

Erewash Core Strategy Review

Revised Options For Growth

March 2021

Introduction

Over January to July 2020 the Erewash Core Strategy Review – Options for Growth was published for consultation. That document set out the following points:

The Erewash Core Strategy needs to be reviewed because it is out of date and failing to deliver enough housing.

The strategic options to locate new housing development are as follows, and sustainability appraisal places them in the following order:

1. Growth within the Long Eaton Urban Area (the conurbation)
2. Growth within the Ilkeston Urban Area (the town)
3. Growth within the Rural Area settlements (the villages)
4. New Settlements not in the Green Belt
5. Extension of the conurbations into the Green Belt
6. Extension of the town into the Green Belt
7. Extension of the villages into the Green Belt
8. New settlements in the Green Belt

The government's standard housing methodology should be used to calculate the amount of housing required in the Borough.

There is insufficient capacity within the conurbation, the town and the villages to accommodate the level of housing suggested by the government's standard housing methodology.

New settlements not in the Green Belt of around 1,000 homes each could be built at the former Stanton Ironworks and West Hallam Depot, but this could not be started within the next 5 years and would still leave some unmet overall need.

To meet the residual overall need for housing, and to provide sites that could deliver homes in the next 5 years, new housing sites in the Green Belt are required. These were suggested as follows:

1. On land north of Lock Lane in Sawley which is on the edge of the Nottingham conurbation, and West of Acorn Way adjacent Oakwood, which is on the edge of the Derby conurbation.
2. North of Cotmanhay and South West of Kirk Hallam, which are both on the edge of the town.

Assuming the sites set out above were allocated for development, there would be no need to allocate additional housing land adjacent to the villages in the Green Belt, or to build a new settlement in the Green Belt.

Housing Strategy

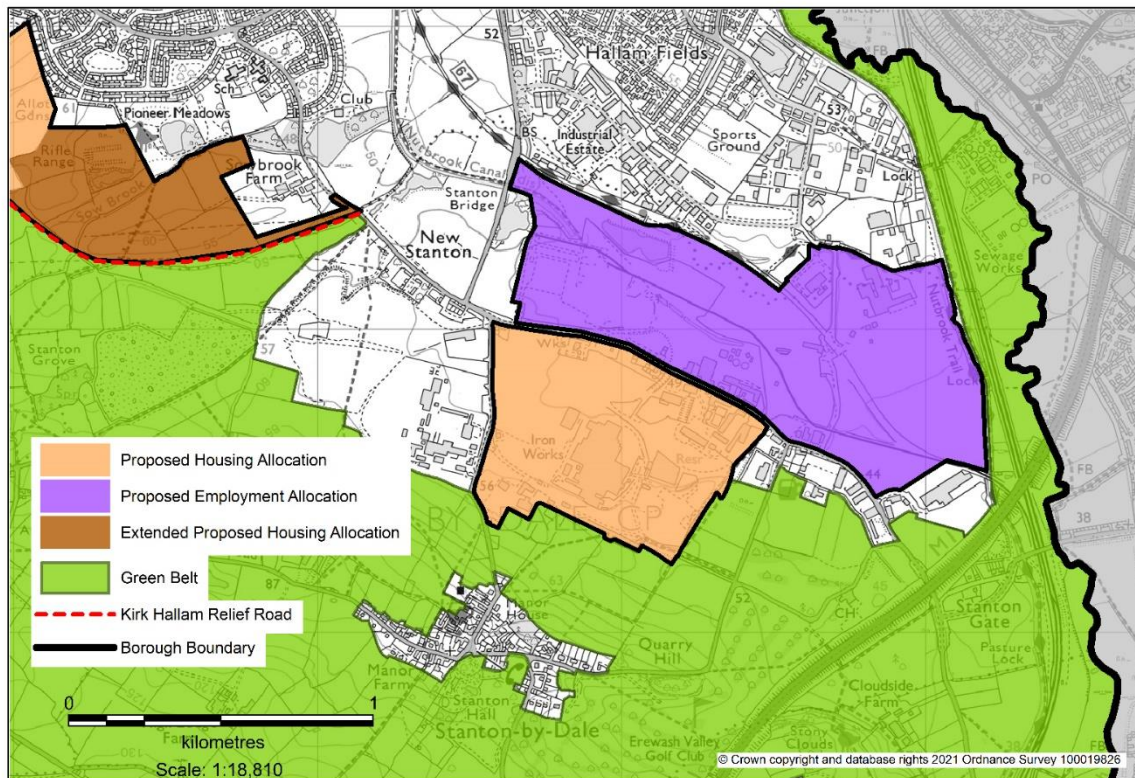
The 2020 Options for Growth consultation asked if there was an alternative method of calculating the Borough's housing requirements that should be used instead of the Government's standard methodology. Some development interests suggested that a higher housing number should be used to take account of excess need from Nottingham and Derby that could not be accommodated in those cities, and to take account of the additional demand that would be generated by a HS2 hub station at Toton. Since then the Government has revised its standard methodology specifically to direct more development into cities, and has amended permitted development rights to allow additional stories to be added to existing buildings to help accommodate this. It has also become clear that a new hub station for HS2 at Toton is unlikely to open before the end of the plan period in 2037. Consequently it is considered that the Government's standard methodology is the right method to calculate housing requirements.

