

Strategic Growth Area Assessments (SGAs)

Revised Options for Growth – Erewash Local Plan

March 2021

Contents

SGA1: Land at Acorn Way, Oakwood	2
SGA2: Land at Beech Lane, West Hallam	11
SGA3: Breadsall Hilltop.....	20
SGA5: East of Borrowash	28
SGA6: West of Borrowash	37
SGA7: North of Cotmanhay.....	45
SGA10: South of Little Eaton	54
SGA11: Risley Village Extension	64
SGA13: South of Lock Lane, Sawley	73
SGA15: West Hallam Depot.....	82
SGA16: North of West Hallam.....	91
SGA17: Land North of Lock Lane, Sawley	99
SGA19: Maywood Golf Club	108
SGA20: Land North of Breaston & Draycott	117
SGA21: Stanton Regeneration Site.....	130
SGA22: Land at Botany Bay, Ilkeston	140
SGA23: Thacker Farm, North-West of Kirk Hallam	147
SGA24: Croft Road, Breadsall	155
SGA25: Extended Site South-West of Kirk Hallam	163
SGA26: South of Spondon Wood.....	173
SGA27: Extended Land Around Hopwell Hall	181
SGA28: Land at Rushy Lane, Risley	192
SGA29: Pastures Farm, Land South-West of Risley	202
SGA30: South of Derby Road, Draycott	210
SGA31: South of Longmoor Lane, Breaston	218

SGA1: Land at Acorn Way, Oakwood

SUMMARY TABLE:

Key Fact	Description
Site size (in hectares)	26 Ha
Proposed number of dwellings	600 homes (at 23 dwellings per hectare)
Main land-uses	Agricultural land (rated 'average' in agricultural classification)
Landscape Character Area	<p>Area - South Yorkshire, Notts and Derbyshire Coalfield Type – Plateau Estate Farmlands Key characteristics:</p> <ul style="list-style-type: none"> • Upstanding, gently undulating plateau • Mixed farming • Scattered hedgerow trees, predominantly oak • Small plantations • Parkland and ornamental tree belts associated with country houses • Medium to large fields • Relict parkland and former commons now enclosed and farmed • Dispersed estate farmsteads and cottages, built of red brick with clay tiles and Welsh slate roofs • Sense of elevation with long distance views <p>Area - Trent Valley Washlands Type – Lowland Village Farmland Key characteristics:</p> <ul style="list-style-type: none"> • Gently rolling, almost flat, lowland with river terraces • Low slopes and summits give a sense of elevation over a broad flood plain • Mixed farming with arable cropping and improved pasture • Thinly scattered hedgerow trees including some willow pollards • Scattered, locally dense, watercourse trees • Medium to large regular fields with thorn hedgerows • Discrete red brick villages with farms and cottages • Large red brick outlying farms
Flood Zones & Watercourses	<p>Flood Zone 1 – 26ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – A number of 'Main Rivers' run fairly close to SGA1's boundaries, but particularly to the site's western boundary where a partially culverted watercourse runs parallel to</p>

Key Fact	Description
	Morley Road before diverging and heading into the Oakwood housing area.

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – A long section of post and multiple rail timber fence is set behind an increasingly dense edge of woodland hedgerow that is approx. 4m in height across its length. This forms the roadside environment for Acorn Way, a road constructed during late c20th to help increase vehicular access to the expanding Oakwood area of Derby.

B – Section of riparian-style boundary treatment with mature trees positioned alongside a minor stream that flows under a dense canopy coverage.

C – Strong section of dense hedgerow that separates the land inside SGA1 from the neighbouring grounds of Lees Brook Community School.

D – A line of domestic fencing along western side of 140 Morley Road. At this part of the boundary, the fencing continues to progress eastwards around the curtilages of 140a and 142 Morley Road. All three properties are washed over by the Green Belt, although any future area of development would exclude these homes.

E – Long section of edge-of-woodland style hedgerow boundary on the northern side of Morning Low and which sweeps around to line the eastern side of Morley Road. This is dense and largely screens views across SGA1.

F – Various sections of timber-panelled fencing collectively form the boundary that continues to line Morley Road, with openings to allow vehicular access/egress into several domestic properties and White House Children's Nursery.

G – Almost identical in style to section E, which continues northwards until Morley Road's roundabout junction with Acorn Way.

A site boundary was submitted by promoters and is presented by **Map 1**. To accommodate this site, defensible boundary sections **A, B & the majority of C** as described above would constitute a new GB boundary in the event of the SGA being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the site bordered primarily by two lengthy sections of public highway (Acorn Way and Morley Road). These naturally provide the most logical places to establish new vehicular accesses to serve SGA1. However, Acorn Way, a road constructed during the late c20th and designed to enhance access to the then new Oakwood area of Derby, has a 60mph speed limit that limits options to form new junctions along it. The unbroken section of road (Acorn Way) has no junctions along

the length that bounds SGA1) complicates the creation of new accesses as highway specifications would require visibility of 215m in each direction (the 'y' distance) from the centre line of a new junction(s). This would be virtually impossible to achieve owing to the continual curved alignment of Acorn Way that restricts visibility to around 100m. Additionally, tall and mature roadside trees would also act to limit visibility in the event of forming an access off Acorn Way.

With options to take access from Acorn Way limited, focus alternatively should be on providing access points from Morley Road into the site. This section of highway forms the vast majority of SGA1's western boundary and sees a 30mph speed limit with residential properties lining its western side. With much of the land on its eastern side falling inside the extent of SGA1, there are opportunities to form multiple vehicular accesses allowing traffic to enter and exit the site and interact the localised road network. The locations of these have been advised by the site's promoter.

All proposed site access points (AP's) are presented on Map 1.

AP1: Junction opposite 151 Morley Road

Details of junction arrangements are to be advised/determined by site promoter

AP2: Junction opposite 167 Morley Road

Details of junction arrangements are to be advised/determined by site promoter

AP3: Junction opposite 193 Morley Road

Details of junction arrangements are to be advised/determined by site promoter



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **600 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **600** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA1** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA1**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can safely accommodate additional traffic. Additionally, site promoters will be expected to

demonstrate how any additional traffic will be accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (300 vehicles)
J2	 (300 vehicles)

J1: Junction of Morley Road, Chaddesden Lane & Wood Road

Three-arm mini-roundabout. All approaches are single lane, but Chaddesden Lane entry has a ghost central reservation arrangement. A private access is positioned between Morley Road and Chaddesden Lane arms that serves the Steaming Billy Public House, allowing access/egress to the pub's car park. Enhancement of the roundabout to facilitate increased flows of traffic are impacted by the tight form of built development around the junction.

J2: Junction of Acorn Way, Oakwood Drive and Morley Lane

Regular four-arm roundabout. All approaches are one lane except for Acorn Way entry that has section of dual lane for approx. 15m separating traffic according to the vehicles exit off the roundabout. Roundabout already advanced in its layout. Upgrading to dual lanes on all approaches and exits from roundabout could increase junction capacity, but abutting modern development would make this problematic. Possibility of a slight offsetting of the roundabout due to land immediately south of island being in control of site promoter. However, this would be a sizeable undertaking at significant cost to any developer.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- No SSSIs are present within the site (Breadsall Cutting SSSI is situated approx. 1km north of SGA1's northern-most point), but SGA1 does sit within a SSSI impact risk zone.
- No LNRs are found either on the site or within a short distance of the suggested boundary.
- Policy EV10 of the Erewash Local Plan identifies that an area of land east of Acorn Way is designated as a RIGS (Lees Brook – Spondon). Whilst the designation is physically separate from SGA1, it is important that any future

development does not adversely affect the nature conservation value of land recognised for its ecological and geomorphological significance.

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER010 Oaklands Brook** - runs approx. 200m along the site's suggested southeast boundary. The watercourse projects beyond SGA1 both to the east and west of Acorn Way (with a further section of designation continuing 250m north-east of the road, and is notable for running between steep banks lined with dense growth of hawthorn, blackthorn, holly and elder scrub with occasional young trees of oak and ash. Oaklands Brook is shallow and heavily shaded from the canopies of the aforementioned tree species.

The SGA assessment shows that future development would need to be sympathetic to adjacent statutory, and in the case of the LWS, on-site non-statutory designations. **ER010: Oaklands Brook** would require a suitable stand-off buffer zone to respect the setting of a recognised wildlife asset, although the Brook has the potential to also serve as a landscape feature that contributes positively to the design of any future development. The Environment Agency identifies that the LWS may provide a suitable opportunity to improve habitat for water voles.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA1**.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

All three vehicular site access points are taken from Morley Road that flanks the western boundary of the site. Records show this highway to be an unclassified road. Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The Black Cat service (operated by Trent Barton buses) travels along Morley Road providing an hourly service that links SGA1 to Derby City Centre, and Ilkeston, Heanor and Mansfield in the opposite direction. With Morley Road forming the western boundary of SGA1, the route in effect would run directly parallel to the site

and its main access points, therefore affording residents with relatively easy access to the passing service. The bus stops positioned along Morley Road are each around 250m from the centre of SGA1.

SCHOOL PROVISION:

The figures below were calculated using Derby City Council's Education Provision figures within the Developer Contributions Supplementary Planning Document. This is because the schools that would be expected to accommodate SGA1's school-age population are within Derby City's administrative area.

Primary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA1 requires	Updated Pupil Numbers with Development	SGA1 impact on school
Cavendish Close Infants and Junior Schools	708	652	168	820	15% over capacity

Secondary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA1 requires	Updated Pupil Numbers with Development	SGA1 impact on school
Lees Brook Community School	1,147	1,105	120	1,225	7% over capacity

GREEN & BLUE INFRASTRUCTURE:

SGA1 presently benefits from GI links that crosses land within its promoted boundaries. This consists of a public right of way (PRoW) and bridleway that cross towards the south-eastern corner of the site. Both the PRoW and bridleway continue eastwards before reaching Acorn Way, and beyond this point, routes extend out into the surrounding Erewash countryside around Locko Hall and Gardens. The retention of the PRoW and bridleway through SGA1 is important as it provides future residents with opportunities to easily access the nearby countryside. It is also of benefit to residents of Oakwood too, providing a clear and legible link radiating out of Derby's urban fringe into rural areas which surround the urban environments Derby east of the city.

An indicative masterplan has been submitted by the developer that presents intentions to incorporate green infrastructure into the site through provision of designated open space, creation of ponds, retaining of PRoW and the creation of habitats. A buffer zone in relation to Oaklands Brook (blue infrastructure) LWS is

suggested. This will provide a sustainable urban drainage system and habitat for wildlife. A new footpath through the site is also promoted.

The masterplan promotes the retention of hedgerows and field boundaries to be maintained and native species will be used wherever possible.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Chaddesden**

HV Point of Connection: **04 Rushcliffe**

Diversion required? **No**

Likely works to provide

Nominal supply capacity to site: **New 2.2km cable route to site.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not. It will be the responsibility of a site promoter(s) to demonstrate how issues regarding current limitations of water/drainage infrastructure are to be overcome.










Foul Drainage

Description	Risk Rating
Cluster of external flooding incidents reported downstream. Development may impact local overflow operation	High

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse adjacent to the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Cavendish Close Infant School, Wood Road, Chaddesden	2.3km
	School – Junior	Cavendish Close Junior Academy, Deborah Drive	1.7km
	School – Secondary	Lees Brook Community School, Morley Road	1.2km
	Bus stop	Besthorpe Close - Morley Road	0.6km
	Public House	Oak & Acorn, Bishop's Drive	1.5km
	Health Facility	Oakwood Medical Centre, Wayfaring Road	1.7km
	Leisure Centre	Springwood Leisure Centre, Springwood Drive	1.8km
	Employment Site	West Hallam Storage Depot (EELS 004), Cat & Fiddle Lane	5.9km
	Superstore or Town/Local Centre	Oakwood Local Centre	1.7km
	Community Hall	Oakwood Community Centre, Springwood Drive	2km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA1, whilst wholly situated within Erewash Borough, directly adjoins the main built-up area (MBUA) of Derby within the administrative area of Derby City Council.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area(s) at Stanley Village and Ockbrook.

Distance 1: Kings Corner to Stanley Village. The current gap before potential development of SGA1/deallocation of Green Belt is **2.13km**. The amended gap (A – SGA1 to Stanley Village) in the event of SGA1 being developed is **3.28km**. This is in excess of the current distance between settlements.

Distance 2: A6096 to Ockbrook. The current gap before potential development of SGA1/deallocation of Green Belt is **0.61km**. The amended gap (B - SGA1 to Ockbrook) in the event of SGA1 being developed is **3.21km**. This is in excess of the current distance between settlements.

The development of SGA1 would not therefore reduce the current GB gaps between Derby's MBUA and the nearest Erewash inset settlements, with these maintained at current levels.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA1's development may make, a measurement between the centre point of Derby (Market Place) and the nearest point of SGA1 is made. This distance is **3.8km**. The distance from the centre point to the furthest extent of SGA1's identified area is **4.3km**. This distance shows the site would contribute to an enlargement of **13.1%** of the current distance between the centre of Derby and the outermost extent of the SGA1. However, the MBUA of Derby both north and south of SGA1 projects closer to existing inset settlements within Erewash, helping to place the 13.1% increase in context.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA1 inside Erewash are those located at Breadsall, Morley, Stanley Village and Ockbrook. All of these CA's are in excess of 2.5km away from SGA1. The nearest CA within Derby City is that at Spondon around 1.5km away. All are sufficiently distant not to see their special character adversely impacted by any future development of SGA1.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The site is predominately greenfield in status with only small pockets of previously development land (i.e. brownfield) situated within the northern portion of SGA1.

CONTAMINATION AND GROUND STABILITY:

Land across SGA1 has historically fulfilled an agricultural use, something confirmed by historic mapping and aerial photography showing Hill Farm once at the centre of a much wider area of countryside/farmland that is now characterised by the eastward encroachment of urban development occurring over recent decades. The historic agricultural use of the remaining open land within the proposed boundaries makes it unlikely that ground contamination is present. As no part of the site falls within the Coal Authority Referral Risk designation it is unlikely that ground stability issues will be of significant concern, however for the northeast portion of the site Standing Advice from the Coal Authority does apply.

SGA2: Land at Beech Lane, West Hallam

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	6.5 Ha
Proposed number of dwellings	228 homes (at 35 dwellings per hectare)
Main land-uses	Agricultural land (rated 'poor' in agricultural classification)
Landscape Character Area	<p>Area - South Yorkshire, Nottinghamshire & Derbyshire Coalfield Type – Coalfield Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently undulating landform• Dairy farming with pasture and localised arable cropping• Relict ancient semi-natural woodland, copses and linear tree-belts• Dense watercourse trees and scattered hedgerow trees• Towns and villages on ridge lines surrounded by remnant medieval strip fields• Network of small irregular lanes between larger urban roads; and• Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 6.5ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – None</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Current defensible Green Belt boundary; residential property boundaries forming part of the existing built extent of West Hallam, defined by a mixture of fencing and hedgerow with some intermittent trees.

B – Current defensible Green Belt boundary; public Highway (Beech Lane).

C – Current defensible Green Belt boundary; residential and agricultural property boundaries forming part of the built extent of West Hallam. Northern part defined specifically by farm buildings. Southern section defined by general boundaries comprising a mixture of fencing and hedgerows.

D – Site meets with boundary of established and mature wooded area, defined specifically with hedgerow and trees.

E – A mixture of ditch at the eastern end of the boundary and established hedgerow with some fencing for the remainder towards the western end.

F – Following the eastern boundary of an established, mature wooded area.

G – Northern boundary of residential property defined by established hedgerow meeting with Station Road.

H – Follows public highway (Station Road).

A site boundary is presented by **Map 1**. Boundaries **D, E, F, G and H** represent new defensible Green Belt boundaries in the event of SGA2 being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows different parts of SGA2 directly bordering two separate public highways (Beech Lane along its northern side and Station Road along its western edge). These stretches of adjoining highway naturally provide the most logical places to provide new vehicular access to serve SGA2, although given the smaller site capacity when compared with other SGAs around Erewash, it is likely that only a single point of access and egress would be necessary.

All proposed site access points (AP's) are presented on Map 1.

AP1: Junction to the east of 48 Beech Lane

Junction would need to be sensitively and suitably designed owing to the adjacent Scargill Church of England Primary School located immediately north of Beech Lane and directly opposite the site. With land immediately south of Beech Lane within the boundary of SGA2, scope to provide an offsetting mini-roundabout, with minor deflection of Beech Lane, could exist.



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **228 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **228** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA2** during the peak AM due to the staggered

time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA2**. Due to the number of journeys generated by any future development, the movements of vehicles passing through only the first two junctions reached off-site are shown below. However, the anticipated increase in trips is lower than the 120 additional trips passing through a junction per hour that is required to warrant detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the two junctions expected to make provision for the largest number of vehicle movements through them.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can safely accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (114 vehicles)
J2	 (114 vehicles)

J1: Junction of Station Road & Beech Lane

This is a major/minor priority T-junction. Primary flows are along Station Road both to the north and the south and onwards towards Cat & Fiddle Lane. During busy school drop-off and pick-up times, flows vary significantly. The interaction between the roads is awkward, owing to the configuration of the junction that sees a significant bend in Beech Lane at its western-most end. Despite the expected scale of additional traffic being within the level of tolerance afforded to existing junctions, some enhancements to ensure optimal traffic flow should be considered in the event of SGA2's development.

J2: Junction of St Wilfrid's Road, High Lane Central (A609) & Mapperley Lane

Current junction is a crossroads arrangement with priority east-west flow following the A609. Mapperley Lane joins the junction from the north, although this is an access only route to Mapperley Village with no through access

available to areas beyond. Similarly to J1, the junction is not likely to be in excess of the 120 additional vehicular movements per hour threshold applied throughout this exercise. However, its current configuration does create some tailbacks along St Wilfrid's Road at peak times because of right-turners waiting to turn onto the A609 and head in the direction of Ilkeston. This is further complicated by traffic, albeit lower in frequency, joining the same road from Mapperley Lane.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None**

A small area of woodland is located directly adjacent to the south-eastern corner of the site. This is identified as priority habitat inventory by DEFRA and is classified as deciduous woodland.

SGA2 forms part of a wider area identified by DEFRA through its Countryside Stewardship programme as a priority bird species targeting increases in lapwing, redshank and grey partridge.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA2**.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

SGA2's highway analysis has identified the potential for a single vehicular access point to be formed that would serve a housing development of this scale. The access would link SGA2 directly to Beech Lane, an unclassified road. Junction capacity analysis indicates that neither of the assessed junctions would require substantial interventions to mitigate increased traffic levels resulting from the development. However, more modest highway works away from SGA2 may be needed to maintain acceptable traffic flow across the local road network. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction

mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The 59-bus service runs along Beech Lane on the northern side of SGA2 and has a stop directly adjacent to both the site and potential vehicular access point. This is an hourly service throughout the day (midweek only) that runs between Shipley View, Ilkeston and Derby. In addition, the 11 service also utilises the same stop and runs a service with one-and-a-half hour frequency between Ilkeston and Derby during evenings and weekends.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within its Developer Contributions Supplementary Planning Document.

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA2 requires	Updated Pupil Numbers with Development	SGA impact on school
Scargill C of E	476	400	55	455	4% under capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA2 requires	Updated Pupil Numbers with Development	SGA impact on school
St. John Houghton	618	664	46	710	15% over capacity

GREEN & BLUE INFRASTRUCTURE:

A number of Public Rights of Way (PRoW) exist west and north-west of the site, accessible from Station Road/Beech Lane and within very close walking distance of SGA2. The outlook from the site in a southerly direction is very rural in character and as such, there are natural occurrences of wooded areas and open fields including directly adjacent to the southern boundary of the site. West Hallam White Rose Cricket Club is situated south-east of the site and forms part of the land between SG2 and West Hallam Storage Depot, located at the bottom of a valley.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Ilkeston**

HV Point of Connection: **Mapperley Brook**

Diversion required? **No**

Likely works to provide nominal supply capacity to site: **Local connection with reinforcement**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not. It will be the responsibility of a site promoter(s) to demonstrate how issues regarding any current limitations of water/drainage infrastructure are to be overcome.










Foul Drainage

Description	Risk Rating
Development may impact local overflow operation. External flooding incidents reported downstream.	Medium

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the surface water system to the north of the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Scargill C of E VA Primary School	0.2km
	School – Junior	Saint John Houghton Catholic Voluntary Academy	5 km
	Bus stop	Scargill School, Beech Lane	0.2km
	Public House	The Punch Bowl, West Hallam	1.2km
	Health Facility	West Hallam Medical Centre	0.9km
	Leisure Centre	Rutland Sports Park, Ilkeston	5.7km
	Employment Site	West Hallam Storage Depot, Cat and Fiddle Lane	1.5km
	Superstore or Town/Local Centre	The Village, West Hallam – this is not a centre recognised within the Borough’s retail centre hierarchy, nor does it contain a superstore. However The Village has a healthy provision of retail and services and the potential Beech Lane site is considered to be on a scale that would complement this facility. It is considered that it would be unreasonably detrimental to the potential site if the presence of such a facility were ignored in favour of locating the nearest superstore and/or hierarchy centre.	0.9km
	Community Hall	West Hallam Community Centre, Station Road	0.9km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of the site would lead to the growth of a village (West Hallam).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area(s) of Green Belt at West Hallam Storage Depot and Stanley Village.

Distance 1: West Hallam to West Hallam Storage Depot. The current gap before potential development of SGA2/deallocation of Green Belt is **0.25km**. The amended gap (A – SGA2 to West Hallam Storage Depot) in the event of SGA2 being developed is **0.27km**. This is in excess of the current distance between settlements.

Distance 2: West Hallam to Stanley Village. The current gap before potential development of SGA2/deallocation of Green Belt is **0.53km**. The gap (SGA2 to Stanley Village) in the event of SGA2 being developed is **0.5km**. This would result in a minor reduction of **5.7%** in the current distance.

The development of SGA2 would therefore have only a minor impact on the lessening of current gap between West Hallam and Stanley Village settlements.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA2's development may make, a measurement between the centre point of West Hallam (north-west of 23 Henley Way) and the nearest point of SGA2 is made. This distance is **0.38km**. The distance from the centre point to the furthest extent of SGA2's identified area is **0.58km**. This distance shows the site would contribute to an enlargement of **52.6%** of the current distance between the centre of West Hallam and the outermost extent of the SGA2. However, the majority of SGA2's area would represent an infilling of open land between built residential development located on both sides. The actual encroachment into the surrounding countryside would therefore not appear to look quite as severe as the figure shown above would indicate.

To preserve the setting and special character of historic towns:

The suggested boundary of SGA2 adjoins West Hallam Conservation Area (CA) and is therefore within 500m of this heritage asset. The site's development therefore would increase the risks of affecting the setting and character of the CA, thus requiring a design and layout that respected an adjacent heritage asset.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within the boundaries of SGA2 is entirely greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

Land within SGA2 has historically been in agricultural use, something confirmed by historic mapping and aerial photography showing smallholdings across the site, likely

relating to Poplars Farm located in the northeast of SGA2, suggesting the likelihood of ground contamination being present is minimal. The site does however straddle both the Coal Authority Standing Advice and Referral zones. Additionally the presence of a mine (the former Stanley Colliery) to the south of the site, part of it adjacent to the southern boundary, is visible on mapping up to the 1960s. This information indicates there may be ground stability issues to address if development of SGA2 is pursued.

SGA3: Breadsall Hilltop

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	6.1 Ha
Proposed number of dwellings	214 homes (at 35 dwellings per hectare)
Main land-uses	Agricultural land (rated 'poor' in agricultural classification)
Landscape Character Area	Area - Peak Fringe & Lower Derwent Type – Wooded Slopes & Valleys Key characteristics: <ul style="list-style-type: none">• Upland, undulating ground rising up to moorland• Slopes are moderate to steep, and steepen along stream valleys• Poorly draining soils over bands of mudstone and harder sandstone• Permanent pasture for sheep and dairy cattle• Widespread bracken and localised gorse on the thinner soils of steeper slopes• Densely scattered small to medium ancient woodlands and secondary woodland on steeper slopes and along streams• Densely scattered hedgerow trees
Flood Zones & Watercourses	Flood Zone 1 – 6.1ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%) Notable watercourses – Dam Brook runs north of the site (approx. 0.5km from SGA3).

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – This section forms the boundary between SGA3 and the former railway line and densely wooded land associated with the designated Breadsall Cutting wildlife site.

B – The eastern boundary is defined by a mixture of fencing and ‘gappy’ hedgerow, contributing to the enclosure of agricultural land.

C – The south-eastern boundary is defined by a strong and wide section of hedgerow helping to separate the land within SGA3 from the curtilages of domestic properties along Breadsall Hill Top (A608).

D – The boundary begins at the southern-most section as regular hedgerow, before turning westwards and beginning to thin. The hedgerow, and any other form of enclosure then disappears before reaching the former railway line. New housing development (in Derby City) is currently under construction immediately south of this section of boundary.

A site boundary is presented by **Map 1**. To accommodate this site, defensible boundary sections **A** and **B** as presented by Map 1 would between them constitute the new defensible Green Belt boundary.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA3 physically separated from the nearest section of local highway network (Breadsall Hill Top (A608)). However, adjoining the site immediately to its south is a Redrow Homes development that is currently under construction. Vehicular access arrangements see traffic generated by the scheme in neighbouring Derby City enter and exit the site at a newly-installed four-arm roundabout linking the A608, Bishop Drive (an entry point into the Oakwood neighbourhood) and the new estate road. Previous arrangements saw Bishop Drive give-way to the priority A608 Mansfield Road (which becomes Breadsall Hill Top northeast of this point).

All proposed site access points (AP’s) are presented on Map 1.

AP1: Junction with estate road (Dale Acre Way) of neighbouring Redrow Homes housing site

Vehicular access would be taken from and through Phase 2 of the neighbouring Redrow Homes development which adjoins SGA3. This is not currently possible as Redrow are currently building out Phase 1 of the neighbouring Durose Country Park housing site. Upon completion of Phase 2, which directly adjoins SGA3, a new vehicular access could link into the new housing scheme. It is expected, given the relatively low number of homes thought suitable for SGA3 that only a single point of vehicular access would be necessary to serve the site. No secondary access would therefore be necessary to connect directly onto the A608 Breadsall Hill Top. As the preferred highway access arrangements would ‘plug’ into those serving the neighbouring housing development, it is expected that all necessary highway visibility requirements could be readily achieved.


JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **214 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **214** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each

home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA3** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions close to **SGA3**. Due to the number of likely additional journeys, the movements of vehicles passing through only the first junction reached off-site is shown below. After this point, it is expected that existing junctions would be able to reasonably absorb the additional traffic generated exclusively by SGA3.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (214 vehicles)

J1: Junction of Breadsall Hill Top, Mansfield Road (both A608), Bishops Drive and Dale Acre Way

Current configuration of a four-arm standard roundabout. Single lane entry and exit arrangements except for Mansfield Road that has dual-lane approach. This is also the case for the Bishops Drive entry onto the roundabout. This is a newly-installed roundabout to provide vehicular access into the new housing development located north-west of the A608. It is unlikely that extensive alterations would be necessary if access from SGA3 has been planned to occur through the Redrow development site.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **Croft Wood Regionally Important Geomorphological Site (RIGS)** is located within close proximity of the site and adjoins the Breadsall Disused Railway Local Wildlife Site (LWS).

Non-statutory environmental designations present or adjoining/nearby to the site:

- **Breadsall Disused Railway Local Wildlife Site (ER005)** runs along defensible Green Belt boundary **A** of the site and is therefore within close proximity to SGA3.

Priority habitat deciduous woodland is identified in adjoining habitats. The woodland species is identified as broadleaved.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA3**.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Due to the location of the site being adjacent to a 'live' housing development, there is no road connecting the site to the A608. Ultimately however a connection could be possible to Dale Acre Way, one of the new estate roads. Based on this scenario, junction capacity analysis indicates **J1** may require intervention to mitigate increased traffic levels resulting from the development, although the newly installed roundabout has been provided to a good specification. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

Three buses currently operate from the nearest bus stop to the site (570m away). These are services 302, H1 and Y1. Between them they help link SGA3 to Derby, Heanor and Langley Mill and run every 20 minutes at their most frequent.

SCHOOL PROVISION:

The figures below for Breadsall C of E were calculated using Derbyshire County Council's Education Provision figures within its Developer Contributions Supplementary Planning Document (SPD). The figures for Da Vinci Academy were calculated using Derby City Council's figures for school place provision drawn from a separate contributions document.

Primary schools(s)

Schools	Capacity	Currently Enrolled	Development of SGA3 requires	Updated Pupil Numbers with Development	SGA3 impact on school
Breadsall C of E Primary	112	111	52	163	45% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA3 requires	Updated Pupil Numbers with Development	SGA3 impact on school
Da Vinci Academy (Derby City)	750	639	43	682	9% under capacity

GREEN & BLUE INFRASTRUCTURE:

A Public Right of Way (PRoW) currently extends right through the centre of the site. This PRoW starts on Croft Lane and appears to end suddenly just to the south-western corner of SGA3's suggested boundary. SGA3 also sees a disused railway line that ran between Derby and Ilkeston located just to the north of the site. This is a recognised multi-user recreational trail in the Council's Local Plan and offers an opportunity to improve green infrastructure and wider connectivity across the area surrounding SGA3.

There is an opportunity to connect the site to Little Eaton via a network of existing PRoWs. This would cross the A38 via an existing footbridge. As this site lies close to Derby City's administrative area, there are opportunities to improve cycle routes into the nearby city centre. The provision of such a facility would be expected to act as a well-utilised commuter route for residents living near Breadsall Hilltop and Oakwood.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Derby**

HV Point of Connection: **25 Stores Road**

Diversion Required?

No

Likely works to provide

Nominal supply capacity to site: **Recent housing development immediately to the south. In excess of 4km from nearest Primary Point of Connection (along major highway routes). Reinforcement and reconfiguration works anticipated to provide capacity.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not. It will be the responsibility of a site promoter(s) to demonstrate how issues regarding current limitations of water/drainage infrastructure are to be overcome.



Foul Drainage

Description	Risk Rating
Site is located adjacent to recent / partially completed development. External flooding incident reported downstream. Development may impact local overflow operation.	Medium

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the surface water system to the north of the site boundary	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Breadsall C of E Primary	1.1km
	School – Junior	Da Vinci Academy	1.1km

Facility Icon	Facility	Location	Distance from site
	Bus stop	Lychgate Close/ Bishops Drive	0.6km
	Public House	Paddock Public House, Breadsall	1km
	Health Facility	Taddington Road Surgery	2km
	Leisure Centre	Springwood Leisure Centre, Oakwood	2.3km
	Employment Site	Little Eaton Southern Triangle	5.5km
	Superstore or Town/Local Centre	Morrison's Superstore, Wheatcroft Way, Derby	4.2km
	Community Hall	Breadsall Memorial Hall	3km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA3, whilst wholly situated within Erewash Borough, directly adjoins the main built-up area (MBUA) of Derby within the administrative area of Derby City Council.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area(s) of Green Belt at Breadsall.

Distance 1: Hill Top to 45 Brookfields Drive, Breadsall. The current gap before potential development of SGA3/deallocation of Green Belt is **0.33km**. The amended gap (A – SGA3 to 45 Brookfields Drive, Breadsall) in the event of SGA3 being developed is **0.15km**. This is a major lessening of gap with a reduction of **54.5%** in the current distance.

The development of SGA3 would therefore have a significant impact on the lessening of the already narrow gap between Breadsall village and the edge of the Derby MBUA.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA3's development may make, a measurement between the centre point of Derby (Market Place, Sadler Gate) and the nearest point of SGA3 is made. This distance is **3.1km**. The distance from the centre point to the furthest extent of SGA3's developable area is **3.44km**. This distance shows the site would contribute to an enlargement of **11%** of the current distance between the centre of Derby and the outermost extent of SGA3.

To preserve the setting and special character of historic towns:

Breadsall Conservation Area is located approx. 400 metres from SGA3, therefore the development site is considered to have an impact on the setting and special character of historic towns.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within the boundaries of SGA3 is greenfield in its entirety.

CONTAMINATION AND GROUND STABILITY:

Bordering the site to its northeast is the line of the former Great Northern railway line (this section of track was dismantled in the 1970's), a section of which ran between Derby and Ilkeston. As mentioned earlier in the assessment, this is now the route of a multi-user recreational trail. Very small traces of ground contamination may therefore exist in the immediate vicinity of this section of SGA3's suggested boundary due to the historic legacy of passing trains. However, land across SGA3 has historically remained open and undeveloped making the presence of ground contamination here unlikely. There is no evidence to suggest ground stability issues and the site falls outside any of the Coal Authority risk zones that help to flag up geological issues that may require detailed investigation.

SGA5: East of Borrowash

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	8.7 Ha
Proposed number of dwellings	304 homes (at 35 dwellings per hectare)
Main land-uses	Agricultural land (rated as a mix of 'very good'/'good to moderate' in agricultural classification), farm buildings/equine facilities, Garden Centre and associated curtilage.
Landscape Character Area	<p>Area - Trent Valley Washlands Landscape Character Area Type – Lowland Village Farmland</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Gently rolling, almost flat, lowland with river terraces • Low slopes and summits give a sense of elevation over a broad flood plain • Mixed farming with arable cropping and improved pasture • Thinly scattered hedgerow trees including some willow pollards • Scattered, locally dense, watercourse trees. • Medium to large regular fields with thorn hedgerows • Discrete red brick villages with farms and cottages • Large red brick outlying farms.
Flood Zones & Watercourses	<p>Flood Zone 1 – 8.7ha (0%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – A drainage channel runs alongside much of the eastern-most boundary of SGA5 (eventually reaching the River Derwent further south), although its presence does not lead to any heightened flood risk in excess of that which is associated with Flood Zone 1.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Recently-established boundary separating SGA with new-build development at Lace Makers Close. Modern timber-panelled fencing is complemented on its northern side by a row of almost unbroken smaller trees.

B – Strong line of hedgerow with a number of tall, mature trees found continuously along its length. Immediately adjacent to a small brook, a minor tributary of the River Derwent.

C – Domestic fencing separating Brook Close House from neighbouring Garden Centre business. A number of large shrubs sporadically augment the boundary with a mature single tree dominant at southern-most end.

D – Mix of roadside (B5010) hedgerow, a landscaped brick drive entry structure to Brook Ash Farm with rising vegetation beyond.

E – Similar in character to section **B** with a continuation of the brook in NE direction. A strong line of established vegetation lines the brook, with some small widened groupings of trees periodically positioned along the boundary.

F – Hedgerow of low height, which towards its eastern end loses density with notable gaps allowing access between adjacent fields. Occasional trees found along this section of boundary.

G – Basic timber partition fencing.

H – Combination of fencing, hedgerow and mature trees (trees along north/south-facing boundary and mainly hedgerow after boundary turns westwards).

I – Various treatments exist serving to separate the domestic curtilages of properties along Cole Lane from fields at their rear. In addition to individual sections of fencing and hedgerow, large and mature trees are regularly positioned along the boundary – although spaces between these expose more modern boundary treatments.

J – Small section of boundary separating domestic dwelling 290 Nottingham Road from neighbouring Garden Centre. This consists of well-maintained conifer hedgerow and timber panel fencing.

K – Long section of conifer hedgerow serving same purpose as boundary described as **J**.

A site boundary is presented by **Map 1**. Sections **B, C, D, E & F** as described above would constitute a new GB boundary in the event of the SGA being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA5 spanning both sides of Nottingham Road (B5010) with a much larger area of land located on the northern side. With only a short stretch of highway (approx. 70m) providing frontage to both the northern and southern sides of Nottingham Road, it is sensible to suggest access to both parcels is via a shared mini-roundabout broadly located just east of the current entrance to the Garden Centre. Currently, this stretch of B5010 has a speed limit of 60mph that begins upon entrance to the Borrowash built-up area. As a result, the installations of a mini-roundabout would not be acceptable. In line with highway engineering standards, this stretch of highway would need to be subject to a lower speed limit, with a continuation eastwards of the 30mph zone running as far as where the suggested boundary of the northern section of site begins to diverge from the B5010. The western boundary of SGA5 runs alongside the rear boundaries of properties located on Cole Lane, but after assessment, formulating a vehicular access here would necessitate the removal of at least two dwellings that is undesirable.

All proposed site access points (AP's) are presented on Map 1.

AP1: Junction serving land both north and south of the B5010 just eastwards of the existing Garden Centre



This would involve the installation of a new four-arm mini-roundabout with new accesses established north and south of the B5010 Nottingham Road. This would require a section of B5010 extending further east to be subject of a speed restriction to 30mph in order to allow for a mini-roundabout to be permissible whilst maintaining highway safety for all road users.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **304 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **304** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA5** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA5**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (152 vehicles)
J2	 (152 vehicles)

J1: Junction of Nottingham Road (B5010) & Cole Lane

This is a major/minor priority T-junction arrangement with major priority for traffic along the B5010 heading east/west. As with many other junctions, enhancements to allow additional traffic to flow through is difficult due to the built form of the immediate surrounding areas. Despite the B5010 being generous in its carriageway width, neighbouring property boundaries restrict the ability to re-engineer the junction, limiting possible options. Signalisation could be explored, although the lack of physical space for filter lanes would serve to affect the flow of traffic through such a junction.

