LITTLE EATON
NEIGHBOURHOOD PLAN
2018 - 2033

Submission Draft (January 2019)
Qualifying Body: Little Eaton Parish Council
PREFACE

This draft Neighbourhood plan is the result of extensive consultation with the local community and has been prepared by a Steering Group comprised of local residents.

The Steering Group is grateful for the support from Little Eaton Parish Council and the invaluable advice from their consultants – Andrew Towleron Associates. The Group also appreciates guidance from the officers of Erewash Borough Council and the expertise of the Derbyshire Wildlife Trust and other bodies. Without their assistance, the Plan could not have been completed.

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Figures A-E & Appendices are available online at [https://www.littleeatonplan.co.uk/submission-draft](https://www.littleeatonplan.co.uk/submission-draft)
Chapter 1. Introduction

1.1 Early in 2017, Little Eaton Parish Council (hereafter referred to as the Parish Council) decided to prepare a Neighbourhood plan. Taking advantage of the power available to parish councils, granted through the Localism Act 2011, the Parish Council, as the qualifying body, applied for the whole of the parish to be designated as a Neighbourhood planning area. Neighbourhood planning area status was approved by the Erewash Borough Council in July 2017 (hereafter referred to as the Borough Council). The Designated Plan area is shown in Figure 1 below.

1.2 Neighbourhood planning is part of the Government’s approach to planning to give communities, like Little Eaton, more control over how their area develops. A Neighbourhood plan is a statutory planning document that sets out a community vision and objectives for the use and development of an area and a series of planning policies to achieve these.

1.3 Once adopted, the Little Eaton Neighbourhood Plan (referred to hereafter as the Plan) will form part of the statutory development plan for the area. This means that planning applications, in the parish, will be determined in accordance with the Plan and the Borough Council Local Plan.

1.4 The Plan covers the period 2018 to 2033. This time frame was purposefully chosen to ensure that it could take account of, and respond to, long-term needs and requirements. National planning policy suggests that a 15-year time horizon is appropriate for a Neighbourhood plan. This Plan will be reviewed at least every five years.

1.5 The Plan will give the residents of Little Eaton more say in the future development of the area by setting out policies and proposals to help guide, control and promote development.
Figure 1: Designated Plan Area
Planning Context

1.6 A Pre-submission version of the Plan was circulated to a range of bodies in accordance with the Regulations.

1.7 Comments received, during the 6-week consultation period, were considered by the Steering Group and the Parish Council and the Plan was then amended accordingly.

1.8 The Plan is now submitted to the Borough Council for a further 6-week consultation period before submission to an Independent Examiner. If the Plan passes this examination, it will be subject to a referendum of local people organised by the Borough Council where a simple majority of those voting in favour will mean that it is formally adopted as a statutory planning document.

1.9 Neighbourhood plans are not developed in isolation. The Localism Act 2011, stipulates that a Neighbourhood plan must meet certain basic conditions:

- have regard to national policy and advice such as the National Planning Policy Framework (NPPF). The underlying aim of the NPPF is to achieve sustainable development through three dimensions of the planning system: social, economic and environmental;
- be in general conformity with the strategic policies of the development plan for the area. In the case of the Plan, the key documents are the Adopted Erewash Core Strategy 2011-2028 and the Erewash Local Plan Saved Policies 2005 (amended 2014);
- should contribute to the achievement of sustainable development; and
- should be compatible with European obligations and human rights requirements.

1.10 The Steering Group has worked closely with the Borough Council in the preparation of the Plan and care has been taken to ensure that it is in conformity with these basic conditions.
Community involvement

1.11 The Plan has been prepared by a Steering Group of volunteers. The Steering Group has been supported by Neighbourhood plan consultants as well as officers from the Borough Council and bodies such as the Derwent Valley Trust and Derbyshire Wildlife Trust. Grant funding was obtained, from the Government Sponsored Agency Locality and from Awards for All, to support the preparation.

1.12 It is informed by extensive research, community consultation and engagement. Two public meetings were held in April and September 2017. In December 2017, a Steering Group was formed, and then, in January 2018, Theme Groups were created to focus on the Built Environment, Leisure & Facilities and the Natural Environment. A Business Forum was also held with members of local businesses. A representative, from each of the Theme Groups, was nominated to act as Theme Group Lead and serve on the Steering Group. The Steering Group has met each month since then. Forums, to which all members of Theme Groups were invited, were held from January to April 2018. All meetings of the Steering Group and Theme Groups were open to the public. Either the Chair or the Secretary of the Steering Group attended monthly meetings of the Parish Council and reported on progress. In April 2018, a questionnaire was circulated to all households in the parish and also made available online. Responses received were carefully analysed and taken into account by the Theme Groups and the Steering Group in preparing this Submission Draft. Furthermore, an additional public consultation was held on two separate days, in July 2018, during Carnival Week. All responses are summarized in Chapter 4 “Vision Statement and Core Objectives”.

1.13 Further, the Pre-submission Plan was published for consultation between 29 October 2018 and 12 December 2018. The consultation was publicised through flyers distributed to every household in the Parish, poster displays at notice boards and other locations in the parish and via the dedicated Little Eaton
Neighbourhood plan website as well as other websites. Printed copies of the Pre-submission Plan were also available for inspection. Details of the various consultation bodies and other stakeholders, who responded to the Pre-submission Plan, are provided in the Summary of Responses to the Pre-submission Draft which can be found at Appendix 1 (click link to access).

Specific evidence is also provided in the Summary of Consultation and Community Engagement Activities Statement, in Appendix 2 (click link to access), to demonstrate how the Pre-submission Plan and the opportunity to comment on it has been publicised.

Full reports, of the Community Questionnaire, are in Appendix 3 and Consultation during Carnival, Appendix 4 (click links to access).

# How this Plan is organised

1.16 The Plan has the following structure:

- **Section 1 A Vision for Little Eaton**
  - **Chapter 2** – “About Little Eaton” summarises the history and development of the village and its main characteristics in the present day.
  - **Chapter 3** – “Policy Context and Key Considerations” describes the strategic planning context in which the plan was prepared and the areas in which Little Eaton can align with local policies by incorporating important and relevant elements of the Erewash Core Strategy 2011-18.
  - **Chapter 4** - “Vision Statement and Core Objectives” addresses the overall long-term vision for the village and lists the core objectives which are designed to deliver the vision.
  - **Chapter 5** – “The Future Vision for Little Eaton” summarises the high-level vision for Little Eaton in terms of its main components and then expands upon each of these components by providing more quantifiable detail.
- **Section 2 Neighbourhood Plan Policies and Proposals**
  - **Chapter 6** – “The Built Environment” covers aspects related to existing properties and new development.
  - **Chapter 7** – “Leisure and Facilities” addresses the existing leisure and facilities (amenities) within the village.
  - **Chapter 8** – “The Natural Environment” covers all living and non-living things that occur naturally in the parish.
  - **Chapter 9** – “Business” relates to all commercial activity in the parish.

- **Section 3 Supporting Evidence**
  - **Figures and Appendices**
SECTION 1:
A VISION FOR LITTLE EATON
Chapter 2. About Little Eaton

2.1 Little Eaton Parish is located in the Borough of Erewash in the County of Derbyshire. It comprises the main settlement of Little Eaton surrounded by open countryside (see Figure 1 above). According to the 2011 Census (which remains the most reliable source of recent local social and economic data), it had a population of 2,557 residents living in 1,015 households dispersed across 491.8 hectares (see Appendix 5).

2.2 The parish is a popular and distinctive place in which to live and work. It is set in the valleys formed from the congruence of the river Derwent and Bottle Brook. It is surrounded by the hills of the Blue Mountains and Drum Hill and by woods, carpeted by bluebells, in the spring. It has retained many of the old buildings and much of the charm that has developed naturally over the centuries.

