uses had been considered at the baseline stage. Concern was raised by a number of businesses about having residential development near to their operations. It was felt that residential development near to industrial uses would not be complementary and would prevent expansion of businesses and 24 hour operations (this can be addressed with careful site design and landscaping). Uneasiness was also voiced that heavy traffic movement could impact on new residential areas and vice versa. The movement strategy considered these issues thoroughly.
- 6.7. The fact that the retail area remained that same size in all three options regardless of amount of residential development in each option was questioned. As was whether a new housing residential development on this site could really be a self-supporting community. It will be a priority to ensure that the amount of retail proposed could be viable in relation to the proposed residential community and that the residential community was large enough to support the necessary range of shops and services to create a sustainable community.
- 6.8. Erewash BC Development Control department said that any residential development here would not be possible until after 2011 because Erewash has met its housing supply provision set out in the regional guidance until that time. There could be planning issues with housing development as it would be considered larger than a windfall sites and there might be sequentially better sites. The timescale issue should not be an issue given the length of time envisaged before the site would be available for development. The residential community will be presented as a sustainable community within a mixed use area, providing a necessary component for the regeneration of this brownfield site.
- 6.9. A number of participants said that they would like to see industrial development on the site. A possibility was raised of St. Gobain expanding. More soft commercial uses and small business growth was seen as a possibility. These remain aspirations within the options, within the context of market viability. The involvement of St. Gobain on the Steering Group has ensured that their future aspirations are accommodated in the concept options.
- 6.10. The suggestion was made that Trowell services could be relocated as it is going to be demolished. A new location could provide motorway services combined with a new junction. Options for transport improvements which benefit the broader area, such as Ilkeston, are thought more likely to be considered favourably. A new link route should be direct and avoid rat-running. The impact on other junctions of left-in/ left-out services was considered, as were cost issues for purchasing land and crossing rail and roads etc. All of these options, and others besides, have been investigated by Faber Maunsell and discussed with relevant highways authorities. This is summarised in Section 5.
- 6.11. Concern was raised as to whether the recreation site was the best use of land. Some kind of Country Park was seen as a good use of the recreation site however, activities such as bike scrambling were not seen as acceptable. Open recreation was preferred to built facilities. The exact nature and use of this element will need to be the subject of more detailed consultations in the future.

Community Workshop

- 6.12. The second event in April involved members of local community forums, the local businesses, local residents and local Parish Councillors. A presentation was made by Taylor Young which

introduced the study team, the approach, key baseline findings, the four concept options, and the format for the workshop session. As with the Stakeholders Workshop, the attendees were then divided into the two groups. Each group had a facilitator and a reporter to ensure everyone's views were heard and recorded. These groups then had just over an hour to discuss the ideas presented in the presentation and emerging options. The reporter from each group then summarised their discussion for the rest of the group. Finally there was a brief summary by Taylor Young explaining the next steps.

6.13. The four concept options plans were and described at the workshop (as included in Section 2). Six emerging transport options were also presented:

- M1 Slip Road
- New Road Link
- Trowell services
- Stapleford Improvements
- Sandiacre Improvements
- Opencast Link.



The Community Workshop

6.14. The two groups were asked to consider their likes and dislikes for each option and their preferred option. The groups were asked to consider the following issues:

- What do you think about residential use here?
- How much residential should there be to support services (i.e. shops, schools, health centre), and which services should be provided?
- How much new employment space should be provided?
- What type of employment space should be provided?
- How much parkland open space should be provided?
- What facilities should be provided for recreation?
- What do you think about the transport options and which would be the best transport solution?

Feedback

- 6.15. It was generally agreed that housing was the most viable option in terms of generating sufficient revenue to undertake access improvements. Trowell Services was generally seen as a desirable transport option.
- 6.16. Overall it was considered that the land should not be developed in a piecemeal fashion as it has been elsewhere as this will not benefit the wider area.
- 6.17. Option 4 (all industrial) was generally considered an unattractive option and not very viable given limited employment demand. The separation of the residential development from the open space was seen as a negative attribute of Option 1.
- 6.18. Open space and central community facilities were seen as positive in Options 2 and 3. Local community facilities were seen as very important. It was agreed that the more new housing was developed the more community facilities would be provided. Community facilities were seen as crucial for creating a self-sustaining community and ideally these should be located at the heart of the new community. Concern was raised that sometimes community facilities on plans never actually get built.