J2: Junction of Nottingham Road (B5010) & Hopwell Road

Identically to J1, this is a major/minor priority T-junction arrangement with major priority for traffic along the B5010 heading east/west. The B5010 is subject of a 60mph speed limit, as is the minor joining road. On-highway provision is made both east and westbound with broken white markings delineating road space for cyclists. Unlike J1, there is generous space on the junction's south side each side of Hopwell Road. This offers opportunities for a re-engineered junction, perhaps to allow the addition of a filter lane to be added in order to create a ghost junction configuration for eastbound traffic to continue without being impeded by traffic waiting to turn right into Hopwell Road.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- None

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None**

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA5**.

Whilst the information above characterises this part of Erewash as relatively lacking in biodiversity assets, any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

SGA5 could utilise a single access point onto the B5010 Nottingham Road - a B classified highway. Junction capacity analysis indicates that one or more junctions will very likely require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The i4 Trent Barton-run service routes along Nottingham Road (B5010). This service runs regularly (every 20 minutes) throughout the day linking SGA5 to Nottingham, Derby at each end of its route. The nearest bus stop to SGA5 is just west of the site along Nottingham Road, around 270m from the centre of the site.

SCHOOL PROVISION:

The figures below for Ashbrook Infants & Juniors were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD). The figures for West Park Community School were calculated using Derby City Council's figures for school place provision derived from their Contributions SPD.

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA5 requires	Updated Pupil Numbers with Development	SGA5 impact on school
Ashbrook Infants and Juniors	346	No info available	73	419	No info available

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA5 requires	Updated Pupil Numbers with Development	SGA5 impact on school
West Park Community School (Derby City)	1,250	1,362	61	1,423	14% under capacity

GREEN & BLUE INFRASTRUCTURE:

SGA5 covers what appears to be a large area of private land immediately east of the settlement of Borrowash. No Public Rights of Way (PRoW) pass through or around this area, demonstrating its mainly private character. As such, little opportunity exists to provide G&BI facilities that help to enhance links between the site and current green or blue infrastructure networks found in the immediate area. Despite a lack of links, a development of this scale would require the provision of open space given the relative shortage of amenity green space or children's play facilities close to SGA5.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Spondon**

HV Point of Connection: **16 Riverside House**

Diversion Required? **No**

Likely works to provide

Nominal supply capacity to site: **Local Connection.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.

Foul Drainage

Description	Risk Rating
Development may impact local overflow operations, some of which are associated with historical pollution incidents on the watercourse.	Medium

Surface Water

Description	Risk Rating
Brownfield site. Assumed that the development will discharge to the watercourse adjacent to the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Ashbrook Infants & Juniors, Victoria Avenue	1.7km
	School –Secondary	West Park Community School, West Road, Spondon	4.6km
	Bus stop	Nottingham Road (B5010)	0.2km
	Public House	Nags Head PH, Nottingham Road (B5010)	0.7km
	Health Facility	Overdale Medical Practice, Victoria Avenue	2km
	Leisure Centre	Sandiacre Friesland Leisure Centre	4.9km
	Employment Site	EELS 007, Works at Victoria Road & Town End Road	2.7km
	Superstore or Town/Local Centre	Borrowash Local Centre	1.2km
	Community Hall	Harrington Avenue Community Centre	0.9km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA5 would lead to the growth of a village (Borrowash).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area(s) of Green Belt at Draycott.

Distance 1: Borrowash to Draycott. The current gap before potential development of SGA5/deallocation of Green Belt is **0.98km**. The amended gap (A – SGA5 to Draycott) in the event of SGA5 being developed is **1.03km**. This is in excess of the current width of gap.

The development of SGA5 would not therefore reduce the current GB gap between Borrowash and the nearest Erewash inset settlement of Draycott, with the gap maintained at its current distance.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA5's development may make, a measurement between the centre point of Borrowash (Open Space at Briar Close) and the nearest point of SGA5 is made. This distance is **0.64km**. The distance from the centre point to the furthest extent of SGA5's developable area is **1.02km**. This distance shows the site would contribute to an enlargement of **59.4%** of the current distance between the centre of Borrowash and the outermost extent of SGA5.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA5 is the Ockbrook Village CA around 0.9km away from the site. Whilst the SGA is relatively close (<1km) to the CA, the CA is located on the opposite side of the busy A52 with modern residential development evident within this gap. It is therefore unlikely that development of SGA5 would have a detrimental impact on the setting and special character of the CA.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Despite a sizeable number of buildings and agricultural operations across SGA5 (this includes Collyer's Nursery and Brook Ash Farm with its various outbuildings), visually it appears that around a third of the site would be classified as being brownfield with the rest greenfield in status.

CONTAMINATION AND GROUND STABILITY:

Land within SGA5 has historically accommodated agricultural use, something confirmed by historic mapping and aerial photography showing a number of smallholders across the site. The majority of the eastern part of SGA5 was home to Cromwell Plant Nursery, and it was only during the second half of the c20th that Brook Ash Farm, sited just north of Nottingham Road (B5010) was built. There is no

evidence to suggest ground stability issues and the site falls outside the extent of any of the Coal Authority risk zones that help to identify geological issues.

SGA6: West of Borrowash

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	18 Ha
Proposed number of dwellings	630 homes (at 35 dwellings per hectare)
Main land-uses	Agricultural land (rated 'good to moderate' in agricultural classification)
Landscape Character Area	Area - Trent Valley Washlands Type – Lowland Village Farmlands Key characteristics: <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture• Thinly scattered hedgerow trees including some willow pollards• Scattered, locally dense, watercourse trees• Medium to large regular fields with thorn hedgerows• Discrete red brick villages with farms and cottages• Large red brick outlying farms
Flood Zones & Watercourses	Flood Zone 1 – 18ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%) Notable watercourses – None

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – The north site boundary is defined by the A52 and its associated roadsides.

B – A long section of site boundary which primarily defines the western extent of the settlement. This comprises a variety of boundary treatments along its course, but largely sees a mixture of trees, shrub and fencing and acts to separate domestic curtilages of homes on Victoria Avenue, Covent Garden Close and Field Close from

adjoining agricultural land. This separation continues across the south of SGA6, with largely the same boundary treatment as previously described running along the back of domestic properties along Derby Road (A6005).

C – A very short section of boundary which sees hedgerow run for a short distance along the northern side of Derby Road.

D – This suggested boundary follows the line of a public right of way across the centre of a large and open arable-farmed field. The track continues in a northward direction until reaching the westbound carriageway of the A52.

A site boundary is presented by **Map 1**. Sections **A, C & D** as described above would constitute a new GB boundary in the event of the SGA being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA6 being bounded by the A52 on its northern side, Victoria Avenue to its east and Derby Road (A6005) south of the site. SGA6 suffers from little physically connectivity between the suggested site boundaries and any of the nearby highways, with only a narrow width of 25m west of 72 Derby Road available to take direct access directly from leaving access options limited. The site borders the A52, but it is unlikely that a strategic justification to form a dedicated drive-in, drive out slip road into SGA6 would be acceptable, whilst a further access directly off the A52 linking with the local road network would risk subjecting local roads to unacceptable levels of diverting traffic. To the east of SGA6 lie a row of homes situated on the west side of Victoria Avenue prejudicing the ability to establish a direct vehicular access with any ease.

All proposed site access points (AP's) are presented on Map 1.

AP1: Junction with Derby Road (A6005) immediately west of 72 Derby Road

A vehicular access point would be provided here to link the site to Derby Road. A provisional, non-technical view that the access point could be wide enough to include all necessary filter lanes. However, the restricted width of the A6005's carriageway at this point would restrict the ability to create a right-turning filter lane for traffic accessing the site. Installation of a mini-roundabout may be suitable to ensure acceptable flow of traffic out of SGA6. Upon exiting the Borrowash built-up area, the speed limit increases from 30mph to 40mph, so this would require 65m visibility splays in each direction should a T-junction be deemed the most desirable junction arrangement. It is not believed that the access point here would span any known ransom strips of land.



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **630 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **630** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA6** during the peak AM due to the staggered

time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA6**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (315 vehicles)
J2	 (315 vehicles)

J1: Staggered junction of Nottingham Road/Victoria Avenue and Nottingham Road (A6005)/Station Road (B5010)

This is a staggered crossroads with two T-junctions along Nottingham Road (which holds priority at both) within around 40 metres of one another. Technically two separate junctions, their close proximity sees it function as a single junction. Victoria Avenue joins Nottingham Road from the north and Station Road (B5010) joins from the south. The junction would benefit from filter lanes to alleviate tailbacks behind cars turning off Nottingham Road. However, the form of built development directly overlooking both junctions and limited road width of Nottingham Road means the implementation of such a measure would require an unrealistically high scale of re-engineering work.

J2: Interchange of A52 (Brian Clough Way) & A6005 (Derby Road)

Multi-lane roundabout and flyover arrangement. Roundabout accessed by eight separate arms, four of which are exit/entry slip lanes providing access to the elevated A52 that passes overhead. Some approaches (A6005 westbound) are multi-lane, whilst access is provided directly into adjoining

residential (Merchant Avenue) and industrial areas (Megaloughton Lane). Some sections of the roundabout see restrictions upon movement of vehicles with ghost areas marked out to enable safe filtering and control of traffic. This is a complex junction with several sizeable developments directly adjacent to it. A large ASDA supermarket adjoins directly west, with traffic using the store backing up onto the island at peak times. For the non-slip road entrances and exits, opportunities for physical engineering alterations are limited. Residential development adjoins the roundabout, with widening work problematic without requiring land-take. Signalisation of roundabout approaches could be considered, but this would undoubtedly result in disruptions to the flow of traffic along the A52 that is a crucial transport corridor between Derby City Centre and the M1.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **DE007 River Derwent** (a nearby Local Wildlife Site)
- **ER148 Derby & Sandiacre Canal, Borrowash** (a nearby Local Wildlife Site)

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA6**.

Some of the site is allocated as lower spatial priority woodland habitat. Identified as a site for priority species targeting: lapwing, redshank. The area is also identified as farm wildlife package areas. The site is a medium priority for countryside stewardship water quality priority area. There are surface water pesticide issues of medium priority. The site is categorised as a woodland spatial lower priority.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

The potential for only one appropriate access point onto the A-classified Derby Road (A6005) has been identified. Given the potential scale of the site, accommodating only one access point represents a limitation to traffic management. Junction capacity analysis also indicates that one or more junctions will very likely require

intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA6 has the potential to be served by public transport that already currently serves the settlement of Borrowash with existing bus stops located around 500m from the centre of the site. From here, a frequent service runs directly between Long Eaton and Derby.

SCHOOL PROVISION:

The figures below for Ashbrook Infants & Junior School were calculated using Derbyshire County Council's Education Provision figures set out within the Developer Contributions Supplementary Planning Document. The figures for West Park Community School were calculated using the corresponding information contained within Derby City Council's details concerning school place provision.

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA6 requires	Updated Pupil Numbers with Development	SGA6 impact on school
Ashbrook Infants and Juniors	346	Not known	73	419	Not known

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA6 requires	Updated Pupil Numbers with Development	SGA6 impact on school
West Park Community School	1,250	1,362	61	1,423	14% under capacity

GREEN & BLUE INFRASTRUCTURE:

There is a Public Right of Way (PRoW) which runs along the western boundary of the site. This is the only PRoW in the immediate vicinity of the site. Across Derby Road is a PRoW which provides access to the north of Breaston. This trail isn't

particularly cycle friendly and isn't well lit for users, limiting its utilisation. There is potential opportunity to extend the PRow network over the administrative boundary into Spondon which lies less than a mile away from the centre of SGA6. This could be achieved by extending the network westwards to the south of Derby Road and running parallel to the railway line.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Spondon**

HV Point of Connection: **09 Anglers Lane**

Diversion Required? **No**

Likely works to provide

Nominal supply capacity to site: **Reconfiguration/reinforcement works required to provide connection**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.

Foul Drainage

Description	Risk Rating
External flooding incident reported downstream. Development would drain to same location as SGA5. Development may impact local overflow operations some of which are associated with historical pollution incidents on the watercourse	High

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse ~150m from the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Ashbrook Infant & Junior School	1.3km
	School –Secondary	West Park School, Spondon (Derby City)	3.3km
	Bus stop	Derby Road	0.5km
	Public House	The Nags Head	1.35 km
	Health Facility	The Park Medical Practice	0.5km
	Leisure Centre	Sandiacre Friesland Sports Centre	6.8km
	Employment Site	EELS 006	3.9km
	Superstore or Town/Local Centre	Borrowash Local Centre	0.9km
	Community Hall	Gordon Lacey Hall	1.8km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of the site would lead to the growth of a village (Borrowash).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Spondon in Derby City.

Distance 1: Borrowash to Spondon (in Derby City). The current gap (Manor Rd, Borrowash to Hobson Drive, Spondon) before potential development of SGA6/deallocation of Green Belt is **0.29km**. The amended gap (A – SGA6 to Spondon in the event of SGA6 being developed is **0.28km**. This is a minor lessening of gap with a reduction of **3.6%** in the current distance. The development of SGA6 would therefore have only a minor impact on the lessening of current gap between the settlements of Borrowash and Spondon.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA6's development may make, a measurement between the centre point of Borrowash (Open Space at Briar Close) and the nearest point of SGA6 is made. This distance is **0.43km**. The distance from the centre point to the furthest extent of SGA6's developable area is **0.75km**. This distance shows the site would contribute to an enlargement of **74.4%** of the current distance between the centre of Borrowash and the outermost extent of SGA6. However, given Borrowash's inset and built-up area extends westwards along the A6005 Derby Road, the 74.4% figure should be seen in the appropriate context which, despite the figure, reduces any real sense of encroachment.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA6 is Ockbrook Village CA 0.43km northwards. However, with the A52 located between SGA6 and the CA, it is felt that any future development of the site would not result in a detrimental impact in the setting or character of the CA.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The majority of SGA6 is greenfield, with the few parcels of developed (brownfield) land restricted to a limited number of equine/agriculture-related facilities set within the south of the site.

CONTAMINATION AND GROUND STABILITY:

An analysis of historic mapping and aerial photography shows the land within the suggested boundaries of SGA6 being in agricultural use, divided into a series of enclosed fields. As such, the presence of ground contamination is thought to be unlikely across this almost exclusively undeveloped location. There is no evidence to suggest ground stability issues; the site falls outside of any of the Coal Authority risk zones which advise on the likelihood of geology issues caused by legacy mining activity

SGA7: North of Cotmanhay

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	7.2 Ha
Proposed number of dwellings	250 homes (at 35 dwellings per hectare)
Main land-uses	Agricultural land (rated 'poor' in agricultural classification)
Landscape Character Area	<p>Area - S Yorkshire, Notts & Derbyshire Coalfield Type – Coalfield Estate lands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently undulating landform• Dairy farming with pasture and localised arable cropping• Relict ancient semi-natural woodland, copses and linear tree-belts• Dense watercourse trees and scattered hedgerow trees• Towns and villages on ridgelines surrounded by remnant medieval strip fields• Network of small irregular lanes between larger urban roads• Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 7.2ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – There is a small stream that runs alongside the site's western/north-western boundary.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Hedgerow which separates the field from a Public Right of Way which runs parallel to the sites eastern boundary.

B – Field boundaries incorporating hedgerow, intermittent established trees and an access lane.

C– Boundary characterised by hedgerow and fencing helping to define the extent of residential curtilages for properties along The Copse.

D– Field boundary that consists of hedgerow and occasional small trees along its course.

E – Woodland edge.

A site boundary has been submitted by a site promoter and is presented by **Map 1**. Sections **D** and **E** would constitute the new defensible Green Belt boundary if this site were to be allocated within the Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the SGA7 site sweeping partly around the top of Cotmanhay at the northern-most extent of Ilkeston. Opportunities to formulate vehicular access to the existing road network are limited however, largely because of the existing form of built residential development wrapping around the east, south and west of SGA7. Unfortunately, the site shares no boundary with the largest nearby road, the A6007 Heanor Road, something would help the ease in which a junction to serve SGA7 could be achieved. Instead, proposed access to the site sees the utilisation of Woodside Crescent, a limited residential highway. The site access point is located at the southern extent of SGA7. The site promoter has informed the Council that an option exists on a property adjoining the current junction between Woodside Crescent and Heanor Road that would allow for the formulation of a junction.

All proposed site access points (AP's) are presented on Map 1.

AP1: Continuation of Woodside Crescent north-eastwards

As explained above, current access arrangements would require sizeable upgrading to be able to serve a development of approx. 250 homes. Woodside Crescent would act as the sole vehicular access point into SGA7, and as the site promoter informs, forms a corridor of appropriate width demonstrating adoptable standard vehicular access that is sufficient to serve a proposed allocation.




JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **250 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **250** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA7** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys

expected to pass through identified junctions near **SGA7**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first junction beyond **J1** in each direction are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can safely accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (250 vehicles)
J2	 (125 vehicles)
J3	 (125 vehicles)

J1: Junction of Heanor Road (A6007) & Woodside Crescent

Currently this is a major/minor priority junction. Priority highway is Heanor Road with Woodside Crescent a narrow joining side road of single lane width, although at its meeting with Heanor Road the highway is sufficiently wide enough to show a broken central line. The junction displays tight right-angled corners, sharp enough to drastically reduce the speed of turning traffic off Heanor Road. With Heanor Road subject to a 40mph speed limit, a mini-roundabout might not be considered suitable by the highway authority. Other alternatives could be a signalised junction to allow ample opportunity for traffic leaving SGA7, rather than building up back along Woodside Crescent into the development site. The introduction of further traffic signals along Heanor Road may impede the flow of traffic along this highway.

J2: Roundabout at northern-most end of Chalons Way (Heanor Road, Chalons Way – A6007, Rutland Street – A6096, Manners Road – B6007 & Granby Street (unclassified))

This is a major five-arm multi-lane roundabout. All approaches enjoy separate lane arrangements to ensure effective traffic flow management through the roundabout. All exits, with the exception of Chalons Way (dual lane), are single lane – whilst signalled pedestrian crossings are set back a short way along the joining arms, except for Granby Street. Improvements to a key local roundabout are not entirely clear. The complexities of the roundabout's layout make understanding its scope for reconfiguration difficult to assess. It is noticeable how relatively short the dual lane approach is to the roundabout on the Heanor Road approach, the shortest of all entry arms. However, whilst a logical enhancement would be to extend this back to allow better separation of traffic, the limited space available on the eastern side of Heanor Road on approach to the roundabout likely impedes such works. Signalised entry to the roundabout could be appropriate as this would better reflect the altered flows of traffic arriving at it.

J3: Junction of Ilkeston Road (A6007), Breach Road & Sunningdale Avenue, Heanor

Currently this junction is a crossroads with major/minor priority arrangement. Priority highway is Ilkeston Road. Breach Road in contrast is a narrow highway constrained by built development on its southern side that is subject to a one-way traffic direction permitting entry from the junction, but not exit. No filter lane arrangements are in place allowing for north or southbound A6007 traffic to safely turn across the highway, although Ilkeston Road is reasonably wide through the junction to allow informal passing opportunities. With traffic flow from SGA7 likely to be travelling northwards along the A6007 towards Heanor Town Centre and turning right (east) in the general direction of Langley Mill and the A610, the logical enhancement would be the introduction of a right-turn filter lane through the junction. With generous pavement widths on the western side of the junction, there could be scope to widen the junction to provide the necessary space for a small section of filter lane. With a narrow highway along the one-way section of Breach Road, there may be an argument to restrict the volume of traffic encouraged to use this route that would see more vehicles progressing north towards Heanor Town Centre.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- None located within the site but the following Local Wildlife Sites can be found nearby to SGA7: **AV329 Shipley Wood**, **ER196 Shipley Wood** and **ER196 Shipley Wood**.

There is area of ancient woodland adjacent to the northern boundary of the site, as indicated by mapping from Magic Maps, a mapping system managed by DEFRA.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA7**. However, a large TPO group designation (Ref 47 Cotmanhay Wood) directly adjoins the site immediately to its east.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

The site and its potential access arrangements do not directly adjoin any A or B-classification roads. The access point would see an extension of Woodside Crescent into the site, which itself leads onto Heanor Road and is an A-classified road (A6007). Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA7 is served by a bus stop on Heanor Road (A6007), approx. 500m from the proposed boundary. Services passing here serve Ilkeston, Heanor, Mansfield, Derby and Nottingham.

SCHOOL PROVISION:

The following information was provided by Derbyshire County Council during the Regulation 18 Options for Growth consultation. Further consultation with Derbyshire County Council on school place provision will be sought throughout the Local Plan process.

Primary School: **Cotmanhay Infants and Junior School**

Anticipated Yield: **48 places in 5 years**

Projected Available Capacity in 2023:

	Infants	Juniors
Total Number of School Places	240	240
Projected 2023 figure (including impacts from development)	181	247

GREEN & BLUE INFRASTRUCTURE:

A Public Right of Way (PRoW) runs parallel to the site's boundary from its south-eastern corner. The surrounding Green Infrastructure assets allows people to walk to the Erewash Canal down Long Lane (north of the site) and access the town of Eastwood and surrounding areas via a pedestrian-only railway bridge. There are excellent connectivity opportunities between SGA7 and the Erewash Valley Trail and the Nutbrook Trail through improving access to the Erewash Canal. Should SGA7 be developed, improving connectivity and knowledge of these routes amongst local residents could enhance people's health and wellbeing by encouraging walking or cycling as a more predominate form of local travel. These two trails are currently under-utilised and could see an increase in sustainable forms of travel and movement between the three Erewash towns of Long Eaton, Sandiacre and Ilkeston, whilst linking green infrastructure will open up access to locations within Broxtowe and Amber Valley.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Ilkeston**

HV Point of Connection: **07 Shipley Park**

Diversion Required? **No**

Likely works to provide
Nominal supply capacity to site: **Significant and recent development ongoing immediately to the west. Further reinforcement and reconfiguration require to accommodate this additional capacity.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.

Foul Drainage










Description	Risk Rating
Cluster of internal / external flooding incidents reported	High

Description	Risk Rating
downstream. Development may impact local overflow operations.	

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse within the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary and Junior	Cotmanhay Infant /Junior school	1.6 km
	School – Secondary	Ormiston Ilkeston Enterprise Academy	4.1 km
	Bus stop	Hassocks Lane South	0.6 km
	Public House	The Mallard, Heanor Road	0.7 km
	Health Facility	Cotmanhay Surgery	0.8 km
	Leisure Centre	Victoria Park Leisure Centre	2.7 km
	Employment Site	EELS 064 – Works at Grenville Drive	1.7 km
	Superstore or Town/Local Centre	Tesco Superstore	2.7 km
	Community Hall	Christ Church Hall	1.5 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA7 would result in the growth of the town of Ilkeston.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Heanor in Amber Valley.

Distance 1: Ilkeston to Shipley The current gap before potential development of SGA7/deallocation of Green Belt is **1.72km** (the distance between 189 Hassock Lane South and 65 Hardy Barn). The amended gap (A – SGA7 to 65 Hardy Barn) in the event of SGA7 being developed is **1.72km**. This sees no lessening of gap in the current distance.

The development of SGA7 would therefore have no impact on the lessening of existing gap between the settlements of Ilkeston and Heanor.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA7's development may make, a measurement between the centre point of Ilkeston (18 Stanley Close) and the nearest point of SGA7 which sits within the Green Belt is made (a portion of SGA7 is located within the inset settlement of Ilkeston). This distance is **3.00km**. The distance from the centre point to the furthest extent of SGA7 is **3.4km**. This distance shows the site would contribute to an enlargement of **13.3%** of the current distance between the centre of Ilkeston and the outermost extent of SGA7. However, it is worth noting that the land between the outer point of SGA7 and the nearest inset area of Heanor in Amber Valley cannot be considered to have a substantial degree of openness. Indeed, residential development extends northwards along Heanor Road outside the Borough into neighbouring Amber Valley at 145 Hassock Lane South. This development sees patterns of built development projecting much closer to the inset area of Heanor than SGA7's proposed extent, reducing the perception of encroachment.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA7 is Eastwood CA (in neighbouring Broxtowe Borough) located 2.35km away. This is further away in distance than any CA in Erewash.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The land within the suggested boundaries of SGA7 is almost wholly greenfield in status.

CONTAMINATION AND GROUND STABILITY:

Land within SGA7 has historically occupied an agricultural use with the neighbouring land consisting of dense woodland, something confirmed by historic mapping and aerial photography. It is understood Woodland Farm managed the farmland situated west of Cotmanhay Wood, while Poplars Farm managed land east of the wooded area. With the extent of SGA7 largely free from built development, it is extremely unlikely that land here will have been subjected to any activities that would result in ground contamination. Notwithstanding the above, almost the entire site does fall within the Coal Authority's Referral Risk zone. This suggests there is likely to be

ground stability issues which need further investigation in establishing the site's geology and identifying any remediation measures.

SGA10: South of Little Eaton

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	11.5 Ha
Proposed number of dwellings	200 homes (at 17 dwellings per hectare)
Main land-uses	Former landfill site
Landscape Character Area	<p>Area - South Yorkshire, Nottinghamshire & Derbyshire Coalfield Type – Coalfield Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently undulating landform• Dairy farming with pasture and localised arable cropping• Relict ancient semi-natural woodland, copses and linear tree-belts• Dense watercourse trees and scattered hedgerow trees• Towns and villages on ridge lines surrounded by remnant medieval strip fields• Network of small irregular lanes between larger urban roads• Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 1.9ha (16.5%) Flood Zone 2 – 5.3ha (46.1%) Flood Zone 3 – 4.3ha (37.4%)</p> <p>Notable watercourses – Bottle Brook and the River Derwent border the site. Whilst not a watercourse, the site adjoins a water treatment facility directly to the north.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – The B6179 Alfreton Road defines the eastern-most extent of the site with a strong line of mature trees running parallel to the highway.

B – Similarly to **A**, this short section of site boundary follows the A38 around to the west with the highway defining the outer-most extent of the site.

C – This section of boundary is defined by the operational railway line which runs north-south along the entirety of the western extent of SGA10.

D – Mostly a current identifiable boundary which distinguishes between Outram's Wharf Industrial Estate and land within SGA10. Section largely consists of a line of mature trees.

E – Another section, similarly to **D**, which sees an established treeline and hedgerow run along the southern side of Outram's Wharf.

A site boundary is indicated in **Map 1**. Boundaries **A**, **B** and **C** represent new defensible Green Belt boundaries should SGA10 be taken forward.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 clearly shows SGA10 bordered by two main public highways, the A38 and B6179, which strongly define the site's southern and eastern boundaries respectively. However, with the adjacent section of A38 dual carriageway, vehicular access into the site directly from the A38 is considered unrealistic. Alternative arrangements to form access are instead more suited to the B6179 Alfreton Road which connects the A38 to the centre of Little Eaton. Towards the northern end of SGA10, the B6179 is largely straight in its profile allowing a joining side junction to comfortably meet requirements for splay visibility. Any junction would need to span a disused stretch of canal which now functions as a drainage channel. It is believed that land alongside the B6179 is in the ownership of Highways England, therefore making it unlikely that complex ownership constraints will emerge with regards to securing access between the site and Alfreton Road at the location of AP1.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction between Alfreton Road (B6179) & SGA10



This would take the form of a T-junction arrangement which could involve signalisation to offer opportunities for traffic to exit SGA10 and join the local road network without encountering undue delays departing the site. Depending on land ownership immediately west of Alfreton Road, there could also be an opportunity to provide an off-set mini-roundabout with joining arm off into SGA10. The siting of AP1 is based on a historic access point, evidenced from aerial photography.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **200 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **200** vehicles which are all assumed to leave the site at peak AM time (between 8:00am to 9:00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA10** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA10**. Due to the number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below. However, the anticipated increase in trips is lower than the 120 additional trips passing through a junction per hour that is required to warrant detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the two junctions expected to see the largest number of vehicle movements through them.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (100 vehicles)
J2	 (100 vehicles)

J1: Roundabout of Alfreton Road (B6179), A38 & A61

This is a multi-arm roundabout south of SGA10. On the B6179's approach to the roundabout, the highway accommodates dual-lanes to accommodate different vehicular movements. Part of the Strategic Road Network (SRN), the roundabout is often busy. Recent remodelling works have helped improve the flow of traffic, although the island has recently been the subject of a National Infrastructure Planning enquiry into the construction of a grade separated flyover at the location which was given consent in January 2021 with Highways England expected to commence works later in 2021. Joining arrangements to the remodelled junction from the Little Eaton direction will continue to access a roundabout at ground level, and access to all exits will remain and there may be scope for any additional traffic flow generated by any future development to be absorbed by the new-style grade separated junction.

J2: Junction of Alfreton Road (B6179) & Duffield Road

This is an off-set T-junction with priorities for traffic flowing along Alfreton Road. Cars approaching the junction along Duffield Road must give-way. As the junction is not set-out as a right angle, cars travelling north along Alfreton Road can exit onto Duffield Road at relatively high speed. There is scope due to space immediately south of Duffield Road to consider the installation of a mini-roundabout and cope with additional vehicular movements, although this could accentuate the degree of angle Duffield Road diverges away from Alfreton Road at. There are also private driveways over the wide grass verges that may be affected should such works be pursued.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:**Statutory environmental designations present or adjoining/nearby to the site:**

- None

Non-statutory environmental designations present or adjoining/nearby to the site:

None inside the site boundaries, but the following Local Wildlife Sites are located nearby to SGA10:

- ER002 Alfreton Road Rough Grassland
- ER005 Breadsall Disused Railway
- DE007 River Derwent (in the Derby City area)

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA10**.

The route of a disused Canal passes along the eastern boundary of the site, an area with potential significant biodiversity and ecological merit, and therefore potential future value as part of any redevelopment of the site.

Much of the site was used as landfill until the early-1990s but since this time has been left relatively unmanaged. Self-seeding trees have reclaimed much of the land and lower-level vegetation is also abundant. The lack of drainage as a result of the material under the top-layer of soil in some areas has also meant that significant growth of moss-style vegetation has occurred.

The above indicates that the site in its current condition displays notable biodiversity and ecological merit and as such any redevelopment of the site could lead to significant environmental detriment if appropriate offsetting measures were not adequately made provision for. Notwithstanding this, no statutory ecological designations currently exist across the site.

There are opportunities for on-site offsetting including in the wide channel of land between the former Canal and Severn Trent (ST) water treatment facility as this is inappropriate for housing development as a result of ST infrastructure. In addition, there is opportunity to develop a green corridor along the length of the former Canal

and there are known local efforts to re-instate some use for the dis-used asset. Whether or not all required offsetting could be accommodated on-site will need to be the subject of further analysis in the event of development, but it should be a priority.

Priority habitat inventory – deciduous woodland identified on the south-eastern portion of the site. The same is identified along the proposed northern boundary of the site (around the south of the Severn Trent asset in the north). Lapwing priority species identified on site.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

There is the potential for site access to be gained directly from the B-classified Alfreton Road (B6179). Junction capacity analysis indicates that no junctions would require intervention as a result of the anticipated traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network. Particular challenges relating to potential impact from development on the adjacent strategic road network to which the B6179 connects, particularly in light of the A38 flyover works and therefore Highways England would need to be engaged in any nearby major residential developments.

PUBLIC TRANSPORT:

The Trent Barton-run Amberline and Sevens 7.1 stop adjacent to the site on Alfreton Road approximately 160m from the centre of SGA10. Amberline services between Hucknall and Derby via Eastwood and Heanor provide an hourly service, as does the Sevens 7.1 which serve Belper and Derby.

SCHOOL PROVISION:

The figures below for Little Eaton Primary School were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD). The figures for Saint Benedict Catholic Voluntary Academy (CVA) were calculated using the equivalent SPD document produced by Derby City Council which includes figures relating to school place provision.

Primary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA10 requires	Updated Pupil Numbers with Development	SGA10 impact on school
Little Eaton Primary School	210	212	48	260	24% over capacity

Secondary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA10 requires	Updated Pupil Numbers with Development	SGA10 impact on school
Saint Benedict CVA (Derby City)	1,215	1,329	40	1,369	13% over capacity

GREEN & BLUE INFRASTRUCTURE:

A Public Right of Way (PRoW) passes through SGA10 from its north-eastern corner to its south-western point. Its onward accessibility value is limited as it encounters the A38 to the south which presents an imposing physical barrier. Similarly to the north, the route halts opposite a factory building situated off Duffield Road. As a result, the value of the PRoW is fairly limited in that it doesn't provide direct access radiating out into the surrounding countryside.

Notwithstanding, it is still of importance and would need to be accommodated and defined appropriately in any redevelopment of the site. More generally, there is the opportunity to re-use the disused canal which flanks the eastern boundary of the site, potentially to accommodate a re-routed PRoW and to accommodate a green corridor in-line with any required biodiversity offsetting measures identified in the masterplanning of the site. The River Derwent also runs nearby the site so forging links to this blue infrastructure asset is worthy of further review.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Darley Abbey**

HV Point of Connection: **Derby 06 Centurian Way**

Diversion Required? **No**

Likely works to provide
Nominal supply capacity to site: **Possible need to establish connection to Darley Abbey Primary – but would need to negotiate rail track and A38 highways infrastructure.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.



Foul Drainage









Description	Risk Rating
Development may impact pump operations and local overflow performance, some of which are associated with historical pollution incidents on the watercourse. External flooding incident reported downstream.	Medium

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse adjacent to the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
 	School – Primary	Little Eaton Primary School, Alfreton Road	1.1km

Facility Icon	Facility	Location	Distance from site
	School – Secondary	Saint Benedict, Catholic Voluntary Academy, Duffield Road, Derby	3.7km
	Bus stop	Alfreton Road	0.3km
	Public House	The New Inn, New Inn Lane	0.6km
	Health Facility	Appletree Medical Practice, The Town	1.1km
	Leisure Centre	Springwood Leisure Centre, Springwood Drive, Derby	6.5km
	Employment Site	ELS 005, Alfreton Road, Little Eaton	0.1km
	Superstore or Town/Local Centre	The Town, Little Eaton - this is not a centre recognised within the hierarchy, nor does it contain a superstore. However The Town has a healthy provision of retail and services and SGA10 is considered to be on a scale that would complement this facility. It is considered that it would be unreasonably detrimental to the potential site if the presence of such a facility were ignored in favour of locating the nearest superstore and/or hierarchy centre.	1.5km
	Community Hall	Little Eaton Village Hall, Church Lane	1.8km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA10 would lead to the growth of a village (Little Eaton).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current extent of Green Belt designation in Little Eaton and the nearest inset area(s) of Green Belt at 73 Ford Lane, Allestree located within the adjacent administrative Derby City area.

Distance 1: Little Eaton to Ford Lane, Allestree. The current gap before potential development of SGA10/deallocation of Green Belt is **0.55km**. The amended gap (A – SGA10 to Ford Lane, Allestree) in the event of SGA10 being developed is **0.23km**. This is a significant reduction of **58.2%** in the current distance between inset settlements.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA10's development may make, a measurement between the centre point of Little Eaton (4 Barley Close) and the nearest point of SGA10 is made. This distance is **0.68km**. The distance from the centre point to the furthest extent of SGA10's developable area is **1.49km**. This distance shows the site would contribute to an enlargement of **119.1%** of the current distance between the centre of Little Eaton and the outermost extent of SGA10 which represents a substantial increase in the size of the settlement southwards.

To preserve the setting and special character of historic towns:

The nearest parts of Breadsall and Little Eaton Conservation Areas (CA) are both approx. 0.75km away from SGA10, sufficiently distant to not harm their respective settings.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Approximately 50% or more of the site is considered to be brownfield land. This is made up of the area known to have been a waste disposal site.

CONTAMINATION AND GROUND STABILITY:

Much of the southern portion of the site has previously been used as landfill. The exact extent of this is not known, nor the type of fill that has been introduced into the ground. However, the topography of the site has altered dramatically as a result of its past role and subsequent capping. Due to the uncertainties outlined above, the developable area outlined by Map 1 is based on flood risk outlines and these display a very strong dividing line between the various flood risk zones. This correlates with the change in topography associated with the historic landfill operation which sees a notable area of 'made' land within SGA10.

Another unknown concerns whether the site was commercially used landfill. Unfortunately no mapping evidence is available at this stage, suggesting the landfilling operation may have been a private endeavour. Some evidence has been identified via a survey carried out in support of a planning application in neighbouring Derby City which documents a waste licence for Ford Lane, Little Eaton being granted in 1977 but which has since been revoked. The survey notes that the annual tonnage expected was 4,999 and total tonnage <25,000 tonnes. This may be referring to the historic landfill which has had such notable influence on this site, or instead may be related to separate commercial use on the site associated with the adjacent skip company. It is not known whether the content of skips saw materials enter the ground.

In any case and in view of the discussion above, it is highly likely that the site has the potential to be impacted by significant levels of ground contamination. However, no part of the site falls within any Coal Authority risk zone and therefore ground instability relating specifically to historic mining activity is unlikely to present an issue.