2.3 The village was formed and named by Saxon settlers a millennium and a half ago. In Norman times, it was a prized agricultural area and hunting ground, fought over by barons and kings. It then became an agricultural area together with corn and bleach mills, quarries and brewing. Then, in the 19th century, it became a seat of the Industrial Revolution. Almost half the parish was owned by Jedediah Strutt, one of the architects of the industrial revolution: the other half was owned or managed by the Tempest family, who founded and ran in Little Eaton the largest paper mill in Europe – now part of a World Heritage site. Outram’s Gangway (Derby Canal Railway), running from the Little Eaton branch of the Derby Canal to the quarries and mines up the valley, was one of the first of its kind in the world. A timeline, summarising the history of the parish, is shown in Figure A.

2.4 In more recent times the village has grown, with significant residential development, along both Alfreton Road and Barley Close. It has also acquired some new offices and workshops, usually small in scale. Village life has been
enhanced by the establishment of St Peters Park and play area and by an attractive and extensive Little Eaton Village Hall.

2.5 Throughout all these changes, local people have developed and maintained a strong community spirit. A large range of clubs and societies has been set up and continues to be supported by all age groups in the community. Village events, such as the annual Carnival, have been held for decades and are attended by most residents. Little Eaton has firmly established itself as a caring, confident and vibrant community. Our questionnaire confirmed that residents of the parish highly value these aspects of the community.

2.6 The Plan seeks to shape and address the key development challenges and opportunities that face Little Eaton over the next fifteen years. How much should the population grow to keep the village alive and how much can it grow without destroying the integrity of the community? Can developments be accommodated on brownfield or infill sites while protecting the Green Belt? What leisure and other facilities are needed for the existing community? What type of businesses could be attracted to the area to improve employment opportunities without degrading the village? How could our natural environment be enhanced to preserve wildlife and reduce pollution? This Plan addresses these questions.
CHAPTER 3. POLICY CONTEXT AND KEY CONSIDERATIONS

Erewash Borough Planning Policy Context

3.1 This Plan is written in the context of The Erewash Borough Council Core Strategy 2011-2028. This was adopted in March 2014 and is the statutory plan for the Borough. It forms part of the Development Plan for the Borough, alongside the Erewash Local Plan Saved Policies 2005 (amended 2014), until any such policies are superseded. These provide the strategic framework for the Plan.

3.2 The Borough Development Plan sets out the strategy for development over the period 2011 to 2028. This includes, in broad terms, where new homes, jobs and infrastructure will be developed within the area.

3.3 The Plan is in “general conformity” with the policies in the Erewash Core Strategy 2011-2028. At the same time, it is also compatible with emerging national and local planning proposals (including those at County Level), that may have a bearing on the Plan.

3.4 The Core Strategy places much emphasis on focusing development towards the existing urban areas of Long Eaton and Ilkeston and promoting regeneration. In addition, it supports the drive for sustainable development and recognises the importance of the surrounding countryside of the Borough.

3.5 The Core Strategy sets out a number of broad policies that are relevant to the Plan.

Policy 1: Climate Change requires that all development proposals will be expected to mitigate and adapt to climate change, and to comply with national targets on reducing carbon emissions and energy use. In addition, it requires that development proposals avoid areas of current and future flood risk (including parts of Little Eaton Parish), do not increase the risk of flooding elsewhere and, where possible, reduce flood risk.
Policy 2: The Spatial Strategy provides for a minimum of 6,250 new homes (2011 to 2028) throughout the whole of the Erewash Borough. The vast majority of this housing development will take place in or adjoining Long Eaton and Ilkeston urban areas. It does provide for approximately 300 homes, within rural settlement boundaries, including Little Eaton, throughout the Borough. Determining how much of the requirement for 300 new dwellings the parish should plan for is not straightforward. The Spatial Strategy does not apportion housing targets to specific rural settlements. Discussions have taken place with the Borough Council about what should be appropriate target for the Plan. The Borough Council has been working on a housing requirement for Little Eaton of 31 additional houses between 2011 to 2028. A total of 18 new houses, built or receiving valid planning permission between 2011 to 2018, will have contributed towards meeting that original target. The Borough Council has recently confirmed that a requirement of 30 – 40 additional houses, in the new time horizon from 2018 to 2033, would be a reasonable working assumption.

Policy 3: Green Belt emphasises that development in the Green Belt will continue to be severely restrained. Much of Little Eaton is in the Green Belt.

Policy 8: Housing Size, Mix and Choice states that residential development should provide and contribute to a mix of housing tenures, types and sizes, in order to create mixed and balanced communities. Throughout the plan area, consideration should be given to the needs of the elderly as part of the overall housing mix.

Policy 10: Design and Enhancing Local Identity considers that all new development should be designed to a) make a positive contribution to the public realm and sense of place; b) create an attractive, safe, inclusive and healthy environment; c) have regard to the local context and reinforce valued local characteristics; and d) reflect the need to reduce the dominance of motor vehicles.

Policy 12: Local Services and Healthy Lifestyles supports new, extended or improved community facilities where they meet a local need.
Policy 14: Managing Travel Demand seeks to reduce the number of journeys made by residents and businesses, especially by car. This includes ensuring new developments take place in the most accessible areas where the need to travel will be minimised, and the use of sustainable transport modes can be maximised.

Policy 16: Green Infrastructure, Parks and Open Space emphasises that a strategic approach will be taken to the creation, protection and enhancement of Green Infrastructure.

Policy 17: Biodiversity seeks to increase the biodiversity within Erewash and introduces measures to achieve this.

3.6 The Steering Group also took into account a number of documents issued by Derbyshire County Council. Particular attention was paid to:

- Neighbourhood Planning and Air Quality.
- Strategic Statement: Planning and Health across Derbyshire and Derby City.
- “Five Ways to Well Being”.

Key Considerations

The consultations have led to the conclusion that there are two of these Erewash Core Strategy policies that are especially relevant to Little Eaton and the development of the Plan. These are:

- The Green Belt. The importance of the Green Belt to the village cannot be overstated. Not only does its existence give us a beautiful place in which to live, but it also provides habitats for a rich variety of plants and animals for present and future generations to protect and enjoy. Equally important, it provides a natural boundary to discourage encroachment from outside the
village and the spread of development from within (see Figure B for a map of the Green Belt). The County Council reviewed the Derby Principal Area Green Belt in 2012 and concluded that “the Green Belt is strategically very important in preventing unrestricted sprawl of the urban area of Derby City and in preserving the openness and separation between the urban area and Little Eaton”.

- **Flooding.** Little Eaton has suffered grievously from flooding in the past. Since then, there has been work to prevent flooding by the Environment Agency and others, but it remains a significant risk. As recently as 2018, many residents were alarmed at the potential for damage to their homes and limitations on being able to insure property. Further flood defence work may be necessary in the future. In evaluating possible schemes, account will have to be taken of their cost as well as their aesthetic impact and effect on wildlife. It is likely that flooding will remain a significant risk to certain areas of the parish and building on these areas should be subject to stringent risk evaluation. The Borough Council Flood Prevention Policy, aimed at addressing this significant risk, is supported by this Plan. An up to date official map, showing the extent of flood risk, can be found by entering “Little Eaton” as the Location at https://flood-warning-information.service.gov.uk/long-term-flood-risk/map
CHAPTER 4. VISION STATEMENT AND CORE OBJECTIVES

4.1 The village is now at a crossroads in terms of its development. This Plan provides the opportunity to steer the future direction for Little Eaton. Without a Plan, further major development could take place which would totally change the character of the village. Within the next 15 years, the village could become no more than a commuter estate for the City of Derby. Consultations, with the community and the responses to the questionnaire, made crystal clear that this outcome would not be acceptable. Rather, the residents want to retain and enhance the features of the village they cherish – the rural setting, St Peters Park, Bottle Brook and the community spirit.