The 2020 Options for Growth consultation asked if there were any other strategic growth options that should have been considered. No additional options were proposed, and it is consequently considered that all the appropriate options have been addressed.

The 2020 Options for Growth consultation asked if the conclusions of the Sustainability Appraisal of the options were correct. Only one substantive response was received to this question, which was from the promoter of a new settlement in the Green Belt at Hopwell Hall who suggested that their proposal was more sustainable than the extensions of the town into the Green Belt, extensions of the conurbations into the Green Belt, and the new settlements not in the Green Belt proposed in the Options for Growth. However, that view was not supported by evidence and consequently has been dismissed.

The 2020 Options for Growth consultation also asked if any of the sites identified as preferred options for growth be rejected, and if any other sites should be identified. Each of those sites is reviewed in the light of the consultation responses below.

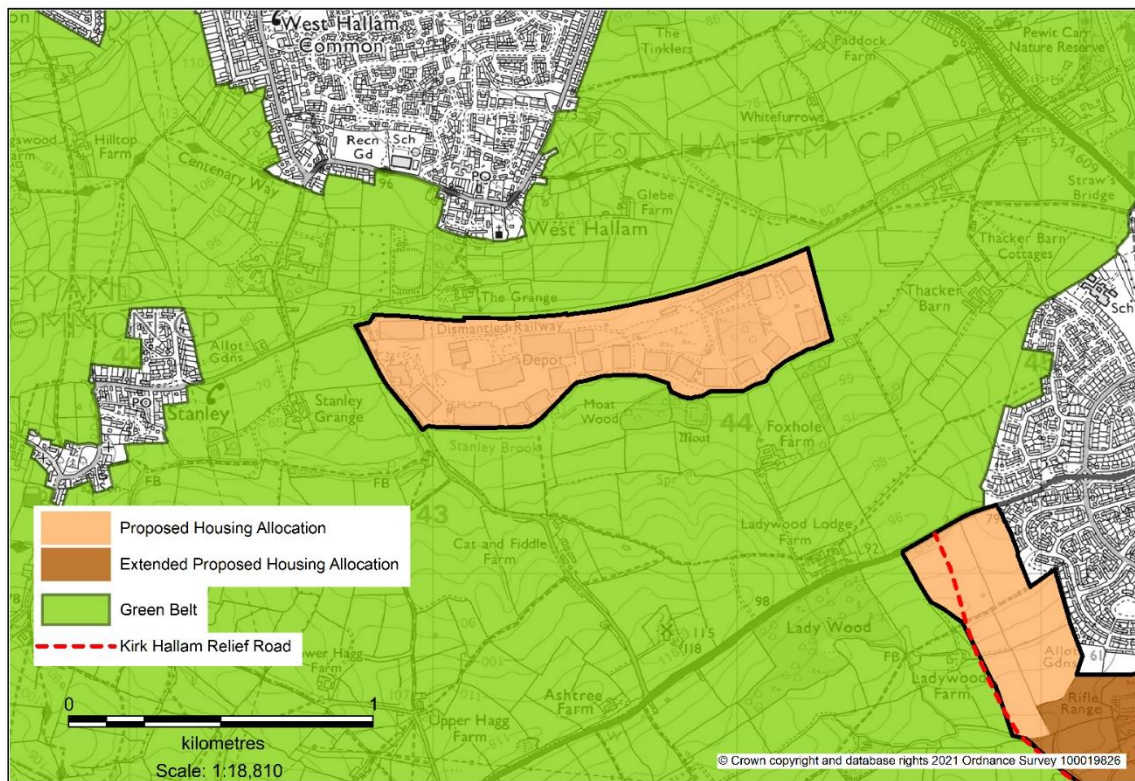
Former Stanton Ironworks