Conclusions from Workshop Events

- 6.19. Options 2 and 3 were overall considered to be the most favourable options particularly given the large amounts of open space in each option and the central locations of local centres and community facilities. The workshop sessions were an invaluable opportunity to discuss the progression of Stanton Masterplan through this options stage with key stakeholders. The feedback generated at the first session was used to inform the emerging options. The feedback from both events is being used in consideration of which site and projects will be taken forward for more detailed analysis and development in the masterplanning process.

Community Drop-in Day

- 6.20. A further community consultation was planned after the Preferred Option had been developed. The purpose of this event was engage with the wider Erewash community on the Stanton Regeneration project and seek feedback and consensus on the Preferred Option. This event would play an important role in priming the community for future statutory consultation as part of the Area Action Plan adoption process.
- 6.21. The format of the event was a 'drop-in day' where people could visit a public exhibition and talk to members of the consultant team and Erewash BC about the project and the preferred option. The public exhibition told the story of the development of the preferred option and included background on the site, the concept options, the preferred option, aspirational photographs, the preferred transport options and a summary of next steps.
- 6.22. To reach the widest possible audience the drop-in day was held on a Saturday (3rd June 2006) in the two town centres of Long Eaton and Ilkeston. The morning was devoted to Long Eaton, using a shop-front on Market Place, and in the afternoon the event moved to the market square in Ilkeston. The event had been publicised in the local press and would also attract lot of 'passing trade'.



Drop-in day at Long Eaton

- 6.23. The exhibition at Long Eaton received a steady amount of interest, the Ilkeston session was less well attended. The people that attended the exhibition were interested in the scheme, they asked questions and generally gave positive comments. Comments forms were available to be completed and returned on the day or by freepost. Only 13 forms were completed on the day. More people took forms away with them, though few of these were returned. More people gave verbal comments on the day.
- 6.24. Key messages to emerge at the drop-in day were:
- A desire to see the site regenerated
 - Positive support for St. Gobain's continued operations on site
 - The new residential community was welcomed
 - Positive support for the new open space
 - People were keen to see the Nutbrook Trail retained along a pleasant route
 - Opening up the canalside and having housing address this was seen as a good idea
 - Some people emphasised that the housing should be sustainable and environmentally friendly
 - People wanted to know the status of the current proposals and were interested in the ongoing progress

Future Consultation

- 6.25. The workshops and drop-in day are not one-off events. The Council and its consultants will continue to progress this Area Action Plan towards its eventual adoption. There will be further opportunities for comment at wider public consultation events, the next will be a statutory six-week consultation period, which is a legal requirement of the Area Action Plan process. The work done to date has laid the groundwork for this future consultation and work produced by the team, including this report and the public exhibition, have been designed so that they can be used again for this purpose.

7. Making it Happen

- 7.1 This section of the report considers the key issues for delivery including issues of land ownership and site assembly, priorities and phasing and the role of the public sector. This is followed by a review of the possible approaches to delivery leading to a preferred delivery route and suggested early actions and next steps.

Land Ownership and Site Assembly

- 7.2 The majority of the site is in the ownership and control of Saint Gobain with the remainder to the north of the railway line owned and managed by Erewash Borough Council as an area of informal open space. The benefit of a largely single ownership provides potential for strong control over the quality and form of the development of the site. Dependant on the preferred delivery model it may be appropriate to form a public private land owner partnership between Erewash and Saint Gobain as landowners to jointly drive and control the redevelopment of the site.