4.2 For that reason, the overall objective of this Plan is clear. Little Eaton must conserve and enhance its integrity as a community and join with the towns and villages in the Derwent Valley to become a great place to visit as well as a great place to live and work.

4.3 To do this does not mean that every aspect of the village must be preserved in aspic. There are buildings and sites that must be conserved in their historic state for future generations to enjoy. However, there are many features of our community that could be improved by careful, selected development.
Vision Statement

Little Eaton will maintain its character as a rural village community. The population will remain around 2,500. There will be some more starter and retirement homes for local people. There will be a vibrant community with places to meet and play. It will be surrounded by Local Green Spaces for wildlife to flourish and residents to enjoy. There will be thriving businesses for local people who want to work close to home. It will be an even better place to live, to work and to visit.

The Core Objectives

4.4 The Core objectives are grouped under four headings:

▪ The Built Environment.
▪ Leisure and Facilities.
▪ The Natural Environment.
▪ Business.

4.5 For each of these headings there is a summary below of the main findings from the Little Eaton Questionnaire and public consultation events.

Built Environment

The main points raised during public consultation include:

▪ Consensus for any residential development to be on brownfield sites within the village settlement boundary\(^1\) or, to a much lesser extent, for brownfield sites in the green belt.

▪ Residents favour smaller developments (generally 5 or fewer homes/individual homes) and smaller family homes (up to 3 bedrooms), affordable starter homes and retirement homes.

\(^1\) For Little Eaton, the settlement boundary is defined by the surrounding Green Belt.
The scale of new buildings and materials used should fit in with surrounding buildings and should not increase the risk of flooding.

Traffic management and parking capacity need to be improved.

The village centre needs to be improved with run down or underused sites addressed and historic buildings protected.

**Objective 1**: Support housing to meet the needs of the local people, including affordable new starter homes and retirement homes, ideally built on brownfield sites within the village settlement boundary.

**Objective 2**: Prioritize smaller homes of up to 3 bedrooms, affordable starter and retirement homes where the properties are appropriate in scale and do not increase flood risk.

**Objective 3**: Protect important heritage buildings and assets.

**Objective 4**: Develop and implement a traffic management plan for the village centre.

**Objective 5**: Ensure that development does not place undue demands on facilities and infrastructure.

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**Leisure and Facilities**

The main points raised during public consultation include:

- Community facilities are highly valued and well utilized and especially the village shops, St Peter’s Park, the Village Hall and public footpaths.
- Support for improving St Peter’s Park, the Village Hall, public toilet facilities and the play area equipment.
- Some residents experience difficulty in accessing local facilities due to parked vehicles and narrow pavements (pushchairs/wheelchairs/mobility scooters).
- Support for improved footpath/cycle linkages, parking provision and for the establishment of a Greenway\(^2\) along the course of the old railway line.
- Generally positive about increasing tourism and leisure activities in the parish but not for expansion in facilities for overnight accommodation.

**Objective 6:** Protect and enhance community facilities.

**Objective 7:** Develop and implement a plan to enhance the village centre.

**Objective 8:** Prepare a plan for improving and maintaining the footpath/cycle-path network based upon the establishment of the Little Eaton Greenway.

**Objective 9:** Seek opportunities for increasing suitable tourism and leisure activities within the village.

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**The Natural Environment**

The main points raised during public consultation include:

- Very strong appreciation of easy access to the countryside, the atmosphere and rural character of the village.
- Strong consensus to protect the natural environment.
- Local conservation areas, the promotion and preservation of important habitats including mature or important trees/hedgerows and restoration of wildlife.
- Noise and air pollution and especially from the nearby A38.

**Objective 10:** Protect and enhance biodiversity.

**Objective 11:** Minimize the noise and air pollution from the A38 through the construction of man-made and natural barriers.

**Objective 12:** Identify and protect the most important Local Green Spaces.

**Objective 13:** Promote, restore and conserve important trees and hedgerows.

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\(^2\) A Greenway is a long, narrow piece of land, often used for recreation and pedestrian and bicycle traffic. It also tends to have a mostly contiguous pathway, allowing urban commuting via bicycle or foot.
## Business

The main points raised during public consultation include:

- Existing businesses appreciate generally good transport links (queues at Little Eaton roundabout excepted) and affordable premises; constraints are transport/access, limited car parking, availability of premises and limited broadband capacity.
- About 35% of respondents plan to expand their business but require larger premises including storage, more parking and more modern buildings of a higher standard.
- Businesses related to tourism, leisure and creative industries supported.
- There is potential for development of a commercial zone south of the village to reduce expansion elsewhere.

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<th>Develop a concept for business activities consistent with the overall aim of enhancing the current character of the village.</th>
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<td>Objective 15:</td>
<td>Enhance Duffield Road and Outrams Wharf Sites as local centres for employment and business.</td>
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<td>Objective 16:</td>
<td>Re-model Old Hall Mill Business Park.</td>
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CHAPTER 5: THE FUTURE VISION FOR LITTLE EATON

5.1 If the above objectives are met, this should mean:

- The population of the village will remain much as it is now – about 2,500 people. The decline in the population, of recent years, will have been halted. There will be more new houses, in the region of 30-40, predominantly of 2 to 3 bedrooms, so that more young people raised in the village can remain here if they wish and more elderly people can downsize from their present large houses to more manageable residences. These houses will be on windfall sites and will be in keeping with the existing character of the village. The village will build on links to its historic past, preserving old and interesting buildings and sites.

- Leisure facilities in the park will be expanded, and there will be an enhanced network of footpaths and bridleways throughout the parish. In particular, there will be a triangular route for a bridleway (Greenway) through the centre of the village, across the Packhorse Trail to the north of the village and along the Derwent Valley to the west, attracting more tourists.

- The natural environment would be enhanced by the creation of a new local nature reserve in the south of the village, and the existing Local Wildlife Sites will have received additional protection. Bottle Brook and a buffer zone around it will be further protected. There will be more trees in the village.

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3 **Windfall or Infill Sites** are sites not allocated for housing development and which have previously been unidentified or are subject to unexpected applications for planning. They typically include the conversion of redundant or under-used buildings or sites.

4 **A Bridleway** is a path or track along which horse riders have right of way. May be used by walkers and cyclists.

5 **The Bottle Brook Buffer Zone, with no development in this zone**, should be as wide as possible, within the limits shown in paragraph 8.25, subject to the land being Green Belt or Brownfield.
and more copses around it. There will be a band of trees and other vegetation between the village and the A38.

- There will still be a thriving business community in the village. Some businesses will have changed as market forces demand. Some, on the Old Hall Mill Business Park, will have adapted to the position in the centre of the village and the Outrams Wharf site will have expanded modestly.
SECTION 2:

POLICIES AND PROPOSALS
POLICIES AND PROPOSALS

This section sets out the policies and proposals for the development of Little Eaton during the next 15 years. It is based around four key themes:

▪ Built Environment.
▪ Leisure and Facilities.
▪ Natural Environment.
▪ Business.

Each theme has its own chapter, which includes the relevant aims, supported by policies, proposals and justification.

Neighbourhood plan policies must relate to development and land use. However, this does not mean that the plan cannot include other non-planning related policies that contribute to the achievement of the objectives of the plan. It is important, however, that the Neighbourhood plan makes a clear distinction between planning and non-planning policies. To achieve this, non-planning policies are referred to as ‘proposals’ in the text and clearly identified as such.
Chapter 6: The Built Environment

Introduction and Context

6.1 Little Eaton is an attractive village, but it has evolved gradually over the centuries and the buildings show the evidence of its agricultural and industrial past. It is a working village.

6.2 Several important issues were raised during consultation and in the analysis of trends (See Appendix 6). The main points are summarized below:

▪ The approval of major housing developments in the village or its surroundings would be totally incompatible with the aims set out in this Plan. There is support for some new houses, particularly for affordable\(^6\) starter homes and for older people to downsize to. But that support is limited. Little Eaton should not become a housing estate for Derby.