Consultation did not identify any new substantive issues with this site. However, proposals for employment use of all of the land north of Lows Lane are coming forward from the new landowners there. The Options for Growth had already concluded that no more than 1,000 new homes could be built at the former Stanton Ironworks site over the next plan period, not least because progress on housing development here is insufficient to deliver housing in the next 5 years. The emerging employment proposals do not contradict the housing objectives for the former Stanton Ironworks site because there is adequate land south of Lows Lane to accommodate a 1,000 home new settlement.

Consequently it is proposed to allocate the land north of Lows Lane for employment, and allocate the land south of Lows Lane for a longer term new settlement.

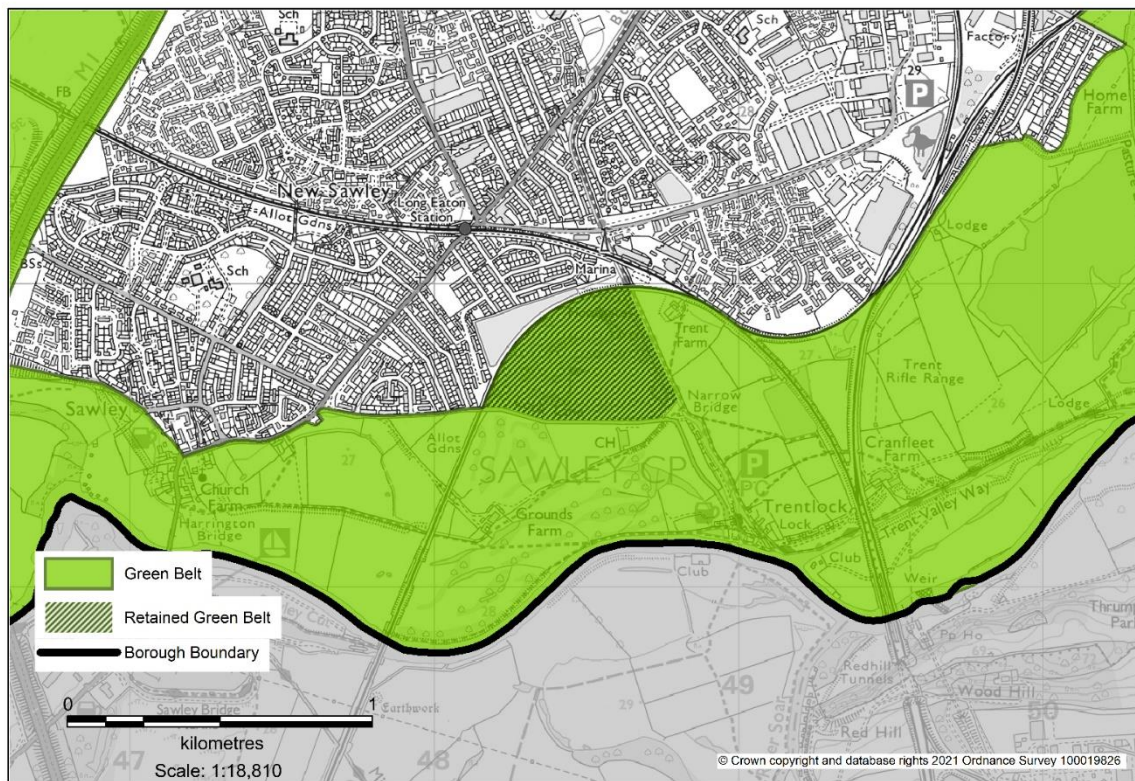
West Hallam Depot



Consultation did not identify any substantive issues with this site. The Options for Growth had already concluded that progress on housing development here is insufficient to deliver housing in the next 5 years.

Consequently it is proposed to allocate West Hallam depot for a longer term new settlement.