Priorities and Phasing

- 7.3. The Preferred Option for the site illustrated and described in section four provides a comprehensive set of development and infrastructure projects and proposals for the redevelopment of the site over the next 10- 15 years.
- 7.4. The phasing and redevelopment of the site will depend to a large extent on the programme of remediation, with work underway to determine the nature and extent of contamination on the site. However in the absence of detailed information on the remediation programme it is likely, following the remediation of the site and the development of the key site infrastructure, that early phases would include the development of the residential sites fronting Lows Lane and the internal access road with later phases developing out the interior of the site. The development of the small local centre and other complimentary uses would probably not be developed until the final phases of the residential scheme when viability is more likely. If developed earlier they would make the location more attractive to residential buyers but may need some interim financial support.
- 7.5. The extension to the Quarry Hill Industrial Estate could be developed independently of the residential scheme, following the development of the spine road off Merlin Way, with sites developed in phases in line with demand.
- 7.6. The development of the open space and recreational land could be developed as part of the later phases of the residential development, with the developer of the residential site required to pay for the creation of the open space as part of the open space and recreational amenity for the residential community.

Public Sector Support

- 7.7. The public sector has an important role to play in helping to deliver the long-term regeneration of the Stanton site. Once the vision and masterplan for the site has been endorsed at a local level we would recommend commencing dialogue with EMDA and English Partnerships to explore potential assistance to help deliver a high quality development on the site. Given the huge market demand for sites of this type aspirations for a high quality scheme should remain high and the delivery process should seek to protect this aspiration.

Land remediation

- 7.8. The need to remediate large areas of contaminated land on the site to help to generate investment and new employment opportunities may make it eligible for public sector grant to support the remediation and site clean up. English Partnerships, EMDA and other agencies have the remit to support the remediation and clean up of sites to promote investment and employment generation. Other schemes allow for tax relief on the cost of land remediation of up to 150 percent of the clean up costs.

Access and Highways

- 7.9. The redevelopment of the site requires both local and strategic access and highway improvements, requiring significant investment from both the public and private sectors if the redevelopment of the site is to be realised. Depending on the preferred access improvement scenario (see section 5) the local and strategic access improvements are likely to require the political and possibly financial support of a number of public agencies. These include Derbyshire County Council as the highways authority and Nottingham County Council if a cross border solution is proposed together, with EMDA as the regional authority and the Highways Agency. In identifying the preferred strategic highways solution the opportunity to address some of the local and sub regional access and highways issues should not be overlooked and could help to lever in additional public funds to support the delivery of the required improvements. There is potential to secure very significant private funding having regard to the huge sums of latent land value to be released by a new residential development.

Sustainable Communities

- 7.10. The intention to develop a sustainable neighbourhood on the site with a mix of quality housing and complimentary uses, designed to meet the most stringent design and environmental standards, creates a strong case for investment assistance from English Partnerships given their new focus as drivers of the sustainable communities agenda. Erewash must drive this aspiration as a condition of looking at potential change of use and must link the release of the planning consent to delivery of a carefully considered vision for the site as a new village.

Regeneration Benefit

- 7.11. The scale and importance of the redevelopment proposals for the site and the added benefit of the strategic highways improvements warrants support from EMDA as the regional planning and regeneration agency and the neighbouring local authorities of Broxtowe Borough Council and Nottingham City Council who may benefit from a strategic approach to access improvements.

Delivery Process

- 7.12. There are a number of potential approaches to delivery each with different likely outcomes. Examples of these include:

Planning Brief

- 7.13. A planning brief could be prepared for the site by Erewash Borough Council to guide the redevelopment of the site setting out the quantum, scale and form of development. This would provide some control over the scale, form and quality of the development and could be

adopted in a shorter timescale than that of the Area Action Plan. It is unlikely however to realise a best practice regeneration vision for the site along the lines we have envisaged.

Open Market Sale of the Site with Outline Planning Approval

- 7.14. The owners of the site Saint Gobain could obtain an outline planning approval for residential led mixed use on the site and then dispose of the site on the open market. This would establish the principal of the proposed use through the planning system thereby increasing the land value and the return for Saint Gobain. However this approach although providing a reasonable return for Saint Gobain will arguably not deliver a scheme of the best quality on the site as it places control solely in the hands of the private sector whose primary objective is to reduce costs and maximise returns.