▪ The parish has been recognised as a place of environmental and historical importance. In 1983, all the countryside around the village was designated as Green Belt. In the 1990s, the centre of the village was designated as Little Eaton Conservation Area and the northern edge of the parish as Eaton Bank Conservation Area\(^7\). In 2001, the United Nations Council for Environmental and Social Conservation designated the Derwent Valley as a World Heritage Site.

▪ There is a higher than average proportion of older people residing in the parish and evidence that the population is ageing with the share of residents aged 65 and over increasing from 16% of the total population in 2001 to 19% in 2011. According to official figures, there is expected to be a substantial

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\(^6\) *Affordable housing* refers to housing units that are affordable by that section of society whose income is below the median household income.

\(^7\) A *Conservation Area* is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
growth in one-person households over the Plan period, driven in part by an ageing population.

- There is a relative predominance of larger dwellings (3 or more bedrooms), which at 75.1% is well above the Erewash (64.3%) and national (60.2%) averages.

- Housing affordability in Little Eaton is a major issue. There is a high and above average disparity between average house prices (both for sale and rent) and average income. In 2016, the average house price in the parish was 50% above the Erewash Borough average. Erewash Borough wide planning policy (Erewash Core Strategy Policy 8: Housing Size, Mix and Choice) requires that all new housing developments, especially those involving fifteen or more dwellings, should provide at least 30% affordable homes.

- The 2011 Census shows the proportion of the homes that are socially rented in Little Eaton is relatively low at 9.5%, well below the national (17.7%) and district (13%) averages. As a consequence, many people who wish to live in the parish, including those with a local family or social connections, are unable to do so as they cannot find suitable accommodation either to buy or rent. Home ownership levels are very high with around 81% of households owning their homes outright or with a mortgage or loan.

- The last census showed a slight decline in the population of the village over the previous 10 years. If this decline continues, there would be a risk of losing some facilities and infrastructure. The addition of 30-40 new houses, over the next 15 years, would help to redress that trend.

### Major Issues

6.3 There are five major issues on the built environment addressed in this Plan:

1. **Types and The Sites for New Housing**

6.4 In the past, windfall housing sites have made use of underused or redundant buildings and have made an important contribution to meeting our housing
numbers. This is a trend which is expected to continue. Though these sites are not identified, the relatively high land values in the parish and the level of vacant and under-used sites and buildings, mean that windfall sites have the potential to provide a modest source of housing over the Plan period sufficient to meet Little Eaton’s housing requirements and ensure that the parish plays its part in meeting district and national housing requirements. This view is shared by the Borough Council.

6.5 The consultation shows that the community generally supports such windfall housing development, where it is within the built-up part of the village (defined as that part of the village which is not within the Green Belt). Such development should also be suitable in scale and location, harmonise with the existing character of surrounding properties and meet local needs. Development on greenfield sites, both in and out of the Green Belt, is strongly discouraged in favour of building on brownfield sites.

6.6 Generally windfall sites are small, accommodating fewer than five dwellings. In principle, though, they could be larger. Two large potential windfall sites have been identified in the parish. Both of them have been put forward to the Borough Council, by the landowners, as potential development sites.

6.7 The first is Mill Green on which there has already been an approach from developers about a planning application for housing. This site (See Figure C) is close to the centre of Little Eaton. It is conveniently located to shops, community facilities and public transport. Much of the site has been derelict for many years. In the centre of the site is the Old Mill itself, a row of five cottages (brick frontages and stone to the rear) and some stone outbuildings. The Mill itself and one of the cottages have been sympathetically restored. The other four cottages have been vacant for many years and need extensive refurbishment. The stone outbuildings are in various stages of dereliction. Some could be restored, and others rebuilt to provide additional residential housing. Proceeding with this work would be welcomed in the village. The rest of the site is considered unsuitable for development. It is in Flood Zone 2 and has failed the
sequential flood risk assessment, according to information from the Borough Council, in its present state. Investment in flood prevention measures could enable development to proceed on part of the site. This would be supported providing that any flood prevention measures would not significantly increase the risk of flooding elsewhere in the village and that some of the site was left undeveloped. This undeveloped area could be made available to benefit the community and, at times of flooding, absorb flood water. The area to the north of the site could, for example, form gardens for the houses built to replace the outbuildings. The area, in the south of Mill Green, could become an important element of the development of a village centre (see Chapter 7). Access to it should be through the newly opened Greenway (see Chapter 7). The site could accommodate some seating as an extension to the Local Green Space at Croft Corner (Chapter 8), including perhaps a children’s play area to supplement that in St Peter’s Park (Chapter 7); some green\textsuperscript{8} parking areas; and provide a better access to the OAP Hall and an open space, across the Greenway, in front of it. Meanwhile, it is important to protect this important green area, and it is included in this Plan as an extension of the Croft Corner Local Green Space. Careful attention would need to be taken to the design of any development of the site given its prominent location. The site falls within the proposed Alfreton Road Special Character Area\textsuperscript{9} (see Figure 2 on page 33).

6.8 The second site is a substantial area of land to the south of the parish and lying between Alfreton Road to the east, the mainline railway to the west, the A38 to the south and Outrams Wharf to the north. This area lies in the Green Belt and is classified as a Flood Risk 3 Zone. This has become known as the “South Site” (see Figure D). Situated on this site are already mobile homes, a vehicle leasing business, a coffee shop, a landfill site, a skip (waste container) storage facility and Severn Trent Water Authority facilities with filter beds and solar panels. A planning application was submitted, some years ago, for residential

\textsuperscript{8} Grasscrete or similar pervious reinforced structure for all types of trafficked areas covered with grass.

\textsuperscript{9} Special Character Areas are designed to capture historically or architecturally important areas that fail to meet the criteria for designating conservation areas.
development; more recently, Highways England is considering using some of this site as a construction depot for the Flyover Project on the A38.

6.9 A further planning application has recently been submitted, for the South Site, for a new road “to provide an alternative access strategy for the Ford Farm Mobile Park” and “to support an upcoming planning application”. The consultation process clearly showed that any significant residential or commercial development would not be supported by the overwhelming majority of residents. Any development here would overstretch the infrastructure and community facilities of the village and change the pleasant character of the local area.

6.10 In addition, this study underlined that housing affordability remain a key housing issue for Little Eaton. Average houses prices to buy and rent are high, and beyond the means of many people who wish to live in the village. Erewash Borough Council has developed important planning policies for the provision of affordable housing. The evidence gathered does not support the Plan developing its own specific affordable housing policy. It does support the Borough-wide affordable housing planning polices and underline the importance that they should be implemented in the village.

2. Preserving the Character and Heritage of the Parish

6.11 Little Eaton has a very active Local History Society, attracting more than 50 people to its monthly meetings. They have studied the List of Buildings of Local Interest (Local List) adopted by the Borough Council and Government’s schedule of Listed Buildings\(^{10}\) and have produced a list of buildings and other heritage assets (see Appendix 7) which they regard as important to conserve. Little Eaton parish has significant heritage interest:

\(^{10}\) A building \textbf{is listed} when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting. A listed building is added to the National Heritage List for England.
1. There are 15 buildings designated as “Listed” and so have statutory protection.

2. Peckwash Mill is part of the Derwent Valley World Heritage Site. Other parts of the parish are within the Buffer Zone\textsuperscript{11} of this Site. Within this Zone, there are several buildings of local and indeed national importance. These include the two grand houses built by the Tempest family (Derwent house and Eaton House) and the Blue Mountains cottages which were built by the Tempests for the mill workers.

3. There are two Conservation Areas: one covering the historic core of the Village; and the other the area around Peckwash Mill. Within these Conservation Areas, many of Little Eaton’s buildings of historic and architectural interest are to be found. Maps showing these can be found on the website of the Borough Council at (https://www.erewash.gov.uk/index.php/conservation/heritage-assets.html).