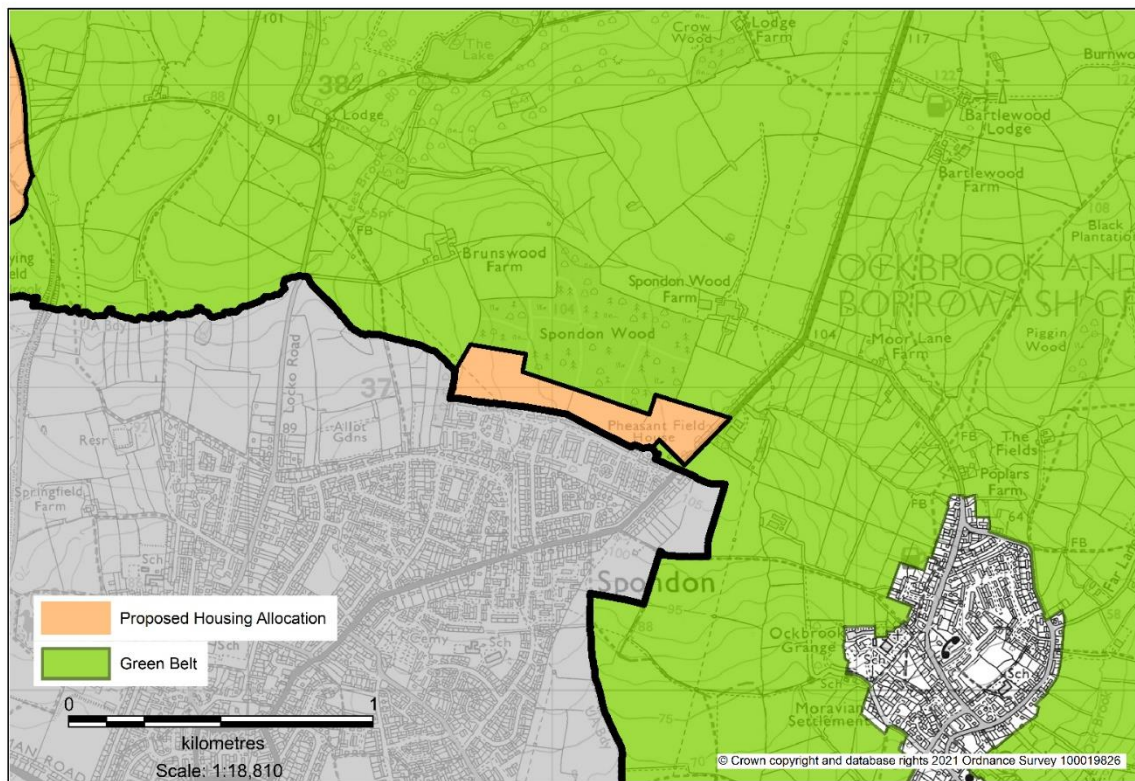
Land North of Lock Lane



Consultation indicated that there are significant problems with the level-crossing at Lock Lane that neither the site promoter nor Network Rail have been able to resolve. These are resulting in stationary trains straddling the crossing, closing the road for 10-20 minutes at a time. Lengthy road closures generate driver frustration, which can lead to dangerous behaviour (e.g. trying to rush across as the barriers are closing). Housing development on this site would exacerbate that risk, and is consequently not considered acceptable in terms of railway safety.

Consequently it is proposed to leave this land in the Green Belt, and not to continue to promote housing development here. However, that means that a replacement housing site is required that accords with the sustainable hierarchy of options.