Landowner Partnership with Disposal by Development Agreement

- 7.15. In this approach the land owners of the site Saint Gobain and Erewash Borough Council could form a landowner partnership to deliver the redevelopment of the site. Provided shared objectives could be agreed the site would be disposed of via a development agreement with a development partner selected competitively against a Development Brief setting out the required form and quality of the scheme. This method would create certainty of a comprehensive planned scheme generating optimum benefits for the area. Although the balance of ownership is held by Saint Gobain Erewash as part land owners and planning authority have a crucial role to play in delivering the shared vision for the site and working with other agencies to facilitate the required access and highways improvements.

Preferred Development Procurement Process

- 7.16. Based on the various delivery models identified above we recommend the use of a landowner partnership to deliver the disposal and redevelopment of the site. Clearly this will require joint working with Saint Gobain and a shared vision which understands their operational and financial objectives.
- 7.17. The end quality of development is vitally important to the wider regeneration objectives for the area. In our view this will only be delivered to a high standard with control exercised as landowner and not simply through planning controls. Developers are likely to lean towards a more standard form of suburban sprawl if the site is secured prior to planning approval. We propose a more planned partnership approach to avoid conflict and provide very clear guidelines for development and release of land value.
- 7.18. Assuming a shared partnership view with Saint Gobain emerges, a development brief should be prepared for the site to set out the criteria for competitive bids for the site, based on clearly set out objectives for uses, scale, form and quality (incorporating the points made in Section 4 of this report). This would be done as a partnership, putting the ownerships together in a single scheme and agreement. Bids would probably be invited based on design and price although more detailed advice should be sought at the appropriate time. The disposal should be carried out by development agreement with title to the land passing when quality of scheme is ascertained and not before.
- 7.19. The Development Brief can work hard to guide the form of the finished scheme whilst getting the best creative contribution from bidders. This can be achieved by preparing a brief of real quality to set aspirations high. After the bidding process, the development agreement with the successful bidder must be drafted to control the developer partners and guarantee the scheme selected is the scheme ultimately delivered on site.

- 7.20. Public sector professional costs beyond the selection stage can normally be recovered from the developer and costs before this (i.e. for the development brief etc) could be covered by eventual financial receipts resulting from a professional disposal process.

Delivery Action Plan

- 7.21. Set out below is a draft action plan based on a number of key tasks as follows:

Defining the partnership

- 7.22. The land owners and partners Saint Gobain and Erewash Borough Council would firstly need to agree on a shared vision for the site to frame its redevelopment. Once this has been established the role of the respective partners would need to be agreed together with the overriding objectives of the Partnership set out in the heads of terms of the partnership agreement.

Detailed concept refinement

- 7.23. Prior to the selection of a developer partner or partners via a development brief it is important to further refine the site layout and design and most importantly the scope of access and highways improvements. This will involve additional work funded by the partners as regards the identification of the preferred access and highways solution, ground conditions, topographical survey work, drafting of design guidance, financial appraisals, environmental surveys, etc. A strong market image and name for the site will also need to be agreed for marketing and public relations purposes.

Internal Work at the Council

- 7.24. Prior to the preparation of the development brief and marketing it will be important to foster a clear understanding of our objectives for the site within the Council and inspection and discussion of similar projects in other areas perhaps with key officers and Councillors could be a worthwhile process to organise. In particular the approach to design and density will require a shared understanding.

Development brief

- 7.25. This assumes a joint approach to delivery agreed with Saint Gobain and sets out a guide to the development aspects to be ascertained from delivery partners. Once the access, highways and other technical work has been completed and agreed a development brief can be prepared to market the site to potential delivery partners. The scope and content of the development brief is likely to include:

- Development context
- Site ownerships and land assembly strategy
- Design brief
- Programme for implementation
- Requirements of a preferred developer
- Architectural quality and approach