SGA11: Risley Village extension

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	5.6 Ha
Proposed number of dwellings	100 homes (at 17.9 dwellings per hectare)
Main land-uses	Agricultural land (rated 'good to moderate' in agricultural classification) & equine related-uses
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture• Thinly scattered hedgerow trees including some willow pollards• Scattered, locally dense, watercourse trees• Medium to large regular fields with thorn hedgerows• Discrete red brick villages with farms and cottages• Large red brick outlying farms
Flood Zones & Watercourses	<p>Flood Zone 1 – 9.7ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – A small drainage channel passes within the boundaries of the SGA running in a broadly east-west alignment. It continues to run northwards towards housing on Derby Road. However, its presence does not lead to any heightened flood risk beyond that associated with Flood Zone 1.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Access track connecting Sandboro’ Fields Farm to Risley. Short element leading to the track in the south-west corner comprising a dense group of trees.

B – Range of field boundaries delineating the extent of residential curtilages on or accessed from westbound side of Derby Road (B5010).

C – Various boundary treatments at end of domestic curtilages of homes on Bostock’s Lane.

D – Thick and largely unmanaged section of hedgerow with numerous mature trees and domestic curtilages beyond.

E – A small section of Bostock’s Lane at its southern-most end.

F – Long section of mature and tall hedgerow that separates the site from the adjacent A52 Brian Clough Way.

A site boundary has been submitted by a site promoter and is presented by **Map 1**. To accommodate this site, defensible boundary sections **A** and **F** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary. In order to establish new defensible boundaries, additional land beyond the proposed site extent will need to be released from the Green Belt in order to accommodate the site.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the single vehicular access point envisaged by the site promoter to adequately serve entry into and exit of SGA11. This utilises land at 32 Bostocks Lane, a property within the ownership of the SGA11 landowner. Whilst detailed layout plans of a new junction are not yet available, the site promoter has informed the Council that the proposed access would meet the technical requirements expected of such an access.

All proposed site access points (AP’s) are presented on Map 1.

AP1: New junction with Bostocks Lane



At the intended point of connection, Bostocks Lane is subject of a 30mph speed limit. The carriageway is relatively generous in width at the proposed access point owing to a ‘ghost’ reservation between the lanes, although this is intended to provide a central filter lane for traffic travelling north along Bostocks Lane wishing to turn right and access the Interchange 25 Business Park. Should the future development of SGA11 occur, existing vehicular access arrangements to locations such as the Business Park would need to be addressed to maintain current highway safety. Technical details of the junction at this location will need to demonstrate what form this is to take. This could involve signalisation, or a more basic T-junction with major/minor arrangement (the latter favoured by the site promoter) but with this section of Bostocks Lane often congested at peak times, any junction arrangement planned will need to also show that it does not further exacerbate peak-time travel conditions.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **100 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **100 vehicles** which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA11** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA11**. Due to the number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below. However, the anticipated increase in trips is lower than the 120 additional trips passing through a junction per hour that is required to warrant more detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the junctions expected to see the largest number of vehicle movements through them in the event of the site's development.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (50 vehicles)
J2	 (50 vehicles)

J1: M1/A52 intersection (M1 Junction 25)

This is a three-level stacked roundabout arrangement. The junction offers highways interaction between the M1, A52 and Bostock's Lane. The roundabout allows for movement between the M1 and A52 (and vice versa) with entry/exit slips for both northbound and southbound M1 traffic. These link to the central tier of the 'stack' where exit/entry slips provide access for eastbound and westbound A52 traffic. Bostock's Lane runs through Junction 25 with entry/exit arms for separate sections serving Risley and Long Eaton. The top tier of stack allows east/westbound traffic to flow uninterrupted along the A52. The complicated nature of the junction limit the scope for substantial alterations, with limitations on further land-take adjoining the junction being a notable constraint. Should a new HS2 regional hub station be sited at nearby Toton, it is expected that the M1/A52 intersection will require major reconfiguration as per plans that have been made publically available. Future works may be able to build in additional capacity to allow for a greater number of vehicular movements.

J2: Crossroads of Derby Road (B5010), Rushy Lane & Bostock's Lane

A slightly offset and signalised crossroad arrangement with recessed stop lines on all four approaches to the junction. Three of the four approaches to the crossroads have dual-lanes helping to separate traffic moving in different directions through the junction. Only Rushy Lane has a single lane approach. All exits away from the junction consist of single lanes. As a hint towards the level of hierarchy enjoyed by the approach roads, both eastbound and westbound traffic travelling along Derby Road benefit from a small stretch of central filter lane (approx. 15-20m) beyond the junction's stop lines in which to turn across oncoming traffic. Private residential curtilages beyond boundary treatments tightly abut the southeast and northeast corners of the junction leaving little scope for further reconfiguration. More flexibility exists on the south-west and more noticeably, the north-west corner - but while this may allow the junction to occupy a greater area, the predicted volume of traffic flowing through it might mean revisiting the phasing of signals in combination with nearby junctions (e.g. Sandiacre crossroads east along the B5010) to attempt to create acceptable vehicular flow across the local road network.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- None

Non-statutory environmental designations present or adjoining/nearby to the site:

- None

Identified as a site for priority species targeting: lapwing, redshank birds.

With the above information in mind, assessment shows that development would have little or no impact on statutory/non-statutory ecological assets - on or adjacent to site, requiring minimal (if any) offsetting measures.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA11**. However, a belt of trees located just beyond the eastern boundary of the site are protected as part of a group TPO (TPO Ref 338 – Bostocks Lane, Risley). Further individual TPO-protected trees can be found immediately west of SGA11's proposed vehicular access point in the curtilage of The Grange, Bostocks Lane.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

SGA11 is likely to require a single access point to serve traffic movements from potential future residents linking to Bostocks Lane south of no. 56 – this highway is unclassified. Junction capacity analysis provisionally indicates that no off-site junction requires intervention to mitigate increased traffic levels resulting from the development. However, responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary after more detailed analysis is undertaken to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA11 is located within a short walking distance of the route of the Trent Barton i4 service that runs between Derby, Risley, Sandiacre, Stapleford and Nottingham. A 20-minute frequency of service runs throughout the daytime, which drops to hourly during the evening. The nearest bus stops are located around 280m away from the centre of the site.

SCHOOL PROVISION:

The figures below for Ladycross Infants and Cloudside Junior Academy were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD). The figures provided for Friesland School were also calculated using this SPD.

Primary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA11 requires	Updated Pupil Numbers with Development	SGA11 impact on school
Ladycross Infants & Cloudside Academy	508	487	82	569	12% over capacity

Secondary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA11 requires	Updated Pupil Numbers with Development	SGA11 impact on school
Friesland School	1,323	1,207	68	1,275	4% under capacity

GREEN & BLUE INFRASTRUCTURE:

SGA11 has no Public Right of Way (PRoW) running directly within its promoted boundaries, although Risley Footpath 17 follows the track access down to Sandborough Fields Farm which passes very closely to the suggested western boundary at the site's most south-western point. The adjacency to Footpath 17 offers excellent opportunities to link to Breaston southwards or out into the rural central countryside within Erewash to the north and north-west. Currently, the land within SGA11's suggested boundary is private with no access allowed from the general public. As a consequence, future development has the potential to create high quality green spaces which integrate strongly with Footpath 17, allowing for good ease of access out into the surrounding countryside.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Sandiacre**

HV Point of Connection: **08 York Avenue**

Diversion Required? **Yes**

Likely works to provide

Nominal supply capacity to site: **Local Connection likely**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.






Foul Drainage






Description	Risk Rating
External flooding incidents reported downstream. Development may impact overflow operations, some of which are associated with historical pollution incidents on the watercourse.	Medium

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse within the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Ladycross Infants School, Victoria Road, Sandiacre (1.8 km) and	1.8km
	School – Junior	Cloudside Academy (Junior School), Stanton Road, Sandiacre (3.1km)	3.1km
	School – Secondary	Friesland Community School, Nursery Avenue	1km
	Bus stop	Derby Road, Risley	0.5km
	Public House	The Risley Park, Derby Road	1.2km

Facility Icon	Facility	Location	Distance from site
	Health Facility	Adam House Medical Practice, Derby Road	1.5km
	Leisure Centre	Friesland Sports Centre, Nursery Avenue	1km
	Employment Site	EELS 029 - Interchange 25 Business Park, Bostock's Lane	0.5km
	Superstore or Town/Local Centre	Sandiacre Local Centre	1.6km
	Community Hall	Risley Memorial Village Hall, Derby Road	1km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA11 would lead to the growth of a village (Risley).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Breaston.

Distance 1: Risley to Breaston. The current gap before potential development of SGA11/deallocation of Green Belt is **1.28km**. The amended gap (A – SGA11 to Breaston) in the event of SGA11 being developed is **1.14km**. This is a reduction of **10.9%** in the current distance and represents a minor lessening of the gap between the two settlements.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA11's development would make, a measurement between the centre point of Risley (identified by mapping as immediately south of 14-16 Derby Road) and the nearest point of SGA11 is made. This distance is **0.18km**. The distance from the centre point to the furthest extent of SGA11 is **0.52km**. This distance shows the site would contribute to an enlargement of **188.9%** of the current distance between the centre of Risley and the outermost point of SGA11. Whilst this suggests a severe level of encroachment, factors such as the development being limited in its expansion because of the adjacent A52 and that development up to the southern boundary of SGA11 would only reduce the gap between Risley and Breaston by a minor amount should be taken into consideration.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA11 is Risley CA around 0.24km away from the site. The gap between the two comprises a single enclosed field, increasing the need for any future development to take account of the CA's setting.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within SGA11 is predominantly Greenfield in status. Only the property of 58 Bostocks Lane (sitting centrally within the northern part of SGA11) and its curtilage is considered as brownfield.

CONTAMINATION AND GROUND STABILITY:

Land within SGA11 has historically been in agricultural use, something confirmed by historic mapping and aerial photography. This makes it unlikely that ground contamination will be present. One element of concern is the adjacent A52 that runs in parallel with the suggested southern boundary of SGA11. This sees stationary, queuing traffic at peak times along the slip road and this has the potential to contribute to sub-standard levels of air quality. Located nearby to SGA11 are designated AQMA's on the M1 both north and south of Junction 25 where stationary traffic has been instrumental in contributing to poor air quality. Comprehensive highway enhancement work along the section of M1 closest to SGA11 has helped improve traffic flow with consequential benefits along the A52 and other joining roads; but in the event of future development it would be sensible to establish a suitably wide buffer preventing new housing from being positioned too closely to a neighbouring section of the strategic road network. No area of the site falls within the Coal Authority's risk zones so it is very unlikely the site will suffer from ground instability relating to historic mining practices.

SGA13: South of Lock Lane, Sawley

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	19 Ha
Proposed number of dwellings	570 homes
Main land-uses	Agricultural land (rated 'poor' in agricultural classification)
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Riverside Meadows</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Flat flood plains containing meandering rivers and streams • Seasonally waterlogged soils over alluvium • Intensive permanent pasture • Localised patches of rushes in damp hollows • Dense watercourse trees, mainly alder with some localised willow • Scattered trees along hedgerows and ditches • Regular shaped fields bounded by hawthorn hedges • Lanes alongside or crossing the flood plain • Generally uninhabited with sparsely scattered, isolated farmsteads
Flood Zones & Watercourses	<p>Flood Zone 1 - 0.31ha Flood Zone 2 – 18.66ha Flood Zone 3a and 3b- 0.03ha</p> <p>The Greater Nottingham Strategic Flood Risk Assessment (SFRA) shows SGA13 covered predominantly by Flood Zone 2. An estimation of its extent is presented below. A small fraction of Flood Zone 3a and 3b cover the south-east corner of the site nearby New Grounds Farm. The railway line to the east and flood embankment to the south act as a defence barrier by preventing fluvial flooding from the River Trent. Site capacities for most of the sites have been calculated using a</p>

Key Fact	Description
	<p>ratio of 35 dwellings per hectare. Due to the site's proximity to the River Trent, the ratio has been reduced to 30 dwellings per hectare. This would allow for greater areas of porous space to be incorporated into any future development.</p> <p>Notable watercourses – The River Trent runs south of the site.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – This constitutes the current defensible Green Belt boundary south of Lock Lane and east of Tamworth Road. The boundary consists of a mixture of formal hedgerows and general vegetation. It diverges away from Tamworth Road to omit an established business (car repair garage) from the extent of Green Belt, but the boundary then returns to follow the highway just beyond to its west.

B – This section of boundary is strongly defined by an adjacent railway line. Alongside this runs a dense screen of trees as far as track access to Grounds Farm.

C – Section is defined by the flood bank.

D – Field boundary made up of formal and established hedgerow, drain and occasional trees. West of this section is a Scheduled Ancient Monument, so the site has been shaped to avoid this altogether.

E – Defined by the western edge of a row of houses currently washed over by the Green Belt.

A site boundary is indicated by **Map 1**. Sections **B to E** as described above would constitute a new Green Belt boundary in the event of the SGA being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA13 partly bordered by two main public highways, Tamworth Road (B6540) and Lock Lane. These loosely define the site's western and northern boundaries respectively. These adjoining roads present opportunities to form new vehicular junctions to serve SGA13. Given the size of the site, it is thought necessary to provide two individual accesses in order to alleviate the number of movements along Lock Lane back towards the junction with Tamworth Road. A direct access onto Tamworth Road would also allow for traffic heading west/south-west towards Sawley village to do so in a more direct manner.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction to Lock Lane

This junction would be broadly sited at the location of an existing lane access to farm buildings at the end of the private access route. Traffic exiting SGA13 at this access would almost exclusively head west along Lock Lane toward the junction with Tamworth Road. Given the size of the site and the need to minimise the level of traffic flow from SGA13 via AP1, it may be prudent to not permit traffic to pass throughout the site in order to exit the site through AP2. The limited current width of Lock Lane naturally poses some restriction on the ability of the highway to accommodate a substantial uplift in traffic, although some scope exists for targeted road widening. The type of junction could take the form of a mini-roundabout in conjunction with a lower speed limit on this section of the road. This would be preferable to a priority T-junction which would slow the rate in which traffic could exit SGA13, however, it is acknowledged that relatively little traffic will be heading in a westerly direction coming from Trent Lock.

AP2: New junction to Tamworth Road (B6540)

This junction would be located where the proposed boundary of SGA13 adjoins Tamworth Road in the northwest of the site. With land here within the extent of SGA13, it is unlikely that complex land ownership constraints will emerge with regarding to developing vehicular access. Options for a new junction involve the forming of a signalised junction, or the installation of a three-arm roundabout to allow vehicles to exit SGA13 and join the local road network with relative ease and without undue delay.




JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **570 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **570** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA13** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA13**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions in each primary direction reached off-site beyond **J1** are shown below. J1 is shown as N/A due to the likelihood of a mixture of movements through it from each of the access points described above. The analysis below is based on the assumption that the traffic from SGA13 will either flow towards Long Eaton Town Centre or the strategic road network at the A50.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to

demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 N/A
J2	 (285 vehicles)
J3	 (285 vehicles)

J1: Junction of Tamworth Road (B6540) & Lock Lane

This is a T-junction with major/minor priority arrangements. A short section of right-turning filter lane (sufficient for holding four or five waiting vehicles) exists for northbound traffic wishing to turn into Lock Lane. This could be lengthened slightly to account for more traffic movements into Lock Lane, although any extension back along Tamworth Road in the direction of Sawley would need to account for the need to maintain access into the premises of Kams Car Repair facility. The widening of this junction to facilitate an increase in its business may be possible due to a generous width of grass verge on the western side of Tamworth Road, but this would involve substantial works and with access to the property of 294 Tamworth Road maintained. There may also be scope to widen Lock Lane on approach to its junction with the B6540, although an access road serving property numbers 551-573 Tamworth Road would need to be safeguarded and incorporated into any amendments to the highway at this location.

J2: Roundabout serving Tamworth Road (B6540), Wilsthorpe Road & Fields Farm Road

This junction consists of a four-arm roundabout that sees a high number of vehicles pass through it on a daily basis. Traffic travelling south of Long Eaton converge at this roundabout from three main routes making it a vital junction influential in the flow of traffic around Long Eaton and Sawley. The

roundabout is physically constrained in its immediate surroundings with existing buildings immediately adjacent, whilst immediately south of the roundabout is a listed railway bridge with narrow arches for the B6540 and an access road to Roosevelt Avenue. Despite this, all approaches to the roundabout are dual-lane to help separate traffic according to preferred exit, although these are limited in length. The constraints mentioned make physical alterations to the roundabout in order to accommodate additional traffic rather limited in their scope.

J3: Junction of Tamworth Road (B6540), London Road (B5010), A50 Southern Derby bypass, Station Road & Rycroft Road

This is a major seven-arm grade separated roundabout. This roundabout enables access to the Strategic Road Network (SRN) demonstrating its importance to the road network. The roundabout is advanced in its engineering and design, meaning major enhancements are unlikely to be possible, despite adjoining space available both north and south of the A50 at the higher level. Ongoing growth of the East Midlands Gateway (a major freight distribution facility has been recently developed just north of J3) is likely to add additional traffic use to the roundabout, so any requirement to add capacity as a result of any future development of SGA13 may need to be programmed to occur in conjunction with enhancements made by Highways England.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **Lock Lane Nature Reserve (ER061) – Local Wildlife Site.** This is located slightly beyond the north-eastern corner of the site beyond the railway line and Lock Lane. No part of this designation falls within the site.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA13**.

The site falls under areas classified as being of importance to farmland birds species – Grey Partridge, Lapwing, Tree Sparrow and Yellow Wagtail. Much of the site appears to be in agricultural use.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled ‘Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way’ which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

One of the two suggested access points would meet the B-classified Tamworth Road (B6540). The other would utilise Lock Lane, which is unclassified. Junction capacity analysis indicates that one or more off-site junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The Trent Barton-run Skylink and My15 services stop adjacent to the site at bus stops along Tamworth Road. My15 is an hourly service and links to Ilkeston, Long Eaton and East Midlands Airport. The Skylink service is more regular and links to East Midlands Airport, Derby and Leicester. The nearest bus stop is located around 270m away from the centre of SGA13.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA13 requires	Updated Pupil Numbers with Development	SGA13 impact on school
Sawley Infants and Junior Schools	630	679	137	816	30% over capacity

Secondary School(s)

Schools	Capacity	Currently Enrolled	Development of SGA13 requires	Updated Pupil Numbers with Development	SGA13 impact on school
Long Eaton School	1,237	1,078	114	1,192	4% under capacity

GREEN & BLUE INFRASTRUCTURE:

A Public Right of Way (PRoW) follows the course of the bund that defines the southern boundary of SGA13 and this links directly to a much wider 'Trent Valley'

network which sweeps eastwards towards Trent Lock and Attenborough Nature Reserve. SGA13's location affords it significant influence as part of the wider Trent Valley Vision ambitions. There are already established walks and attractions linked with the River Trent and Erewash Canal in this area and the intention is for this to be significantly enhanced with new trails to boost connectivity and attract further visitors and tourism to the area.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Long Eaton**

HV Point of Connection: **10 Tamworth Road**

Diversion Required? **No**

Likely works to provide

Nominal supply capacity to site: **Local network is unlikely to support the supply capacity of this development. Off-site cable installation towards Long Eaton with reinforcement/reconfiguration works likely**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.

Foul Drainage

Description	Risk Rating
This development has a potential flood risk downstream. An existing capital project looking to pump flows from Stapleford WWTW to Toton WWTW needs to include this in its sizing.	Medium

Surface Water

Description	Risk Rating
Site can drain directly to River Trent.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Sawley Infants & Nursery School and Sawley Junior School, Wilmot Street	1.5km
	School – Secondary	The Long Eaton School, Thoresby Road	2km
	Bus stop	Tamworth Road	0.3km
	Public House	Harrington Arms, Tamworth Road	0.9km
	Health Facility	Sawley Branch Surgery	0.9km
	Leisure Centre	West Park Leisure Centre, Wilsthorpe Road	2.7km
	Employment Site	EEL053, Wilne Road	2km
	Superstore or Town/Local Centre	Long Eaton Town Centre	2.9km
	Community Hall	Sawley Memorial Hall and Community Centre, Draycott Road	0.9km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA13 directly adjoins the main built-up area (MBUA) of Nottingham and would result in an extension of the town of Long Eaton.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the furthest extent of Green Belt that coincides with the boundary between Erewash Borough and North-West Leicestershire. No designated Green Belt continues into the neighbouring authority beyond the boundary.

Distance 1: Rear of 657 Tamworth Road to the Borough boundary/River Trent.

The current gap before potential development of SGA13/deallocation of Green Belt is **0.37km**. The amended gap (A – SGA13 to North-West Leicestershire District) in the event of SGA13 being developed is **0.21km**. This is a reduction of **43%** in the

current distance and represents a significant lessening of the gap between Sawley and the neighbouring district.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA13's development may make, a measurement between the centre point of Long Eaton (Grounds of Trent College, Derby Road) and the nearest point of SGA13 is made. This distance is **2.2km**. The distance from the centre point to the furthest extent of SGA13 is **2.6km**. This distance shows the site would contribute to an enlargement of **18.2%** of the current distance between the centre of Long Eaton and the outermost extent of SGA13.

To preserve the setting and special character of historic towns:

The eastern part of the Sawley Conservation Area (CA) is located within the proposed boundaries of SGA13. This would require any future development to take account of the special character of the CA and proposed a layout and design which fully respects the sensitivity of the location and avoids harm.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The vast majority of land within SGA13 is considered to be greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

Historic mapping and aerial imagery show land across SGA13 has historically remained undeveloped, largely as a consequence of its high vulnerability to flooding from the adjacent River Trent immediately south of the site. These riverside meadows have served an agricultural purpose (including a small area of allotments in the north of the site) going back over several decades, making it extremely unlikely that land here will have been subjected to any activities which would result in ground contamination. No part of the site falls under the Coal Authority's referral risk or standing advice zones so it is also highly unlikely that the land will suffer from any legacy mining stability issues.

SGA15: West Hallam Depot

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	48 Ha
Proposed number of dwellings	1,000 homes (at 21 dwellings per hectare)
Main land-uses	Operational employment site
Landscape Character Area	<p>Area - South Yorkshire, Nottinghamshire & Derbyshire Coalfield Type – Coalfield Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently undulating landform• Dairy farming with pasture and localised arable cropping• Relict ancient semi-natural woodland, copses and linear tree-belts• Dense watercourse trees and scattered hedgerow trees• Towns and villages on ridge lines surrounded by remnant medieval strip fields• Network of small irregular lanes between larger urban roads• Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 46ha (96%) Flood Zone 2 – 0.3ha (0.6%) Flood Zone 3 – 1.7ha (3.4%)</p> <p>Notable watercourses – A number of minor drains and ponds are present across the site. Given the scale of the potential development at SGA15 and the topography which slopes north to south, surface water drainage will need to be fully investigated and an appropriate strategy developed and implemented as part of any future redevelopment.</p>

DEFENSIBLE SITE BOUNDARIES:

SGA15 is already inset from Green Belt designation and there are no proposed changes to the existing extent of the land within the identified site boundary. The

boundary therefore is identical to that which defines the allocation of **Saved Policy E3: West Hallam Storage Depot** in the Erewash Local Plan. The suggested site boundary in this SGA assessment reflects the extent of this allocation.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the limitations of being able to form multiple vehicular access points to SGA15, given just a single highway (Cat & Fiddle Lane) passes the site in parallel to its western boundary. Therefore, only a small number of opportunities to establish access points into the current Storage Depot site exist. One of these is the current means of vehicular access that all visitors to the facility use, whilst the other makes use of an alternative access onto Cat & Fiddle Lane not currently in operation. Bordering the remainder of the site's perimeter exists a combination of agricultural land and multi-user recreational route (the former Great Northern Railway line) which prohibits achieving any further access points to the nearby network of local rural roads.

All proposed site access points (AP's) are presented on Map 1.

AP1: Existing site access onto Cat & Fiddle Lane

This access would utilise the existing arrangements of how traffic enters and exits the Depot site. Currently the junction serves as a T-junction with traffic exiting the site giving way to Cat & Fiddle Lane. This road currently is subject to a 60mph speed limit which would require amendment with the formulation of a redesigned junction to enable access & egress into SGA15. With land on the eastern side of Cat & Fiddle Lane in the ownership of the current landowners, there is scope to utilise some land to consider a widening of the highway which would allow for an enhanced junction.

AP2: Re-opening of closed site access further south on Cat & Fiddle Lane

This access into SGA15 would see the re-opening of a previously-closed entry point which currently has an industrial operation located beyond gates. It is acknowledged that to alleviate the pressure on a single entry/exit point, a secondary access would be required and the utilisation of this access between Cat & Fiddle Lane and SGA15 would be beneficial for integrating traffic flow onto the localised road network. Similarly to AP1 the junction would need substantial remodelling and upgrading, but with land on the eastern side of Cat & Fiddle Lane believed to be in the ownership of the current landowner, this opens up the potential to deliver substantial highway upgrades at this point.



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **1,000 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **1,000** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA15** during the peak AM due to the staggered

time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA15**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (500 vehicles)
J2	 (500 vehicles)

J1: Junction of Cat & Fiddle Lane & Station Road

This is a T-junction with priority given to traffic travelling between the A6096 and Stanley Village. No filter lane currently exists to allow motorists travelling north from the Cat & Fiddle junction to turn right onto Station Road in the direction of West Hallam village. The priority road enjoys a 60mph national speed limit, as does Station Road between this junction and the edge of the built-up area. The junction is constrained in terms of scope for upgrading. Agricultural land exists immediately south and north-west of the junction, meaning expansion would necessitate the negotiation of private land before enhancements could occur. The topography of the junction is also awkward with Station Road coming down to meet Cat & Fiddle Lane from a noticeably higher elevation. Measures such as the installation of a roundabout would need large reductions to current speed limits to maintain vehicle and pedestrian safety.

J2: Junction of Ladywood Road (A6096) & Cat & Fiddle Lane

A major/minor priority T-junction which sees Cat & Fiddle Lane join a section of A-classified highway which runs between Ilkeston and Spondon. Cat & Fiddle Lane is slightly off-set where it meets the A6096 giving rise to a wide mouth of its junction. Whilst no formal road markings exist to delineate different approaches to the junction, there is some limited space for vehicles waiting to turn in different directions onto Ladywood Road to wait in parallel. Limited scope for junction upgrade exists given the relatively wide A6096, although this is tempered by the uneven topography of adjacent land (particularly south of the junction) and the presence of a residential property adjoining the junction which takes direct vehicular access from it. This would make interventions such as roundabouts inappropriate due to uneven land levels. A section of right-turn filter lane exists for westbound traffic wishing to turn onto Cat & Fiddle Lane, but its length cannot be extended as it runs almost to the brow of the hill. Signalisation of the junction would seem to represent the most realistic highway intervention, but this is not without its constraints as discussed above.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

Two Local Wildlife Sites are located nearby the site:

- **ER070 Hagg Lane** – Hedgerow habitat
- **ER074 West Hallam Stream** – Stream-based habitat

SGA15 includes priority habitat (woodland) notification areas both within and adjacent to it.

Stanley Brook runs adjacent to the southern boundary of SGA15 and development presents an opportunity for enhancing its corridor with sensitively planned biodiversity and ecological offsetting measures.

The site as a whole is industrial in character given both its historic and present uses, but there are clearly notable areas of vegetation (including woodland) which have matured and even 'reclaimed' some parts of Depot site over time.

Lapwing and Grey Partridge birds are recorded as having a presence on-site.

Tree Preservation Orders (TPOs) and Group Tree Preservation Orders are located within the proposed boundaries of **SGA15**. A significant area of woodland (around 2.2ha in size) exists centrally to the site, made up of Scots Pine, Sycamore and Oak species (among others) and is protected via a TPO. Groups of trees along the

southern boundary of the site also contribute to clearly defining the site whilst providing valuable habitat.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Both suggested access points join an unclassified road (Cat & Fiddle Lane). Given their close proximity to each other, their collective function would need to be considered as part of any development of the site – for example, there is the prospect that they could act as one way access and egress independently. Junction capacity analysis indicates that one or more junctions will very likely require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA15 would be served by a bus stop on Station Road approximately 350m from AP1. Both the Yourbus-run '11' and Trent Barton-run 'Black Cat' services stop here. The Black Cat service travels between Mansfield and Derby via Heanor and Ilkeston and runs to an hourly timetable, with additional frequency of service provided at certain times. The Yourbus 11 routes between Ilkeston and Derby and is bi-hourly. The nearest bus stop from the centre of the site is located around 1.5km away.

SCHOOL PROVISION:

The following information was provided by Derbyshire County Council during the Regulation 18 consultation. Further consultation with Derbyshire County Council on school place provision will be sought throughout the Local Plan process.

Primary School:	Scargill Primary School
Anticipated Yield:	0 places in 5 years (244 beyond 5 years)

Projected Available Capacity in 2023:

	Scargill Primary School
Total Number of School Places	476
Projected 2023 figure (including impacts from development)	340 (longer term review required)

GREEN & BLUE INFRASTRUCTURE:

Public Rights of Way (PRoW) are present both north and south of the site, providing access to the nearby village of West Hallam and into open countryside heading south, west and east. The site itself benefits from a significant number of protected trees and woodland areas as well as being adjacent to Stanley Brook that runs along its southern boundary. All these features contribute to the healthy stock of green infrastructure assets over the site, helping the Depot provide evidence that despite the predominant current land-use, SGA15 can effectively integrate within its rural surrounds.

Of particular note is the disused transport route and recreational trail adjacent to the suggested northern boundary of the site. This has been recognised by Sustrans and Derbyshire County Council as an important route for cyclists and walkers (forming part of the 'Great Northern Greenway') which is intended to link Ilkeston with Derby when enhancements are complete. This presents a significant opportunity for the site's longer-term redevelopment to access the local and wider Green Infrastructure network, mainly through the improved access to and from SGA15 because of comprehensive redevelopment and the potential to form new connection points to the Great Northern Greenway.

Stanley Brook and various ponds run south of the site.

UTILITIES:

Power

The following information was provided by Western Power.

The following information was provided by Western Power.

Primary Point of Connection: **Ilkeston**

HV Point of Connection: **01 Mapperley Brook**

Diversion required? **No**

Likely works to provide

Nominal supply capacity to site: **It is assumed the Distribution Network within the site boundary would be disconnected as part of the enabling works. Offsite cable installation toward Ilkeston with reinforcement / reconfiguration works likely. No direct cable route is obvious as such the cable installation works could extend for 7km.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the

perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.









Foul Drainage


Foul Drainage	
No overflows or pumping stations located on the downstream system. No flooding incidents reported. Risk based on the yield of the site in context of the size of surrounding infrastructure.	High

Surface Water

Surface Water	
Greenfield site. Assumed that the development will discharge to the watercourse running adjacent to the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	School – Primary	Scargill Church of England Primary School, Beech Lane	2.1km
	School – Secondary	Saint John Houghton Catholic Voluntary Academy	4.7km
	Bus stop	Station Road	1.5km
	Public House	The Punchbowl	2.4km
	Health Facility	West Hallam Medical Practice, The Dales	2.4km
	Leisure Centre	Rutland Sports Park, West End Drive	6.5km
	Employment Site	038, Quarry Hill Industrial Estate, Quarry Hill Road	6.5km
	Superstore or Town/Local Centre	Ilkeston Town Centre (it is acknowledged that West Hallam has a good range of facilities but it would be unrealistic to state that	6.6km

Facility Icon	Facility	Location	Distance from site
		the village facilities would meet the needs of the scale of the development of SGA15. If developed, SGA15 would require its own retail provision to supports its own population).	
	Community Hall	Stanley Village Hall, Coronation Road	2.3km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA15 is inset from the Nottingham-Derby Green Belt. As such, its possible development would not have a detrimental impact on this Green Belt purpose. This is reaffirmed by the site's historic use as an employment location.

To prevent neighbouring towns merging into one another:

The proposed extent of SGA15 is entirely within the existing extent of land inset from the Green Belt at this location. Green Belt gaps are therefore already established and will not change as a result of a development at this location. For this reason, there is no accompanying Green Belt map to this SGA assessment.

To assist in safeguarding the countryside from encroachment:

The development of SGA15 would be contained to within the existing extents of West Hallam Storage Depot. The redevelopment of the site would therefore not encroach on the countryside any further and would not lead to the extension of any existing settlement.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA15 is West Hallam CA which is located around 280m north of the suggested SGA15 boundary. This would require development to respect the sensitive historic character of the CA and its setting which forms much, if not all of the land between SGA15 and West Hallam.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within SGA15's boundaries is almost predominantly brownfield in status.

CONTAMINATION AND GROUND STABILITY:

The site is likely to present a significant ground contamination risk because of its historic use as a wartime ordnance depot (from 1940-onwards) and its continued use as an industrial site (with a heavy focus on storage facilities) since 1960. The scale of the ordnance depot is not public information and as a result it is difficult to

estimate an extent of potentially contaminated areas across the site. Clearly, not all of the site would have been used for the storage of ordnance, and similarly today, it is clear that portions of the site are not in industrial or storage use; for example, the area of woodland located towards the east of the site. However without some indication, at least through historic mapping, of an extent of potential contamination then it suggested that the site should see intrusive ground investigations occur to identify sources of contamination including as a result of leaching. Much of the site falls within the Coal Authority's risk referral zone and outside of this, the area that the Coal Authority's standing advice applies. As a result, it is likely that ground instability relating to historic mining activity could be a relevant matter requiring further assessment ahead of any comprehensive site redevelopment.

SGA16: North of West Hallam

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	31 Ha
Proposed number of dwellings	Approx. 1,085 homes (at 35 dwellings per hectare)
Main land-uses	Predominantly agricultural land (rated 'poor' in agricultural classification) with some outdoor equestrian uses
Landscape Character Area	<p>Area - Nottinghamshire, Derbyshire and Yorkshire Coalfield Type - Coalfield Village Farmland</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Gently undulating landform • Dairy farming with pasture and localised arable cropping • Relict ancient semi-natural woodland, copses and linear tree-belts • Dense watercourse trees and scattered hedgerow trees • Towns and villages on ridge lines surrounded by remnant medieval strip fields • Network of small irregular lanes between larger urban roads • Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 31ha (100%) Flood Zone 2 – n/a Flood Zone 3a – n/a Flood Zone 3b – n/a</p> <p>Notable watercourses – A section of Mapperley Brook enters SGA16 from the east before ending centrally within the site. Some evidence of small ponds and a minor drain network exist across SGA16.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – An established line of trees where in locations, these project into the site as small copses and areas of woodland. Where the trees cease, sections of hedgerow are evident helping to provide reasonably strong boundary treatment. This section of boundary follows the administrative boundary between Erewash and Amber Valley. A stronger, better-defined section of hedgerow runs in parallel north of the site but this is in neighbouring Amber Valley. A Scheduled Ancient Monument (SAM) is located adjacent to section **A** (a moated site in Mapperley Park Wood).

B – The boundary follows the western side of Mapperley Lane. Well-maintained hedgerow follows the course of the boundary at this location, with the hedgerow providing separation between Coppice Farm, The Willows and the public highway. There is a strong likelihood that many of the fields across the wider site are maintained by Coppice Farm & Plantation Farm, hence the need to include the land within SGA16.

C – This section represents the current defensible Green Belt boundary. Running along the northern extent of curtilages for properties situated on the north side of High Lane West (A609), it comprises a mixture of hedgerow, trees (which appear to become denser in coverage further west) and domestic forms of garden fencing. Beyond this, a short stretch of boundary is shared with the A609, before reaching section **D**.

D – Largely well-maintained hedgerow with sporadic trees along its course. Hedgerow becomes wilder in places, whilst some sections see exposed post and rail timber fencing. The boundary runs along the eastern side of Park Hall Lane.

A suggested site boundary is presented by **Map 1**. Sections **A, B & D** as described above would constitute a new GB boundary in the event of the site being allocated by the Council's Local Plan. In order to accommodate the proposed site extent whilst recognising the role and purpose of remaining Green Belt land, additional land will need to be deallocated from the Green Belt.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA16 being book-ended by two minor country lanes, both of which provide vehicular access to the small village of Mapperley located just beyond the Erewash's boundary within the neighbouring borough of Amber Valley. No through vehicular access is possible northwards of Mapperley. Both Mapperley Lane and Park Hall Lane access directly onto High Lane West (A609), providing opportunities to form access to the local road network. The suggested site boundaries shown in Map 1 indicate a small amount of directly shared access to the A609 in the south-west of SGA16 that could be utilised in creating suitable vehicular access from the existing highway network.

All proposed site access points (AP's) are presented on Map 1.

AP1: New access onto High Lane West (A609)

This would take the form of T-junction. A roundabout is likely to be inappropriate given the current speed limit of 40mph in place along this section of road. Therefore, it is likely that a new junction will require signalisation given the scale of potential traffic leaving the site at this point and existing levels of traffic flow evident along High Lane West. The alignment of the A609 displays slight curvature in profile, although if the junction is to be signal controlled, then concerns over the need to meet technical distances for visibility splays are somewhat reduced. The suggested southern boundary of SGA16 directly adjoins the highway at this point. It is therefore unlikely that complex ownership constraints will emerge concerning securing access between the site and the A609 to formulate a new junction.