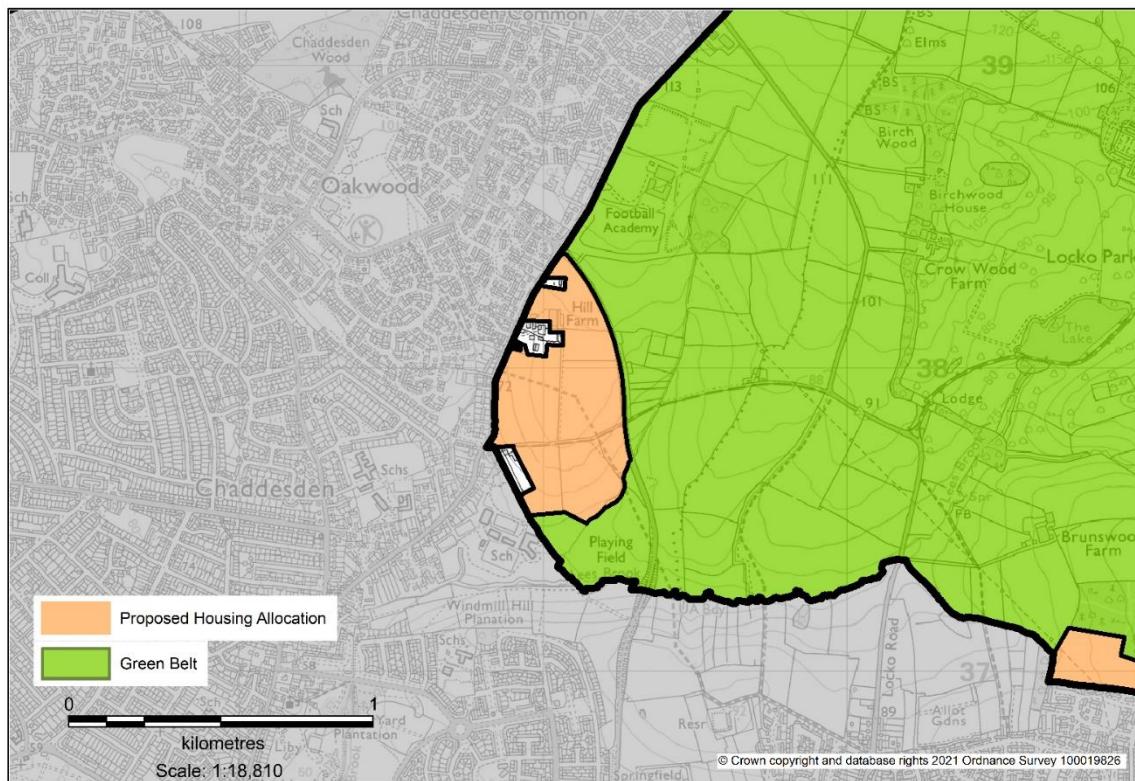
Land North of Spondon



Spondon is part of Derby City, so this proposal is an extension of the Derby conurbation into the Green Belt. By definition this is more sustainable than an extension to the town into the Green Belt, or of the villages into the Green Belt, or a new settlement in the Green Belt. The presence of Spondon Wood to the north of the site provides a robust Green Belt boundary, and good access appears to be available from the A6096.

Consequently it is proposed to delete this site from the Green Belt and allocate it as a strategic housing development, as a replacement for the site north of Lock Lane.

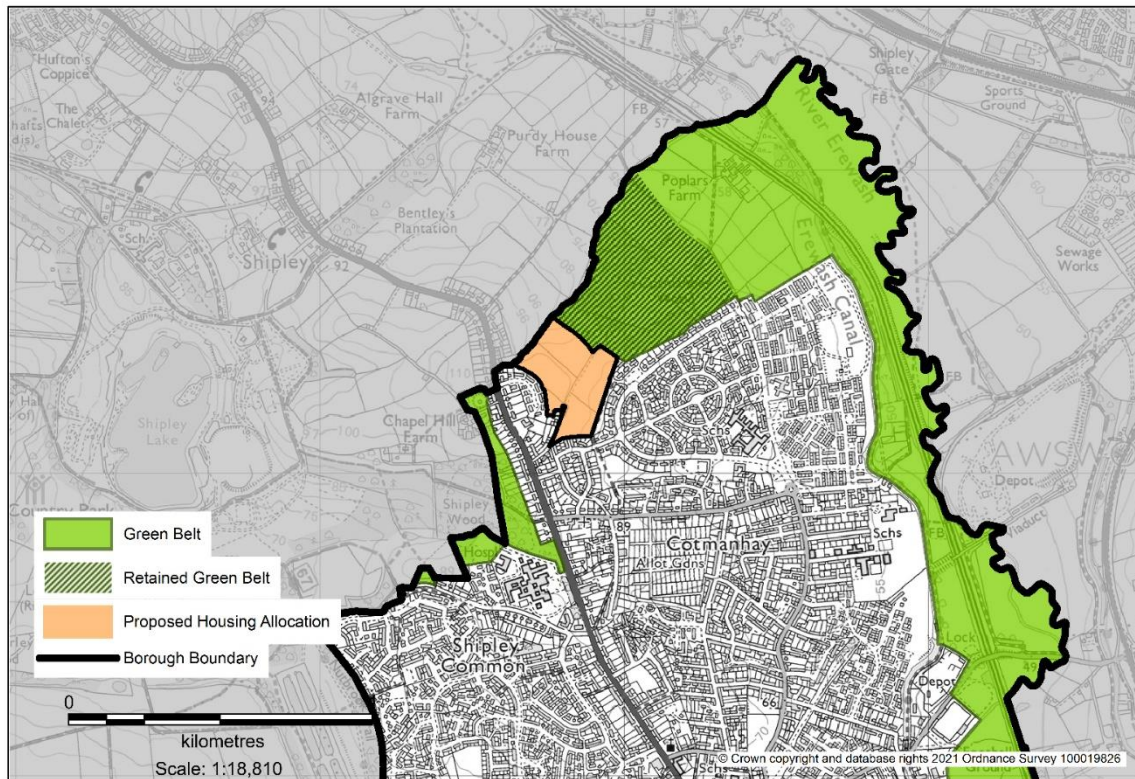
Land West of Acorn Way



Consultation did not identify any substantive issues with this site.