- Financial matters
 - Development agreement process
 - Joint working relationship with Saint Gobain and Erewash Borough Council
 - Public consultation requirements
 - Selection criteria (probably two stage – initial cv's of developers and professional teams as a basis to select a short-list, then a detailed response from the short-listed developers)
- 7.26. Marketing should be carried out at the developer level by advertisement and direct contact with an appropriate list of potential developers. Marketing should take place only after the development brief is finalised and not before. There is always a temptation to react to early enquiries but if there is early interest there will always be more following marketing and the brief will create sufficient demand to enable competition, choice and subsequently a strong design and solid basis for disposal by development agreement.
- 7.27. A suitable list of developers should be prepared with an emphasis on approaching strong and suitable contenders direct to discuss the opportunity. This will be vital if good quality responses are to be secured. A catch-all process of advertising in relevant press (Estates Gazette, Regeneration & Renewal, Planning) should also be planned, copy dates identified and adverts designed.
- 7.28. The development brief should make clear that a limited number of developers (4 or 5) will be short-listed to prepare more detailed designs and proposals as a final part of the selection process alongside interviews. A common mistake is to ask too wide a list to do substantial work in bidding which often simply deters good (and inevitably busy) developers who do not wish to risk abortive work on a high risk bid. Once they know they have a reasonable chance of success they will prepare strong bids.
- 7.29. The brief can then be issued. No detailed responses to developers and most importantly, agents should be issued in other than the most basic terms until the brief is finalised otherwise the impact will be lost and the accurate terms and objectives poorly communicated to potential partners. Details of enquiries can be kept and the brief issued at the appropriate time.

EP/EMDA

- 7.30. There is scope to involve EMDA and/or EP either before this brief is issued, to include them in the brief or to agree to work with them after a developer partner is selected. The appropriate route will emerge after discussions at the concept refinement stage, but it will be important to introduce the project to these principal stakeholders at an early stage.

Detailed Scheme Design and Delivery

- 7.31. These final two phases would be led by the selected developer, in accordance with the development brief. A period of work would generate an agreed scheme design and a financial deal as the basis for a development agreement. The development agreement would then govern delivery timescales for the project.

Development Agreement and Costs

- 7.32. Following selection the preferred developer partner(s) will have a limited period to agree heads of terms as the basis of the development agreement. This will usually set the role of the partners and the developer together with the scope and objectives of the project and timescale for delivery. Title to the land would usually pass to the developer upon satisfactory completion of the scheme.
- 7.33. Lawyers should be appointed sufficiently in advance of partner selection to enable a draft development agreement to be issued as soon as heads of terms for the partnership agreement are finalised.

View of the Market

- 7.34. To ensure that the redevelopment proposals suggested in the Area Action Plan are realistic and deliverable initial discussions have been held with a number of developers, owners and agents.
- 7.35. In the absence of a new junction off the M1, or other major strategic access and highways improvements, the potential for residential use on the site was recognised by both agents and developers alike. The location of the site close to both Nottingham and Derby was seen as attractive with the proposed scale and mix of development helping to generate sufficient returns to off set the likely high remediation and infrastructure costs.
- 7.36. The potential for some limited new industrial space was also recognised with the proposed extension of the existing Quarry Industrial Estate seen as the logical approach. However some caution was expressed as to the speed of take up with space likely to be developed in line with demand rather than speculatively.
- 7.37. **Further more detailed information on our assessment of the local property market is included in the Baseline Report prepared as part of the study.**

Financial Implications for the Council

- 7.38. The financial aspects of delivering the proposals will require detailed development. Self-funding approaches should be sought and provided sufficient work is put into creating attractive opportunities and effective marketing, negotiation and documentation, there is scope to minimise public sector costs. Although costs will be incurred in the short term, certainly after developer partner selection and exchange of partnership agreements, most reasonable public sector costs can become development costs covered by the developer(s). This is an important aspect of project financing since focusing on up-front cost cutting can be counter-productive if available resources and skills are insufficient, compared to achieving a high quality procurement process which can generate funds to work with. In addition the selected developer(s) can be expected to cover the costs of detailed design and financial feasibility work.