AP2: New access onto Mapperley Lane

This would take the form of a T-junction arrangement immediately north of Coppice Farm. The existing width of Mapperley Lane is quite constrained, limiting its suitability to absorb a substantial amount of additional traffic. In order to overcome this, land within the suggested boundary of SGA16 may be utilised to create additional highway space in which a new junction can be adequately set out. With Mapperley Lane, a relatively quiet country lane that serves the village of Mapperley, potentially subject to a sizeable increase in traffic volume then it is imperative that arrangements at the junction between Mapperley Lane and the A609 are given comprehensive thought. The proposed eastern boundary of SGA16 adjoins with the public highway at the point of AP2. It is therefore unlikely that complex ownership constraints will emerge concerning the need to secure access between the site and the public highway.



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **1,085 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **1,085** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA16** during the peak AM due to the staggered time those from the same household generally, but not always, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA16**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Council Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to

demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (543 vehicles)
J2	 (542 vehicles)

J1: Junction of Station Road, High Lane West (A609) & Park Hall Lane

Currently, the junction consists of a give-way crossroads arrangement with A609 being the primary route. Some space appears available around the periphery of the junction to accommodate some alterations in order to secure enhancements to allow more throughflow of traffic. Such interventions could include the installation of a mini-roundabout given the lower speed limits in operation at this location.

J2: Junction of St Wilfrid's Road & High Lane Central (A609)

Similar to J1, this junction also takes the form of a give-way crossroads with the A609 assuming the role of primary route. A limited amount of space appears available to accommodate alterations to the junction and implement highway measures. This might include a mini-roundabout given the lower speed limits at this location. However it might be more proportionate to improve approach to the A609 by widening Mapperley Lane as far as is feasible and introducing a dedicated section of right-turn lane to enable those turning left out of Mapperley Lane in the direction of Ilkeston to flow more freely through the junction. Similarly, a central waiting lane on the A609 to help facilitate increased levels of turning might provide a good enhancement opportunity and help avoid tailbacks along the A609 resulting from right-turners travelling towards SGA16 and **AP2**.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **West Hallam Common Field (ER073) Local Wildlife Site (LWS)** – located centrally within SGA16.
- **West Hallam Carr (ER192) LWS** – 400m east of SGA16
- **Shipley West Reclamation Site (ER216)** – 400m east of SGA16

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders for relevant woodland are recorded as being in place on or adjacent to the site.

Farmland birds have been recorded as being present within SGA16, and these include the bird species of Lapwing and Grey Partridge.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

The access to the site will be formed onto an A-road (A609). As described earlier in the assessment, a number of junctions will be impacted by any future development of SGA16. It will therefore be up to a site promoter to identify the scale of impact and any required highway/junction upgrades deemed necessary to Derbyshire County Highways.

PUBLIC TRANSPORT:

A number of bus stops are positioned along the A609 to the south of SGA16. These cater for services that include the Trent Barton-run 'Black Cat', providing an hourly service between Mansfield, Heanor, Ilkeston and Derby. The Yourbus 11 service provides a bi-hourly service running between Ilkeston and Derby. The Notts & Derby Buses 111 provides a term-time only bus service running between Ilkeston, Trowell, Sandiacre and Friesland School.

The nearest bus stops to the site are positioned along High Lane that runs parallel to the south of the site. Stops at 'Crossroads', 'Bramble Lodge' and Mapperley Lane are spaced out at approx. 500m intervals along the A609.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document.

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA16 requires	Updated Pupil Numbers with Development	SGA16 impact on school
Scargill C of E Primary School	476	400	261	737	54% over capacity










Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA16 requires	Updated Pupil Numbers with Development	SGA16 impact on school
Saint John Houghton CVA	618	664	217	881	43% over capacity

GREEN INFRASTRUCTURE:

A number of Public Rights Of Way (PRoW) intersect and cross the site providing access to open countryside to the north, east and west of SGA16. There is the potential to further enhance the quality of some of these, including the point at which a number of PRoW's converge in the north of the site, into legible and better-defined green infrastructure assets. There may be an opportunity to sensitively link the network of PRoW's with the Scheduled Ancient Monument located adjacent to the north-eastern corner of the site, a moated site at Mapperley, and then onwards to Mapperley Park Woods.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Scargill C of E Primary School, Beech Lane, West Hallam	1.7km
	Secondary School	Ormiston Ilkeston Academy	4.2km
	Bus stop	Several along High Lane West	All approx. 0.5-0.7km
	Public House	The Newdigate Arms, High Lane Central, West Hallam	1.3km
	Health Facility	West Hallam Medical Centre, The Dales	2km
	Leisure Centre	Rutland Sports Park, West End Drive, Ilkeston	2.7km
	Employment Site	Erewash Employment Land Study (EELS), ER 004 West Hallam Storage Depot	2.2km
	Superstore or Town/Local Centre	Ilkeston Town Centre	4.1km
	Community Hall	West Hallam Community Centre, Station Road	1km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of the site would lead to the growth of a village (West Hallam).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current extent of Green Belt designation in West Hallam and the nearest inset area at Shipley within the Borough of Amber Valley (the village of Mapperley is closer, but is 'washed over' by Green Belt designation). This is distance 1. The map also shows the distance between the settlements of West Hallam and Stanley Common (distance 2).

Distance 1: West Hallam to Shipley. The current gap before potential development of SGA16/deallocation of Green Belt is **2.93km**. The amended gap (A – SGA16 to

Shipley) in the event of SGA16 being developed is **2.66km**. This is a decrease of **9.2%** in current width and represents a minor lessening of gap between existing settlements.

Distance 2: West Hallam to Stanley Common. The current gap before potential development of SGA16/deallocation of Green Belt is **0.06 km**. The gap in the event of SGA16 being developed (B - SGA16 to Stanley Common) remains at **0.06 km** – leading to no difference to the current distance between settlements.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA16's development would make, a measurement between the centre point of West Hallam (23 Henley Way) and the nearest point of SGA16 is made. This distance is **0.31km**. The distance from the centre point to the furthest extent of SGA16's developable area is **0.97km**. This distance shows the site represents an enlargement of **212.9%** of the current distance between the centre of West Hallam and the revised outermost extent of the settlement.

To preserve the setting and special character of historic towns:

West Hallam Conservation Area is 900m away from the suggested boundaries of SGA16.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

SGA16 contains some small pockets of brownfield land, but the land within the suggested boundaries is almost exclusively greenfield in status.

CONTAMINATION AND GROUND STABILITY:

Land within SGA16 has historically occupied an agricultural use, something confirmed by historic mapping and aerial photography showing two farms situated within the suggested site boundaries. The patchwork of irregularly enclosed fields and often densely vegetated boundaries and hedgerows all demonstrate a largely untouched, undeveloped area. With the extent of SGA16 largely free from built development, it is extremely unlikely that land across the site will have been subjected to any activities that would have resulted in ground contamination.

There is a strong legacy of mining operations in the north of the Borough and information from the Coal Authority shows the majority of SGA16 falls within a Development Risk referral Zone. There is reference to an 'Old Coal Shaft' at two locations in the north of the site, and it is not clear what implications this might have for ground contamination/stability, or what it might indicate insofar as historic uses prior to those shown in the 1900 mapping are concerned. In any event, comprehensive geological survey should be undertaken prior to any future development proposals.

SGA17: Land North of Lock Lane, Sawley

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	18 Ha
Proposed number of dwellings	300 homes (at 17 dwellings per hectare)
Main land-uses	Operational golf course
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Riverside Meadows</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Flat flood plains containing meandering rivers and streams• Seasonally waterlogged soils over alluvium.• Intensive permanent pasture• Localised patches of rushes in damp hollows• Dense watercourse trees, mainly alder with some localised willow• Scattered trees along hedgerows and ditches• Regular shaped fields bounded by hawthorn hedges• Lanes alongside or crossing the flood plain.• Generally uninhabited with sparsely scattered, isolated farmsteads
Flood Zones & Watercourses	<p>Flood Zone 1 – 13.5ha (75%) Flood Zone 2 – 1.8ha (10%) Flood Zone 3a – 2.5ha (14%) Flood Zone 3b – 0.2ha (1%)</p> <p>Notable watercourses – Ponds both on and nearby the site, with the Erewash Canal running parallel to SGA17's eastern boundary and the River Trent located in close vicinity.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – This section of boundary follows the neighbouring Erewash Canal, with a combination of post and wire fencing and a relatively dense grouping of trees forming the separation between the site and grassed land in the immediate vicinity of the Canal.

B – A continuation of post and wire security fencing with occasional shrub/small trees.

C – A lengthy section of boundary that separates Lock Lane from the adjoining golf course. Timber post and rail fencing has been submerged by shrubs and vegetation, whilst mature and imposing trees along the majority of the section create a notable physical boundary.

D – Curved section of boundary that separates adjacent freight railway line from predominantly wooded fringes of golf course. Post and wire security fencing sits alongside the track running almost the entire length of this section.

A site boundary was submitted by a site promoter and is presented at **Map 1**. Sections **A, B & C** as described above would constitute a new GB boundary in the event of the site being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Material provided by the site promoter in the form of an indicative site masterplan show that a single point of vehicular entry would be sufficient for entry and exit into SGA17. The location of this access point is shown by **Map 1**. Opportunities to access SGA17 are limited given only a single highway (Lock Lane) adjoins the site, whilst much of this boundary sees a mature and dense screen of hedgerow and trees exist that contributes to a strong southern extent to SGA17. Therefore, utilising a small section of the southern site boundary where a gap exists in landscaping has been pursued by site promoters as the preferred approach to providing vehicular access.

AP1: New junction with Lock Lane.

This could be constructed as a T-junction and adjoin a highway (Lock Lane) that at this point is subject to a 30mph speed limit. SGA17's topography sees it sit at a slightly higher elevation than Lock Lane so a degree of land re-profiling would be necessary to mitigate the difference in height. Whilst no detailed information is available concerning the style/specification of junction, there could be some merit in considering the installation of a mini-roundabout to allow for acceptable flow of traffic into and out of SGA17, although the surrounding topography may make this challenging from an engineering perspective. The proposed southern site boundary of SGA17 directly adjoins the public highway at AP1. It is therefore unlikely that any complex ownership constraints (beyond those that may be raised by the Highway Authority) would emerge in order to secure access between the site and the public highway.




JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **300 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **300** vehicles which are all assumed to leave the

site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA17** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA17**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site beyond J1 heading in each of the two primary directions (towards Long Eaton and the A50) are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (300 vehicles)
J2	 (150 vehicles)
J3	 (150 vehicles)

J1: Junction of Tamworth Road (B6540) & Lock Lane

This is a T-junction with major/minor priority arrangements. A short section of right-turning filter lane (sufficient for holding 4 or 5 waiting vehicles) exists for

northbound traffic wishing to turn into Lock Lane. This could be lengthened slightly to account for more traffic movements into Lock Lane, although any extension back along Tamworth Road in the direction of Sawley would need to account for the need to maintain access into the premises of Kams Car Repair facility. The widening of this junction to facilitate an increase in its business may be possible due to a generous width of grass verge on the western side of Tamworth Road, but this would involve substantial works and with access to the property of 294 Tamworth Road maintained. There may also be scope to widen Lock Lane on approach to its junction with the B6540, although an access road serving property numbers 551-573 Tamworth Road would need to be safeguarded and incorporated into any amendments to the highway at this location.

J2: Roundabout of Tamworth Road (B6540), Wilsthorpe Road & Fields Farm Road

This junction consists of a four-arm roundabout that sees a high number of vehicles pass through it on a daily basis. Traffic travelling south of Long Eaton converge at this roundabout from three main routes making it a vital junction influential in the flow of traffic around Long Eaton and Sawley. The roundabout is physically constrained in its immediate surroundings with existing buildings immediately adjacent, whilst immediately south of the roundabout is a listed railway bridge with narrow arches for the B6540 and an access road to Roosevelt Avenue. Despite this, all approaches to the roundabout are dual-lane to help separate traffic according to preferred exit, although these are limited in length. The constraints mentioned make physical alterations to the roundabout in order to accommodate additional traffic rather limited in their scope.

J3: Junction of Tamworth Road (B6540), London Road (B5010), A50 Southern Derby bypass, Station Road & Rycroft Road

This is a major seven-arm grade separated roundabout. This roundabout enables access to the Strategic Road Network (SRN) demonstrating its importance to the road network. The roundabout is advanced in its engineering and design, meaning major enhancements are unlikely to be possible, despite adjoining space available both north and south of the A50 at the higher level. Ongoing growth of the East Midlands Gateway (a major freight distribution facility has been recently developed just north of J3) is likely to add additional traffic use to the roundabout, so any requirement to add capacity as a result of any future development of SGA13 may need to be programmed to occur in conjunction with enhancements made by Highways England.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- None

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER061 Lock Lane Nature Reserve Local Wildlife Site (LWS)** directly adjoins the site;
- **ER215 Erewash Canal LWS** adjacent to SGA17;
- **ER062 Trent Marsh LWS** located south of SGA17; and
- **ER080 Narrow Bridge Fish Pond LWS** east of SGA17

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA17**.

A number of small ponds and lakes are present at points across the site, relating to the style of landscaping associated with land's use as a golf course. Undeveloped buffers should be promoted around existing waterbodies on the site. The Environment Agency recommends both the retention of waterbodies on the site and advance opportunities to create additional wetland habitats and vegetation planting of native species.

Land immediately north of SGA17, some of which falls within the Lock Lane Local Wildlife Site (LWS) in addition to a notable area of the site on its eastern boundary are classified as priority habitat (deciduous woodland) by DEFRA's MAGIC mapping. In reality, it is likely that the bordering biodiversity conditions would necessitate a reduction in the total developable area of the site, and therefore a reduction in the number of dwellings that could be accommodated by SGA17.

The site is highlighted by MAGIC mapping as a priority species area for Lapwing and Redshank bird species.

In the event of development at SGA17, this would impact surrounding ecological conditions and biodiversity without careful intervention and mitigation - both in terms of how the site is masterplanned (for instance, ensuring appropriate stand-off buffers are established, suitable densities and scale of development were applied and thoughtful use of on-site ecological assets) and biodiversity offsetting.

There are opportunities for on-site biodiversity offsetting, particularly via the further enhancement of the Erewash Canal as a green corridor on the eastern side of the site. To the south of the site within the wider Trent Valley area are opportunities for other enhancements to mitigate any losses on the site - for example in delivering the ecological aspects of the wider Trent Valley Vision.

In reality, it is likely that the geographic extent of the site will need to be scaled back to avoid encroachment on the neighbouring Lock Lane Nature Reserve immediately north.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Both suggested access points connect to an unclassified road (Lock Lane). Junction capacity analysis indicates that one or more junctions will very likely require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The Trent Barton-operated Skylink and My15 services run frequently along Tamworth Road, approximately 700m west of **AP1** serving SGA17. Another Trent Barton-run service, the My15, operates an hourly timetable and links to Ilkeston, Long Eaton and East Midlands Airport in the neighbouring Borough of North-West Leicestershire. The Skylink service sees a greater frequency and links to East Midlands Airport, Derby and Leicester. The nearest bus stop on Tamworth Road is around 1km from the centre of SGA17.

SCHOOL PROVISION:

The following information was provided by Derbyshire County Council during the first Regulation 18 consultation undertaken during 2020. Further consultation with Derbyshire County Council on school place provision will be sought throughout the remainder of the Local Plan process.

Primary School: **Brooklands / Saint Lawrence (Shared)**

Anticipated Yield: **48 places in 5 years**

Projected Available Capacity in 2023:

	Brooklands	Saint Lawrence
Total number of School Places	420	280
Projected 2023 figure (including impacts from development)	374	280

GREEN & BLUE INFRASTRUCTURE:

There are a number of significant opportunities to establish new and enhance existing green infrastructure within SGA17 whilst linking these into wider GI assets and networks around the immediate area. Established areas of woodland exist across the site, in part due to the land's current use as a golf course, and a Local Wildlife Site (LWS) can be found directly bordering SGA17 to its north. The extent of the LWS eventually sweeps around eastwards to meet the Erewash Canal which itself presents a number of opportunities for wider connectivity. Public Rights of Way (PRoW) exist close by to the site, helping to link it into the wider 'Trent Valley Vision'

area. The site may contribute towards ambitions to establish a strategic cross-boundary green infrastructure network, linking assets within Erewash such as the Trent Valley, Erewash Canal, Stanton site and Ilkeston with locations in neighbouring areas such as Broxtowe and North-West Leicestershire.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Long Eaton**

HV Point of Connection: **10 Tamworth Road**

Diversion Required? **No**

Likely works to provide

Nominal supply capacity to site: **Local network is unlikely to support the supply capacity of this development. Off-site cable installation towards Long Eaton with reinforcement/reconfiguration works likely**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.










Foul Drainage

Description	Risk Rating
Predicted and reported flooding downstream. Will require connection to cross Network Rail assets. An existing capital project looking to pump flows from Stapleford WWTW to Toton WWTW needs to include this in its sizing.	High

Surface Water

Description	Risk Rating
Site can drain directly to River Trent on the eastern boundary	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Brooklands / Saint Laurence	3.5 / 3.3km
	Secondary School	Long Eaton School	1.9 km
	Bus stop	Tamworth Road	1 km
	Public House	The Trent Lock	0.6 km
	Health Facility	Sawley Branch Surgery	1.4 km
	Leisure Centre	West Park Leisure Centre	2.6 km
	Employment Site	011 Chemring Defence Campus	3.9 km
	Superstore or Town/Local Centre	Long Eaton Town Centre	2.7 km
	Community Hall	Sawley Memorial Hall	1.4 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA17 directly adjoins the main built-up area (MBUA) of Nottingham and would result in an extension to the town of Long Eaton.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the furthest extent of Green Belt that coincides with the local authority boundary between Erewash Borough and North-West Leicestershire. No designated Green Belt continues beyond this point over into Leicestershire.

Distance 1: Lock Lane level crossing to River Trent The current gap before any potential development of SGA17/deallocation of Green Belt is **0.59km**. The amended gap (A – SGA17 to Borough boundary) in the event of SGA17 being developed is **0.41km**. This represents a moderate reduction of **30.5%** of the current width of gap, although it is worth reiterating that there is no inset settlement these distances are measured to, with no Green Belt designation existing on the other side of the local authority boundary with North-West Leicestershire.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA17's development may make, a measurement between the centre point of Long Eaton (Grounds of Trent College, Derby Road) and the nearest point of SGA17 is made. This distance is **1.8km**. The distance from the centre point to the furthest extent of SGA17 is **2.25km**. This distance shows the site would contribute to an enlargement of **25%** of the current distance between the centre of Long Eaton and the outermost extent of SGA17.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA17 is the Sheetstores CA only 60 metres north-east of the site. Despite the extremely small gap, SGA17 is separated from the CA by the Erewash Canal and two railway lines. The most south-west point of the site is almost as close to Sawley CA than it is to the Sheetstores CA.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The land within SGA17's site boundaries is exclusively greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

Much of the land within the suggested boundaries of SGA17 has been in use as a golf course for the latter part of the c20th right through to present. Records demonstrate that a sizeable fish pond was present on site before the creation of the golf course and this is visible on historic mapping as far back as 1900. Prior to this, the site has been used as an ash tip for railway operations. Although the Lock Lane Ash Tip Local Wildlife Site (LWS) has provided a valuable habitat for wildlife, it is known the extent of the ash tipping extends further into the site than being confined to the boundary of LWS. Further investigation of what materials are contained below ground level, and its extent, will need to be undertaken. Any ground contamination across the site could complicate development, depending on the severity and mitigation options available. Potentially, some minerals extraction operations may have occurred prior to this point, creating an opportunity for the creation of a body of water on the site. No part of the site falls under the Coal Authority's referral risk or standing advice zones so, notwithstanding the potential that other minerals have been extracted here, a coal mining legacy is not a factor of concern in relation to potential land instability issues.

SGA19: Maywood Golf Club

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	59.6 Ha
Proposed number of dwellings	1,200 homes (at 20 dwellings per hectare)
Main land-uses	Agricultural land and associated farmland buildings and also golf course.
Landscape Character Area	<p>1. Area - Nottinghamshire, Derbyshire and Yorkshire Coalfield Type – Plateau Estate Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Upstanding, gently undulating plateau• Mixed farming• Scattered hedgerow trees, predominantly oak• Small plantations• Parkland and ornamental tree belts associated with country houses <p>2. Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture
Flood Zones & Watercourses	<p>Flood Zone 1 – 59.6ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Hedgerow and trees.

B – Field boundary comprising intermittent hedgerow with ‘gappy’ coverage.

C – Field boundary, again with gappy hedgerow a feature along its length. This serves to separate the parcel of land east of Rushy Lane from contrasting land-uses (part-agricultural, part-sporting grounds of Friesland School) beyond.

D – Section of boundary consisting of hedgerow that helps to define curtilage of Hillside Farm, Rushy Lane and provide separation from neighbouring golf course.

E - Maywood Golf Club bordered by hedgerow and trees defined by contrast of land use (heavily fertilised and managed ground conditions)

F – Agricultural field with intermittent hedgerow and farmland trees defining the boundary

A site boundary has been submitted by site promoters and is presented at **Map 1**. The submission promotes SGA19 as an extension to Risley. Therefore, additional Green Belt land outside of the site extent would need to be released to enable a joining of the site to the existing Risley settlement and this is reflected in Green Belt release outlined in **Map 1**. Sections A-B, Part of C and E-F would amount to new defensible Green Belt boundary.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 reaffirms the vast amount of land covered by SGA19 that naturally will have strong highways-based implications for the local road network to adequately and safely cope with a notable rise in vehicular movements generated by a development of SGA19's scale. Whilst sited only a small way beyond the northern tip of Risley, the roads which would serve SGA19 are still largely rural (particularly on approach from the north) which suggests that significant highway and junction enhancements will be necessary to mitigate the traffic impacts connected to any future development. The site promoter has previously suggested a single point of vehicular access onto Rushy Lane, a rural lane that travels between Risley and Stanton-by-Dale. Options to formulate secondary access points are limited given the limited extent of road network in this part of the Borough. Therefore, a reliance on Rushy Lane to serve the entirety of traffic generated by SGA19 will place substantial stress on the road, whilst seeing a build-up of vehicles travelling south towards the B5010 and Bostock's Lane who wish to access the strategic road network (A52 & M1) at the interchange of Junction 25 of the M1.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction with Rushy Lane

The formation of a new vehicular access to SGA19 would be required with the installation of a roundabout on Rushy Lane. This is the only realistic and suitable access point for SGA19 as Rushy Lane is the sole highway that directly adjoins land within the suggested and promoted site boundaries. The introduction of a roundabout is thought to represent the most effective way of enabling such large volumes of traffic to exit and enter the local road network.



The formulation of a vehicular access at AP1 is not believed to be subject to any ransom strips given material submitted by the site promoter includes land on both sides of Rushy Lane. The alignment of Rushy Lane is irregular because of several bends, most notably the corner where road access to Hillside Farm Cottage and Maywood Farm is taken from. In addition to the provision of a new junction, extensive highway reconfiguration would be necessary to provide adequate joining arms that were safe and offered the required visibility to ensure safe highway conditions.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **1,200 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **1,200** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA19** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA19**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below. Given the site's proximity to the M1/A52, it is expected that the majority of traffic generated by SGA19 would route southwards in order to access the strategic road network at Risley. The flow analysis in the graphic below recognises the likelihood of bias in the direction of travel off-site.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (800 vehicles)
J2	 (400 vehicles)

J1: Crossroads of Derby Road (B5010), Rushy Lane & Bostock's Lane

A slightly offset and signalised crossroad arrangement with recessed stop lines on all four approaches to the junction. Three of the four approaches to the crossroads have dual-lanes helping to separate traffic moving in different directions through the junction. Only Rushy Lane has a single lane approach. All exits away from the junction consist of single lanes. As a hint towards the level of hierarchy enjoyed by the approach roads, both eastbound and westbound traffic travelling along Derby Road benefit from a small stretch of central filter lane (approx. 15-20m) beyond the junction's stop lines in which to turn across oncoming traffic. Private residential curtilages beyond boundary treatments tightly abuts the southeast and northeast corners of the junction leaving little scope for further reconfiguration. More flexibility exists on the south-west and more noticeably, the north-west corner - but while this may allow the junction to occupy a greater area, the predicted volume of traffic flowing through it might mean revisiting the phasing of signals in combination with nearby junctions (e.g. Sandiacre crossroads east along the B5010) to attempt to create acceptable vehicular flow across the local road network. Given the opportunity to access a wider range of better classification of roads, it is expected that the majority of trips generated from SGA28 would travel southwards towards this junction.

J2: Junction of Stanton Road & Rushy Lane/No-Man's Lane & Rushy Lane

This is a staggered pair of T-junctions located around 40 metres apart that see minor side-roads (Stanton Road & No Man's Lane) adjoin Rushy Lane. Whilst the mouth of the junction at No Man's Lane is wide, its edges are lined by dense and tall hedgerow, particular on its northern side, which impacts on visibility for vehicles exiting onto Rushy Lane. The junction of Stanton Road onto Rushy Lane is a non-right angle arrangement, although hedgerow appears to have been removed on the north side of the junction allowing for improved visibility looking northwards for traffic joining Rushy Lane. Given the

likely significant increase in vehicular movements through this junction, its present configuration cannot safely support the additional traffic generated by SGA19. Extensive junction modifications are likely to be necessary, although given the general rural character felt at this location, a signalised junction would appear incongruous. The realignment of both minor approaches to Rushy Lane to meet at a roundabout would perhaps be the safest means to manage the additional traffic, although this would require the acquisition of third party land outside of SGA19's proposed boundaries.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER040 Risley Glebe (Local Wildlife Site (LWS))** – The site borders the LWS, an area of unimproved neutral grassland. A local PRow connects SGA19 to the LWS.

West of suggested defensible Green Belt boundary **E**, a strip of woodland is identified as deciduous woodland within Natural England's Priority Habitat Inventory. This woodland is mixed, mainly broadleaved. The site is identified as a priority species area for Lapwing and Redshank. DEFRA's MAGIC mapping identifies part of the site of being subject to a Felling Licence Agreement, subject to Woodland Grant Scheme 1. Consideration of this identified biodiversity value should be given in the event of future development. Farmland birds have been identified across the site including multiple sightings of pheasants.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA19**. However a group of TPOs are situated just west of the site's western boundary (Ref 146 – Risley Park).

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

The suggested access points will allow access from a C-classified road – Rushy Lane. Junction capacity analysis indicates that one or more junctions will very likely require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of

impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The nearest bus stop is located on Derby Road, Risley (B5010) around 1.3km from the centre of SGA19. The YourBus and Trent Barton operated 222, 444 and 14 all serve the bus stop.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA19 requires	Updated Pupil Numbers with Development	SGA19 impact on school
Ladycross Infants & Cloudside Academy	508	487	288	775	53% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA19 requires	Updated Pupil Numbers with Development	SGA19 impact on school
Friesland School	1,323	1,207	240	1,447	9% over capacity

GREEN & BLUE INFRASTRUCTURE:

There are four Public Right of Ways (PRoWs) which either pass across or border SGA19. Three of these are on the larger portion of the site sited west of Rushy Lane, while the other runs along the edge of the suggested boundary of the parcel of land east of Rushy Lane. These PRoWs are popular with local dog walkers and ramblers and given the elevated topography that SGA19 sits on, provides excellent and distant views southwards out into rural Leicestershire. It is important that the network of PRoWs in and around SGA19 are maintained as they help connect the site to a wider network of footpaths which allow access to a number of nearby towns and villages.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Sandiacre**

HV Point of Connection: **N/A**

Diversion Required? **Yes**

Likely works to provide
Nominal supply capacity to site: **Dedicated cable route to Sandiacre Primary likely. Approximately 1.2km with M1 crossing to negotiate.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.










Foul Drainage

Description	Risk Rating
Development may impact overflow operations, some of which are associated with historical pollution incidents on the watercourse. External flooding incident reported downstream.	High

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse running within the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Cloudside Academy	2.2km
	Secondary School	Friesland School	1.3km
	Bus stop	Derby Road	1km
	Public House	The Risley Park	2.1km
	Health Facility	Adam House Medical Centre, Derby Road	1.8km
	Leisure Centre	Friesland Leisure Centre	0.9km
	Employment Site	EELS 029 (Interchange J25 Business Park)	1km
	Superstore or Town/Local Centre	Sandiacre Town Centre	1.4km
	Community Hall	Risley Village Hall	1.8km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA19 would lead to the growth of a village (Risley).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Stanton-by-Dale.

Distance 1: Risley to Stanton-by-Dale. The current gap before potential development of SGA19/deallocation of Green Belt is **1.28km**. The amended gap (A – SGA19 to Stanton-by-Dale) in the event of SGA19 being developed is **0.86km**. This is a reduction of **32.8%** in the current distance and represents a moderate lessening of the gap between the two settlements.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA19's development would make, a measurement between the centre point of Risley (identified by mapping as immediately south of 14-16 Derby Road) and the nearest point of SGA19 is made. This distance is **0.28km**. The distance from the centre point to the furthest extent of

SGA19 is **1.64km**. This distance shows the site would contribute to a considerable enlargement of **485.7%** of the current distance between the centre of Risley and the outermost point of SGA19 demonstrating substantial encroachment out into neighbouring countryside.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA19 is Risley CA around 0.24km away from the site. The gap between the two comprises a single enclosed field, increasing the need for any future development to take account of the CA's setting. Another nearby CA is Stanton-by-Dale CA 0.72km north of SGA19's promoted boundaries.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within SGA19 is predominantly greenfield in status. Only Maywood Farm and its associated buildings are considered to be brownfield.

CONTAMINATION AND GROUND STABILITY:

The majority of land within the suggested boundaries of SGA19 has been in use as a golf course (now closed) since 1990. Prior to this, the land was in agricultural use with a number of farms (Risley Lodge, The Hewarths and Friesland) situated just outside the suggested site boundaries. Maywood Farm was situated within SGA19, although this has served as the golf course's clubhouse since the change of use. With historic mapping and aerial imagery showing the land to be largely open and undeveloped, it is expected that SGA19 will not be impacted by the presence of ground contamination. A small northern section of the site falls within the Coal Authority's referral risk zone. This indicates there is a possibility that the site could suffer from ground instability resulting from historic coal mining activity. Prior to any future development, further investigations should assess the geological conditions in this part of SGA19.

SGA20: Land North of Breaston & Draycott

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	87 Ha
Proposed number of dwellings	2,103 homes (at 35 dwellings per hectare)
Main land-uses	Arable farmland (rated 'very good' in agricultural classification) and various paddocks
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture• Thinly scattered hedgerow trees including some willow pollards• Scattered, locally dense, watercourse trees.• Medium to large regular fields with thorn hedgerows• Discrete red brick villages with farms and cottages• Large red brick outlying farms.
Flood Zones & Watercourses	<p>Flood Zone 1 – 42ha (48.3%) Flood Zone 2 – 18.1ha (20.8%) Flood Zone 3a – 15.1ha (17.3%) Flood Zone 3b – 11.8ha (13.6%)</p> <p>Notable watercourses – SGA20 contains an informal network of drains and more formal watercourses (Golden Brook), most of which are located north of Breaston.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Section of regular hedgerow.

B – Boundary consists of hedgerow trees which become increasingly ‘gappy’ in their coverage, but which increase in size towards Brookside Kennels/Hopwell Road.

C – Small section of bushy hedgerow similar in length to that of **A**.

D – A narrow band of dense woodland lines the southern side of the former Derby & Sandiacre Canal.

E – No distinct demarcation between the former Canal and the arable farming land directly adjoining to its south with occasional trees lining the section.

F - Short section of the former Derby & Sandiacre Canal, now a multi-user recreational trail. This section is lined on both south and north sides by dense areas of woodland.

G - Continuation of the former Canal running beyond the end of woodland. Small hedgerow lines the multi-user trail on its northern side.

H – Rear of residential curtilages fronting Grange Avenue and Lawrence Avenue.

I - Golden Brook which defines the ends of domestic curtilages for properties along Churchill Close, Delamere Close, Earlswood Close and Burlington Close.

J - A continuation of the Golden Brook, although this now lines an area of open space rather than domestic properties. Irregular patterns of trees and shrubbery now run parallel to the Brook on its eastern bank.

K - Various boundary treatments help demarcate space between the domestic curtilages of properties along Derby Road (A6005) and largely open grassland subject to different states of maintenance. Largely fencing augmented sporadically by lines of mature trees.

L - Fencing and roadside shrubbery which bounds the neighbouring Derby Road.

M - This boundary comprises a small drainage channel which flows from the Golden Brook south of Breaston. Lined for much of this section by extensive shrubbery and trees of varying heights, the channel separates residential properties from the now derelict site formerly occupying Western Mere Comprehensive School.

N - A long section of regular hedgerow which separates domestic curtilages of homes on Gregory Avenue, Hills Road, Stevenson Avenue and Albert Road from arable farming land beyond to the north and west.

O – A sizeable section of boundary that consists of various treatments which line the northern embankment of the railway line running between Nottingham and Derby.

P – Short stretch of boundary which links the railway embankment to where the former Derby & Sandiacre joins the A6005 Derby Road.

A site boundary was submitted by a site promoter and is presented by **Map 1**. Sections **A-G & P** as described above would constitute the new defensible Green Belt boundary in the event of **SGA20** being allocated by the Council's Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 identifies options which would enable vehicular access/egress to occur from SGA20. The scale of development would add a substantial level of stress to the local road network; with this addressed in more detail below. However, before understanding the impacts of traffic generated by development of SGA20, it is firstly important to consider where suitable access points exist to integrate the site to the current highway network. Given the vast area SGA20 covers (87 hectares), it is necessary to ensure several highway connections exist – preferably well-spaced around the fringes of the site boundary shown in **Map 1**. Five such points that would connect SGA20 to the local road network have been identified and each are described below:

All proposed site access points (AP's) are presented on Map 1.

AP1: New access with Hopwell Road (Part 1)

A new junction at this location is likely to take the form of a mini-roundabout with a single arm exit/entry road into SGA20 - either on its west or eastern side (but not both). It is likely land on both sides of the highway would fall within the wider ownership of site promoters, as the only physical feature lining Hopwell Road here are hedgerows flanking both sides. Beyond these lay agricultural land set across several fields. The speed limit along the section of Hopwell Road where AP1 would be formed is 60mph, requiring visibility of 215m in each direction to allow for sufficient visibility splays – something thought to be achievable as a consequence of the straight and level highway profile. This section of highway, whilst unclassified, appears sufficiently wide enough to be able to incorporate a vehicular junction, particularly as land on both sides of Hopwell Road has been identified for inclusion within the promoted extent of SGA20. This allows scope for re-profiling/highway widening.

AP2: New access with Hopwell Road (Part 2)

This junction would be located further south than AP1, but still remain within the extent of SGA20. Similarly to AP1, it is suggested the junction takes the form of roundabout and be restricted to a single joining arm (opposite to the direction of AP1) to reduce the stress that junction is subject to. Aspects concerning road speed and access arrangements are identical to AP1. Highway visibility is constrained on the southern section owing to a slight bend in Hopwell Road just outside the entrance to Draycott Cemetery. Immediately south of this is a humpbacked road bridge (approx. 160m from the broad location of AP2) spanning the Nottingham-Derby railway line. Both aspects make compliance to meet splay requirements difficult. This section of highway, whilst unclassified, appears sufficiently wide enough to be able to incorporate a vehicular site access point onto, particularly as land on both sides of Hopwell Road has been identified for inclusion as part of SGA20 enabling scope for road re-profiling/highway widening.

AP3: New access onto Derby Road (A6005)

This is likely to involve a realignment of Derby Road to allow the installation of a roundabout just west of where the route of the former Derby & Sandiacre Canal crosses the A6005 with a single arm into SGA20. This would provide vehicular access into SGA20 at its western-most point. Complexities exist, with access likely to cross the route of the former Derby & Sandiacre Canal – now a multi-user recreational trail. These complexities would be heightened in the event of waterway restoration. Potential for ransom strips exist as third-party land would need to be used. Derby Road at this point is subject to a 40mph speed limit, reducing to 30mph just east of the railway bridge upon entering the Draycott built-up area. This limit requires 65m of visibility in both directions, something which can be achieved despite the road level raising slightly where it passes over the railway line. A further complication is posed by the presence of the railway bridge. For this reason, any roundabout providing a western access into SGA20 may need to be sited further west away from the bridge, although this risks requiring additional third party land.

AP4: Continuation of Hills Road, Breaston

The access here utilises Hills Road, currently a no-through road. Fields and open countryside exist beyond. Little obstruction would constrain a continuation of highway into SGA20 and it is noticeable that the relatively wide profile of Hills Road may have been designed for future extension. However, the residential amenity of properties flanking Hills Road would be affected with a continuation of highway into the site. An access here would see an increase in traffic following residential roads in order to reach Derby Road (A6005), risking congestion back along Hills Road and the other joining roads of Albert Road, Hind Avenue & Gregory Avenue.