Consequently it is considered appropriate to continue to propose that this site be deleted from the Green Belt and allocated for strategic housing development.

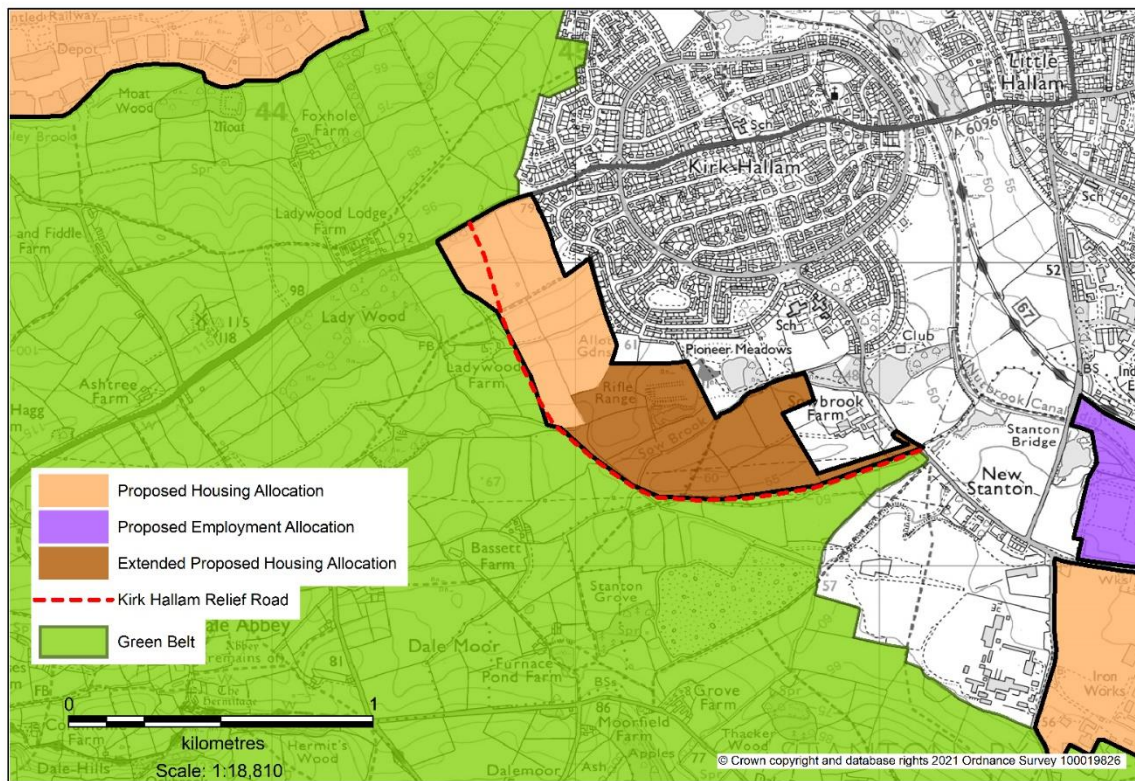
Land North of Cotmanhay



Consultation identified that the landowner of the north eastern four fields of this site did not wish their land to be developed. Consequently that land cannot be relied upon to deliver housing. In contrast the landowner of the four fields to the south west of the site is in active discussions with a developer who is resolving many of the technical issues with that site, including its opencast legacy. The large number of representations from the local community raised largely generic issues related to green field development such as wildlife impact, drainage, traffic and the strain on local services, all of which are reduced by the reduced scale of the available land.

Consequently it is proposed to leave the north eastern part of the site, including Cotmanhay Wood, in the Green Belt, and to continue to propose the removal of the south western part of the site from the Green Belt and its allocation for strategic housing development. However, the reduced capacity of that proposal means that a replacement housing site is required that accords with the sustainable hierarchy of options.