4. Other buildings of interest include those properties already protected through their identification by the Government as Listed Buildings or the Borough Council’s List of Buildings of Local Interest (a list of designated nationally and locally important buildings in the Parish can be found on the website of the Borough Council at https://www.erewash.gov.uk/conservation/heritage-assets.html). Their designation gives them protection equal to or beyond that which can be provided through a Neighbourhood plan. It is important, however, that the Plan highlights the community’s appreciation of them and the important role and contribution they make to the distinctive identity and history of the parish.

6.12 The Plan has taken the opportunity, using published guidance from Historic England, to identify a schedule of heritage assets that are considered to have

\textsuperscript{11} A World Heritage Site Buffer Zone is an area surrounding a site that gives an added layer of protection to
the site.
significant local heritage interest and remain relatively unprotected against unsympathetic development through the planning system. To ensure that these assets are considered appropriately in planning proposals, the Plan designates them as Little Eaton Character Buildings and Structures of Local Heritage Interest (see Appendix 7).

6.13 The inclusion of a building on this schedule would be taken into account in the event that planning permission is sought to alter or extend it. The Borough Council would consider whether any such proposal is sympathetic to the character of the building, paying particular attention to the scale of the proposal and the choice of materials. Otherwise, the inclusion of a building on the schedule would not affect its Permitted Development Rights.

6.14 There is a cluster of nationally and locally recognised heritage buildings and structures to be found off Alfreton Road. The character of this area is of sufficient special and distinctive architectural and historic interest to warrant its consideration as a Special Character Area (See Figure 2 below). This special character is derived not only because of the historically and architecturally important buildings to be found within it but also because of its history, layout and open spaces. For example, the original Outram’s Gangway (Derby Canal Railway) ran alongside Bottle Brook and some of the stone blocks from it can still be seen in a high wall by the side of Alfreton Road. It is important that its special character is conserved and enhanced. Rules governing the preparation of Neighbourhood plans mean that the Plan cannot designate it as a Conservation Area. Consequently, its designation as a Conservation Area will be pursued with the Borough Council. In the meantime, the Plan will look to designate it as a Special Character Area to provide at least interim protection and appreciation for it.
Figure 2: Proposed Alfreton Road Special Character Area.
3. Easing the Problem of Traffic and Parking.

6.15 The community, through the survey, identified arrangements for traffic management and parking as the most pressing improvement for Little Eaton.

6.16 Little Eaton’s road network has developed over many centuries. It is not suited to the needs of modern traffic. Many of the roads, especially in the older parts of the village, are narrow and much of the housing was designed with insufficient car parking. This endangers motorists, cyclists and pedestrians.

6.17 The rural location of the village and limited public transport provision mean that the car provides the principal mode of transport for most residents. While the parish has a good range of services and facilities, for a community of its size, many residents must travel outside to access key services such as jobs, education, healthcare and shops. Such journeys are overwhelmingly made by car.

6.18 Further, there is concern that traffic management and parking problems for residents will increase substantially while the work on the A38 flyovers is in progress.

6.19 Many of the existing problems arise because the school, three shops and a café are situated at the junction between Alfreton Road and The Town in the centre of the village. The school takes in a third of its pupils from outside the village, and the shops and café are widely used by passing trade. Several hundred cars a day stop and park for short periods while parents drop children off, pick them up, or customers use the shops. There are virtually no parking arrangements for them, leading to dangers for the public and frustration for residents. According to Department of Transport figures, there have been well over a dozen recorded incidents in the parish in recent years.

6.20 There are no quick and easy solutions. The most productive way forward would be to produce a comprehensive plan for traffic management and parking for the whole village. This plan would form a basis for developments that could be introduced as resources become available in the future. It might be possible to introduce some of those developments relatively easily in time for the work on the A38.
6.21 The aims of the project should include: improving highway and pedestrian safety for local people and visitors whether this be by car, bicycle or on foot; minimising inconvenience to parents and customers of the shops and café; facilitating an increase in the numbers of people walking or cycling; improving the attractiveness of the area; and avoiding disruption to the emergency services. It is recognised that a study of this kind would constitute a substantial project involving audits of traffic and consultation with residents.

6.22 The Parish Council has already engaged with the County Council and Highways England in the development of a traffic management and parking plan for Little Eaton village. Meanwhile, any opportunity to augment parking provision in the Village Centre should be taken. Part of the Mill Green site may provide such an opportunity. In the longer term, parking (including for cycle users) will be required for users of the “Little Eaton triangle” bridleway, and the “South Site” may be a suitable location for that.

4. Design.

6.23 The buildings of Little Eaton have developed naturally, over the centuries, as the need for them has arisen without any grand design or planning. This is evident in the variety of styles and in the lack of a natural village centre.

6.24 Our survey of local opinion highlighted several issues of local concern. It is clear that there are important principles that should apply to development. They should have a high standard of good quality design, be proportionate, in keeping with the buildings and the character of those around them. They can be modern in style but should not dominate the skyline or unduly distract the eye from the landscape or neighbouring buildings. Access and parking should respect the surroundings and not create swathes of concrete or tarmac.

6.25 The consultation shows a strong wish that new development respects the local built character, but also contributes to sustainable development, economic growth and social wellbeing. Developers should plan for buildings that provide adequate storage for cycles and charging points for low emission vehicles. New technologies, for renewable energy or efficient heating of homes, such as ground heat source, should be considered and incorporated where possible.
Furthermore, homes ought to be designed to a “lifetime standard that includes facilities and features that enable people to live independently for longer”. Where possible developments should provide access to Next Generation Access (NGA) broadband infrastructure and gigabit capable connections for high bandwidth.

6.26 Special mention should be made here of the important role that better and more sympathetic design can make to flood defence. As mentioned in Chapter 2, Little Eaton has suffered grievously from flooding in the past. It is a major, if not the top concern, of many local residents.

5. Developer Contributions.

6.27 Housing and others forms of development can bring significant benefits to the local community, including new homes and jobs. It can also have negative impacts, for example, where additional demand is placed on facilities and services, which are already at or near capacity. Planning obligations (also known as Section 106 agreements) may be used to secure infrastructure or funding from a developer. For example, a planning obligation might be used to secure a financial contribution towards improving existing recreational facilities or affordable housing. Planning regulations also require that care needs to be taken to ensure that any developer contributions sought are reasonable and do not make the scheme unviable.

6.28 A new system has been introduced alongside the use of planning obligations. This is known as the Community Infrastructure Levy (CIL) which will require developers to make a payment to the Borough Council based on the size and type of development that is proposed. The proceeds of the Levy will then be used to provide the infrastructure necessary to support growth across the district. A proportion of these CIL receipts will automatically be devolved to the relevant parish council for allocation to neighbourhood priorities. This proportion is set at 25% of the CIL for those areas where there is a Neighbourhood plan in force.
Though the scale of development anticipated in the Parish, over the lifetime of the Plan, means that the amount secured through CIL and other planning obligations is unlikely to be significant, it is still important to consider how this could be best used, should any payments arise.

### Objectives and Policies

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<tr>
<th>Objective</th>
<th>Policy Area</th>
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<tr>
<td>1. Support housing to meet the needs of local people including new starter homes and retirement homes, ideally built on brownfield sites within the village settlement boundary.</td>
<td>BE1. HOUSING PROVISION: supports small housing developments in Little Eaton where appropriately located and designed.</td>
</tr>
<tr>
<td>2. Prioritize smaller developments of houses up to 3 bedrooms, affordable starter and retirement homes where the properties are appropriate in scale and do not increase the flood risk.</td>
<td>BE 2. HOUSING MIX: requires the provision of smaller homes (two or three bedrooms) should be prioritised in any housing development proposal.</td>
</tr>
<tr>
<td>3. Protect heritage buildings, structures and areas.</td>
<td>BE3. GOOD DESIGN: responds and integrates with local buildings; BE4. CHARACTER BUILDINGS AND STRUCTURES OF LOCAL HERITAGE INTEREST: protects buildings and structures of Local Heritage Interest; and; BE5. ALFRETON ROAD SPECIAL CHARACTER AREA: to protect and enhance its special and distinctive character.</td>
</tr>
</tbody>
</table>
4. Develop a traffic management plan for the village centre.