AP5: New mini-roundabout at junction of Derby Road (A6005) & The Crescent

This access makes use of the suggested extent of land within SGA20 bordering Derby Road at the site's southern-most point. The speed limit of the A6005 in this built-up part of Breaston is 30mph making a mini-roundabout technically achievable owing the slower movement of traffic. However, the suitability of mini-roundabouts are also predicated on flows of vehicles such junctions are designed to cater for, and with a substantial amount of vehicular movements passing through this access, this risks overloading the capacity of even a newly-created junction. To build in greater capacity to the junction, Derby Road could be deflected slightly northwards and possibly utilising some land within SGA20 to help install a mini-roundabout, being of aid to motorists turning across oncoming traffic. Visibility on this section of road is good, largely as a consequence of the straight alignment of the A6005.



JUNCTION CAPACITY ANALYSIS:


The site has a proposed capacity of **2,103 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **2,103** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one

vehicle per household will depart **SGA20** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA20**. Other SGA assessments have at this stage looked in detail at the impacts the additional traffic generated would have on existing junctions radiating outwards from the SGA across the local road network. However, the approach taken elsewhere throughout SGA assessments is not felt to be appropriate to follow in the instance of SGA20. This is because only five access points have been identified to connect SGA20 to the local road network, largely due to a number of physical constraints (Nottingham-Derby railway line, surrounding watercourses and a lack of shared frontage to adjacent main roads) which prevent the straightforward formulation of access around the site's identified perimeter. It is recognised that as the site falls between Nottingham and Derby, the flow of traffic leaving the site will be split broadly into half travelling east and half travelling west. This adds particular stress to three junctions in particular, and it is these which the assessment here focuses on. Junctions to the east and west of the site (**J1 and J2**) are expected to absorb around 75% (1,577 vehicles) of additional journeys from SGA20 whilst the junction north of the site (**J3**) likely to receive the remaining 25% (526 vehicles).

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (789 vehicles)
J2	 (789 vehicles)

Junction	Number of Vehicles
J3	 (525 vehicles)

J1: Junction of Nottingham Road (B5010) & Draycott Road (A6005), Borrowash

This is a major (Nottingham Road)/minor (Draycott Road) priority T-junction. A shortened section of widened highway exists on approach from Draycott Road towards give-way markings and this allows vehicles waiting to turn left or right onto Nottingham Road to queue in parallel. The junction movements are complicated with domestic properties on north side of junction having dropped kerb allowing direct access to off-street garages. There is no filter lane in place to allow eastbound traffic on B5010 to turn onto Draycott Road. Prospects for junction enhancement are minimal due to the presence of adjoining houses. This is exacerbated by the positioning of a small side road (Bradbury Close) as it sees two exits off Nottingham Road within a 25m section of highway. Whilst Bradbury Close sees only minimal traffic movements, works to the junction would have to make provision for possible right turns across on-coming traffic. Given the scale of traffic which would travel towards and through J1, full signalisation of the junction might be necessary, although this would have consequential impacts on the flow of traffic across the local road network. It is also important to recognise left-turning traffic from **J3** would also route through J1 adding further pressure to the junction.

J2: Roundabout of Petersham Road, Wilsthorpe Road (both B6002) and Derby Road (A6005)

This is a major four-arm approach roundabout. Often busy throughout the day, tailbacks are generally witnessed on approaches to the roundabout at peak times. All arms of the roundabout have dual-lanes on approach, although these are varied in their lengths. A short way from the roundabout on Wilsthorpe Lane is a signalled pedestrian crossing, and this is the only approach that makes formal, controlled provision for pedestrians to cross. Other arms have central reservations between the opposition lanes allowing pedestrians to cross. Some scope exists south-west and north-east of the roundabout for wider or additional lanes, although this would affect the urban realm and risk heightening the sense of a car-dependant environment at the cost of surrounding green space and landscaping. Signalisation is an option, although this would potentially alter the flows of traffic through the junction that may cause knock-on impacts at other junctions on the local road network, particularly back eastwards into Long Eaton town centre. Smart signalling may lessen this problem to some extent.

J3: Junction of Nottingham Road (B5010) & Hopwell Road

Similarly to **J1**, this is a major/minor priority T-junction arrangement with major priority for traffic using the B5010 heading east/west. The B5010 is subject of a 60mph speed limit, as is the minor joining road. On-road provision is made both eastbound and westbound with broken white markings delineating road space for cyclists. Unlike J1, there is generous space on the junction's south side on each side of Hopwell Road. This offers opportunities for a reconfigured junction layout, perhaps to allow the addition of a filter lane to be added in order to create a ghost junction configuration for eastbound traffic to continue without being impeded by traffic waiting to turn right into Hopwell Road. The high volumes of traffic likely to be approaching the B5010 from SGA20 may necessitate consideration of a roundabout in order to manage traffic flows. This may require third-party land to create the necessary space required to install a roundabout of necessary specification.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None** – however, is worth noting that SGA20 is located within the extent of the Site of Special Scientific Interest (SSSI) Impact Risk Zone for the Attenborough Ponds SSSI in nearby Broxtowe Borough.

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER200 (Johnson Play Area) Local Wildlife Site (LWS)** – The entirety of ER200 falls within the extent of SGA20's suggested site boundaries. The LWS is located immediately beyond the end of Hills Road where a potential vehicular access point has been identified, and should AP4 be provided as per the description earlier in this assessment then a continuation of highway serving a development would span the asset, directly impacting the recognised habitat. Of ecological interest here is the unimproved neutral grassland which supports a variety of grass species. In places, ridge and furrow pattern is evident.

Identified as a site for priority species targeting: lapwing, redshank birds. Natural England also have records of the following species of farm birds present across the site: Grey Partridge, Lapwing and Tree Sparrow. Part of SGA20 (land immediately north of Hills Road) is flagged on the Priority Habitat Inventory as being 'good quality semi-improved grassland (non-priority).

Additionally, a group of trees on the northern edge of SGA20 are classed as 'young trees' in the National Forest Inventory. Both acknowledge habitats that would doubtless support biodiversity in this area.

Despite an absence of statutory ecological assets on-site, there are still aspects of SGA20 which support biodiversity and which would be lost in the event of development. ER200 sits at one of the identified vehicular access points into SGA20

and any vehicular access into the site would have to span the local wildlife site before reaching non-designated land. Despite the above, it is felt that sensible design and sensitive layout of development would help preserve some habitat to continue making important ecological contributions and that the loss of biodiversity could be adequately offset at appropriate locations SGA20 with a network of new wildlife areas.

A number of Tree Preservation Orders (TPOs) and Group Tree Preservation Orders (Ref 203: Former Western Mere School) are located within the proposed boundaries of **SGA20**.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

As described earlier, two of the suggested five access points identified by this SGA assessment would join to an A-classified road (A6005), **AP3 & AP5**. However, the other three points of vehicular access would link to unclassified roads, Hopwell Road (**AP1 & AP2**) and Hills Road (**AP4**), of which the latter is a relatively quiet no-through-road serving residential properties. Junction capacity analysis indicates that one or more junctions will very likely require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

Presently, the nearest bus service to SGA20 is the Indigo route operated by Trent Barton buses which operates to a 20 minute timetable. This route helps connect the site to Nottingham, Derby and a wide number of villages and urban areas in-between. With east and westbound stops spaced along along the A6005, the distance those living on-site would need to walk/cycle to access bus services would be varied but minimised – the distance from the centre of the site to the nearest eastbound and westbound bus stops is around 600m (via Hills Road).

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA20 requires	Updated Pupil Numbers with Development	SGA20 impact on school
Draycott Community Primary School	257	233	505	738	97% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA20 requires	Updated Pupil Numbers with Development	SGA20 impact on school
Wilsthorpe School	1,268	1,042	421	1463	14% over capacity

GREEN & BLUE INFRASTRUCTURE:

SGA20 adjoins the former Derby & Sandiacre Canal which flanks the suggested northern boundary. This offers opportunities to create a development which, particularly within its northern sections, is able to establish strong green links permeating it that allow residents an opportunity to pursue sustainable forms to travel – whether for commuting, leisure or recreational purposes. Given the site's proposed size, SGA20's ability to form strong and legible links, to what is now a DCC-operated multi-user recreational trail, with Derby to the west and Sandiacre (and onward connections to other major urban areas) to the east should be viewed as a major asset which could contribute to reducing the scale of private car journeys taken. Two public rights of way (PRoW) pass through SGA20, both ultimately reaching the disused Canal trail which in itself is also a PRoW. Breaston Footpaths 18 & 19 (BFP18 & 19) both cross the site, the former running around the perimeter of the now-demolished Western Mere School site. BFP19 is part of the Midshires Way, a 230km stretch of long distance trail running between Buckinghamshire and Stockport. Upon reaching the disused Canal (BFP20), a much wider local PRoW network opens out providing walking access to the nearby villages of Draycott, Risley and Ockbrook. The Golden Brook runs on the eastern boundary of the site.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Long Eaton**

HV Point of Connection: **N/A**

Diversion Required? **No**

Likely works to provide

Nominal supply capacity to site: **Site is geographically remote from the Distribution Network which could support such a development. Early consultation is recommended to confirm the best solution. However a development of this size could prompt a new Primary point of connection (although the cables required to supply a new Primary substation would still need to extend for a considerable distance).**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.


Foul Drainage

Description	Risk Rating
Development may impact pump / overflow operations, some of which are associated with historical pollution incidents on the watercourse.	High

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse running within the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Draycott Community Primary School, Hopwell Road, Draycott	0.8km
	Secondary School	Wilsthorpe Community School, Derby Road	5.4km
	Bus stop	Derby Road, Breaston	1km
	Public House	The Olympic PH, Derby Road, Draycott	1.5km
	Health Facility	Overdale Medical Practice, Bridge Field, Breaston	1.8km
	Leisure Centre	West Park Leisure Centre, Wilsthorpe Road, Long Eaton	5km
	Employment Site	Works/Depot adj. to Bridgefield Industrial Estate (EELS 008), Draycott Road, Breaston	1.5km
	Superstore or Town/Local Centre	Draycott village centre	0.9km
	Community Hall	Draycott Parish Council Offices, Elvaston Street	1.4km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA20 would lead to the growth of two villages (Breaston & Draycott).

To prevent neighbouring towns merging into one another:

The approach to calculating the impact SGA20 would have on the relationship between other inset settlements differs here from that utilised in other SGA assessments. The current Green Belt gap separating the two settlements of Draycott and Breaston measures 25 metres in width and spans an operational railway line. Owing to the land-use within this narrow band of Green Belt, it is extremely unlikely that development would give rise to a need to deallocate this area of designation. Despite this, the extent of SGA20 which spans the entire settlement of Draycott on

the northern side of the railway line, would require deallocation of Green Belt as there would be little logical planning argument in retaining such a thin band of Green Belt (approx. 20m in width) for the 1.4km section of railway line that defines the northern edge of Draycott in the event development existed on both sides of the track. As any future comprehensive development of SGA20 within the promoted site boundaries would necessitate the loss of the current separation between the two settlements, no requirement exists to show the present and amended gaps on a separate Green Belt map. Development of SGA20 to its western-most point would project Draycott marginally closer to Borrowash by around 0.1km. However, the matter of Draycott and Breaston's coalescence promoted by SGA20's development is of far greater strategic significance.

To assist in safeguarding the countryside from encroachment:

Again, this element of the assessment differs from that followed by other SGA assessments due largely to the fact that the promoted site adjoins two settlements. There is no divide in SGA20 which separates an element of the site to Breaston and likewise to Draycott. As such, an alternative way to assess the scale of encroachment and how it impacts surrounding countryside extending out into Green Belt is needed. This involves looking at the growth of the settlements as a consequence of development that extends out to the promoted boundaries of SGA20.

The area covered by the inset settlement of Breaston is approx. **124ha** whilst the corresponding area for Draycott measures 54ha, contributing to a total combined settlement size of **178ha**. SGA20 is sized at approx. **87ha** which would enlarge the area of the two settlements to **265ha** – an increase of approx. **50%**. This represents a substantial expansion of Breaston and Draycott into surrounding countryside.

To preserve the setting and special character of historic towns:

The nearest Conservation Areas (CA) to SGA20 are Breaston CA and Draycott CA, both around 0.2km from the southern edge of the site. Despite modern forms of development located in-between both CA's and SGA20, the scale of the site is such that it would inevitably impact on the historic characters of both villages, largely as a consequence of the significant increase in traffic likely to pass through the historic centres of Breaston and Draycott.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within the promoted SGA20 site is mainly greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

Given the land uses across the site, it is reasonable to assume that the majority of land inside the suggested boundaries of SGA20 is free from forms of ground contamination. The land which is unlikely to be affected by contamination is the approx. 60% of total site area which continues to be used for arable agricultural purposes within the boundaries. This encompasses the northern part of SGA20, whereas the southern area is split between the site of the former Western Mere Comprehensive School and several paddocks further to the east. Whilst the former has now been demolished, it is unlikely to expect a Comprehensive School would

give rise to adverse ground conditions. Adjoining the site along its northern boundary is a section of the former Derby & Sandiacre Canal. This has long since been filled and now serves as a multi-user recreational trail. No details are available to Planning Policy around what comprised the fill, but there is a possibility that some materials here may pose minor risks which require further ground investigations. The line of the former Canal is outside the suggested boundaries of SGA20, although a possibility exists that contamination may have permeated southwards through the ground onto the site. No part of the site falls under the Coal Authority's referral risk or standing advice zones so it is highly unlikely that the land will suffer from mining-related land stability and geological issues.

SGA21: Stanton Regeneration Site

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	47 Ha
Proposed number of dwellings	1,000 homes (at 21 dwellings per hectare)
Main land-uses	A mix of active and disused industrial land and premises
Landscape Character Area	<p>Area - S Yorkshire, Notts & Derbyshire Coalfield Type – Coalfield Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Gently undulating landform • Dairy farming with pasture and localised arable cropping • Relict ancient semi-natural woodland, copses and linear tree-belts • Dense watercourse trees and scattered hedgerow trees • Towns and villages on ridgelines surrounded by remnant medieval strip fields • Network of small irregular lanes between larger urban roads • Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 47ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – Whilst not a watercourse, a reservoir can be found on site which is believed to have stored water for the various industrial operations occurring across the Stanton facility.</p>

DEFENSIBLE SITE BOUNDARIES:

SGA21 is already inset from Green Belt designation and its inclusion in a future Local Plan would have no effect on the existing defensible Green Belt boundaries relating to it. The defensible Green Belt boundary would continue to exist along the site's southern boundary and a portion of its western extent.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA21 situated to the south and east of Lows Lane and Littlewell Lane respectively. Low's Lane is a busy thoroughfare subject to a 40mph speed limit and engineered to a good specification. It forms a section of road between Ilkeston and Sandiacre with a number of junctions along its entire length that allow access to various settlements. With a number of existing access and egress points located along both roads that serve current employment and industrial operations, the principle of forming new entry points from the current road network into the extent of SGA21 in the event of re-development is already established. The alignment of Low's Lane is broadly straight, particularly towards its western end, so it is likely that demonstrating suitable visibility to meet highway splay specifications should not be difficult to achieve. Littlewell Lane links Low's Lane to the village of Stanton-by-Dale just a few hundred metres south of the site. Again, where the road runs alongside SGA21 to its left and Stanton Bonna to the right, the highway is relatively generous in its width with rows of mature trees and shrubs recessed back some metres from the roadside. Few physical impediments would exist in establishing a junction further south than a row of existing residential properties close to the junction with Low's Lane.

Neither the adopted Site Specific Policy 20 in the Core Strategy or provisions in the masterplan-based Supplementary Planning Document (SPD) set out precise locations where new vehicular accesses would be sited. As such, it is difficult to propose exact locations along Low's Lane and Littlewell Lane where these should be provided. With a development capacity of 1,000 homes, this would require the forming of several junctions to allow for dispersed, orderly exit onto the existing road network. Given the preponderance of existing vehicular entries off Lows Lane, two junctions spaced reasonably distant to each other serving different ends of a housing development could be supported. An additional junction formed along Littlewell Lane centrally to its shared boundary with SGA21 is also likely to be required – although the SPD calls for a Green Infrastructure corridor along the eastern side of Littlewell Lane so instances where this is crossed by new vehicular access points should be limited. Whether internalised site roads should meet within SGA21 to enable through routes is a matter for a future site promoter/developer to explore further.

All proposed site access points (AP's) are presented on Map 1.

AP1: Access off Low's Lane into SGA21 (west)

This could involve the remodelling and upgrading of a current access point off Low's Lane into the active employment site. The current access allows traffic to leave the Pipe Weighbridge facility as part of a one-way system for HGVs and other vehicles using the weighbridge. At this point Low's Lane is straight in its profile, and with a generous area of grassed verge lining the highway on

its northern side, scope exists for the widening of Low's Lane to allow the creation of a central filter lane for eastbound traffic to turn into the site, either through give-way arrangements or via a signalling.

AP2: Access off Low's Lane into SGA21 (east)

This could involve the remodelling and upgrading of a current access point off Low's Lane into the active employment site. The current junction provides access to the rear of the Saint Gobain offices and industrial buildings located centrally within the site. With HGVs using the access, its current arrangements sees a wide junction mouth with space on both sides of the joining access road (but mainly to the west). Whilst residential development would fundamentally alter the character and appearance of the immediate area, there may be sense in utilising this entrance point into the current industrial area. Flanking the access point on the northern side of Low's Lane is a large structure housing a heavy industrial operation. Its continued presence may mean a slight deflection of Lows Lane southwards in order to allow for the provision of a suitable filter lane for eastbound traffic (similar to that described at AP1) wishing to enter SGA21 – although the condition of the building suggests its long-term existence may be limited.

AP3: Access off Littlewell Lane into SGA21




Flexibility exists in where a vehicular access into the west/south-west part of SGA21 from Littlewell Lane could be located where it bounds the development site. An existing junction enabling access to the industrial buildings and facilities within the south of the current employment site exits Littlewell Lane just prior to the main vehicular access into the grounds of Stanton Bonna Pipelines. Whilst this is an established access point and therefore could be utilised, it is peripheral to the site and therefore it may instead be necessary to focus a primary junction further south that is able to offer access to more central areas of SGA21. Entrance Gate C of Stanton Bonna is located back south towards Low's Lane, and whilst this is a spacious area on the west side of Littlewell Lane, the combination of large wagons entering and exiting the Stanton Bonna facility with residential traffic at the same junction may prove unacceptable on highway safety grounds. A junction somewhere between the two locations discussed here may be suitable if acceptable visibility splays can be achieved. It may also be sensible to reduce the speed limit of Littlewell Lane down to 30mph from its current 40mph level in recognition of the mixing of increased residential traffic with heavy goods vehicles accessing Stanton Bonna.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **1,000 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **1,000** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA21** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA21**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first three junctions in each direction reached off-site are shown below. It is likely that some residential traffic from the site will route through the village of Stanton-by-Dale south of SGA21. As the adopted Stanton Masterplan indicates, the Borough Council will support highway interventions commensurate with the designation of a Rural Character Zone that covers an area immediately south of SGA21 along Littlewell Lane extending out onto subsequent rural country lanes. The focus of traffic management arising from additional trips from SGA21's development will be to encourage use of Low's Lane and Ilkeston Road, highways that are better suited in their specifications to supporting higher volumes of traffic.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 450 vehicles
J2	 450 vehicles
J3	 100 vehicles

J1: Junction of Low's Lane, Ilkeston Road & Sowbrook Lane

Currently an irregular-priority T-junction with the primary flow of traffic following Low's Lane and Ilkeston Road. Despite Low's Lane and Sowbrook Lane sharing same alignment, Sowbrook Lane gives way to the major highway which sees the name of road change at its junction adjacent to the listed row of properties at Twelvehouses. Traffic leaving SGA21 would pass through this junction if travelling towards Ilkeston or Derby (the latter via the A6096). Currently, the junction is constrained on its southern side by the proximity of Twelvehouses and the bend for priority traffic is directed around is notably sharp. With Low's Lane a well-trafficked road, additional traffic generated from SGA21's development would strengthen the justification for the addition of a new roundabout sited east of the current junction. This intervention is detailed within the Stanton SPD, but would involve a realignment of a short section of Ilkeston Road eastwards in order to have the approaches of Sowbrook Lane, Low's Lane, Littlewell Lane and Ilkeston Road meet around 100m east of the current junction and also improve the setting of the listed row of cottages at Twelvehouses. The installation of a roundabout would help optimise traffic flow on roads west of SGA21.

J2: Junction of Ilkeston Road & Stanton Gate

Regular T-junction with the primary route being Ilkeston Road and Stanton Gate the joining/minor side road. A short section of central filter lane is available for northbound traffic wishing to turn right onto Stanton Gate. A mature row of trees lines the junction on its western side, but notable grassed areas exist on the north-east side which offer flexibility for a remodelled junction. Similarly to J1, the adopted Stanton Regeneration Site SPD also recommends the installation of a roundabout at this junction to help manage the additional flow of traffic expected as a result of SGA21's development. The roundabout would help to optimise traffic flow on roads south-east and east of the site.

J3: Junction of Stanhope Street & Main Street, Stanton-by-Dale

A triangular give-way junction arrangement comprising three separate T-junctions. Options to enhance this junction are extremely limited with highway improvements naturally proving incongruous to the historic setting at the heart of Stanton-by-Dale Conservation Area, and the small parcel of green space in the middle of the junction an important visual asset to the village's character. The structure of the junction's layout will be expected to remain, but the give-way arrangements and road markings could be altered to ensure junction users take additional care when travelling through it. This could be part of a wider package of interventions designed to restore the historic character of village, with measures introduced to encourage motorists to drive with greater care through Stanton-by-Dale. Of the three exits away from SGA21, it is envisaged that the majority of vehicles will flow through junctions J1 and J2 with a lesser volume routing southwards through J3.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None** - There are no Local Wildlife Sites (LWS) located within SGA21, however the following LWSs are located north and north-west of the site:

ER046 Nutbrook Canal & Fields

ER188 Ilkeston Road Pond and Nutbrook Canal

ER201 Quarry Hill Lagoons

ER217 Stanton Ironworks

Three Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA21** (Ref: 186 - Lynn-onn, Low's Lane).

The site falls within the Priority Habitat Inventory for Deciduous Woodland and identifies Open Mosaic Habitat (Draft). Site falls under DEFRA-identified zones relating to farmland birds.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Three access points are identified to serve SGA21, two of which are from Low's Lane and one from Littlewell Lane. Low's Lane and Littlewell Lane are both classified roads and are generous in width and built to good specification. Both are relatively straight and thus visibility is unlikely to present as an insurmountable challenge when specifying suitable access arrangements between the roads and the development site. Low's Lane is an important through-route so any relationship between its current role and providing residential access to the site will need to be carefully managed. Junction capacity analysis indicates that one or more junctions will very likely require intervention to mitigate increased traffic levels resulting from the development, something elaborated on further elsewhere within this assessment. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The nearest bus stops are around 700m from the centre of the site on either side of the road at Twelvehouses, adjacent the junction of Sowbrook Lane, Ilkeston Road and Low's Lane as well as the north-east corner of the site. The CT4N-run 14 travels between Ilkeston, Stanton-by-Dale and Sandiacre via these stops.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

As a result of 1,000 homes at Stanton, a need for 240 primary school places would arise, whilst 200 secondary school places would need to be created. A development of this size would typically be expected to require a new Primary School. This helps to internalise many car trips within a major development, whilst encouraging a high proportion of pupils to walk to a school provided on-site.

GREEN & BLUE INFRASTRUCTURE:

A Public Right of Way (PRoW) runs close to the eastern boundary of SGA21, connecting to nearby settlements at Dale Abbey, Stanton-by-Dale and Sandiacre. There are footpath links to the Erewash Valley Trail and Erewash Canal. Local Wildlife Sites north of the site incorporate blue infrastructure assets such as ponds and are situated nearby to the Nutbrook Trail and Canal. South of the site is Erewash Valley Golf Club.

UTILITIES:

Power

The following information was provided by Western Power.

Primary Point of Connection: **Little Hallam**

HV Point of Connection: **N/A**

Diversion Required? **No**

Likely works to provide
Nominal supply capacity to site: **New Primary Connection would need to be established as part of the development.**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be

required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.






Foul Drainage

Description	Risk Rating
Adjacent to predicted flooding. Predicted and repoted flooding downstream. An existing capital project looking to pump flows from Stapleford WWTW to Toton WWTW needs to include this in its sizing	High

Surface Water

Description	Risk Rating
Site can drain directly to Nut Brook to the north of the site. Brownfield site, efforts must be made to separate storm flows from the combined network.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site (via Access Point Three)
	Primary School	Dallimore Primary and Nursery School	2.4km
	Secondary School	Kirk Hallam Community School / St John Houghton	3.9km
	Bus stop	Sowbrook Lane	0.7km
	Public House	Stanhope Arms	1.19km
	Health Facility	Kirk Hallam Surgery	2.5km

Facility Icon	Facility	Location	Distance from site (via Access Point Three)
	Leisure Centre	Sandiacre Friesland Sports Centre	3.5km
	Employment Site	Stanton Bonna Concrete Plant and Works (ER067)	Adjoins SGA21
	Superstore or Town/Local Centre	Morrisons, Nottingham Road, Ilkeston	3.9km
	Community Hall	Kirk Hallam Social Club	1.9km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA21 is inset from the Nottingham-Derby Green Belt. As such, its possible development would not have a detrimental impact on this particular Green Belt purpose. This is reaffirmed by the site's historic use as a location for heavy industry.

To prevent neighbouring towns merging into one another:

The proposed extent of SGA21 is entirely within the existing extent of land inset from the Green Belt at this location. Green Belt gaps are therefore already established and will not change as a result of a development at this location. For this reason there is no accompanying Green Belt map to this SGA assessment.

To assist in safeguarding the countryside from encroachment:

The development of SGA21 would be contained to within the existing extents of the Stanton Regeneration Site south of Low's Lane. The redevelopment of the site would therefore not encroach on the countryside any further in Green Belt terms, and would not lead to the extension of any existing settlement.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA21 is Stanton-by-Dale CA which is located around 150m south of the suggested SGA21 boundary. This would require future development, particularly close to the southern edge of the site, to respect the sensitive historic character of the CA and its setting which forms much, if not all of the land between SGA21 and Stanton-by-Dale village.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Almost the entirety of land within SGA21 is considered brownfield in its status.

CONTAMINATION AND GROUND STABILITY:

The site is expected to present a significant ground contamination risk as a result of its historic use primarily as an Ironworks and its continued partial use as a location

for industry (albeit it now with a heavy focus on storage space and facilities). The vast scale of the original Ironworks saw a range of heavy industrial processes existing for many decades. It has to therefore be expected that much of the site will be impacted by the resulting contamination, either directly or indirectly (for example, via groundwater seepage or similar processes). Extensive ground investigations will be required to establish precisely the type and extent of contamination across the site and a full mitigation strategy will need to be devised. There also remain a number of structures on site which will need to be demolished in the event of the sites redevelopment and this may result in additional risk factors emerging. Much of the site falls within the Coal Authority's risk referral zone and outside of this, the standing advice zone. As a result, it is likely that ground instability relating to historic mining activity could also be a factor which requires addressed ahead of future site redevelopment.

SGA22: Land at Botany Bay, Ilkeston

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	3.4 Ha
Proposed number of dwellings	60 homes (at 35 dwellings per hectare)
Main land-uses	No specific land-use. Site displays forms of vegetation contains hedgerow, grassland and groupings of trees.
Landscape Character Area	Area - Nottinghamshire, Derbyshire and Yorkshire Coalfield Type – Riverside Meadows Key characteristics: <ul style="list-style-type: none">• Narrow rivers meander along flood plains of variable width• Remnant riverside vegetation, wetland and unimproved grassland• Dairy farming dominated by pasture• Dense tree cover along river channels• Scattered tree cover along boundaries• Strong association with transport routes due to the presence of canals, railway lines and roads
Flood Zones & Watercourses	Flood Zone 1 – 0ha (0%) Flood Zone 2 – 1.7ha (50%) Flood Zone 3a – 0.68ha (20%) Flood Zone 3b – 1.02ha (30%) Notable watercourses – Erewash Canal (western boundary of the site), drains and ponds (within and surrounding SGA22).

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – West bank of the Erewash Canal which meets with railway line to the north and footpath associated with Bennerley Viaduct to the south.

B – Railway line to the east of the site until meeting with Bennerley Viaduct to the south of the site.

C – Bennerley Viaduct and footpath which meets with the Erewash Canal multi-user trail.

A site boundary was submitted by site promoters and is presented at **Map 1**. Due to the lack of defensible boundaries in the vicinity of the site, an area of land will require releasing from Green Belt designation which is much larger than the extent of the proposed site. **B** and **C** as indicated on **Map 1** would together form the new defensible Green Belt boundary at this location.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA22 having a single access point in which to enter and exit the site, with this being a continuation of Bridge Street. Currently the tarmacked made section of the highway ends immediately beyond the canal bridge taking the road over the Erewash Canal. At this point, the road meets the Canal towpath that follows the eastern bank of the Canal, with another path continuing onwards in an easterly direction over uneven, but densely vegetated ground. The current point of access is constrained by the Canal bridge. This is narrow, with width to only allow one vehicle over the bridge. The limited width of the bridge is understandable with no built development requiring access beyond the Canal. Visibility is also likely to be a problem with the humped arrangement in current bridge preventing sight of what may be approaching from the opposite direction. In the event SGA22 is developed, it is clear that a replacement bridge would be required to provide a sufficient level of safe vehicular access and egress into the site. Also of note is the likely redevelopment of the former Bridge Inn PH just south of the Canal Bridge. In the event plans are approved, this will increase the number of vehicular movements onto Bridge Street.

All proposed site access points (AP's) are presented on Map 1.

AP1: Continuation of Bridge Street beyond its current length.

As described above, an extension of Bridge Street would be required to serve SGA22. Of note is the extent and shape of the site which follows the Canal northwards. This would require a continuation of highway beyond the bridge to sweep relatively sharply to the left (if travelling towards SGA22) in order to stay within the boundaries of the promoted site area. Currently, the specification of the Canal Bridge would struggle to cope with the traffic movements of vehicles accessing the site, so more information would be needed on how these highway could be rectified in order to create safe highway conditions, particularly given the number of pedestrians who cross the bridge to access the Canal towpath.


JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **60 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **60** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one

vehicle per household will depart **SGA22** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA22**. Due to the relatively limited number of additional journeys a developed site might generate, the movements of vehicles passing through only the first junction reached off-site is shown below. The anticipated increase in trips is lower than the 120 additional trips passing through a junction per hour that is required to warrant detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the junction expected to see the largest number of vehicle movements through it.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (60 vehicles)

J1: Roundabout linking Bridge Street, Church Street, Skeavington's Lane and Cotmanhay Road

This is a four-arm single-lane approach roundabout. A relatively open character is evident to the north and east of the roundabout with wide sloping grassed areas separating it from neighbouring housing, although buildings on the south-west and north-west of the roundabout (the latter a recently constructed medical centre) are closely abutting. Opposite facing bus stops can be found on the approach to the roundabout on Cotmanhay Road which has the possibility of impeding the flow of traffic wishing to join the roundabout, or exit onto Cotmanhay Road (particularly if buses are stationary at both stops) due to the highway width at this point. Visits to the roundabout demonstrate that it doesn't see high volumes of traffic passing through it. It is unlikely, even factoring in the possible development of SGA22 and residential redevelopment of the former Bridge Inn PH, that higher traffic levels would justify a need for extensive upgrades to this roundabout.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER147 Botany Bay Grassland Local Wildlife Site (LWS)** – within the site
- **ER215 Erewash Canal LWS** - adjacent to the site
- **ER135 Bennerley Flash LWS** - nearby the site
- **ER199 Awworth Road Pond LWS** - nearby the site

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA22**.

Part of SGA22 is listed as Priority Habitat Inventory - Good quality semi-improved grassland (Non Priority). Lapwing, Redshank and Snipe are all priority species identified on the site. Farmland birds are also identified as being present on the site.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

There is the potential for site access to be gained directly from Bridge Street which is an unclassified road. Junction capacity analysis indicates that it is unlikely any off-site junctions would require intervention to mitigate increased traffic levels resulting from the development. However, responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA22 is served by a number of nearby bus routes travelling between Derby, Langley Mill, Heanor & Nottingham including the Ilkeston Flyer and Two services, both operated by Trent Barton. The nearest bus stop is located on Skeavington Lane around 380m from the centre of the site and accessed along Bridge Street.

SCHOOL PROVISION:

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA22 requires	Updated figure with Development	SGA22 impact on school
Cotmanhay Infants and Juniors	510	575	15	590	15 % over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA22 requires	Updated figure with Development	SGA22 impact on school
Ormiston Academy	820	822	12	832	1 % over capacity

GREEN & BLUE INFRASTRUCTURE:


Public Rights of Way (PRoW) run around and across the site, connecting SGA22 to the extensive Erewash Valley Trail and Erewash Canal. These provides links to Heanor, Ilkeston, Sandiacre, Long Eaton and the River Erewash. Bennerley Viaduct is located close to SGA22, a notable heritage asset and tourism attraction. The aforementioned nearby environmental assets form a vital part of the green and blue infrastructure network both within and surrounding the site.









UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Cotmanhay Infants and Juniors	1km

Facility Icon	Facility	Location	Distance from site
	Secondary School	Ormiston Academy	3.3 km
	Bus stop	Cotmanhay Road	0.8 km
	Public House	The Mallard	1.9 km
	Health Facility	Cotmanhay Surgery	1.1 km
	Leisure Centre	Manners Leisure Centre	2.6 km
	Employment Site	049 Manners Industrial Estate	3 km
	Superstore or Town/Local Centre	Tesco, Rutland Street	2.6 km
	Community Hall	Abbotsford Community Centre	3 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA22 would result in the growth of the town of Ilkeston.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset areas of Green Belt at Awworth and Eastwood, both of which are in the neighbouring borough of Broxtowe.

Distance 1: Cotmanhay Playing Fields to Eastwood. The current gap before potential development of SGA22/deallocation of Green Belt is **0.86km**. The amended gap (A – SGA22 to Eastwood) in the event of SGA22 being developed is **0.83km**. This is a reduction of **3.5%** in the current GB gap.

Distance 2: Bridge St Canal Bridge to Shilo Way, Awworth. The current gap before potential development of SGA22/deallocation of Green Belt is **0.75km**. The amended gap (B - SGA22 to Shilo Way) in the event of SGA22 being developed is **0.68km**. This is a reduction of **9.3%** in the current GB gap.

The development of SGA22 would only therefore modestly reduce the current GB gap between the inset part of Ilkeston and the nearest inset settlements over the local authority boundary in Broxtowe Borough. For context, even the revised gaps created in the eventuality of SGA22's development would not exceed the gaps found slightly further south between Awworth and the area around Ilkeston railway station

where the width of GB between settlements is around 0.3km; substantially narrower than the distances measured above.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA22's development would make, a measurement between the centre point of Ilkeston (18 Stanley Close) and the nearest point of SGA22 which sits within the Green Belt is made. This distance is **2.79km**. The distance from the centre point to the furthest extent of SGA22's developable area is **3.05km**. This distance shows the site would contribute to an enlargement of **9.3%** of the current distance between the centre of Ilkeston and the outermost extent of SGA22. For context, the inset area covered by Ilkeston extends further beyond the revised figure above with the area of Cotmanhay projecting northwards. This demonstrates that encroachment into surrounding open areas would be rather modest.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA22 is Ilkeston Town Centre CA located 1.6km away. Any future development of SGA22 is therefore unlikely to impact on the character or setting of Ilkeston Town Centre CA.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The land within the boundaries of SGA22 is nearly exclusively greenfield in status despite a modest number of homes once being located on part of the site (see following section).

CONTAMINATION AND GROUND STABILITY:

SGA22 once contained a small number of houses in the early 20th Century, but these were demolished by around the mid-20th Century. Since then, the site has re-naturalised with self-seeding trees and other forms of greenery including hedgerow. Historic mapping does not indicate any other specific uses, though field divisions are visible. There is nothing forthcoming to suggest the site may suffer from ground contamination. Part of the site does fall within the Coal Authority's Risk Referral zone however and the rest within Risk Standing Advice zone. As a result it is possible that the site could be at risk from with ground stability issues which, ahead of any future development, will require further investigation and potentially mitigation.

SGA23: Thacker Farm, North-West of Kirk Hallam

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	41.8 Ha
Proposed number of dwellings	830 homes (at 20 dwellings per hectare)
Main land-uses	Agricultural land (rated 'poor' in agricultural classification) and associated buildings
Landscape Character Area	<p>Area - S Yorkshire, Notts & Derbyshire Coalfield Type – Coalfield Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently undulating landform• Dairy farming with pasture and localised arable cropping• Relict ancient semi-natural woodland, copses and linear tree-belts• Dense watercourse trees and scattered hedgerow trees• Towns and villages on ridgeline surrounded by remnant medieval strip fields• Network of small irregular lanes between larger urban roads• Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 38.8ha (93%) Flood Zone 2 – 0.5ha (1%) Flood Zone 3 – 2.5ha (6%)</p> <p>Notable watercourses – Stanley Brook (follows northern boundary of SGA23)</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Field boundaries delineated with a mix of hedgerow and trees.

B – Stanley Brook.