Land South West of Kirk Hallam



Consultation did not identify any substantive issues with this site. However, the opportunity has arisen to extend it further to the south and east. This extended site would fill most of the land inside the proposed Kirk Hallam relief road, and greatly increases the delivery prospects of that new road. Because this is a further extension of the town into the Green Belt, this proposal is inherently more sustainable than an extension of the villages into the Green Belt, or a new settlement in the Green Belt.

Consequently it is considered appropriate to continue to propose that this site be deleted from the Green Belt and allocated for strategic housing development. It is further proposed that the additional land to the south and east within the proposed Kirk Hallam relief road also be deleted from the Green Belt and allocated for strategic housing development, as a replacement for the land north east of Cotmanhay and to help deliver the new road.

Rejected Options In the Green Belt

Through the 2020 Options for Growth consultation many previously rejected alternative development sites in the Green Belt were promoted again by landowners and developers. In addition some amendments to previously rejected sites were proposed, along with some entirely new sites. The updated 2021 Strategic Growth Area Assessment reviewed the suitability of all previously rejected sites, revised the suitability of amended sites and added assessments of new sites. As a consequence, the following sites are considered unsuitable for development:

Rejected Extensions to the Conurbations

New Grounds Farm, Sawley – Development here would be in an area of flood risk.

Breadsall Hill Top – Development here would reduce the separation of Breadsall Village from the suburbs of Derby, contrary to the purposes of the Green Belt.

Rejected Extension to the Town

New Site at Botany Bay, Ilkeston – Development here would not make a strategic contribution to housing requirements, would be in an area of flood risk.

New Site North West of Kirk Hallam – Development here would reduce the separation of Kirk Hallam from West Hallam Depot.

Rejected Extensions to Villages

All of these options are fundamentally less sustainable than the preferred options.

New Site South of Longmoor Lane, Breaston – Development here would harm the setting of Breaston.

North of Draycott and Breaston – Development here would effectively merge Draycott with Breaston.

New Site South of Derby Road, Draycott - Development here would not make a strategic contribution to housing requirements and would encroach into the open countryside.

East of Borrowash – Development here would encroach into the open countryside.

West of Borrowash – Development here would reduce the separation of Borrowash from Spondon.

New Site at Croft Lane, Breadsall – Development here would encroach into the open countryside.

South of Little Eaton – Development here could not be progressed until works to the A38 junction are complete.

North of West Hallam – Development here would encroach into the open countryside.

South of Beech Lane, West Hallam – Development here could harm the setting of the adjacent West Hallam Conservation Area.

Amended Site South of Risley – Development here would not make a strategic contribution to housing requirements.

New Site at Rushy Lane, Risley – Development here would encroach into the open countryside.

New Site South of Derby Road, Risley - Development here would encroach into the open countryside and would harm the Conservation Area.