BE6. TRAFFIC MANAGEMENT: supports the commissioning of a full traffic and parking study and the implementation of measures proposed by that study.

5. Ensure that development does not place undue additional demands on facilities and Infrastructure.

BE7. DEVELOPER CONTRIBUTIONS: prioritises the spending of any developer contributions on improvements to priority local facilities and infrastructure.

Policies and Proposals\(^\text{12}\)

**POLICY BE1: HOUSING PROVISION**

Development proposals for small windfall sites (normally less than five dwellings) within the built-up part of Little Eaton (i.e. outside the Green Belt) will be supported where they are in accordance with the relevant policies set out in the Plan and with the Borough Council’s Local Plan policies.

**POLICY BE2: HOUSING MIX**

Proposals for new housing development will be required to reflect how they relate to the identified housing need in Appendix 6, or the needs identified in a more up-to-date assessment of housing need. This should include and prioritise smaller homes (two or three bedrooms), homes to suit older people and first-time home buyers to meet a local need. There should be a general presumption against larger homes (4 or more bedrooms).

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\(^{12}\) Policies are shown in blue and proposals in purple
POLICY BE3: GOOD DESIGN

Development proposals should demonstrate good quality design which responds to and integrates with local surroundings, heritage and landscaping. Development proposals will be supported where good design principles are achieved. Good design in Little Eaton especially means:

a) the design and layout of the development is sympathetic to and reinforces local character in terms of its proportion, form, massing, density, height, size, scale, materials and detailed design features;

b) it will not result in a net loss of trees, hedges or other natural features and heritage assets that form part of the character of Little Eaton or are important for nature conservation and/or flood defence;

c) the use of previously developed (i.e. ‘brownfield’) land has been prioritised;

d) there will be no resulting increase in the risk of flooding upstream or downstream; and there will be suitable measures to ensure that surface water is managed in such a way as not to exacerbate, and where possible reduce, existing flooding problems either within the site or any developments in Little Eaton;

e) development is normally not sited in areas of flood risk; if it is, then it should be designed to ensure that the development is safe for its lifetime and does not increase flood risk to the site or to others.

f) attractive, safe, secure and accessible buildings and spaces, that are easy to traverse for all, particularly for older people and those with disabilities; and

g) no reduction in garden/Local Green Space to an extent where it adversely affects the distinctive character of Little Eaton or the amenity of the proposed occupiers of the new development or adjacent properties/uses.

Developers are encouraged to engage with the Parish Council prior to the preparation of any planning application to confirm these principles.
POLICY BE4: CHARACTER BUILDINGS AND STRUCTURES OF LOCAL HERITAGE INTEREST

The Plan identifies the buildings and structures listed below as Little Eaton Character Buildings and Structures of local Heritage Interest (See Appendix 7)

1. Park Farm and Dove Barn, Vicarage Lane.
2. The Anchor Inn, Alfreton Road.
3. Holme Cottage, 67 Duffield Road.
4. Wyndesmore.
5. Park View Cottages.
6. The New Inn, Duffield Road.
7. Mill Green cottages and agricultural outbuildings.
8. The Bell Harp Inn, Alfreton Road.
9. Sycamore Cottage, 42 Whittaker Lane.
11. The Grove, Duffield Road.
12. The United Reform Church, Alfreton Road.
13. The Methodist Church, Alfreton Road.
14. The Primary School.
15. Eaton Hill and Lodge Alfreton Road.
17. 6 Eaton Bank.
18. Rigga Lane Quarry.
19. The Alms Houses, Church Lane.
20. The Old Post Office.
21. 206 Alfreton Road.
22. 195–199 Alfreton Road.
23. The Shoemakers Cottage, 187 Alfreton Road.

Development proposals will be required to consider the character, context and setting of Little Eaton Character Buildings and Structures of Local Heritage Interest including important views towards and from the assets. Development will be required to be designed appropriately, taking account of local styles, materials and detail. The loss of, or substantial harm to, a locally important asset will be resisted unless the harm or loss is outweighed by a substantial public benefit or exceptional circumstances can be demonstrated.
POLICY BE5: ALFRETON ROAD SPECIAL CHARACTER AREA

Within the proposed Alfreton Road Special Character Area, as identified in Figure 2 on page 33, development proposals should be of good quality and must be designed so as to conserve and enhance their distinctive local character, having regard to scale, density, height, landscape, layout, materials and access.

PROPOSAL BE6: TRAFFIC MANAGEMENT

The provision of traffic management solutions to address the impact of traffic arising from development in Little Eaton will be supported through the following approach:

1. Undertake a Traffic & Highway assessment to inform the re-design at Little Eaton Town and Alfreton Road to improve safety for local people; minimise inconvenience to parents of school children and customers of the shops and café; facilitate an increase in the numbers of people walking or cycling; improve the attractiveness of the area; and avoid potential disruption to the emergency services. The survey should include provision for parking and;

2. Implement recommendations within the traffic assessment.

The provision of traffic management solutions to address the impact of traffic arising from development in Little Eaton will be supported. This includes either directly provided solutions or the use of developer contributions to fund the cost of improvements.

A survey should be commissioned, in and around the intersection of The Town and Alfreton Road. The recommendations, from this survey, should be implemented.
POLICY BE7: DEVELOPER CONTRIBUTIONS

Where appropriate, contributions towards those policies and proposals identified in the Plan will be sought through planning obligations (under s.106 of the Town and Country Planning Act) in accordance with the tests as set out in the Community Infrastructure Levy Regulations 2010.

Developers are encouraged to engage with the Parish Council prior to the preparation of any planning application to confirm these local priorities, ensuring that, where appropriate and viable, the facilities to complement any development proposals reflect the Policies and Proposals in this Plan.
CHAPTER 7: LEISURE AND FACILITIES

Introduction and Context

7.1 The people who live and work in Little Eaton are fortunate to have a good range of leisure and other facilities. But more should be done. In developing a strategy for further provision, this Plan centres on what residents have said about their local and future needs. It also considers suggestions that might attract tourists to the village but does not propose developments that would not be viable or sustainable in a community of this size.

7.2 An audit of facilities locally shows that:

- For under 5 year olds there are two playgroups, both well supported and providing enough places to meet the local demand. The play arrangements in the park are dealt with below.

- For 5-11 year olds, the primary school (rated as “Good” in the latest Ofsted inspection) has 30 places per year group, two-thirds of which are filled by children from the parish. Preference for admission is given to local children, so the school is sufficient for our current needs. The original school building dates from 1864 but is in good condition. The area of the school site is very limited; outdoor play areas are restricted, but there is probably little that can be done to remedy this.

- 11-18 year old children travel out of the parish for secondary education. Football and tennis are offered by clubs on the park. There is a gymnastic club in the village for recreation for many of these children, but spaces are limited although there is scope for extension of these facilities. A youth club for teenagers meets in the village hall and is well supported. However, survey results indicate that there is a lack of activities and facilities for 13-18 year olds.
For adults, there is a range of sporting and other clubs and societies, all depending on volunteers. The annual Carnival is attended by most people who live here. Given the proximity of the village to Derby, there is an adequate range of shops to meet the everyday needs of residents. More shops would be welcome, but commercial imperatives apply.

The doctor’s surgery is appreciated by local people and, together with the pharmacy, meets most of their immediate medical needs.

The OAP Hall is fully used by the elderly population in the village and other groups. It complements the Village Hall.