C – Field boundary lined with hedgerow and trees along the north-west extent of St John Houghton Catholic Voluntary Academy School.

D – Various boundary treatments including fencing and hedgerow delineating extent of residential curtilages on Wyndale Drive, Sunningdale Drive, Banfield Drive, Highfield Drive, Ridgeway Drive and Ladywood Road.

E – Wyndale Drive.

F – Various boundary treatments including fencing and hedgerow delineating extent of residential curtilages on Wyndale Drive.

G – Field boundary comprising hedgerow.

H – Ladywood Road.

A site boundary was submitted by site promoters and is presented by **Map 1**. To accommodate this site, defensible boundary analysis indicates that an additional portion of the Green Belt would need to be released to accommodate the site and ensure physical correspondence with the existing extent of the Town (Ilkeston urban area). Sections **A**, **B** and **H** would amount to new defensible Green Belt boundary should the site be progressed as part of the Local Plan.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows SGA23 cover a sizeable area of land located between the existing built-up area of Kirk Hallam and West Hallam Storage Depot. At its southern-most end, SGA23 directly adjoins Ladywood Road (A6096) for around 350m, offering a strong opportunity to create an access point from an A-classified road to serve the site. Elsewhere, limited opportunities exist to create secondary vehicular access points to serve SGA23. One option is a continuation of Abbot Road, Kirk Hallam. This road provides the main vehicular access for the St. John Houghton Academy School and a car park serving the school is located at the end of Abbot Road. Whilst the carriageway width of this road is narrow, generous grass roadside verges line the highway and offers some scope for modest road widening should Abbot Road be identified as a secondary route to serve any homes built at the northern-most end of SGA23. With Abbot Road accommodating traffic to and from the Academy School, the usage of the route at the beginning and end of the school day is likely to be extremely busy. The addition of more vehicles to this road, and the residential roads of Wyndale Drive and Godfrey Drive, could compromise the highway safety of motorists and pedestrians. Highway works needed to support the possible development of SGA23 could be viewed in conjunction with **SGA25: Land south-west of Kirk Hallam**. As explained in SGA25's assessment, the site promoters of SGA25 have made the Council aware of plans to construct a relief route between Sowbrook Lane and Ladywood Road (A6096) and the Council have stated that such a road would be necessary to support a strategic development of that size. At the latter end of the relief road, a proposed junction may have scope to incorporate an

additional exit providing access north to run on into SGA23. This access could also extend beyond the boundaries of the site and ultimately run on past **SGA15: West Hallam Storage Depot** and onwards towards High Lane East (A609).

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction onto Ladywood Road (A6096)

As mentioned above, the construction of a Kirk Hallam Relief Road (KHRR) provides an opportunity to establish vehicular access northwards into the site. The KHRR is planned to join to Ladywood Road centrally to the shared boundary has with SGA23. Details on junction arrangements are limited at this stage, although it would be preferable for the installation of a roundabout at the northern end of the KHRR. This would maintain the flow of traffic better and potentially allow for a continuation of the KHRR further northwards, to either access individual growth sites or provide a dedicated relief route running all the way around to the A609.

AP2: Extension of Abbot Road

As already explained, Abbot Road is restricted in its ability to accommodate any additional volumes of traffic owing to its design and specification. However, there may be some scope for a continuation of this highway beyond its current endpoint to serve a modest number of new homes at the northern end of SGA23. More realistically, this access point could benefit connectivity between SGA23 and St. John Houghton Academy School and provide a safe means of access to a key local community facility. Whilst identified as an access point for the purpose of this assessment, it is unlikely that Abbot Road would fulfil a role in supporting the entry and exit of vehicles into SGA23 in the event of development.



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **830 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **830** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA23** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA23**. Due to the high number of likely additional journeys generated by the site, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to

demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (415 vehicles)
J2	 (415 vehicles)

J1: Junction of Sitwell Street & Willowcroft Road, Spondon

This junction comprises a three-approach roundabout with single arms on all approaches and exits. The roundabout is bounded relatively tightly on all sides by residential properties, which restricts the ability to provide wider approach lanes to the roundabout, or even separated lanes to allow more formalised traffic movements through it. The current arrangements and roundabout layout appear to provide the optimal mechanism to allow traffic to pass through at an acceptable flow. Extensive reconfiguration is unrealistic given the constraints mentioned above posed by the abutting forms of built development. Despite this junction being included given the expectation that broadly half of traffic generated by SGA23 will travel westwards towards Derby, there are a number of exits off the A6096 before Spondon is reached (Cat & Fiddle Lane, Arbour Hill and Moor Lane) where vehicles will leave, helping to reduce the number shown in the graphic above.

J2: Bull's Head roundabout (Little Hallam Hill, Lower Stanton Road (both A6096) & Quarry Hill Road)

This is a busy mini-roundabout with three joining arms. All three approaches consist of a single lane with no provision made for filter lanes that would help to grade traffic depending on a vehicle's intended exit from the mini-roundabout. Scope for enhancements to the junction are limited. The mini-roundabout is physically constrained owing to tight forms of built development, particularly either side of the Quarry Hill Road arm with residential properties flanking each side. Adjoining the junction is the now closed Bull's Head public house, currently undergoing conversion into residential flats. Once finished, occupants will take direct access from just east of the roundabout. This junction has been identified for reconfiguration because of the Quarry Hill

Road housing development further south. An agreed scheme is required as part of the development's Section 106 which will see the signalisation of the junction, with two approach lanes from the town centre (straight on and left-turn) and a small filter lane to hold eastbound traffic turning right onto Quarry Hill Road.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **Straws Bridge Local Nature Reserve (LNR)** located around 400m north-east of SGA23.

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None**
The Local Wildlife Sites (LWS) **ER093 Lady Wood** and **ER207 Kirk Hallam Meadows** are both located nearby to SGA23.

Tree Preservation Orders (TPOs) are located within the proposed boundaries of **SGA23**. They include Ref: 290 Bankfield Drive/Highfield Drive & Ref: 291 Land South of Thacker Barn.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

There is the potential to accommodate two access points – one in the northern portion of the site to the unclassified Abbot Road and the other to the A-classified Ladywood Road (A6096). Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The nearest bus stop to SGA23 is on Ladywood Road around 450m from the centre of the site. The Trent Barton-operated Ilkeston Flyer provides a frequent timetable to Derby from this stop. Nearby, another bus stop accommodates the 21 and 22 services which provide frequent travel to Nottingham and Heanor.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA23 requires	Updated Figure with Development	SGA23 impact on school
Ladywood Primary	270	326	200	526	64% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA23 requires	Updated Figure with Development	SGA23 impact on school
St. John Houghton CVA	618	664	166	830	29% over capacity

GREEN & BLUE INFRASTRUCTURE:










A Public Right of Way (PRoW) currently runs through the site (PRoW 35 - Dale Abbey) and connects to footpaths in the vicinity of Straws Bridge Local Nature Reserve. The Nutbrook Trail, a well-used recreational route, can be reached through the Kirk Hallam urban area. This links onto the National Cycle Trail (Route Number 67), connecting to Ilkeston, Heanor, Stapleford and Long Eaton. The route also connects onto National Cycle Network Route 6, providing connections to Route 66 for onward links to Derby and Route 6 for links to Beeston and beyond. These routes run nearby the Erewash Canal and River Erewash, both notable blue infrastructure assets in the Borough.

UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Ladywood Primary	1.5 km
	Secondary School	Saint John Houghton Catholic Voluntary Academy	0.7 km
	Bus stop	Ladywood Road	1.1 km
	Public House	The Cat and Fiddle	1.1 km
	Health Facility	Kirk Hallam Surgery	1.85 km
	Leisure Centre	Victoria Park Leisure Centre	4.95 km
	Employment Site	004 West Hallam Storage Depot	3.1 km
	Superstore or Town/Local Centre	Morrisons	4 km
	Community Hall	Big Kirk Hallam Community Centre	2 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA23 would result in the growth of the town of Ilkeston.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at West Hallam Storage Depot.

Distance 1: Kirk Hallam to West Hallam Storage Depot. The current gap before potential development of SGA23/deallocation of Green Belt is **0.62km**. The amended gap (A – SGA23 to West Hallam Storage Depot) in the event of SGA23 being developed is **0.11km**. This represents a reduction of **82.2%** in the current distance.

The measurements below show that a possible future development of SGA23 would contribute to a major lessening of Green Belt gap currently designated that separates Kirk Hallam and West Hallam Storage Depot.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA23's development may make, a measurement between the centre point of Ilkeston (18 Stanley Close) and the nearest point of SGA23 that sits within the Green Belt is made. This distance is **1.30km**. The distance from the centre point to the furthest extent of SGA23 is **2.31km**. This distance shows the site would contribute to an enlargement of **77.7%** of the current distance between the centre of Ilkeston and the outermost extent of SGA23.

To preserve the setting and special character of historic towns:

The closest Conservation Areas (CA) to SGA23 are the West Hallam CA (1km) and Ilkeston Town Centre CA (1.2km)

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The land within SGA23's boundaries is almost wholly greenfield except for the buildings and immediate curtilage of Thacker Barn Farm that sits broadly central to the site.

CONTAMINATION AND GROUND STABILITY:

Historic mapping indicates the site has been in primarily agricultural use as much of it remains today for at least the last 120-year period mapping exists for. Mapping gives no indication of any causes of contamination being present on the site at any time and as a result it is not expected the site will be subject to ground contamination require remediation in the event of future development. The entirety of the site falls within the Coal Authority's Risk Referral zone. This indicates that ground instability from historic coal mining activities could affect land within the boundaries of SGA23 and where so, this could be severe. Extensive investigation will be required to ascertain the true extent of any risk and identify potential ground stability mitigation where appropriate ahead of any future development of the site.

SGA24: Croft Road, Breadsall

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	4.1 Ha
Proposed number of dwellings	120 homes (at 29 dwellings per hectare)
Main land-uses	Agricultural land (rated 'poor' in agricultural classification)
Landscape Character Area	Area - Peak Fringe & Lower Derwent Type – Riverside Meadows Key characteristics: <ul style="list-style-type: none">• Flat, broad flood plains containing meandering rivers• Seasonally waterlogged soils over alluvium• Low intensity permanent pasture• Localised patches of rushes in damp hollows• Scattered, locally dense trees along watercourses, widespread alder and localised willow• Scattered trees along field boundaries• Regular shaped fields, bounded by hawthorn hedges
Flood Zones & Watercourses	Flood Zone 1 – 0.82ha (20%) Flood Zone 2 – 3.28ha (80%) Flood Zone 3 – 0ha (0%) Notable watercourses – The Dam Brook runs nearby to SGA24 further north of the site. West of the site over the A61 is the River Derwent.

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Edge of settlement defined by a range of boundary treatments delineating the edge of residential curtilage including fencing and hedgerow.

B – Western extent of group of allotments with varied boundary treatment including fencing and hedgerow.

C – Field boundaries defined with mature low level canopy, hedgerow, fencing and intermittent trees.

D – Field boundary defined by grouping of trees, hedgerow and low level canopy adjacent A61 highway.

E – Croft Lane.

A site boundary was submitted by site promoters and is presented at **Map 1**. To accommodate this site as an extension of Breadsall as proposed by the site promotor, additional Green Belt land will need to be released outside of the site extent. Sections **B** to **E** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the promoted site of SGA24 occupying land between the current extent of Breadsall Village and the nearby Alfreton Road (A61). The formation of vehicular access to the site is offered by the shared boundary with the adjoining Croft Lane which is the main road access into Breadsall Village from the direction of Derby City Centre/A61. In total, around 250 metres of shared frontage with Croft Lane exists that would be expected to see a junction formed from. Croft Lane, whilst sufficiently wide, feels enclosed due to an imposing line of trees along its eastern side, while a tall hedgerow beyond a narrow pavement provides a strong definition to the western side of the highway corridor. Visibility may also prove to be an issue, with Croft Lane's alignment affected by occasional bends in the road and undulations in road levels which prevent straight sight for the distances likely to be required to form acceptable visibility splays in the event of new junction taking the form of a T-junction (with Croft Lane maintaining priority flow). Immediately south of SGA24 is a short length of off-road cycleway which leaves Croft Lane and links with the A61. This demonstrates that cyclists are encouraged to use Croft Lane as a link between Breadsall Village and the wider cycle network back towards Derby City Centre. Just prior to entry into the Village, a speed reduction measure is in place in the form of reduction in highway width to a single lane. Traffic leaving Breadsall has priority over those entering.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction with Croft Lane

As described above, the most realistic junction type to serve a future development at SGA24 would be a basic T-junction with Croft Lane retaining main priority. Signalisation of a junction would be incongruous with the rural setting and location, and may not be necessary as a result of the size of development and numbers of homes planned. The current speed limit along the section of Croft Lane between its junction and the edge of the built-up village is 40mph, so in conjunction with any future development, consideration should be given to extending the 30mph speed limit further south-west back


towards the junction with the A61. As referenced above, the speed reduction measures in road layout could be reaffirmed and strengthened by an appropriately designed junction layout which further influences the behaviour of motorists to travel at appropriate speeds along Croft Lane. The installation of a mini-roundabout may be suitable, but with SGA24 located wholly on the northern side of Croft Lane, this would likely mean a slight realignment of the highway into the extent of SGA24 to provide suitable off-setting approach arms.


JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **120 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **120** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA24** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA24**. Due to the relatively low number of additional journeys generated by the site, the movements of vehicles passing through only the first two junctions reached off-site are shown below. The anticipated increase in trips is lower than the 120 additional trips passing through a junction per hour that is required to warrant detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the junctions expected to see the largest number of additional vehicle movements through them.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (60 vehicles)

Junction	Number of Vehicles
J2	 (60 vehicles)

J1: Roundabout of A61, Alfreton Road & Croft Lane

A busy four-arm roundabout with all joining roads having dual-lane approaches except for Alfreton Road which has three lanes – although these are narrow due to limited road width. This arrangement on approaches to the junction benefits the vehicular movements through the roundabout, despite the lack of marked lanes on the roundabout itself. The only exit to have dual-lanes is that of the southbound A61 in the direction of the City Centre, although this is only a short section before reverting back to a single lane. The western side of the roundabout sees generous green spaces line it, providing scope that enlargement to cope with additional traffic capacity may be possible in future. The eastern side of the roundabout is more constrained with dense groupings of mature trees immediately lining the highway. Plans to introduce a grade-separated flyover at the next junction north (Little Eaton roundabout) along the A61 where it meets the A38 have recently been granted permission by Government. The altered arrangements may see longer-term changes in the volumes of traffic expected to use **J1**.

J2: Junction of Croft Lane, Rectory Lane & Brookside Road

A triangular give-way junction with Croft Lane (continuing onwards as Brookside Road) having priority. A short section of highway approximately 25 metres in length links Croft Lane to Rectory Lane with give-way markings at each end. Rectory Lane adjoins Brookside Road with give-way markings in place. Taking the form of a small triangular green, this junction provides motorists entering Breadsall from the A61 the opportunity to access Moor Road and leave the village in the direction of Morley, although this is also possible by continuing along a narrowed Brookside Road and then accessing Church Lane. Being located within the centre of Breadsall, this junction has a rural character to it which should restrict reconfiguration due to the impact this would have on the surrounding built form of development overlooking the green. The current 'circuit' of local roads throughout Breadsall are a consequence of the Village's growth and development, with opportunities to alter the physical format and specification of individual junctions limited in scope.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None** - the following statutory designations can be found nearby to SGA24:
Breadsall Railway Cutting Local Nature Reserve (LNR) & Site of Special Scientific Interest (SSSI) (located nearby SGA24).
Darley & Nutwood LNR (located nearby SGA24 and in Derby City).
Croft Wood, Breadsall RIGs (located south of SGA24).
Dam Brook RIGs (located nearby SGA24).

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None** – the following non-statutory designations can be found nearby to SGA24:
ER002 Alfreton Road Rough Grassland Local Wildlife Site (LWS) (located nearby SGA24).
ER005 Breadsall Disused Railway LWS (located nearby SGA24).

Land within SGA24 is listed on the Priority Habitat Inventory for Deciduous Woodland (England) and also a site for Lapwing for Priority Species CS Targeting. Farmland birds are also known to be present on-site and within the wider area.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA24**. A group of TPOs (Croft Wood) are situated directly south of the site on the opposite side of Croft Lane.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Access to the site is most realistically achieved from Croft Lane, a classified road. Junction capacity analysis indicates that no junction would require intervention to mitigate increased traffic levels resulting from the development. However, traffic routing through Breadsall would need to be carefully monitored to ensure any adverse impacts on the village are mitigated. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

Bus stops are nearby to the site both to the west and east of SGA24. Stops on the A61 and on Croft Lane within Breadsall offer a range of routes and are located around 200m from the centre of the site. Collectively, the bus stops are served by the Trent Barton-operated 9.1, 9.3 and amberline services and the Notts Derby-operated 59 and 71 services. Between them bus travel is possible to and from Derby, Nottingham, Hucknall, Heanor, Ripley, Alfreton, Sutton and Mansfield as well as other smaller settlements.

SCHOOL PROVISION:

The figures below for Breadsall C of E were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD). The figures for Da Vinci Academy were calculated using Derby City Councils equivalent information for school place provision from its own SPD.

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA24 requires	Updated Pupil Numbers with Development	SGA24 impact on school
Breadsall C of E VC	112	111	29	140	22% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA24 requires	Updated Pupil Numbers with Development	SGA24 impact on school
Da Vinci Academy (Derby City)	750	639	24	663	12% under capacity

GREEN & BLUE INFRASTRUCTURE:












The site has Public Rights of Way (PRoW) links across to Breadsall and Little Eaton. Nearby to SGA24 is the Derwent Valley Heritage Way, a 55-mile footpath, linking eventually to the Peak District National Park, Ladybower Reservoir and Chatsworth Estate. The River Derwent is located nearby just west of the A61 which has an upcoming project to develop a Derwent Valley Cycleway, a proposed off-road cycle way connecting to a number of locations including Derby, Duffield, Belper and Matlock. Other nearby assets include Breadsall Priory Marriott Hotel and Country Club, Breadsall Cricket Club and the Great Northern Greenway recreational route. The Dam Brook also runs close to SGA24, the nearest blue infrastructure asset to the site.

UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
 	Primary School	Breadsall C of E VC	0.7 km
 	Secondary School	Da Vinci Academy	3.9 km
	Bus stop	Croft Lane	258m
	Public House	Windmill Inn	2.3 km
	Health Facility	Oakwood Medical Centre	4.7 km
	Leisure Centre	Springwood Leisure Centre	4.7 km
	Employment Site	005 Little Eaton Southern Triangle	2.4 km
	Superstore or Town/Local Centre	Morrisons, A61, Frank Whittle Way	1.53 km
	Community Hall	Breadsall Memorial Hall	0.8 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA24 would lead to the growth of a village (Breadsall).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt within the Derby main built-up area in neighbouring Derby City.

Distance 1: Breadsall to Derby City. The current gap before potential development of SGA24/deallocation of Green Belt is **0.24km**. The amended gap (A – SGA24 to the industrial estate off Alfreton Road) in the event of SGA24 being developed is **0.22km**. This is a reduction of **8.3%** in the current distance and represents a minor lessening of the gap between the two settlements, although it must be noted that the Green Belt designation helping to separate Breadsall from the main-built up area of Derby is narrow, heightening its sensitivity and reaffirming the importance of Green Belt.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA24's development would make, a measurement between the centre point of Breadsall (identified by mapping as the garden land of 10a Rectory Lane) and the nearest point of SGA24 is made. This distance is **0.28km**. The distance from the centre point to the furthest extent of SGA24 is **0.57km**. This distance shows the site would contribute to an enlargement of **103.5%** of the current distance between the centre of Breadsall and the outermost point of SGA24.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA24 is Breadsall CA around 0.3km east of the site. The close proximity increases the need for any future development to take account of the CA's setting, despite this largely taking the form of residential developments of various age.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within the promoted boundaries of SGA24 is wholly greenfield in status.

CONTAMINATION AND GROUND STABILITY:

Historic mapping provides no indication of any potential causes of contamination being present across the site, consequently leading to no real expectation that the site will be subject to ground contamination requiring remediation. Aerial imagery from 2001 and present day implies crop-farming activity continues to some degree. No parts of the site fall within the Coal Authority's at risk zone, also indicating that ground stability relating to historic mining activity would not act as an impediment in the event of future development.

SGA25: Extended Site South-west of Kirk Hallam

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	50 Ha
Proposed number of dwellings	1,300 homes (at 26 dwellings per hectare)
Main land-uses	Farmland (rated 'poor' in agricultural classification)
Landscape Character Area	<p>Area - Nottinghamshire, Derbyshire and Yorkshire Coalfield</p> <p>Type – Coalfield Village Farmland</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently undulating landform• Dairy farming with pasture and localised arable cropping• Relict ancient semi-natural woodland, copses and linear tree-belts• Dense watercourse trees and scattered hedgerow trees• Towns and villages on ridge lines surrounded by remnant medieval strip fields• Network of small irregular lanes between larger urban roads• Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
Flood Zones & Watercourses	<p>Flood Zone 1 – 49.5ha (99%)</p> <p>Flood Zone 2 – 0.25ha (0.5%)</p> <p>Flood Zone 3 – 0.25ha (0.5%)</p> <p>Notable watercourses – The Sow Brook crosses SGA25 and several ponds also exist across the site.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Westbound side of Ladywood Road, defined by hedgerow, lower canopy and some noticeable trees.

B – Various boundary treatments evident along this section with a combination of hedgerow and domestic fencing helping delineate the site from neighbouring residential properties along Wirksworth Road.

C – Long section of hedgerow lined by dominant, mature trees separating site from a neighbouring area of open space, children's play park and the domestic gardens of properties along Wirksworth Road and Maypole Close.

D – Boundary of allotments and field to the south of Maypole Close and lane serving garages for properties on Wirksworth Road, consisting of hedgerow and trees.

E – Western boundary of Pioneer Meadows Local Nature Reserve consisting of treeline and groupings of trees.

F – The Sow Brook.

G – Northbound side of Sowbrook Lane.

H - Proposed relief road, essential to the delivery of SGA25. The road will cut through existing agricultural land. There is presently no discernible physical feature on the ground, other than intermittent field boundaries, highlighting the importance of the relief road serving as both a defensible boundary and vehicular access point for the site. The relief road would be forced eastwards as it approaches Ladywood Road for reasons of junction visibility. As a result, part of the site extent falls beyond the expected bypass route (in the north-west corner). This section of land will remain in the Green Belt and therefore would only be able to accommodate Green Belt compliant development.

A site boundary was submitted by site promoters and is presented at **Map 1**. To accommodate this site, additional land outside of the site extent will need to be removed from the Green Belt. Sections **A** and **H** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary.

VEHICULAR ACCESS ARRANGEMENTS:

As indicated by the supporting plan showing all preferred and rejected SGA sites at the Local Plan's Growth Options stage, the Council continues to support the concept and provision of a Kirk Hallam Relief Road (KHRR) that will help to define the outer extent of SGA25. With the size of the site substantially larger than that of its predecessor (SGA18 at the Growth Options stage), the additional number of homes makes a new relief road essential to help direct newly-generated traffic towards better classified roads, whilst also assisting with traffic flow issues in general around this area of the Borough. **Map 1** shows an approximation of the proposed alignment of the KHRR between Sowbrook Lane and Ladywood Road (A6096). With the roads in the south and south-western part of Kirk Hallam restricted in their specification and fulfilling access to residential areas, it is important that the vehicular access and entry points to SGA25 connect to the KHRR, rather than form additional links to highways such as Wirksworth Road.

The KHRR would be approximately 2km in length and is considered essential road-based infrastructure to successfully deliver up to 1,300 homes. Details of junction arrangements at each end of the KHRR are unknown at present, but the site promoters have provided an indicative site masterplan that allows the assessment to understand where SGA25's site accesses will be provided along the course of the new road. Given the size of the site, three access points are required to cope with the anticipated traffic, which will be placed at key points of the site to maximise access at higher density points of the development. The nature of the access points and what form the junctions will take will be determined by the site promoters, based on extensive highway analysis work in conjunction with the local highway authority.

All proposed site access points (AP's) are presented on Map 1.

AP1: This would preferably take the form of a mini-roundabout arrangement with the KHRR to maximise the ability of SGA25 residents to exit the site in a timely manner. However, consideration must be given to ensuring an acceptable level of traffic flow along the KHRR.

AP2: This would preferably take the form of a mini-roundabout arrangement with the KHRR to maximise the ability of SGA25 residents to exit the site in a timely manner. However, consideration must be given to ensuring an acceptable level of traffic flow along the KHRR.

AP3: This would preferably take the form of a mini-roundabout arrangement with the KHRR to maximise the ability of SGA25 residents to exit the site in a timely manner. However, consideration must be given to ensuring an acceptable level of traffic flow along the KHRR.



JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **1,300 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **1,300** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA25** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA25**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to

demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (650 vehicles)
J2	 (650 vehicles)

J1: Junction between the KHRR & Ladywood Road (A6096)

As discussed in the commentary above, detailed junction designs and arrangements showing what form this junction might take do not currently exist. Site promoters will need to work closely with the highway authority in working up details of a junction that meets all highway specifications and technical requirements. The possibility of a roundabout at this location could potentially see the route of the KHRR continue northwards at some future point which may see the road link to High Lane East. However, the primary purpose of the KHRR is to allow local roads to safely process the additional number of vehicles generated by SGA25. Should a roundabout be the desired highway approach, land on one or both sides of Ladywood Road would be needed to allow for its installation. This may affect the alignment of Ladywood Road upon approach to the roundabout from each direction. A signalised junction may also be suitable if this allows optimal flow of traffic onto the local road network.

J2: Junction between the KHRR & Sowbrook Lane, Kirk Hallam

Similarly to the description of **J1**, details of the junction type and layout at this location are not yet available. The KHRR would join Sowbrook Lane just south of Sowbrook Farm, although the existing road at this point (which is subject to a 40mph speed limit) is undulating in its highway profile, both with bends in the road and the variable topography which serve to make straight line visibility difficult to achieve. The arrangements of Sowbrook Lane on approach to a new junction with the KHRR will therefore require further investigation as a scheme is progressed.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None directly within SGA25**
Pioneer Meadows Local Nature Reserve & Local Wildlife Site (LWS) (ER024) (adjoining the site). Situated approximately 25 metres from LWS ERE033, there is potential to provide a buffer between the two ecological sites and extend the LNR. Combining the LWS and LNR will ensure further protection and appropriate long-term management. Careful consideration should be given to being sensitive to the environmental assets of the site and ensure encroachment of the built form is avoided. It may be appropriate to form a biodiversity corridor following the existing line of the watercourse, linking to the LNR.

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER033 Rifle Range Pond Local Wildlife Site (LWS)** (located within SGA25)
- **ER197 Bassett Farm Meadow LWS** (nearby SGA25).
- **ER047 Kirk Hallam Fishing Pond LWS** (nearby SGA25).

Appropriate buffers should be utilised to ensure full protection of designated LWSs. It is worth noting that there are a high number of LWS in the vicinity of SGA25, mainly located off Sowbrook Lane.

Land within SGA25 has been identified for priority species targeting lapwing and redshank birds. Natural England have records of lapwing farm birds present across the site. The known presence of lapwing birds within the area demonstrates its biodiversity importance, and whilst development would not be expected to maintain or replicate the habitats in which such birds exist, future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers excellent guidance on how opportunities to introduce biodiversity can be achieved

The site contains a number of hedgerows and mature trees, which form a network of priority habitat that should be preserved and enhanced. Priority Habitat Inventory - Deciduous Woodland adjoins the site, including broadleaved woodland. Due to the majority of the site being low-grade in terms of its agricultural productivity, the proposed development should be able to achieve biodiversity net gain. It is paramount that the development considers impact on protected species and the water quality of waterbodies on the development site, both within the construction phases and over the longer term. The Environment Agency recommends Green roofs, water recycling and sensitive surface water collection systems should be included in major developments to provide biodiversity gain across the site and to support and enhance the surrounding environment. Consideration should be given to

attaining targets outlined in the Erewash Valley Action Area of the Lowland Derbyshire Biodiversity Action Plan, in order to achieve biodiversity net gain.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA25**. However a TPO Group (Ref: 194 - Woodland off Sowbrook Lane) adjoins the site.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Access to SGA25 would need to be achieved via a new Kirk Hallam relief road. Between the proposed site and relief road, three separate access points could be accommodated to appropriately manage anticipated levels of traffic, potentially taking the form of mini-roundabouts. There may also be an opportunity to incorporate controlled access to and from Kirk Hallam directly, such as a bus gate, but it would not be appropriate to enable general traffic flows in this way due to the limited specification of residential roads through the urban area. Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA25 is served by the Ilkeston Flyer, a service operated by Trent Barton. This links Langley Mill, Heanor, Ilkeston, Kirk Hallam, Spondon and Derby, accessed from Ladywood Road (A6096), north of SGA25 and around 600m from the centre of the site. It is the closest service to be accessible via formal highways albeit there is limited pedestrian access from the site through the section of Ladywood Road it abuts. The Ilkeston Flyer is a regular service, with buses every twelve minutes. The 21 bus service by Trent Barton connects Heanor, Ilkeston, Kirk Hallam, Stapleford, Beeston and Nottingham. This service is accessed from Wirksworth road which could be accessed from the site via public footpath.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document.

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA25 requires	Updated Figure with Development	SGA25 impact on school
Ladywood Primary & Dallimore Primary	585	680	312	992	52% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA25 requires	Updated Figure with Development	SGA25 impact on school
St. John Houghton CVA & Kirk Hallam Community Academy	1,820	1,692	260	1,952	7% over capacity

GREEN & BLUE INFRASTRUCTURE:

Dale Abbey Public Footpath 2 (DAPF2), a public right of way (PRoW), runs broadly east-west across the SGA18. Land within the site boundaries is private and believed to be in the ownership of the nearby Ladywood Farm, so makes no contribution towards the Borough's formal Green Infrastructure network. However, with DAPF2 running through the site, this offers opportunities to enhance SGA18's links to the historic settlement of Dale Abbey, approx. 1.5km south-west whilst also plugging into wider access to countryside as a result of PRoW's to Risley, West Hallam, Stanley and other Erewash settlements further afield.

The site also contains Dale Abbey Public Footpath 49 (DAPF49) which runs through the middle of SGA25, connecting from Stanton Grove, through the site and via the southern boundary of Pioneer Meadows Local Nature Reserve, a key green infrastructure asset. It is understood that PRoW may form part of a biodiversity corridor, connecting onto the LNR and potential expansion it may deliver, establishing an informal open space. This will provide both an asset to biodiversity and recreation with enhanced public access. Care should be given to the impact

users of the public footpath would have given the increased sensitivity around the ecological status of this area of SGA25.

Any future development should endeavour to safeguard DAPF2 and DAPB49 as a way of offering residents recreational and leisure opportunities to access the surrounding countryside.

The Nutbrook Trail is situated nearby which connects to Long Eaton, Sandiacre, Ilkeston, Heanor and Shipley Country Park. Sow Brook and ponds exist across the extent of the site. These all provide on and off-site blue infrastructure assets for SGA25.

UTILITIES:

Part of the site was consulted on in the first Regulation 18 Consultation (SGA 18). The information provided below was received for the original section of the site.

Power

The following information was provided by Western Power.

Primary Point of Connection: **Little Hallam**

HV Point of Connection: **09 St Norbert Drive**
Diversion Required?: **Yes**

Likely works to provide
Nominal supply capacity to site: **A new primary point of connection may be required. Works could take 3 to 4 years to complete (subject to design and a new site)**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.










Foul Drainage

Description	Risk Rating
Development may impact overflow operations. Cluster of internal / external flooding incidents reported downstream of potential connection point.	High

Surface Water

Description	Risk Rating
Greenfield site. Assumed that the development will discharge to the watercourse running south of the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Ladywood Primary / Dallimore Primary	2.2 km / 1.9 km
	Secondary School	St. John Houghton CVA / Kirk Hallam Community Academy	2 km / 2.6 km
	Bus stop	Ladywood Road	0.6km
	Public House	The Cat & Fiddle, Ladywood Road	1.6 km
	Health Facility	Kirk Hallam Surgery	2.4 km
	Leisure Centre	Rutland Sports Park	5.1 km
	Employment Site	004 West Hallam Storage Depot	4.2 km
	Superstore or Town/Local Centre	Ilkeston Town Centre	4.2 km
	Community Hall	Kirk Hallam Community Centre	2.3 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA25 would result in the growth of the town of Ilkeston.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Ockbrook. It should be noted

that the closer settlement of Dale Abbey sits broadly between Kirk Hallam and Ockbrook. However, the settlement is 'washed over' by Green Belt designation.

Distance 1: Kirk Hallam to Ockbrook. The current gap before potential development of SGA25/deallocation of Green Belt is **4.19km**. The amended gap (A – SGA25 to Ockbrook) in the event of SGA25 being developed is **3.78km**. This represents a reduction of **9.8%** in the current distance.

The measurements below show that a possible future development of SGA25 would contribute to a minor lessening of Green Belt gap currently designated between Kirk Hallam and Ockbrook.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA25's development may make, a measurement between the centre point of Ilkeston (18 Stanley Close) and the nearest point of SGA25 that sits within the Green Belt is made. This distance is **1.73km**. The distance from the centre point to the furthest extent of SGA25 is **2.35km**. This distance shows the site would contribute to an enlargement of **35.8%** of the current distance between the centre of Ilkeston and the outermost extent of SGA25.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA25 is the Dale Abbey CA around 0.9km south-west of the site.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The land within SGA25's boundaries is wholly greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

Historic mapping and aerial imagery indicates that land within the proposed extent of SGA25 has been used primarily for arable farming. A rifle range, dating from the 1970's, is identified as a land-use in the part of the site that adjoins Pioneer Meadows Local Nature Reserve, but there are unlikely to be contamination risks associated with this land-use. There are no known previous uses on the land within the proposed extent of SGA25 that would indicate remediation of land will be required prior to any future redevelopment, however the entirety of the site falls within the Coal Authority's at risk standing advice zone and a significant portion of the site, across various sections, fall within its 'at risk' referral zone. This indicates that ground stability will be an issue which will at least require some detailed investigation and possibly ground stabilisation to address legacy mining issues.

SGA26: South of Spondon Wood

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	12.3 Ha
Proposed number of dwellings	240 homes (at 19.5 dwellings per hectare)
Main land-uses	Agricultural, arable farmland (rated 'good to moderate' in agricultural classification)
Landscape Character Area	<p>Area - Nottinghamshire, Derbyshire and Yorkshire Coalfield Type – Plateau Estate Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Upstanding, gently undulating plateau• Mixed farming• Scattered hedgerow trees, predominantly oak• Small plantations• Parkland and ornamental tree belts associated with country houses• Medium to large fields• Relic parkland and former commons now enclosed and farmed• Dispersed estate farmsteads and cottages, built of red brick with clay tiles and Welsh slate roofs• Sense of elevation with long distance views
Flood Zones & Watercourses	<p>Flood Zone 1 – 12.3ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – No notable watercourses enter or run across SGA26.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – This boundary sees the joining of Spondon Wood with the more arable farmland within SGA26. The boundary consists of a hard line of densely grouped trees with the occasional small clearing.

B – This short section of boundary consists of a gappy hedgerow separating two enclosed arable fields with the occasional hedgerow tree located along its length.

C – A dense lining of mature roadside trees that run alongside A6096 Dale Road.

D – Domestic fencing which follows the boundary separating the vehicular access drive to Oak Cottage from several domestic properties located along the northern side of Pheasant Field Drive. This boundary then passes amongst a grouping of trees located between Oak Cottage and Pheasant Field House.

E – A long section of boundary separating the properties of Huntley Avenue, Chaffinch Close, Fallow Road and Deer Park View from the arable farmland within SGA26. This consists of managed and wild hedgerow, domestic fencing and the occasional mature tree that become more evident further west. To the rear of a number of properties north of Huntley Avenue, the GB boundary separates domestic gardens from small enclosed grassed areas located beyond, consisting of hedgerow and wire fencing.

F – A short section of boundary defined by the edge of a dense grouping of trees that separate SGA26 from agricultural land further west.

G – Another short section of boundary with hedgerow that sees an increasing number of trees positioned along its length at its northern-most point.

A site boundary was submitted by a site promoter and is presented by **Map 1**. Sections **A, B, C and G** as described above would constitute a new defensible Green Belt boundary in the event of the site being allocated by the Council's Local Plan. To accommodate this site as an extension to the conurbation, additional Green Belt land outside of the proposed site extent would need to be deallocated; specifically at Pheasant Field House and to the rear of properties on Huntley Avenue.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the elongated shape of SGA26 and the surrounding land-uses (residential to south, farmland to west and dense woodland to the north). This suggests the only realistic point of vehicular access could be taken from the east where the site adjoins Dale Road (A6096). The relatively narrow frontage the site shares with Dale Road suggests only a single point of access/egress is possible. Options to formulate access with the adjacent residential roads would not be suitable given the specification of these highways. In order to create an acceptable access, it is likely that the line of trees which line Dale Road would need to be scaled back to allow for the necessary visibility for vehicles exiting SGA26.