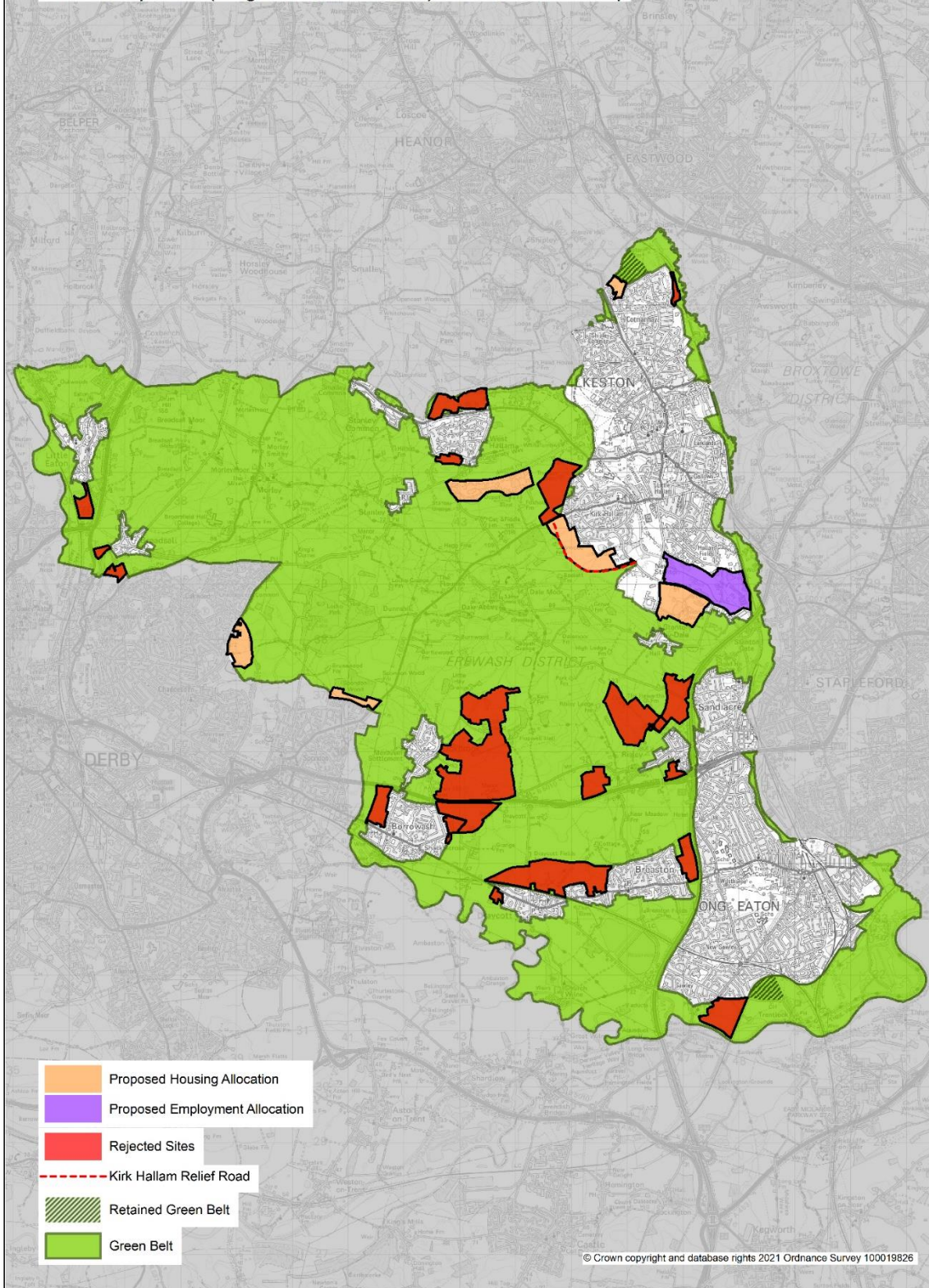
Rejected New Settlements

All of these options are fundamentally less sustainable than the preferred options.

Maywood Golf Club – Development here would encroach into the open countryside.

Amended Site at Hopwell Hall – Development of this site on its own would exceed the strategic needs of the entire Borough. Providing the majority of the Borough's housing needs in the least sustainable location option is not justifiable.

Growth Options (Regulation 18 Part II) Draft Policies Map



Other Strategies

Employment Strategy

It is proposed to include an employment strategy in the Core Strategy Review. The proposals for employment land north of Lows Lane are likely to form a substantive part of that strategy.

Town Centre Strategy

It is proposed to include a town centre strategy in the Core Strategy Review. The starting point for this strategy would be the existing defined Town Centres of Ilkeston and Long Eaton, and the existing defined Local Centres of Sandiacre and Borrowash. It is also noted that the scale of the emerging development proposal South West of Kirk Hallam raises the possibility of a new Local Centre for Kirk Hallam being established on the Ladywood Road.

Green Infrastructure Strategy

It is proposed to include a green infrastructure strategy in the Core Strategy Review. Such a strategy could consider the integration of wildlife, recreation and flood management corridors. The starting point for this would be the existing green infrastructure corridors along the River Trent, Erewash Valley and Nutbrook.

Transport Strategy

It is proposed to include a transport strategy in the Core Strategy Review. The proposals for a relief road for Kirk Hallam are likely to form a substantive part of the strategy, as are the proposals for the Great Northern Greenway multi-user trail on the disused railway line from Ilkeston to Derby. The location of necessary junction improvements and traffic calming by design as informed by transport modelling of the other development proposals in the Core Strategy may also be included.

Consultation Questions

- Q1) Do you have any comments on the revised housing strategy?
- Q2) Have you any suggestions for an emerging employment strategy?
- Q3) Have you any suggestions for a town centre strategy?
- Q4) Have you any suggestions for a green infrastructure strategy?
- Q5) Have you any suggestions for a transport strategy?
- Q6) What other topics should be addressed by the Core Strategy Review?