Planning Policy

- 7.39. It is intended that the content of this report becomes the basis for an Area Action Plan for Stanton, forming part of Erewash BC's Local Development Framework. Principally the content of this AAP is found in Section 4 of the report. It should include the vision, general principles, design principles and description of projects as statutory elements of the AAP. The parameters plan will be a statutory plan within the AAP and the indicative masterplan should also be included as a supporting illustration.
- 7.40. The current Local Plan was adopted in July 2005. It allocates the Stanton site for employment use, with an accompanying policy (E4). The LDF (including the AAP) is prepared in accordance with the RSS but its Core Strategy has yet to be produced and adopted. The Area Action Plan proposals do conflict with Policy E4 and the allocation for the site in the Proposals Map in terms of the land uses proposed. The AAP will therefore supersede Policy E4 as the most recently adopted planning policy.
- 7.41. Erewash's adopted Local Development Scheme (LDS) identifies the Stanton AAP to be adopted in December 2007 and the Core Strategy adopted in August 2009. The more usual and most straightforward process, as set out in PPS 12, is for the Core Strategy to be adopted prior to any Area Action Plans. However, the Government Office for the East Midlands have accepted that the Stanton Regeneration AAP will be prepared before the Core Strategy, on the basis that there is a need to provide a planning framework to stimulate regeneration. This therefore means that the AAP, once adopted, will supercede Local Plan policy E4 and amend the boundaries and land allocations at the Stanton site as set out on the Local Plan Proposals Map. At this pre-submission consultation stage it is also proposed that new policies specific to the Stanton Regeneration area may be required on such areas as:
- Housing
 - Industry
 - Retail
 - Open space
 - Community Facilities

If this is the case then these will be set out in the Submission version of this document and will be open to public consultation at that time.

- 7.42. It is proposed that general Local Plan policies not specific to the Stanton site will still be utilised until such time as they are superceded by the Core Strategy or other Development Plan Documents.
- 7.43. When the Core Strategy is produced, the Stanton Regeneration AAP must be in conformity with it. Erewash BC may also choose to progress Development Briefs or Design Guidance for the whole site or parts of the site as they move toward readiness for development. These will act as policy instruments to provide further control over the design and quality of development.

Recommendations for AAP Policy

- 7.44. It is recommended that the following policy and supporting text is detailed in the AAP.
- Historically, the Stanton area has been a major employment site within the Borough. However large parts of the site have been left derelict for many years with no feasible employment uses coming forward to develop the site. The extent of available land is now considered to be well in excess of the market requirement for employment land in this location, especially considering*

the current access difficulties with the site and the availability of more preferable sites elsewhere. In order to generate sufficient land values to achieve regeneration of the site a mix of uses is proposed, including residential development in addition to new employment provision.

The Stanton site is therefore now the subject of an Area Action Plan (adopted xxxx). This proposes a mix of land uses as part of a comprehensive regeneration scheme. Developers are expected to work in partnership with the council to deliver regeneration on site and should discuss proposals with the Council at an early stage.

The Stanton site is allocated for 'mixed use development', consisting of employment, residential, open space including children's play areas and local community facilities, to include where feasible, a local retail centre, primary school and community centre.

However, in order to integrate the above elements into the wider community, it is essential that a functional local transport network is significantly enhanced. This is in accordance with the Movement Strategy Options Report as outlined within the Stanton Regeneration Area Action Plan. This will ensure that the site is adequately connected to the surrounding road, cycle and path networks in order for the creation, and enhancement of sustainable transport links.

This policy, together with non-site specific planning policies as set out in the saved Erewash Borough Local Plan or Core Strategy once this is adopted, now form the planning policy against which planning applications within the site will be determined.

Policy SAAP 1: Stanton Regeneration

Land at Stanton, as shown on the Proposals Map, is the subject of the adopted Stanton Regeneration Area Action Plan. This proposes the area for comprehensive mixed use development, including B1 employment, residential, public open space and local community facilities. Development within this area should only be permitted if it conforms with the Area Action Plan and is otherwise acceptable in terms of other adopted planning policies. Development must contribute to the wider regeneration of the area and to delivering the required land remediation and infrastructure requirements. Residential development will only be permitted if it delivers a sustainable community with its own necessary local services and is of a high quality and sustainable design in accordance with other adopted planning policies.