All proposed site access points (AP's) are presented on Map 1.

AP1: A junction allowing vehicular access into SGA26 from Dale Road.
Opportunities to create a mini-roundabout or signalised junction arrangement should be explored in order to allow suitable exit from SGA26 onto the local



road network. Given the site's proximity to Derby City, it is likely that more traffic will wish to turn right out of SGA26 that could give rise to delays for those wanting to exit the site.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **240 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **240 vehicles** which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA26** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA26**. Due to the high number of likely additional journeys generated by the site, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (120 vehicles)
J2	 (120 vehicles)

J1: Junction of Sitwell Street & Willowcroft Road (A6096)

This junction comprises a three-approach roundabout with single arms on all approaches and exits. The roundabout is bounded relatively tightly on all sides by residential properties, which restricts the ability to provide wider approach lanes to the roundabout, or even separated lanes to allow more formalised traffic movements through it. Current arrangements appear to provide optimal mechanism to allow traffic to pass through at an acceptable flow.

J2: Junction of Dale Road (A6096) & Moor Lane

This is a T-junction arrangement with priority flow along A6096 and right-turning filter lane onto Moor Lane. There is space available on the north-west side of the junction for some highway widening which could facilitate a longer section of right-turning filter lane for additional traffic flows created by SGA26. This would affect another access onto Dale Road, with a track joining the road that serves Spondon Wood Farm. Scope may exist for some widening of Moor Lane closest to its junction with Dale Road. However, Moor Lane leads to Ockbrook Village that has a limited, local road network not suited to accommodating additional vehicular movements.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None directly within the site.**
- **Spondon Wood (ER119) Local Wildlife Site (LWS)** – directly adjoins SGA26 along its northern boundary.
- **Dunshill Shelterbelt (ER118) LWS** – directly adjoins SGA26 on its eastern boundary with Dale Road

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of SGA26. The adjacent Spondon Wood is classified as a combination of ancient/semi-natural woodland and ancient replanted woodland. It is listed by DEFRA as a habitat of principal importance (deciduous woodland) whilst the National Forest Inventory indicates the majority of woodland is broadleaved with smaller areas of mixed mainly conifer and mixed mainly broadleaved trees.

SGA26 forms part of a wider area identified for priority species targeting increases in lapwing and redshank birds.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a

Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

The above highways analysis has identified a single vehicular access point could be formed to provide access between SGA26 and Dale Road (A6096), an A-classified highway. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA26 is served by the Ilkeston Flyer, a service operated by Trent Barton. This links Langley Mill, Heanor, Ilkeston, Kirk Hallam, Spondon and Derby, accessed from Dale Road (A6096), immediately east of SGA26. There is no direct pedestrian access south along Dale Road into the adjoining urbanised area. Provision of a pavement would need to be made along the western side of Dale Road to allow pedestrians from SGA26 to safely access the nearest bus stops. The Ilkeston Flyer runs a frequent timetable, with buses every twelve minutes. A less frequent circular service is operated by Littles with services 9 & 9A connecting Derby, Spondon, Ockbrook and Borrowash.

SCHOOL PROVISION:

The figures for Borrow Wood Primary School and West Park were calculated using Derby City Councils figures for school place provision from its Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA26 requires	Updated Pupil Numbers with Development	SGA26 impact on school
Borrow Wood Primary School	487	394	68	462	5% under capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA26 requires	Updated Pupil Numbers with Development	SGA26 impact on school
West Park School	1,250	1,362	48	1,410	12% over capacity

GREEN & BLUE INFRASTRUCTURE:








No public rights of way (PRoW) pass within or around the perimeter of SGA26. The closest PRoW to the site is situated west of Dale Road and ends around 250m west of SGA26's boundaries, thus making it difficult to integrate any future development at the site into the wider PRoW and Green Infrastructure network. If the development of a connection to this PRoW (Dale Abbey Route 58) was possible then access to nearby Locko Park, Stanley and the Great Northern Greenway (a multi-user trail running between Derby and Ilkeston) would be achieved, enhancing recreational links and access to the wider Erewash countryside. No blue infrastructure assets are located nearby to SGA26.



UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet been able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

Nearby pylons can be found positioned just beyond the proposed boundary of SGA26 at its western-most end. This sees power lines cross the south-western corner of the site in a diagonal alignment. No other forms of above-ground utility infrastructure or any other related facilities are evident across the remainder of the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Borrow Wood Primary School, Arundel Drive, Spondon	1.7km
	Secondary School	West Park School, West Road, Spondon	2.5km
	Bus stop	Junction of Dale Road and Pleasant Field Drive	0.5km
	Public House	White Swan, Moor Street, Spondon	1.8km
	Health Facility	Chapel Street Medical Centre, Chapel St, Spondon	1.9km
	Leisure Centre	Springwood Leisure Centre, Springwood Drive, Oakwood	6.8km
	Employment Site		5.5km

Facility Icon	Facility	Location	Distance from site
		EELS site 004 - West Hallam Storage Depot, Cat & Fiddle Lane	
	Superstore or Town/Local Centre	Spondon District Centre	1.8km
	Community Hall	Spondon Village Hall, Sitwell Street, Spondon	2.0km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA26, whilst wholly situated within Erewash Borough, directly adjoins the main built-up area (MBUA) of Derby within the administrative area of Derby City Council.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Stanley. This is **distance 1**. The Green Belt map also shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Ockbrook (the nearest inset settlement between SGA26 and the closest part of the Derby main built-up area). This is **distance 2**.

Distance 1: Spondon to Stanley. The current gap before potential development of SGA26/deallocation of Green Belt is **3.36km**. The amended gap in the event of SGA26 being developed (A - SGA26 to Stanley) is **3.22km**. This is a reduction of **4.2%** in the current distance and represents a minor lessening of the gap between the two settlements. It is also worth pointing out that there is a shorter distance to Kings Corner (another location within the Derby main built-up area) of 2.5km which helps to place in context the proposed reduction in GB gap to Stanley.

Distance 2: Spondon to Ockbrook. The current gap before potential development of SGA26/deallocation of Green Belt is **0.63km**. The gap in the event of SGA26 being developed (B – SGA26 to Ockbrook) is **0.75km**. This is actually an increase of **19%** in the current distance. The current gap is not therefore amended because the possible development of SGA26 does not extend past the current narrowest gap between the Derby main built-up area and Ockbrook. The recorded increase is therefore notional as there would be no extension of GB designation.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA26's development would make, a measurement between the centre point of Derby (Sadler Gate/Market Square) and the nearest point of SGA26 is made. This distance is **6.19km**. The distance from the centre point to the furthest extent of SGA26's developable area is **6.34km**. This distance shows the site would contribute to an enlargement of **2.4%** of the current distance between the centre of Derby and the outermost extent of the settlement accounting for SGA26's development.

To preserve the setting and special character of historic towns:

The closest Conservation Area (CA) to SGA26 within Erewash is Ockbrook Moravian CA with a 0.5km distance between the two at its narrowest point. This is unlikely to give rise to any prospect of future development adversely impacting the setting of Ockbrook Moravian CA, particularly as there is existing housing development marginally closer to the CA on the eastern side of Dale Road than the proposed area of SGA26. Spondon CA, located within Derby City's administrative boundaries, is also close located 0.9km away. However, the relatively modern residential development that exists in-between suggests that SGA26 would have little, if any, impact on the character of the CA.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The site is exclusively greenfield with no brownfield land within SGA26's suggested site boundaries.

CONTAMINATION AND GROUND STABILITY:

As mentioned earlier in this assessment, land within the suggested boundaries of SGA26 has historically been used for arable farming. Historic mapping and aerial imagery supports this, and it can therefore be provisionally concluded that ground contamination is unlikely to be present across the assessed area. SGA26 is located just beyond any identified area that the Coal Authority believes has a coal mining legacy which would require advice, standing or that which may be more detailed in its nature, on how to develop safely in areas displaying sensitive and unstable geology.

SGA27: Extended land around Hopwell Hall

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	215.5 Ha
Proposed number of dwellings	7,504 homes (at 35 dwellings per hectare)
Main land-uses	Farmland (rated 'moderate to good' in agricultural classification), within the Hopwell Hall estate.
Landscape Character Area	<p>Area - S Yorkshire, Notts & Derbyshire Coalfield Type – Plateau Estate Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Upstanding, gently undulating plateau • Mixed farming • Parkland and ornamental tree belts associated with country houses • Medium to large fields • Relict parkland and former commons now enclosed and farmed • Sense of elevation with long distance views <p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Gently rolling, almost flat, lowland with river terraces • Low slopes and summits give a sense of elevation over a broad flood plain • Mixed farming with arable cropping and improved pasture • Large red brick outlying farms
Flood Zones & Watercourses	<p>Flood Zone 1 – 212.2ha (98.5%) Flood Zone 2 – 2.2ha (1%) Flood Zone 3 – 1.1ha (0.5%)</p> <p>Notable watercourses – Ock Brook runs within the site's proposed boundaries.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Westbound side of Nottingham Road (B5010).

B – Existing settlement extent consisting of boundary treatments delineating the extent of residential curtilages on Cole Lane, Priorway Avenue and Hawthorne Avenue comprising fencing, hedgerow and trees.

C – Southbound side of Victoria Avenue up to the bridge that spans the A52.

D – Southbound side of bridge which enables Victoria Avenue to pass over the A52, followed by short section of eastbound side of the A52 and field boundary delineated by trees northwards from the A52.

E – Existing settlement extent consisting of boundary treatments delineating the extent of residential curtilages of residential curtilages fronting a small section of Victoria Avenue north of the A52.

F – Existing settlement extent consisting of boundary treatments delineating the extent of residential curtilages on Collier Lane and small section of Cole Lane.

G – Small section of existing settlement boundary delineating extent of land associated with All Saints' Church.

H - Existing settlement extent consisting of boundary treatments delineating the extent of residential curtilages primarily on The Ridings.

I – Northeast-bound side of Far Lane.

J – Hedgerow delineating field boundary leading to Ock Brook.

K – Ock Brook.

L – Field boundary consisting of mature hedgerow and intermittent trees.

M – Western extent of pond leading round to field boundary.

N – Field boundaries defined by hedgerow and including the southern boundary of a group of mature trees adjacent a stream which leads to ponds.

O – Eastern extent of grouping of trees in northern portion of segment, followed by western extent of grouping of trees in southern segment.

P – Field boundaries comprising a mix of boundary treatments including hedgerow, fencing and intermittent trees, leading to eastern extent of grouping of trees to the south, meeting with defensible boundary section A.

A site boundary was submitted by site promoters and is presented by **Map 1**. Sections **A**, **D** and **I** to **P** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary. A very significant amount of additional land outside of the proposed site extent which currently falls within the Green Belt will need to be removed from its designation. This has been required to ensure all elements of remaining Green Belt land would adhere to one or more of the five purposes of Green Belt whilst avoiding the creation of isolated Green Belt 'islands' and ensuring strong defensible boundaries which will ensure, as well as a recognition that the site is being promoted as an extension of Ockbrook. As a result, the amendments needed to Green Belt boundary to facilitate SGA27's possible development would serve to merge Ockbrook and Borrowash, whilst significant losses would be evident in the current openness between settlements back eastwards towards Nottingham along the A52 corridor.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows proposed vehicular access arrangements to and from SGA27. In assessing the vehicular access arrangements, regard has been had to information supplied by the site promoter as part of a promotional booklet setting out the strategic vision a future development scheme would be delivered against. Understandably, for a proposal of this scale, the vision addresses the subject of highways and suggests a number of options are being explored and considered. Since the submission of these details, the site promoter's representation to the Growth Options consultation informed the Council that the site (titled SGA9 at that point) has considerably expanded to take in additional land, most notably in a southern direction that sees the extent of SGA27 reach the A52, whilst also incorporating land south of the A52 as far as the B5010. The new boundaries of SGA27 as submitted to the Council now reach and adjoin the proposed extent of **SGA5: East of Borrowash**.

The promotional material referred to above state the preferred option is to see the whole site (approx. 7,500 homes) served by a single means of vehicular access. The site promoter informs that a grade-separated junction on the A52 would serve land on both sides of this road, and more evidence of the suitability and connectivity benefits of such highway-related infrastructure would be offered as the Local Plan review progresses. Further information on the relationship between SGA27 and the surrounding road network has not been shared thus far, so the analysis below is predicated on a single vehicular access and egress point from the aforementioned grade-separated junction with the A52. One observation of an expanded series of site boundaries is that the much greater extent of SGA27 sees it now abut local roads such as Far Lane (Ockbrook), Cole Lane (Ockbrook and Borrowash) and Nottingham Road (B5010). Given the site's scale, it would be expected that there would be some interaction and connectivity between these local roads and SGA27 in terms of managing the flows and behaviour of traffic generated by the development. Certainly in the case of Far Lane, and to a lesser extent Cole Lane, these are constrained highways constructed to restricted specifications that would make their role in accommodating significant increases in vehicular movements from current levels wholly unrealistic. Site promotional material has flagged an opportunity to establish a bus-only link with scope for pedestrian and cycling purposes. This has

been identified as a further access point, but not for allowing general traffic to enter or leave SGA27 and join the network of residential lanes through Ockbrook Village.

For these reasons, the analysis of access points will simply focus on a single point of access and egress onto the A52.

All proposed site access points (AP's) are presented on Map 1.

AP1: New grade-separated junction linking SGA27 to the A52 (Brian Clough Way)

This access point would see all traffic generated by SGA27's development filtered through the site in order to join the A52 close to a point near Manor Farm on the Hopwell Hall Estate. With the site promoter informing that this junction will take the form of a grade-separated layout, this therefore involves the laying out of joining arms to an elevated roundabout elevated above the A52. Whilst such a junction would provide access only to land north and south of the A52 within SGA27, it is a useful comparison to look at the length of A52 required for the grade-separated junction at the M1/A52 intersection. From end-to-end, around 0.9km of highway length is utilised to allow for the construction of slip lanes to a separate roundabout on both sides of the intersection. Around 1.1km of the A52 shares boundary with SGA27, although at the western-most end is the exit and entry point of Cole Lane. The ability for the A52 to have two junctions in such close proximity may be an area of concern to the local highway authority and Highways England; the latter being responsible for the operational management of the A52.

AP2: Bus-only link into SGA27



This would utilise one of two current tracks that runs between The Riding, Ockbrook and Hopwell Hall. The site promoter acknowledges this access would only serve a complimentary role to other access points that allow for unrestricted vehicular movements. Both tracks are limited in specification and would understandably require upgrading to help meet highways requirements. However, the road these tracks connect to, The Ridings, is restricted with around 4.5 metres of carriageway width. The parked cars of the lining residential properties vastly reduce the available width, and the 'quiet lane' feel of the highway would be notably altered with the introduction of regular buses passing along.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **7,504 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **7,504** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA27** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA27**. Due to the substantially high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below. The scale of the site and the intended preference to focus traffic onto the A52 means the focus of the analysis will fall upon Brian Clough Way's ability to absorb a high number of additional journeys.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. In this instance, Highways England will also need to be satisfied over any plans for a new grade-separated junction on the A52. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (3,752 vehicles)
J2	 (3,752 vehicles)

J1: Interchange of A52, A6005 & A5111 (Raynesway)

This is effectively two junctions with the A6005 first joining a grade-separated junction (roundabout) with the A52, before further west seeing Raynesway pass over the A52 via bridge. It is a complex arrangement of inter-linking slip roads, which for the purpose of this analysis will be classed as a single interchange.

The first element of the junction as described above sees a multi-lane roundabout and flyover arrangement in place. The roundabout is accessed by eight separate arms, four of which are exit/entry slip lanes providing access to the elevated A52 passing overhead. Some approaches (A6005 westbound)

are multi-lane, whilst access is provided directly into adjoining residential (Merchant Avenue) and industrial areas (Megaloughton Lane). Some sections of the roundabout see restrictions upon movement of vehicles with ghost areas marked out to enable safe filtering and control of traffic. This is a complex junction with several sizeable developments directly adjacent to it. A large ASDA supermarket adjoins directly west, with traffic using the store backing up onto the island at peak times. For the non-slip road entrances and exits, opportunities for physical engineering alterations are limited. Residential development adjoins the roundabout, with widening work problematic without requiring land-take. Signalisation of roundabout approaches could be considered, but this would undoubtedly result in disruptions to the flow of traffic along the A52 that is a crucial transport corridor between Derby City Centre and the M1.

The second element of the junction concerns the relationship between Raynesway (eastern section of Derby Ring Road) and the A52. This essentially involves a number of separated lanes allowing motorists travelling north on Raynesway to be directed west along the A52 towards the City Centre, east towards the M1 or straight on to a roundabout which offers options to link to Acorn Way, Chaddesden or Spondon. Given these lanes take the form of slip roads, some of which are elevated, then scope for alterations and improvements to facilitate additional road network capacity is limited without extensive reconfiguration. The flows from SGA27 heading west would naturally direct towards the City Centre, but it is also anticipated that substantial volumes would also route onto Raynesway to access areas of employment south and south-west of Derby.

J2: M1/A52 intersection (M1 Junction 25)

This is a three-level stacked roundabout arrangement. The junction offers highways interaction between the M1, A52 and Bostock's Lane. The roundabout allows for movement between the M1 and A52 (and vice versa) with entry/exit slips for both northbound and southbound M1 traffic. These link to the central tier of the 'stack' where exit/entry slips provide access for eastbound and westbound A52 traffic. Bostock's Lane runs through Junction 25 with entry/exit arms for separate sections serving Risley and Long Eaton. The top tier of stack allows east/westbound traffic to flow uninterrupted along the A52. The complicated nature of the junction limit the scope for substantial alterations, with limitations on further land-take adjoining the junction being a notable constraint. Should a new HS2 regional hub station be sited at nearby Toton, it is expected that the M1/A52 intersection will require major reconfiguration as per plans that have been made publically available. Future works may be able to build in additional capacity to allow for a greater number of vehicular movements anticipated from large-scale housing developments.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- None

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER084 Waterloo Plantation, Hopwell Local Wildlife Site (LWS)** (nearby SGA27).
- **ER210 Risley Coppice LWS** (nearby SGA27).
- **ER212 Little Meadow LWS** (nearby SGA27).
- **ER211 Bullock Hill LWS** (nearby SGA27).

Part of site is classified by the Priority Habitat Inventory as 'good quality semi-improved grassland (non-priority)'. Other areas of the site have been flagged for classification by the National Forest Inventory. This sees small parcels of woodland categorised as 'Broadleaved', 'Mixed, mainly Broadleaved' and areas of 'Young trees'. Some of these areas are also classified by the Priority Habitat Inventory as 'Deciduous Woodland'. Parts of SGA27 have been identified as a site for priority species targeting lapwing and redshank birds, whilst known farmland birds in the area include Grey partridge and lapwing.

Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA27**. These are present just north of the A52 and near Manor Farm Cottage off the B5010 Nottingham Road.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Access to sections of SGA27 on both sides of the A52 would be achieved from a single grade-separated point directly from the A52. An additional access in Ockbrook could be established to provide bus-only access. Both these access options are considered in more detail above. Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

SGA27 is largely remote from the bus network owing primarily to its rural location. Ockbrook (the nearest village) is served only by an infrequent localised service running between the village and Borrowash. The i4 Trent Barton service runs to a 20-minute timetable throughout the day, linking Derby to Nottingham along the B5010. The vast scale of the promoted site is such that even with some existing infrastructure described here being in place, it would lack accessibility for much of

any future population of the site given the geographical extent of SGA27. The scale of the proposal is such that widespread new public transport provision would be essential to serve what in effect would be a substantial population.

SCHOOL PROVISION:

Due to the number of dwellings proposed at SGA27, it is likely that at least one, but possibly more new primary schools and a secondary school would be required to help absorb the new school places created arising as a result of the development. 7,054 dwellings will create a need for 1,801 primary school places and 1,411 secondary school places (Derbyshire County Council Developer Contributions Protocol).

GREEN & BLUE INFRASTRUCTURE:

A network of Public Rights of Ways (PRoW) cross SGA27. These are mainly east-west in orientation with Ockbrook Footpath (FP) 13 & Bridleway 27 providing access from Ockbrook village to the curtilage of Hopwell Hall situated east of the site. There is onward access towards Dale Abbey, Risley and Draycott throughout the countryside across central Erewash. Due to this, the site does enjoy good levels of access to places around the Borough, although development would fundamentally alter the rural, quiet character of land in this part of Erewash. Due to the impact SGA27 would likely have on the local road network, the development of a strong, complimentary GI network throughout the site would be essential to reduce the number of internalised private car journeys made within the site. Ideally, this would be reflected in the external links to nearby destinations, but the location of SGA27 is rather distant to locations like Nottingham or Derby where residents of a development are more likely to work. The site is also fairly remote to established GI routes such as the former Derby & Sandiacre Canal and Great Northern Greenway – arguable Erewash's two most notable east-west GI corridors, both of which help to form closer associations with nearby large urban areas. The River Derwent runs south of the site.

UTILITIES:

Part of the site was consulted on in the first Regulation 18 Consultation (under the guise of SGA9). The information provided below was received for the original section of the site.

Power

The following information was provided by Western Power.

Primary Point of Connection: **Spondon**

HV Point of Connection: **N/A**

Diversion Required? **Yes**

Likely works to provide

Nominal supply capacity to site: **This site is geographically isolated from the electrical infrastructure required to provide capacity to 3000+ dwellings. Early consultation would be required with Western Power to confirm option and extent of works. May prompt the development of a new primary point of connection (3 to 4 years)**

Water

The following information was provided by Severn Trent. Foul water connection and surface water connection are rated either low, medium or high indicating the perceived risk and likelihood that accommodating infrastructure works may be required in order to bring the site forward. The rating itself does not indicate whether a site is developable or not.



Foul Drainage








Junction	Number of Vehicles
External flooding incident reported downstream. Development may impact overflow operations, some of which are associated with historical pollution incidents on the watercourse. Development would drain to the same pumping station as per SGA5 and SGA6	High

Surface Water

Junction	Number of Vehicles
Greenfield site. Assumed that the development will discharge to the watercourse within / adjacent to the site boundary.	Low

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
 	Primary School	Redhill Primary School	1.3 km

Facility Icon	Facility	Location	Distance from site
	Secondary School	Friesland School	4.3 km
	Bus stop	Nottingham Road (B5010)	1.6 km
	Public House	Royal Oak, Ockbrook	1.7 km
	Health Facility	Overdale Medical Practice, Borrowash	1.6 km
	Leisure Centre	Friesland Leisure Centre	4.3 km
	Employment Site	006 Draycott Mills	3.2 km
	Superstore or Town/Local Centre	Borrowash Local Centre	3.1 km
	Community Hall	Parish Hall, Ockbrook	1.5 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA27 would lead to the growth of villages (Borrowash & Ockbrook).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area of Green Belt at Risley and Draycott.

Distance 1: Ockbrook to Risley. The current gap before potential development of SGA27/deallocation of Green Belt is **3.55km**. The amended gap (A – SGA27 to Risley) in the event of SGA27 being developed is **2.25km**. This represents a reduction of **36.6%** in the current distance.

Distance 2: Borrowash to Draycott. The current gap before potential development of SGA27/deallocation of Green Belt is **0.95km**. The amended gap (B – SGA27 to Draycott) in the event of SGA27 being developed is **0.92km**. This represents a reduction of **3.15%** in the current distance.

The measurements below show that a possible future development of SGA27 would contribute to a moderate lessening of Green Belt gap currently designated between Ockbrook and Risley.

To assist in safeguarding the countryside from encroachment:

SGA27 is slightly different to other assessed SGA sites given its substantial size which sees its submitted site boundaries extend a notable distance eastwards away from Ockbrook village. In area, SGA27 is far larger than the inset settlement of Ockbrook, helping to demonstrate how significant the scale of encroachment into the surrounding countryside east of the village would represent. For these reasons, potential future development of SGA27 cannot be seen to be assisting the safeguarding of countryside from encroachment as it will create its own sizeable and influential development 'mass'. This poses a notable risk in efforts to provide long-term protection for Green Belt throughout the south of Erewash.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA27 is Ockbrook Village CA around 0.14km away from the site. The close gap between the two is of interest, with the scale of SGA27's size though to be of risk to harming the special character of the CA. The substantial site east of the village is likely to significantly affect the setting of the CA that extends close to the edge of the settlement in this part of Ockbrook.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The majority of land within the boundaries of SGA27 is greenfield in status.

CONTAMINATION AND GROUND STABILITY:

Land within SGA27 has historically been in a mixture of parkland (associated primarily with Hopwell Hall), plantation or, more recently, agricultural uses. Historic mapping as far back as 1900 evidences this, providing no indication of causes of contamination being present on the site at any time and as a result it is not expected the site will suffer from ground contamination that will require remediation in the event of development. Given the presence of the A52 passing through SGA27, air quality in both the northern and southern sections of the site may be adversely affected, although no part of the site falls within a designated Air Quality Management Area (AQMA). A very small section of the site adjacent to the Swisshut Plantation (in the very north of the site) falls within the Coal Authority's at risk standing advice zone. This, as well as a lack of any more severe risk designations elsewhere, indicates that ground stability relating to historic mining activity will not present an impediment to any future development at SGA27.

SGA28: Land at Rushy Lane, Risley

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	36 Ha (22.5 hectares suitable for development)
Proposed number of dwellings	800 homes (at 36 dwellings per hectare based on site size of 22.5Ha)
Main land-uses	Farmland (rated 'good to moderate' in agricultural classification)
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Gently rolling, almost flat, lowland with river terraces • Low slopes and summits give a sense of elevation over a broad flood plain • Mixed farming with arable cropping and improved pasture • Thinly scattered hedgerow trees including some willow pollards • Scattered, locally dense, watercourse. <p>Area - S Yorkshire, Notts & Derbyshire Coalfield Type – Plateau Estate Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> • Upstanding, gently undulating plateau. • Mixed farming • Scattered hedgerow trees, predominantly oak • Small plantations • Parkland and ornamental tree belts associated with country houses • Medium to large fields
Flood Zones & Watercourses	<p>Flood Zone 1 – 36ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – A ford runs on the western boundary of the site along Rushy Lane.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Boundary of residential curtilage, representing the current settlement extent at this location.

B – Relatively weak ground features loosely following the extent of the main built up section of Friesland School versus its open space and sport provision. This turns to continue south-east to meet the boundary of an allotment enclosure.

C – Variety of features amounting to the external boundary of an allotment enclosure including hedgerow, access track and intermittent trees.

D – Eastbound side of a road bridge spanning the M1 motorway.

E – Mix of hedgerow, intermittent trees and post and rail fencing to the west of which acts as a green buffer to the southbound side of the M1 motorway. Part of the boundary is also adjacent to the existing settlement extent and mature group of trees.

F – Field boundaries defined with hedgerow at lower levels and mature and frequent trees.

G – A variety of boundary treatments delineating the extent of residential curtilages to the east.

H – Extent of residential curtilages defined by a variety of boundary treatments including mature group of trees adjacent to the southbound carriageway of the M1 motorway.

I – Variety of boundary treatments defining the extent of residential curtilages.

J – Field boundary formed of a variety of treatments including mature trees.

K – Field boundary adjacent green buffer along southbound carriageway of M1 motorway comprising well established group of mature trees.

L – North side of footbridge over M1 Motorway

M – Boundary between golf course and adjacent green buffer along northbound carriageway of M1 motorway comprising well established group of mature trees.

N – Field boundary comprising well established hedgerow.

O – Access lane from School Lane

P – School Lane and Rushy Lane public roads.

A site boundary was submitted by site promoters and is presented by **Map 1**. Sections **J-P** would amount to the new defensible Green Belt boundary should the site be progressed as an allocation as part of the Local Plan. A significant additional portion of the Green Belt would need to be released to accommodate the site and ensure physical correspondence with the existing extent of conurbation (Long Eaton/Sandiacre urban area), recognising that the site is promoted as being an extension of this.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 indicates a sizeable potential location for growth north of Risley village and west of Sandiacre. The extent of the promoted site straddles existing country roads passing through rural parts of the Borough with Rushy Lane, Stanton Road and School Lane all either forming part of the site or adjoining with a suggested boundary to SGA28. The M1 motorway separates the promoted site from Sandiacre beyond it, although it is assumed no access would occur between the M1 and SGA28. That leaves the aforementioned roads to assume the distributor role in enabling additional traffic flows generated by residential development to join and flow around the local network of roads.

Materials submitted to the Council show an indicate site masterplan. Whilst it is acknowledged that the extent of information contained is limited, the masterplan does however suggest two primary points of vehicular access between existing roads and SGA28. This would see one access serving the extent of the site east of Rushy Lane and south of Stanton Road, with a second point of access serving the part of SGA28 located north of Stanton Road and east of School Lane. The site submission indicates a proposed site capacity of around 700-800 homes, and it is apparent that the majority of these would be on land south of Stanton Road.

As alluded to above, both Rushy Lane (which continues northwards towards Stanton-by-Dale as School Lane) and Stanton Road take the form of country lanes, narrow in highway width and strongly defined by imposing hedgerows close to the edge of carriageway which limits highway visibility – particularly evident along Rushy Lane which has a strong sense of enclosure and where occasional mature trees prevent visibility of any noticeable distance. The profile of Rushy Lane is inconsistent, with gentle curves in the highway alignment also detracting from long-distance visibility. The longest section of straightened road is that which passes Friesland Farm. Along Stanton Road, the irregular highway alignment continues, most notably as the road progresses east towards its bridge over the M1 with a long section of bend around to the left. All sections of road as they pass alongside or through SGA28 are subject to the national speed limit for single carriageway roads (60mph). Amongst many other amendments to aspects of the highways around SGA28, a reduction of speed limit will be necessary in the event new junctions are to be formed with Rushy Lane and Stanton Road.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction with Rushy Lane

As mentioned above, limited details have been supplied to the Council insofar as detailed arrangements new junctions may take. However, illustrative materials show the location of a new vehicular access point somewhere broadly around Friesland Farm on the western side of Rushy Lane. With the general prolonged curvature of Rushy Lane, this would seemingly restrict the formation of a T-junction with give-way arrangements from those exiting SGA28 due to an inability to meet specifications around visibility splays – particularly given the speed limit in operation at this point. With this junction appearing to serve the majority of developed land within the boundaries of SGA28, the establishment of a roundabout may be necessary due to the scale of newly-generated traffic exiting onto Rushy Lane, although the land required to successfully install such a junction may be restricted due to the tight highway space available.

AP2: New junction with Stanton Road




Similarly to AP1, the installation of a junction between Stanton Road and SGA28 is likely to be problematic due to the limitations caused by the profile of the highway at the point where access is proposed. Whilst it is acknowledged that such details may be at an early stage of progression, the highway alignment is such that any T-junction with give way arrangements will struggle to demonstrate sufficient visibility splays to meet technical requirements. For the same reasons as stated at AP1, installation of a roundabout is challenging – however, another complexity is presented by the uneven topography with land on the north side of Stanton Road appreciably higher than that located on the south side.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **800 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **800** vehicles which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA28** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA28**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first junction reached off-site in each direction are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (200 vehicles)
J2	 (400 vehicles)
J3	 (200 vehicles)

J1: Junction of Stanton Road & Rushy Lane / No-Man's Lane & Rushy Lane

This is a staggered pair of T-junctions located around 40 metres apart that see minor side-roads (Stanton Road & No Man's Lane) adjoin Rushy Lane. Whilst the mouth of the junction at No Man's Lane is wide, its edges are lined by dense hedgerow, particular on its northern side, which impacts on visibility for vehicles exiting onto Rushy Lane. The junction of Stanton Road onto Rushy Lane is a non-right angle arrangement, although hedgerow appears to have been removed on the north side of the junction allowing for improved visibility looking northwards for traffic joining Rushy Lane. Given the likely significant increase in vehicular movements through this junction, its present configuration cannot safely support SGA28. Extensive junction modifications are likely to be necessary, although given the general rural character felt at this location, a signalised junction would appear incongruous. The realignment of both minor approaches to Rushy Lane to meet at a roundabout would perhaps be the safest means to manage the additional traffic, although this would require the acquisition of third party land outside of SGA28's proposed boundaries.

J2: Crossroads of Derby Road (B5010), Rushy Lane & Bostock's Lane

A slightly offset and signalised crossroad arrangement with recessed stop lines on all four approaches to the junction. Three of the four approaches to the crossroads have dual-lanes helping to separate traffic moving in different directions through the junction. Only Rushy Lane has a single lane approach. All exits away from the junction consist of single lanes. As a hint towards the

level of hierarchy enjoyed by the approach roads, both eastbound and westbound traffic travelling along Derby Road benefit from a small stretch of central filter lane (approx. 15-20m) beyond the junction's stop lines in which to turn across oncoming traffic. Private residential curtilages beyond boundary treatments tightly abuts the southeast and northeast corners of the junction leaving little scope for further reconfiguration. Greater flexibility exists on the south-west and more noticeably, the north-west corner - but while this may allow the junction to occupy a greater area, the predicted volume of traffic flowing through it might mean revisiting the phasing of signals in combination with nearby junctions (e.g. Sandiacre crossroads east along the B5010) to attempt to create acceptable vehicular flow across the local road network. Given the opportunity to access a wider range of better classification of roads, it is expected that the majority of trips generated from SGA28 would travel southwards towards this junction.

J3: Junction of Church Street, Lenton Street & Town Street

This is an irregularly shaped T-junction with Church Street giving way to traffic using Lenton Street and Town Street (a continuous highway that changes its road name at the junction). Tightly constrained due to neighbouring forms of built development, the alignment of Lenton Street immediately north of J3 sees it round a sharp bend a few metres beyond the junction. Visibility throughout the junction is poor, even for motorists travelling along Town Street/Lenton Street, and there is simply insufficient space for any highway alterations that might allow for measures such as the installation of a mini-roundabout. Signalisation of the junction is possible, but with southbound-travelling traffic queuing along Town Street at peak times, further restricting the ability of vehicles to join from Church Street risks seeing traffic build-up into the residential roads throughout this part of Sandiacre and risk adversely affecting the flow of traffic through Sandiacre in general.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None on-site. However, the following assets are located nearby:**
- **Stoney Clouds Local Nature Reserve (LNR)**
- **Stanton by Dale Old Quarry RIGs**
- **Stanton by Dale Golf Course Quarry RIGs** (located nearby).

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None on-site. However, the following assets are located nearby:**
- **ER026 Stanton Hall Parkland Local Wildlife Site (LWS)**
- **ER053 Quarry Hill Quarry, Stanton LWS**
- **ER054 Stony Clouds LNR and adjacent grassland LWS**

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA28**. However TPOs exist south of the site on Rushy Lane.

The site is a priority area for Lapwings and Redshanks. It also has farmland birds present.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

There is the potential to accommodate two access points – one serving the central portion of the site onto the unclassified Stanton Road and the other onto the classified Rushy Lane. Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The nearest bus stop is on Stanton Road, east of the M1 motorway and accessible by following Stanton Road eastwards beyond the extent of SGA28. This stop is around 500m away from the centre of the site. Another stop at a similar distance is located to the south of the site on Derby Road, Risley. The i4 runs from the Stanton Road stop and the i4, 222 and 444 services run from the Derby Road stop. Between them, they provide frequent connectivity to Derby and Nottingham and settlements in-between.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA28 requires	Updated Pupil Numbers with Development	SGA28 impact on school
Ladycross Infants & Cloudside Academy	508	487	192	679	29% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA28 requires	Updated Pupil Numbers with Development	SGA28 impact on school
Friesland School	1,323	1,207	160	1,367	3% over capacity

GREEN & BLUE INFRASTRUCTURE:










There is a Public Right of Way (PRoW) running through the site (Ref: 12). Crossing Rushy Road allows access to PRoW's which link to the villages of Breaston, Draycott and beyond. The above-mentioned PRoW provides a connection to blue infrastructure assets located further afield including the Erewash Valley Trail east of SGA28, Church Wilne Reservoir and St Chad's Water Local Nature Reserve both south of the site. North of the site are links to Dale Abbey. The identified neighbouring environmental assets can also be seen as useful links to nearby green infrastructure for SGA28.

UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Ladycross Infants / Cloudside Academy	2.3 km / 1.6km
	Secondary School	Friesland School	1.2 km
	Bus stop	B5010 Derby Road	1.3 km
	Public House	The Risley Park	2.4 km
	Health Facility	Adam House Medical Centre, Derby Road, Sandiacre	2 km
	Leisure Centre	West Park Leisure Centre, Long Eaton	4.6 km
	Employment Site	057 Great Bear Industrial Estate	2.7 km
	Superstore or Town/Local Centre	Sandiacre Local Centre	2.2 km
	Community Hall	Community Hall, Doncaster Avenue	2 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

SGA28 directly adjoins the main built-up area (MBUA) of Nottingham and would result in an extension to Sandiacre, despite it also adjoining Risley by virtue of the need to deallocate Green Belt in order for it to be classed as an extension to the Nottingham MBUA as per the site promoters wishes.

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset areas of Green Belt at Stanton-by-Dale.

Distance 1: Risley to Stanton-by-Dale. The current gap before potential development of SGA28/deallocation of Green Belt is **1.29km**. The amended gap (A – SGA28 to Stanton-by-Dale) in the event of SGA28 being developed is **0.34km**. This is a reduction of **73.6%** in the current GB gap.