The community survey showed that these facilities are generally well used and highly regarded. A total of 33% of respondents indicated that they were very satisfied and 62% generally satisfied. Amongst the most frequently used facilities were the village shops, St Peter's Park, the Village Hall and the public footpaths. Other well-used facilities included the Pharmacy, doctors’ surgery, post office and public houses. It also highlighted some facilities that could be enhanced. In particular:

Residents highlighted difficulties experienced by the community in accessing facilities, at peak times, in part due to limited parking. It is important that these facilities are accessible not only for the well-being and health of the community but to maintain the sustainability of the village in terms of access to facilities that are available within walking distance.

There is some disquiet amongst residents about access, throughout the village, for disabled people and parents with prams. Kerbs, crossings and the access to some buildings need to be improved. Some parking spaces, next to the shops, should be reserved for blue badge holders.
Major Issues

7.4 This Plan addresses four major issues

1. St Peter's Park and the Village Hall.

7.5 The park was bequeathed to the village in 1902 in the will of Thomas Bates, a local benefactor. Over the years it has acquired a pavilion and a village hall, extended through a lottery grant in recent years. The park and the hall are highly valued and well used by residents and from persons outside the parish. They are generally well maintained by the Parish Council and dedicated volunteers.

7.6 There are aspects of the facilities in the park which could be further developed:

- The grass areas are heavily used, and there is a case for looking for some expansion. The Parish Council has expressed an interest in acquiring more land.

- Residents of the village have said they would like more facilities in the park, particularly for teenagers. A multi-purpose play area was proposed to the Parish Council but there was insufficient land to proceed with the project. The Plan assumes that land will become available over the next few years to complete this or a similar project.

- The Parish Council has done a great deal to improve the toilets and to create better access for the disabled and we understand that the Parish Council will continue this programme when finance allows. The community is generally supportive of the enhancement of St Peter's Park and the Village Hall and, in particular, improvement to the village toilets and playground equipment.

2. Little Eaton Village Centre

7.7 The original focal point for the parish of Little Eaton was the Church of St Alkmund’s by Duffield Bridge. Traditional cottages and strips of land for cultivation were located to the north of Duffield Bank. Later, more cottages appeared in the Bottle Brook area in Little Eaton and a chapel of the Church was
built and converted into a consecrated Church in 1791. At that time, Bottle Brook snaked through the village which had a single pub, The King’s Head (demolished in the 1960s), situated on its bank where the chemist shop now stands.

7.8 Then, in the 1930s, there were devastating floods. The course of Bottle Brook was straightened out and banks and fences were built around the brook. The railway, running through the village, was still operating until the late 1900’s and the village became virtually cut in two. The school and shops on the Alfreton Road are now on one side of the village and the Church and park on the other with a barrier formed by the brook and the old railway line between them.

7.9 It is now time to re-establish a recognisable centre for the village as proposed in Figure 3 (see below). When the disused railway line becomes a Greenway, it should be possible to open up Bottle Brook and its surroundings. Croft Corner garden could be extended into the southern part of the Mill Green site. It could become an attractive place for residents to enjoy with seating, trees, sculptures and heritage artefacts to showcase the village. Mill Green could also provide desperately needed parking spaces for people visiting the shops and school. In addition, it is proposed that “Croft Corner”, the adjoining part of the Greenway and the south of Mill Green should together form a new village green.
In the longer term, more shops and cafes might appear if the Old Hall Mill Business Park was remodelled (see Section 3 of Chapter 9). This Plan does not attempt to present a model or blueprint for this area, but the objective of creating an attractive focal point for people to gather and enjoy their surroundings should be a paramount factor in development over the next 15 years.

In the Community Questionnaire, enhancing run-down and under-utilised sites and supporting the main village centre by protecting current retail uses, received the highest support with over 90% agreeing or strongly agreeing to these proposals.
3. Footpaths and Bridleways

7.12 A central proposal of the Plan is to create a Greenway through the centre of the village as part of a Greenway to the north. This Greenway would link in the south to the cycleway proposed by the Derwent Valley Trust and also to the National Cycle Network (NC54) down the Millennium Way and into Derby. The cycleway/bridleway, along the River Derwent, would connect in the north to the Midshires Way which forms the northern boundary of the parish and travels to meet the Greenway in the north-east. This route, forming a “triangle” of cycle paths and bridleways, is shown in Figure E.

7.13 The proposed Greenway would serve a number of important purposes:

- It would create a safe, off-road footpath for people walking or cycling within or to the village – in particular, it would encourage parents to walk or cycle with their children to school.
- It could become a significant tourist attraction. Tourists and local people would be able to travel from the village westwards to link with the Derwent Valley trail, northwards to Holbrook and beyond and southwards into Derby.
- It would encourage wildlife and produce a calm, pleasant place for residents to enjoy.

7.14 This proposal supports and is complementary to two existing schemes for development in this area:

(a) The Derwent Valley Trust has plans to create a cycleway/bridleway along the river Derwent from Derby to Matlock. This proposal has already been submitted to the County Council and the Trust hopes for a decision, on funding, by the end of 2018.

(b) The County Council plans to create a Greenway through the village, along the disused Midland Railway railbed from the Millennium Way (which will link to the NCN cycleway into Derby) and northwards on to Holbrook. It has
been indicated that an application for planning permission will be submitted in the near future.

7.15 In order to complete the triangle, detailed plans would be required on how to connect the Greenway through the village to the cycleway/bridleway proposed by the Derwent Valley Trust in the south; and how to connect the end of the Midshires Trail to the cycleway in the north. There are several possible ways to achieve this; all of them would require some consultation and access agreement with landowners. One possible route is shown on the map (see Figure E). Other routes are also feasible. The route chosen should not involve significant stretches of travel along traffic bearing roads. Car parking provision will need to be made for users arriving, by car, to use the Greenway. A green parking area, in or near to Outrams Wharf, could be provided at very little cost.

7.16 Detailed planning would also be required for the centre of the village. Traffic from across the bridge from The Town to the school and shops would have to be controlled. This matter should be considered as part of the study proposed in Chapter 6.

7.17 The village survey showed that residents support the Greenway proposal. There is strong support, in the community, for the inclusion of a policy in the Plan to improve footpaths to link with the Greenway and Derwent Valley Cycleway as well as the importance of public footpaths to the community more generally.

4. Tourism

7.18 The old paper mill, at Peckwash Mill, is part of the Derwent Valley Mills World Heritage Site. Parts of this Site, in Cromford, Matlock and Belper, receive visitors from across the globe, to the benefit of the local economy. Little Eaton gains little from this, partly because the Mill itself is not accessible to the public but also because the village has made insufficient effort to present itself in the way tourists can appreciate.

7.19 The Derwent Valley Trust has done much to develop tourism throughout the valley, and we believe that Little Eaton could and should play a more prominent part in developing and benefitting from tourism. The link between the
Greenway to the Derwent Valley Trust cycleway/bridleway would be a physical connection between the village to the work of the Trust, and the village would become more deeply involved in more of the Trust’s activities. The activities would be of interest to local people and would also play a part in attracting tourists to the village.