Other Planning Issues

- 7.45. As the site eventually moves toward development a planning application, incorporating the aspirations of the Area Action Plan, will need to be submitted. Erewash BC will need to ensure that the statutory mechanisms are in place for this to be determined favourably. This will largely be achieved by the adoption of the Area Action Plan, however there may be conflicts with other planning policies which will need to be resolved. For instance the current local plan does not allow for the scale of housing development proposed here. To counter potential conflicts the following points should be borne in mind.

- 7.46. The timescales involved mean that the site is likely to be developed in the longer term (over 5 years) and should not impact on current target figures. The Council is encouraged, under new Government guidance, to identify sites for future housing provision and should be encouraged to identify the Stanton site for this purpose. The site is brownfield and should take preference over greenfield sites elsewhere. The AAP can also promote high standards of urban design and sustainability for these houses, making this preferable to housing sites elsewhere. It will be part of a mixed use development, with houses within easy reach of employment, local shops and services and open space. It may also be considered as a windfall site.
- 7.47. The site is a brownfield site in need of regeneration (being identified as a Regeneration Area in the current Local Plan). Our work will demonstrate that in order to achieve the values necessary to remediate the ground conditions and bring the site into beneficial use then an amount of residential development will be required. This residential development will be a density appropriate to brownfield sites and best practice, as described in government guidance (such as PPG3). The density will promote a compact and walkable built form.
- 7.48. The site is currently identified for employment development. A major aim of our study is to ensure that an employment function remains on site. This relates to both the retained operations and to new employment development more suited to modern requirements. This is achieved in our preferred option. To achieve both of these aims it is necessary to generate values from residential development. This will ensure that an employment function remains and that it is viable and sustainable into the future. The level of employment provided on site must relate to projected demand and to supply elsewhere in the local market. The allocation of land uses on this site should be examined in this context, with reference to our property market assessment, included in the Baseline Report.
- 7.49. A potential obstacle to developing part of the site for residential use is its relative distance from shops and services and public transport routes. Whilst at present this location would be poor in sustainability terms, our preferred options take a more radical and longer-term view. By developing a critical mass of housing then the new community will be able to support its own local centre and primary school. This will be located at the heart of the development and the density and form of development will ensure that facilities are within easy walking or cycling distance. At present there is obviously no local centre identified on site but a new centre, suitably located, will be essential to ensure that the new housing is sustainable. It will also be vital to ensure that a sufficient quantum of housing is developed, and at an appropriate density, to support these facilities. Once this quantum of housing is developed, along with the retained and new employment uses on site, then it will be feasible for public transport routes to be diverted through the site, again improving sustainability. A longer term aspiration would be that the freight rail line could be re-opened as a passenger line with a station at Stanton, which would make the site considerably more sustainable.

Area Action Plan Adoption Process

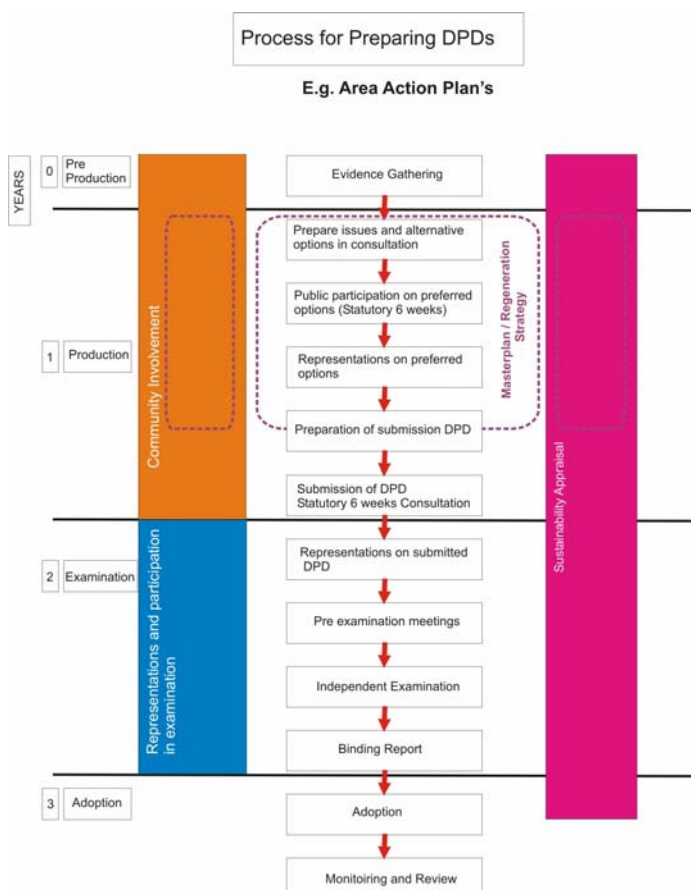
- 7.50. The next steps Erewash BC should undertake in moving the AAP toward adoption are set out below.