The development of SGA28 would result in a major reduction in the current open gap between the inset settlement of Risley and the nearest inset settlement at Stanton-by-Dale. However, as shown in the defensible boundaries section of this SGA assessment, to facilitate SGA28's development as an extension of the Nottingham MBUA, a considerably higher amount of Green Belt land than that covered only by the promoted site would require deallocation in order for the remaining Green Belt to continue meeting the purposes for designation set out by national planning guidance. One consequence of this would be the merging of Risley with the urban area east of the M1, as well as an expansion of Risley northwards. Therefore it would be the Nottingham MBUA as a whole that encroached upon Stanton-by-Dale, rather than either Sandiacre or Risley individually. The merging of settlements due to GB deallocation is highly undesirable, and the status of Risley continuing to function as its own distinct settlement would be severely harmed in the event of the current GB gap that separates it from Sandiacre being lost.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA28's development may make, a measurement between the centre point of Long Eaton (Grounds of Trent College, Derby Road) and the nearest point of SGA28 is made. A central point in Long Eaton is chosen due to the promoter's desire to see SGA28 considered as an extension of the Nottingham Main Built-up Area. This distance is **3.08km**. The distance from the centre point to the furthest extent of SGA28 is **4.02km**. This distance shows the site would contribute to an enlargement of **30.5%** of the current distance between the centre of Long Eaton and the outermost extent of SGA28.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA28 Stanton-by-Dale CA which is just 0.12km (120m) away from the proposed extent of the SGA. Sandiacre Cloudside CA is also located nearby around 0.3km away whilst Sandiacre Centre and Risley CAs are both within 0.7km of the site demonstrating that SGA28 forms an important area providing key settings to a number of sensitive historic areas in this part of Erewash.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The land within SGA28's site boundaries is predominantly greenfield in status except for a small area of land at Friesland Farm.

CONTAMINATION AND GROUND STABILITY:

Historic mapping indicates the site has been in primarily an agricultural use across the last 120-year period information is available for. There is no indication of causes or sources of contamination being present on the site at any time and this means it is unlikely that the site will suffer from ground contamination requiring remediation. A limited section of the northern part of the site falls under the Coal Authority's 'At Risk' Standing Advice zone. This indicates that ground instability from historic coal mining related operations may be present, but that any concerns identified by further investigation can be overcome through appropriate construction techniques.

SGA29: Pastures Farm, Land South-West of Risley

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	20.3 Ha
Proposed number of dwellings	430 homes (at 21 dwellings per hectare)
Main land-uses	Agricultural land (rated 'good to moderate' in agricultural classification)
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture• Thinly scattered hedgerow trees including some willow pollards• Scattered, locally dense, watercourse trees• Medium to large regular fields with thorn hedgerows• Discrete red brick villages with farms and cottages• Large red brick outlying farms
Flood Zones & Watercourses	<p>Flood Zone 1 – 20.3ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – Small drainage channels are evident within the site with the Golden Brook running nearby to SGA29 just south-west of its promoted boundaries.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Eastbound side of Derby Road (B5010) with a range of boundary treatments adjacent including hedgerow and trees.

B – Existing defensible boundary – a range of boundary treatments delineating the extent of domestic curtilages along the westbound side of Derby Road (B5010).

C – Track leading to Goldenbrook Farm.

D – Field boundary comprising hedgerow and trees leading to green buffer of the eastbound side of the A52.

E – Green buffer comprising mature trees and lower canopy and hedgerow along eastbound side of A52.

F – Eastbound side of A52 bridge over Breaston Lane.

G – Green buffer and field boundaries comprising mature trees and lower canopy and hedgerow along eastbound side of A52.

A site boundary was submitted and is presented by **Map 1**. Sections **A** and **C-H** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary. To accommodate this, a large amount of additional land outside of the proposed site extent must be removed from the Green Belt in order to establish appropriate defensible boundaries, including a large portion of the Risley Conservation Area.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the SGA29 site occupying much of the land between Derby Road (B5010) and the Brian Clough Way (A52). Options to create vehicular access to SGA29 are limited given the only highway it physically connects to is the B5010 with a frontage of around 175 metres extending eastwards from Pastures Farm available to form a junction with a linking arm entering into SGA29. This section of B5010 is subject to a national speed limit for a single carriageway road outside an urban area (60mph) and enjoys a relatively wide highway width. This is accentuated by on-road provision for cyclists passing in each direction, whilst the recessed hedgerow field boundary running along the southern side of Derby Road allows room for a pavement flanked by grass verges on both sides helping to keep pedestrians safely distant from the highway. Telegraph poles carrying cables extend along the southern side of Derby Road, so any new road access into SGA29 in the event of development will need to re-route these to ensure high-sided vehicles are not restricted from entering the site.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction with Derby Road (B5010)

As described above, the highway width along this section of the B5010 is generous which provides scope for the installation of a new junction to serve SGA29. This may allow the provision of a central filter lane for eastbound traffic to wait safely in the centre of the highway before turning into a site access road. The current speed limit in operation at a proposed access point



off the B5010 would need revision downwards to ensure safety for users of the junction. This could involve extending the coverage of the 30mph section of Derby Road westwards from the built-up part of Risley. Whilst the B5010 is relatively straight past where it abuts SGA29, the land level to the south is notably lower than that which the highway is constructed on. The topography may prove to be challenging in engineering a junction able to meet highway specifications and the established vehicular access in place for Pastures Farm would need to remain sufficiently separated from a new access point off Derby Road to serve the development site.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **430 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **430 vehicles** which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA29** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA29**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (215 vehicles)
J2	 (215 vehicles)

J1: Junction of Nottingham Road (B5010) & Draycott Road (A6005)

This is a major (Nottingham Road)/minor (Draycott Road) priority T-junction. A shortened section of widened highway exists on approach from Draycott Road towards give-way markings and this allows vehicles waiting to turn left or right onto Nottingham Road to queue in parallel. The junction movements are complicated with domestic properties on north side of junction having dropped kerb allowing direct access to off-street garages. There is no filter lane in place to allow eastbound traffic on B5010 to turn onto Draycott Road. Prospects for junction enhancement are minimal due to the presence of adjoining houses. This is exacerbated by the positioning of a small side road (Bradbury Close) as it sees two exits to Nottingham Road within a 25m section of highway. Whilst Bradbury Close sees only minimal traffic movements, works to the junction would have to make provision for possible right turns across on-coming traffic. A full signalisation of junction might be necessary, although this would have consequential impacts on the flow of traffic across the local road network. Prior to westbound traffic generated by SGA29 arriving at this junction, an option to turn left off the B5010 onto Hopwell Road and head south to Draycott may result in a slightly lower level of anticipated trips than that shown in the above graphic reaching **J1**.

J2: Crossroads of Derby Road (B5010), Rushy Lane & Bostock's Lane

A slightly offset and signalised crossroad arrangement with recessed stop lines on all four approaches to the junction. Three of the four approaches to the crossroads have dual-lanes helping to separate traffic moving in different directions through the junction. Only Rushy Lane has a single lane approach. All exits away from the junction consist of single lanes. As a hint towards the level of hierarchy enjoyed by the approach roads, both eastbound and westbound traffic travelling along Derby Road benefit from a small stretch of central filter lane (approx. 15-20m) beyond the junction's stop lines in which to turn across oncoming traffic. Private residential curtilages beyond boundary treatments tightly abuts the south-east and north-east corners of the junction leaving little scope for further reconfiguration. More flexibility exists on the south-west and more noticeably, the north-west corner - but while this may allow the junction to occupy a greater area, the predicted volume of traffic flowing through it might mean revisiting the phasing of signals in combination with nearby junctions (e.g. Sandiacre crossroads east along the B5010) to attempt to create acceptable vehicular flow across the local road network. Prior to eastbound traffic generated by SGA29 arriving at this junction, an option to turn right off the B5010 onto Breaston Lane travelling south towards Breaston may result in a slightly lower level of anticipated trips than that shown in the above graphic reaching **J2**.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **None**

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA29**. However there are a number of TPOs nearby on Derby Road and Breaston Lane. A group of TPOs exist nearby (Ref: 337) at Risley Hall, Derby Road.

The site falls within a priority species area for Lapwing and farmland birds.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Access to the site would realistically be gained directly from the B-classified Derby Road (B5010) adjacent to the northern boundary of SGA29. Junction capacity analysis indicates that one or more junctions may require intervention to mitigate increased traffic levels resulting from the development. Responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

The Trent Barton run i4 routes along Derby Road (B5010) and the nearest bus stop is opposite the proposed access to the site, around 300m from the centre of SGA29. This frequent service provides good public transport links to Derby and Nottingham and a host of settlements in-between.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA29 requires	Updated Pupil Numbers with Development	SGA29 impact on school
Risley Lower Grammar	133	132	104	236	56% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA29 requires	Updated Pupil Numbers with Development	SGA29 impact on school
Friesland School	1,323	1,207	86	1,293	2% under capacity

GREEN & BLUE INFRASTRUCTURE:


Though SGA29 does not have any Public Rights of Way (PRoW) directly within the site, there is potential to connect onto the existing PRoW network nearby. Links north of the site connect to Hopwell Hall, Dale Abbey and Stanton by Dale. Additionally south of the site, via access to a PRoW from Breaston Lane, the network connects onto a well-maintained track that runs north of Breaston and Draycott, which proves popular as a bridleway for horse riders, cyclists and walkers. This PRoW eventually links to Sandiacre, providing connectivity to the River Erewash and Erewash Canal (Erewash Valley Trail). There is no blue infrastructure within immediate vicinity of SGA29 but the local PRoW network enables link to assets including those listed and Church Wilne Reservoir and St Chad's Water (Local Nature Reserve).

UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Risley Lower Grammar	1 km

Facility Icon	Facility	Location	Distance from site
	Secondary School	Friesland School	2 km
	Bus stop	B5010 Derby Road	0.3 km
	Public House	The Risley Park	0.5 km
	Health Facility	Adam House Medical Centre, Derby Rd, Sandiacre	2.5 km
	Leisure Centre	West Park Leisure Centre, Long Eaton	5.2 km
	Employment Site	057 Great Bear Industrial Estate, Sandiacre	3.2 km
	Superstore or Town/Local Centre	Sandiacre Local Centre	2.7 km
	Community Hall	Risley Village Memorial Hall	0.8 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA29 would lead to the growth of a village (Risley).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset areas of Green Belt at Borrowash and Ockbrook.

Distance 1: Risley to Borrowash. The current gap before potential development of SGA29/deallocation of Green Belt is **3.55km**. The amended gap (A – SGA29 to Borrowash) in the event of SGA29 being developed is **2.45km**. This is a reduction of **30.9%** in the current distance and represents a moderate lessening of the gap between the two settlements.

Distance 2: Risley to Ockbrook. The current gap before potential development of SGA29/deallocation of Green Belt is **3.56km**. The amended gap (B – SGA29 to Ockbrook) in the event of SGA29 being developed is **2.54km**. This is a reduction of **28.6%** in the current distance and represents a moderate lessening of the gap between the two settlements.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA29's development would make, a measurement between the centre point of Risley (identified by mapping as immediately south of 14-16 Derby Road) and the outer extent of Risley's settlement boundary is made. This is a slightly adjusted approach to that used in other SGA

assessments as SGA29 does not physically adjoin Risley's inset area, therefore making it a free-standing site. This distance is **0.66km**. The distance from the centre point to the furthest extent of SGA29 is **1.80km**. This distance shows the site would contribute to an enlargement of **172.7%** of the current distance between the centre of Risley and the outermost point of SGA29. As mentioned above, because SGA29 is physically separated from Risley's inset settlement area, the above figure is predicated on a need to deallocate GB that sits between the eastern edge of the site and the current extent of the Risley settlement.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA29 is Risley CA which in some places is less than 0.1km (100m) away from the site. The gap between the two is minimal, reaffirming the importance for any future development to take account of the CA's setting and special historic character.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within SGA29 is almost wholly greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

Historic mapping and aerial imagery indicates the site has been in agricultural use at least for the last 120 year period, with no indication of any uses which may have caused contamination requiring remediation prior to any possible future development. No part of the site falls within any of the Coal Authority's 'at risk' zones and therefore it is extremely unlikely that the SGA29 would display any ground stability issues resulting from historic mining practices or activity.

SGA30: South of Derby Road, Draycott

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	4 Ha
Proposed number of dwellings	74 homes (at 19 dwellings per hectare)
Main land-uses	Agricultural land (rated 'very good' in agricultural classification)
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture• Thinly scattered hedgerow trees including some willow pollards• Scattered, locally dense, watercourse trees• Medium to large regular fields with thorn hedgerows• Discrete red brick villages with farms and cottages• Large red brick outlying farms
Flood Zones & Watercourses	<p>Flood Zone 1 – 3ha (75%) Flood Zone 2 – 1ha (25%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – None, although River Derwent flows around 0.3km from the site south of SGA30.</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – Rear and side extents of residential curtilages comprising hedgerow and fencing with intermittent trees.

B – Field boundaries comprising of hedgerow with group of trees also helping to define for part of the section.

C – Hedgerow delineating between open fields to the north and east and industrial area to the south.

D – Mature hedgerow delineating between an agricultural field to the west and access drive serving the industrial area to the east.

E – Derby Road.

A site boundary was submitted by site promoters and is presented by **Map 1**. Sections **B**, **C** and **D** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary should this site progress to allocation.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the site promoter envisaging the formulation of a singular point of vehicular access onto Derby Road (A6005), a section of highway which directly abuts SGA30 for approximately 70 metres west of 123 Derby Road. This stretch of road is subject of a 30mph speed limit which rises to 40mph further west along the A6005. It is evident that there is a slight difference in land levels between the passing highway and land at the northern end of SGA30. However, this should not prove to be insurmountable in helping to form access given a private road serving Bankfields Farm already has an established vehicular access immediately west of the site. The possibility of adding a further access point to Derby Road in close proximity to the farm access may require further thought in order to secure the safe separation of traffic using the respective junctions. Power lines run between occasional telegraph poles along the southern side of Derby Road, so any future development will be expected to consider the relocation of these utilities to enable safe access and egress for tall vehicles entering SGA30.

All proposed site access points (AP's) are presented on Map 1.

AP1: New junction with Derby Road (A6005)

As referenced earlier, details provided by the site's promoter show a single access point opposite the properties of 136-138 Derby Road. There are no details as to what form of function the vehicular access would take, although for a site of this size it is unlikely anything other than a simple T-junction arrangement with an estate road giving way to the A6005 would be viewed as necessary. It may be desirable to provide a right-turning central filter lane for motorists heading eastwards wishing to turn into the site. Widening of the highway is constrained on the north side of Derby Road by existing residential properties, although there is generous verge space on the southern side which could be utilised (albeit with a notable fall away in land north of the field



hedgerow) if widening of the carriageway was deemed necessary by the highways authority.

JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **74 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **74 vehicles** which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA30** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions in the vicinity of **SGA30**. Due to the number of likely additional journeys, the movements of vehicles passing through only the first two junctions reached off-site are shown below. However, the anticipated increase in trips is lower than the 120 additional trips passing through a junction per hour that is required to warrant detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the two junctions expected to see the largest number of vehicle movements pass through them.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (37 vehicles)
J2	 (37 vehicles)

J1: Junction of Nottingham Road (B5010) & Draycott Road (A6005)

This is a major (Nottingham Road)/minor (Draycott Road) priority T-junction. A shortened section of widened highway exists on approach from Draycott Road towards give-way markings and this allows vehicles waiting to turn left or right onto Nottingham Road to queue in parallel. The junction movements are complicated with domestic properties on north side of junction having dropped kerb allowing direct access to off-street garages. There is no filter lane in place to allow eastbound traffic on B5010 to turn onto Draycott Road. Prospects for junction enhancement are minimal due to the presence of adjoining houses. This is exacerbated by the positioning of a small side road (Bradbury Close) as it sees two exits to Nottingham Road within a 25m section of highway. Whilst Bradbury Close sees only minimal traffic movements, works to the junction would have to make provision for possible right turns across on-coming traffic. A full signalisation of junction might be necessary, although this would have consequential impacts on the flow of traffic across the local road network.

J2: Junction of Hopwell Road, Market Street & Derby Road (A6005)

This junction takes the form of an irregular crossroad arrangement with priority for Derby Road, while minor side roads (Market Street & Hopwell Road) give way. A one-way system is in place at the head of Market Street, with highway on both sides of a central paved area to allow for a small number of parking bays positioned in the centre of the highway. Due to this layout, the junction is staggered for those who wish to pass across Derby Road from Market Street to Hopwell Road (or vice versa). This can be awkward as no filter lanes exist in either direction along Derby Road. Some scope for junction reconfiguration on the south side of Derby Road/Market Street, but with this forming part of Draycott's Conservation Area then care must be taken not to erode its special character. Landscaped green spaces flank both sides of Market Street's junction with Derby Road, providing space for junction alterations but again, these make key contributions to the street-scene whilst acting as important places in their own right. On the north side of Derby Road, it is unlikely the junction with Hopwell Road could be altered to aid traffic flow without the need to acquire bordering land to facilitate an expanded junction. Signalisation of the entire junction may work, but this risks eroding the current historic character and lead to a greater sense of 'urbanisation' within the village centre.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- None

Non-statutory environmental designations present or adjoining/nearby to the site:

- None

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA30**. However there are TPOs located adjoining the site along Derby Road, whilst a group TPO (Ref: 88) has been designated nearby to SGA30 immediately south-east of Bankfields Farm.

The site is identified as a priority for species including Lapwing, Redshank and other farmland birds.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Access to SGA30 would realistically be achieved directly from the adjoining A-classified Derby Road (A6005). Junction capacity analysis indicates that it is unlikely off-site junctions would require intervention to mitigate any increased traffic levels resulting from the development. However, responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

Bus stops are present along Derby Road adjacent to the site frontage, approximately 140m from the centre of SGA30. The Trent Barton-operated Indigo service stops here and has a frequent timetable which sees buses travel between Derby and Nottingham via Long Eaton and Beeston as well as other settlements within the Borough along the course of its route.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA30 requires	Updated Pupil Numbers with Development	SGA30 impact on school
Draycott Community Primary	257	233	18	251	2% under capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA30 requires	Updated Pupil Numbers with Development	SGA30 impact on school
Wilsthorpe Community School	1268	901	15	916	32% under capacity

GREEN & BLUE INFRASTRUCTURE:




A public right of way (PRoW) runs to the south of SGA30, connecting Lime Grove to the River Derwent. This provides local PRoW connections to Ambaston (in South Derbyshire) and Sawley - including links via foot to St Chad's Local Nature Reserve (LNR) and footpaths nearby to Church Wilne Reservoir. There is opportunity to create an access point from SGA30 onto the aforementioned green and blue infrastructure assets. PRoW (Ref: 14) runs north of the site and connects to the neighbouring villages of Breaston, Borrowash whilst continuation along the path sees the Erewash Valley reached with its wide spectrum of recreational and ecological assets.







UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Draycott Community Primary	0.8 km
	Secondary School	Wilsthorpe Academy	4.9 km
	Bus stop	Derby Road (A6005)	175 m

Facility Icon	Facility	Location	Distance from site
	Public House	Victoria Hotel	0.9 km
	Health Facility	Overdale Medical Practice, Bridge Field	1.9 km
	Leisure Centre	West Park Leisure Centre, Long Eaton	4.9 km
	Employment Site	011 Chemring Defence Campus	2.8 km
	Superstore or Town/Local Centre	Borrowash Local Centre	2.4 km
	Community Hall	Draycott Scout Hut	0.7 km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA30 would lead to the growth of a village (Draycott).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area(s) of Green Belt at Borrowash.

Distance 1: Draycott to Borrowash. The current gap before potential development of SGA30/deallocation of Green Belt is **0.98km**. The amended gap (A – SGA30 to Borrowash) in the event of SGA30 being developed is **1.11km**. This is in excess of the current width of Green Belt gap.

The development of SGA30 would not therefore reduce the current GB gap between Draycott and the nearest Erewash inset settlement of Borrowash, with the gap maintained at its current distance.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA30's development may make, a measurement between the centre point of Draycott (the junction of Market Street & Derby Road) and the nearest point of SGA30 is made. This distance is **0.51km**. The distance from the centre point to the furthest extent of SGA30 is **0.75km**. This distance shows the site would contribute to an enlargement of **47.1%** of the current distance between the centre of Draycott and the outermost extent of SGA30. Whilst this figure may indicate that major encroachment would result from SGA30's development, it must be pointed out that even the furthestmost point of the site from the centre of Draycott does not project any further westwards beyond the current extent of Draycott's inset settlement.

To preserve the setting and special character of historic towns:

The nearest Conservation Area (CA) to SGA30 is the Draycott CA around 0.4km east of the site. With much modern residential development situated between

SGA30 and the CA it is unlikely that any future development of the site will impact upon the CA's historic character.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The site appears to be wholly greenfield in its status.

CONTAMINATION AND GROUND STABILITY:

There are no indications from mapping resources available to the Council of any historic uses on-site which would give rise to adverse ground conditions. Historic mapping suggests the land may be related to Banksfields Farm located immediately south-west of SGA30. Aerial imagery from 2001 and the present day show the site consisting of paddocks. This imagery does not present any evidence of recent agricultural activity. No parts of the site fall within the Coal Authority's 'at risk' zone, strongly indicating that ground stability relating to historic mining activity is not a constraint which would impact any future development at this location.

SGA31: South of Longmoor Lane, Breaston

SUMMARY TABLE:

Key Fact	Description
Site size (Ha)	18.6 Ha
Proposed number of dwellings	335 homes (at 18 dwellings per hectare)
Main land-uses	Mixture of agricultural land (rated 'very good' in agricultural classification) and equine-related paddocks.
Landscape Character Area	<p>Area - Trent Valley Washlands Type – Lowland Village Farmlands</p> <p>Key characteristics:</p> <ul style="list-style-type: none">• Gently rolling, almost flat, lowland with river terraces• Low slopes and summits give a sense of elevation over a broad flood plain• Mixed farming with arable cropping and improved pasture• Thinly scattered hedgerow trees including some willow pollards• Scattered, locally dense, watercourse trees• Medium to large regular fields with thorn hedgerows• Discrete red brick villages with farms and cottages• Large red brick outlying farms
Flood Zones & Watercourses	<p>Flood Zone 1 – 18.6ha (100%) Flood Zone 2 – 0ha (0%) Flood Zone 3 – 0ha (0%)</p> <p>Notable watercourses – A narrow drainage channel flanks the site's eastern boundary (this appears to fall within Highway England's ownership given its proximity to the M1).</p>

DEFENSIBLE SITE BOUNDARIES:

Defensible boundaries are shown on Map 1. Details of individual sections of boundary are as follows:

A – This section of boundary runs along the southern side of Longmoor Lane and sees timber post and rail fencing combining in places with irregular, thin hedgerow consisting of infrequently positioned trees which vary in density towards the western-most end.

B – Similarly to A, a timber post and rail fence runs the entirety of this section of site boundary. At places, hedgerow growth has helped to obscure and cover the fencing, although further south the frequency of trees and general shrub growth diminishes leaving the fencing fully exposed. Beyond this boundary is the western embankment of the M1 motorway.

C – As **B**, more post and rail fencing encloses this site along its southern boundary. Hedgerow trees and shrubs are notably denser at the eastern end of this section, whilst these thin out further west.

D – A diverse range of boundary treatments separating the site from neighbouring residential properties along Heath Gardens and Holly Avenue. At its southern end, a strong line of trees eventually gives way to fencing, before a mixture of trees and fencing continue northwards.

E – This section of boundary consists of hedgerow and domestic garden fencing separating Breaston Cemetery and Chapel from the built-up village to the west. A site boundary was submitted and is presented by **Map 1**.

A site boundary was submitted by site promoters and is presented by **Map 1**. Sections **A - C** as presented by **Map 1** would between them constitute the new defensible Green Belt boundary at this location. Green Belt remains along the M1 as it is continuous, and the site is promoted as an extension to Breaston, not Long Eaton. Some land is included for Green Belt release that does not form part of the site extent. This is to ensure that the land released from the Green Belt is 'rounded off' appropriately within the gap between Breaston and the M1 to ensure the new boundaries are adequately defensible.

VEHICULAR ACCESS ARRANGEMENTS:

Map 1 shows the promoted site boundary of SGA31 sharing boundaries with two highways at each end of the site, providing flexibility in formulating new vehicular access points. At its northern-most end, the site directly abuts around 200m of Longmoor Lane – a highway subject to a 40mph speed limit. This is a largest straight section of road, helping any future junction to meet the necessary technical requirements around visibility splays. At the southern end of the site, SGA31 bounds Wilsthorpe Road (A6005) with a similar length of shared boundary as seen at Longmoor Lane. However, with Wilsthorpe Road rising in an easterly direction in order to clear the M1 via a road bridge, the land within SGA31 is notably lower than the passing highway which could complicate any engineering works necessary to install a new junction to serve the site. The respective levels converge further west along the shared boundary of Wilsthorpe Road, although its junction with Heath Gardens, a short cul-de-sac immediate west of SGA31 could serve to create a complex highway arrangement in having two junctions in such short proximity to one another.

All proposed site access points (AP's) are presented on Map 1.

AP1: New access onto Longmoor Lane

This potential access could be provided through a T-junction arrangement. Longmoor Lane is not believed to have sufficient carriageway width to incorporate a filter lane for a vehicle to execute a right-turn into the site from motorists travelling eastwards, something which is likely to cause tailbacks during peak hours by obstructing traffic travelling straight on towards the junction with Petersham Road (B6002). However, this constraint is currently the case 300m west of AP1 at the junction just mentioned where the road arrives at a T-junction where all vehicles have to give-way and turn either left or right onto the B6002 without the benefit of a filter lane or lane separation. Given the land immediately south of AP1 falls within the promoted land, there is scope for some highway widening to help meet the required junction specifications. It would be desirable to only have AP1 serve the northern portion of SGA31 to avoid motorists from having through access from Longmoor Lane to Wilsthorpe Road (A6005).

AP2: New access onto Wilsthorpe Road (A6005)

Here, the installation of a mini-roundabout would be the most suitable junction intervention due to the higher flow of traffic throughout the day than that seen along Longmoor Lane. However, the topography of land (as discussed above) will make this challenging without significant land level re-profiling works. It is not thought a signalised junction would not be suitable as this would likely effect a backlog of traffic back towards the Wilsthorpe roundabout. This roundabout is a key junction regulating the flow of traffic entering and exiting Long Eaton. Wilsthorpe Road is more heavily trafficked than Longmoor Lane due to being a key route to the settlements of Draycott, Borrowash and Spondon, and beyond these, Derby's main urban area. The provision of a T-junction at AP2 might not be suitable as the number of cars expected to turn right out of SGA31 in the direction of Derby is likely to be greater at this access point than at AP1, potentially causing tailbacks out of the site at peak times.





JUNCTION CAPACITY ANALYSIS:

The site has a proposed capacity of **335 homes**. The Council use a 1:1 vehicle to house ratio to generate a figure of **335 vehicles** which are all assumed to leave the site at peak AM time (between 8.00am to 9.00am). This ratio **does not** assume each home has only a single vehicle within its ownership. Instead, it assumes only one vehicle per household will depart **SGA31** during the peak AM due to the staggered time those from the same household generally, but not exclusively, leave their homes.

Map 1 shows the projected vehicular flows through identified junctions on the local road network. The graphic below summarises the scale of additional journeys expected to pass through identified junctions near **SGA31**. Due to the high number of likely additional journeys, the movements of vehicles passing through only the first four junctions reached off-site from each of the two suggested access points are

shown below. However, the anticipated increase is lower than the 120 additional trips passing through a junction per hour that is required to warrant detailed focus within an assessment. Despite this, it is still considered worthwhile to assess the four junctions expected to see the largest number of vehicle movements passing through them.

It is important to recognise that commentary about individual junctions is based on the views of Planning Officers. It is the responsibility of the Highway Authority (Derbyshire County Council) to plan for how highways and junctions can accommodate additional traffic. Additionally, site promoters will be expected to demonstrate how any additional traffic will be safely accommodated by the existing road and junction network, and set out plans for all necessary highway mitigation.

Junction	Number of Vehicles
J1	 (84 vehicles)
J2	 (83 vehicles)
J3	 (84 vehicles)
J4	 (84 vehicles)

J1: Junction of Longmoor Lane, Stevens Lane & Risley Lane

This is crossroads junction with Risley Lane enjoying the priority access and Longmoor Lane and Stevens Lane giving way. The additional traffic generated by SGA31 may justify consideration of the installation of a mini-roundabout to help with flow in this part of Breaston. With all approaches to J1 subject to 30mph speed limits, traffic should already be travelling slowly at this point which could see an altered junction arrangement prove effective.

Signalisation of the junction could occur, although this would alter the public realm and may prove to deter traffic from using this route, creating more trafficked alternatives.

J2: Junction of Longmoor Lane & Petersham Road (B6002)

This takes the form of a T-junction with Longmoor Lane the joining (minor) road onto Petersham Road which has priority access. As mentioned earlier, the approach to the B6002 is single lane with no provision made for vehicles turning right or left, despite there being unofficial space in which vehicles can queue in parallel at the give-way markings. Traffic heading south along Longmoor Road which wishes to turn right into Longmoor Lane benefits from a short section of central filter lane to allow traffic to continue towards Wilsthorpe roundabout without delay. If necessary, some space believed to be in public ownership could be utilised immediately north of the junction to allow for a widening of highway upon approach to Petersham Road. This would then allow for more formal segregation of traffic turning out onto the B6002.

J3: Roundabout of Petersham Road, Wilsthorpe Road (both B6002) and Derby Road (A6005)

This is a major four-arm approach roundabout. Often busy throughout the day, tailbacks are generally seen on approaches to the roundabout at peak times. All arms of the roundabout have dual-lanes, although these are inconsistent in their lengths. A short way from the roundabout on Wilsthorpe Lane is a signalled pedestrian crossing, and this is the only approach that has formal provision for pedestrians to cross. Other arms have central reservations between the opposition lanes. Some scope exists south-west and north-east of the roundabout for wider or additional lanes, although this would affect the urban realm and risk heightening the sense of a car-dependant environment at the cost of surrounding green space and landscaping. Signalisation is an option, although this would potentially alter the flows of traffic through the junction that may cause knock-on impacts at other junctions on the local road network. Smart signalling may overcome this problem to some extent.

J4: Junction of Main Street (A6005) & Risley Lane

A T-junction arrangement with Main Street benefitting from priority vehicular movements. Movements through this junction are complicated by another joining highway (Bourne Square) adjoining Main Street only a few metres east of the junction. The section of Main Street through this junction is narrow with limited carriageway width owing to abutting buildings. This prevents introducing a right-turning lane for vehicles wishing to turn into Risley Lane off the A6005. As discussed, scope for junction improvements are extremely limited due to buildings closely lining Risley Lane close to the mouth of the junction. On the south side of the junction, highway access must be maintained for Bourne Square. This junction sits within Breaston Conservation Area, another factor that would constrain its re-engineering, as the potential for signalisation requires supporting infrastructure that would begin to undermine the historic character within the area.

ECOLOGICAL CONDITIONS & BIODIVERSITY OFFSETTING:

Statutory environmental designations present or adjoining/nearby to the site:

- **None**

Non-statutory environmental designations present or adjoining/nearby to the site:

- **ER050 Golden Brook Storage Lagoon, Nature Reserve Local Wildlife Site (LWS)** – LWS located 0.3km south of SGA31.

The site is identified as important priority species including lapwing and redshank. Additionally farmland birds have been recorded as present on SGA31.

No Tree Preservation Orders (TPOs) or Group Tree Preservation Orders are located within the proposed boundaries of **SGA31**.

Any future development should make adequate provision for positive ecological measures in order to secure biodiversity gain. The Wildlife Trust have produced a publication entitled 'Homes for People and Wildlife – How to Build Housing in a Nature-friendly Way' which offers guidance on how opportunities to introduce biodiversity can be achieved.

INFRASTRUCTURE REQUIREMENTS:

ROADS:

Access could realistically be gained both from the north (Longmoor Lane) and from the south (Wilsthorpe Road (A6005)). Junction capacity analysis indicates that none of the assessed junctions would require substantial modification and enhancement to mitigate the increased traffic levels resulting from the development owing to the egress arrangements described above which would disperse traffic across the local road network. However, responsibility rests with the site promoter to identify the scale of impact and any required highway/junction mitigation deemed necessary to ensure the continuation of safe highway conditions across the network.

PUBLIC TRANSPORT:

Bus stops are located along Wilsthorpe Road (A6005) south of the site. The closest stop is located around 380m from the centre of SGA31 and the Trent Barton-operated Indigo service provides a frequent timetable with buses regularly running between Nottingham and Derby, providing excellent access to settlements in between.

SCHOOL PROVISION:

The figures below were calculated using Derbyshire County Council's Education Provision figures within the Developer Contributions Supplementary Planning Document (SPD).

Primary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA31 requires	Updated Pupil Numbers with Development	SGA31 impact on school
Firfield Primary	420	419	81	500	18% over capacity

Secondary school(s)

Schools	Capacity	Currently Enrolled	Development of SGA31 requires	Updated Pupil Numbers with Development	SGA31 impact on school
Wilsthorpe Community School	1,268	901	67	968	27% under capacity

GREEN & BLUE INFRASTRUCTURE:










Land within the boundaries of SGA31 is private and is without any Public Rights of Way (PRoW). However, a PRoW runs north of the site and helps connects onto the former Derby & Sandiacre Canal multi-user recreational route (suitable for walkers, cyclists and horse riders) which links to Breaston and Draycott. This route also runs eastwards towards Sandiacre and Long Eaton. This provides an excellent link to the local blue infrastructure network (Erewash Canal and the Erewash Valley area with the River Erewash at its core).

UTILITIES:

This site submission was received in response to the Strategic Growth Options Consultation (Regulation 18). As a result, information from utilities providers has not yet able to be provided for this specific SGA. The following findings are based on aerial photography and mapping.

There is no visual evidence of pylons, above-ground utility infrastructure or any other related facilities across the site.

NEAREST COMMUNITY FACILITIES:

Facility Icon	Facility	Location	Distance from site
	Primary School	Firfield Primary	1.6 km
	Secondary School	Wilsthorpe Community School	1.4 km
	Bus stop	A6005 Derby Road	0.6 km
	Public House	The Eaton Farm, Wilsthorpe Road	0.8 km
	Health Facility	College Street Medical Centre, Long Eaton	2 km
	Leisure Centre	West Park Leisure Centre, Long Eaton	1.6 km
	Employment Site	057 Great Bear Industrial Estate, Sandiacre	3 km
	Superstore or Town/Local Centre	Long Eaton Town Centre	2.2 km
	Community Hall	Petersham Hall, Long Eaton	1.5km

GREEN BELT:

To check the unrestricted sprawl of large, built up areas:

The development of SGA31 would lead to the growth of a village (Breaston).

To prevent neighbouring towns merging into one another:

The Green Belt map shows the distance between the current edge of Green Belt designation and the nearest inset area(s) of Green Belt, which is the main built-up area of Long Eaton east of the M1.

Distance 1: Breaston to Long Eaton. The current gap before potential development of SGA31/deallocation of Green Belt is **0.1km**. The amended gap (A – SGA31 to land south-west of Grampian Way) in the event of SGA31 being developed is **0.04km** which is a reduction of **60%** in the current gap between the inset areas.

The development of SGA31 would therefore effect a major lessening of the already narrow current gap between Breaston and the Long Eaton urban area.

To assist in safeguarding the countryside from encroachment:

To demonstrate the scale of encroachment SGA31's development may make, a measurement between the centre point of Breaston (the property of 10 Manor Leigh) and the nearest point of SG31 is made. This distance is **0.78km**. The distance from the centre point to the furthest extent of SGA31 is **1.09km**. This distance shows the site would contribute to an enlargement of **39.7%** of the current distance between the centre of Breaston and the outermost extent of SGA31.

To preserve the setting and special character of historic towns:

The nearest Conservation Areas (CA) to SGA31 are Long Eaton (Derby Road) CA around 0.7km east and the Breaston CA located 0.8km west. It is therefore unlikely that any future development of the site will directly impact on the character and setting of these heritage assets.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

Land within the promoted SGA31 site is mainly greenfield in status, although some small equine-related structures are present across parts of the site.

CONTAMINATION AND GROUND STABILITY:

The land within the site has historically been used for agriculture, with a move towards equine-related uses and paddocks over recent decades. The neighbouring cemetery may have limited impacts on ground contamination, but this is unlikely to impact upon the land within the suggested boundaries of SGA31. The proximity of the M1 immediately east of the site risks subjecting any future households to poor levels of air quality – particular in the eastern parts of the site- although no part of the site falls within a designated Air Quality Management Area (AQMA) which suggests air quality levels are acceptable and wouldn't serve to be a barrier to achieving acceptable levels of residential amenity. No parts of the site fall within the Coal Authority's 'at risk' zone, also indicating that ground stability relating to historic mining activity is not a matter of concern at this location and should not impact on any future development of SGA31.