Statutory Consultation

- 7.51. The pre-submission consultation process as set out in Regulation 25 requires local planning authorities to consult with the community and stakeholders during the preparation of

preferred options. This has already occurred and has been described in Section 6. Local authorities must also comply with the requirements of sustainability appraisal by publishing an initial sustainability appraisal report at this stage. This has also been completed and accompanied this report.

- 7.52. The regulations require that options must be of sufficient detail to enable meaningful community involvement and the sustainability appraisal. The preferred option needs to be presented clearly. Local planning authorities should set out clear reasons for their selection of the preferred options together with a précis of the alternatives also considered. All of these requirements have been met and the relevant information can be found in Sections 3 and 4.
- 7.53. Local authorities must publish preferred options and proposals and the sustainability appraisal report and invite representations over a specific period of six weeks in accordance with Regulation 26. Copies of the preferred options document must be sent to the Government Office and the Planning inspectorate. Copies of relevant material must be sent to statutory consultees. An advertisement must be placed in one local paper explaining where the relevant material can be inspected and material must be made available at Council offices and on the Council website. Local planning authorities are required to consider all representations made and to have regard to them in the preparation of the development plan document for submission.



AAP adoption process (source: ODPM, 2004)

Preparation of submission

- 7.54. On completion of the participation of the preferred options the AAP for submission should be prepared for independent examination. A statement of compliance must be prepared detailing how they have complied with the Statement of Community Involvement and requirements of the regulations.

Examination

- 7.55. Local planning authorities must submit Area Action Plans for independent examination to the Secretary of State and publish a notice inviting representations to be made within a specific six week timeframe. The purpose of the examination is to determine whether the plan is sound.
- 7.56. Local Authorities must prepare a summary of the representation made on the submission development plan document and the sustainability appraisal report. Authorities must submit to the Secretary of State a summary of the main issue raised in representations and copies of representation made. Authorities should not seek to make major changes to the document or sustainability appraisal after analysing representations. Only minor wording changes will be allowed.

Adoption

- 7.57. After the examination the inspector will produce a report that is binding upon the local planning authority. The report will give specific recommendations as to the AAP must be changed. The Inspector may also report upon matters that need further consideration and should be brought forward as a review to the development plan document.
- 7.58. Authorities must adopt the submitted AAP as changed by the Inspector's binding report unless the Secretary of State has intervened.

Summary: Next Steps

- 7.59. This report includes in Section 4 the basis for the Area Action Plan for the regeneration of Stanton. Other sections have explained the basis and background for this and provided details of the movement strategy. In producing this report the initial stages of the AAP adoption process have been completed. The commission has also prepared the ground for the subsequent consultation stage by providing a public exhibition on the preferred option. Section 7 has provided advice to Erewash BC on how to progress further in establishing the vision. This incorporates the following next steps which should be pursued as key actions:
- Progressing the remaining stages of Area Action Plan adoption, as described above, including statutory consultation.
 - Securing a delivery vehicle for development. This should involve seeking a commitment to partnership between Erewash BC and the major landowners at an early stage.
 - Delivering the movement strategy will be a fundamental aspect of the vision. Discussions should be progressed with Derbyshire County Council and the Highways Agency with the aim of programming these works. A funding strategy will need to be agreed.
 - Erewash BC should also consider the other supporting projects described in Section 4, especially the enabling projects. They should consult key partners and seek to establish feasibility and to prepare a delivery strategy for each of these.