7.20 The establishment of Little Eaton as an attraction for day visitors would not be possible overnight. The consultation shows that the community is generally supportive of this idea. More visitors would be attracted by cafes and shops and by the pedestrian and cycling links.
Objectives and Policies

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<tr>
<td>6. Protect and Enhance Community facilities.</td>
<td>LF1. PROTECTION OF COMMUNITY FACILITIES: resists developments that would have an adverse effect on valued facilities; LF2. ENHANCEMENT OF COMMUNITY FACILITIES: supports developments which enhance the facilities in St Peter’s Park and the Village Hall; and LF4. IMPROVED ACCESS FOR PEOPLE OF LIMITED MOBILITY: supports proposals to improve access to facilities by people of limited mobility.</td>
</tr>
<tr>
<td>7. Develop and implement a plan to enhance the village centre.</td>
<td>LF3. LITTLE EATON VILLAGE CENTRE: supports developments that contribute towards this objective.</td>
</tr>
<tr>
<td>8. Prepare a plan for improving and maintaining the footpath/cyclepath network based upon the establishment of the Little Eaton Greenway.</td>
<td>LF5. FOOTPATHS AND CYCLEWAYS: supports proposals that enhance the network of cycleways and walking and cycling routes, including a proposal to create the Little Eaton triangle.</td>
</tr>
<tr>
<td>9. Seek opportunities for increasing tourism and leisure activities within the village.</td>
<td>LF6. TOURISM: supports the re-use and conversion of buildings where that would contribute to this objective.</td>
</tr>
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Policies and Proposals

**POLICY LF1: PROTECTION OF COMMUNITY FACILITIES**

Development proposals that result in the loss of, or have a significant adverse effect on, a community facility will only be supported where the building or facility is replaced by an equivalent or by better provision in terms of quality and quantity in an equally suitable location, or it can be clearly demonstrated to the
satisfaction of the Borough Council, in consultation with the Parish Council, that the service or facility is unviable or no longer required by the community.

The following facilities, identified below are considered to be especially important to the community.

- Little Eaton Village Hall.
- Parish Rooms.
- OAP Hall, Barley Close.
- Little Eaton village school.
- Pharmacy.
- Doctors’ Surgery.
- Post Office.

**POLICY LF2: ENHANCEMENT OF COMMUNITY FACILITIES**

The Plan supports the enhancement of facilities at St Peters Park and the Village Hall to meet the community and leisure needs of local residents.

**POLICY LF3: LITTLE EATON VILLAGE CENTRE**

The Little Eaton Village Centre (as identified in Figure 3 on page 47) will be maintained and enhanced. Within this area:

a) Shops (Use Classes A1); Financial and Professional Services (Use Class A2); Restaurants and Cafes (Use Class A3) and Community and Leisure Facilities (Use Class D2) will be the predominant ground floor use.

b) Development proposals that involve the loss of a shop unit (Use Classes A1, A2, A3, A4 and A5) will only be supported where it can be demonstrated to the satisfaction of the Borough Council in consultation with the Parish Council, that:
   i. Its continued identified use is no longer viable and the building has been appropriately marketed for at least six continual months; or
   ii. The proposed use will make a positive contribution to the viability and vitality of the Village Centre.

c) Development proposals for other uses appropriate to a Village Centre (defined as places to eat and drink (Use Class A4), hot food takeaways
(Use Class A5) and non-residential uses (Use Class D1) will be supported where it can be demonstrated to the Borough Council, in consultation with the Parish Council, that it makes a positive contribution to the viability, vitality and attractiveness of the Village Centre.

PROPOSAL LF4: IMPROVED ACCESS FOR PEOPLE OF LIMITED MOBILITY

The Plan supports proposals which would enhance access to facilities by people in wheelchairs, blue badge holders and parents with prams and pushchairs. It supports the provision of parking spaces for blue badge holders and the widening of footpaths and lowering of kerbs.

POLICY LF5: FOOTPATHS AND CYCLEWAYS

The Plan supports proposals which enhance and expand the present network of walking and cycling routes to ensure that residents and visitors are able to travel safely and conveniently to services and amenities within Little Eaton and surrounding areas. In particular:

a) Development proposals should integrate with and enhance the existing network of footpaths and cycleways.

b) The Plan especially supports the development of a ‘Greenway’ and of footpath/cycle path/bridleway links to the Derwent Valley Bridleway.

POLICY LF6: TOURISM

Proposals for the re-use or conversion of an existing building will be supported where they enhance the offer of leisure and tourism facilities by demonstrating contributions to the local economy. In particular an application should:

a) Demonstrate a long term business plan to support tourism growth in Little Eaton;

b) Be of a scale and location that is sympathetic to and respects its local character including its natural and historic built assets; and
c) Would not create a significant adverse impact on road safety and the network of roads through additional traffic movements and parking.

Leisure and tourism related development that necessitates a rural location will be supported where they can demonstrate:

a) any necessary built facilities will be provided by the re-use of existing buildings or, where the re-use of existing buildings is not feasible, new buildings are located and designed to minimise their impact upon the character and appearance of the countryside;

b) they are viable as a long-term business;

c) the scale, design and form of the proposal, in terms of both buildings and operation, will be appropriate for its location and setting and be compatible with surrounding land uses; and

d) they will not create significant or exacerbate existing environmental or highway safety problem.
CHAPTER 8: THE NATURAL ENVIRONMENT

Introduction and Context

8.1 The village is defined by the surrounding hills and woods, the green spaces, the brook flowing through it and the trees and flowered verges along the roads. It is a working village, with an agricultural and industrial heritage, including offices, workshops and small housing estates but nature continues to pervade the area and give it the character valued so highly by the people who live and work here. This largely because of the designation, in 1983, of most of the surrounding area as Green Belt.

8.2 Agriculture has played an important role in the development of Little Eaton. It continues to be the main land use and an important source of jobs and wealth. It is one of its key characteristics. Small areas of this agricultural land are classified by Natural England as Grade 3 (Good to Moderate) and other land as Grade 4 (Poor). It is established National Planning Policy to conserve the best and most versatile agricultural land (normally land in Grades 1, 2 and 3a of the Agricultural Land Classification). This is something the Plan supports.

8.3 The parish is rich in wildlife with an impressive array of flora and fauna. The Derbyshire Wildlife Trust has been active in the area for many years and has designated several Local Wildlife Sites and more potential ones. The Derwent Valley is designated as a Living Landscape. A brief summary of wildlife, in the parish, has been prepared by the Trust to support the development of the Plan (see Appendix 8).

8.4 A key feature of wildlife preservation is the creation and maintenance of places where wildlife normally exists. This includes ‘green corridors’, contiguous sites and reserves where flora and fauna can move between protected areas. There are two of these green corridors through the parish:
- From north to south, along Bottle Brook, through the centre of the village and south along the brook and the old canal to the River Derwent.
- From west to east, a belt of woods follows the sites of the quarries from Outwoods, eastwards along the escarpment and across the brook to Drum Hill in the east.

### Major Issues

8.5 There are nine areas in which the existing conditions can be further improved.

1. **Biodiversity.**

8.6 The parish offers a wide variety of habitats for wildlife including historic wood pasture and parkland, lowland deciduous woodland, meadows, dry acid grassland, heath, hedgerows, river, ponds and stream.

8.7 The parish is enhanced by seven sites of ecological significance, known as Local Wildlife Sites. The presence of these sites, with a high level of biodiversity, contributes to the sense of well-being of the members of the community. In addition to these Local Wildlife Sites there is also a number of smaller sites that provide more habitats for wildlife, including for nationally and locally important species.

8.8 There is strong support for the protection of flora and fauna. When asked whether it should be a priority for the Plan, 97% of respondents agreed or strongly agreed.

8.9 The National Planning Policy Framework (NPPF) and the Erewash Core Strategy, adopted March 2014, include policies for protecting and enhancing wildlife. Whilst the Plan does not seek to repeat those policies, protection and enhancement of biodiversity is a high priority for the parish.

8.10 Development proposals should contribute to and enhance the natural environment by ensuring the protection of local assets and the provision of
additional habitat resources for wildlife and Local Green Spaces for the community and especially protected and endangered species.

8.11 Development that would harm Local Wildlife Sites should not be accepted except where it is justified to meet an essential national need or infrastructure and where the negative impact can be adequately mitigated or, as a last resort, compensated for by the creation of comparable habitats in the parish. The advice from the Derbyshire Wildlife Trust (see Appendix 8) gives a number of suggestions for better management of the landscape.

2. Reduction of Pollution from the A38.

8.12 The single most pervasive feature to mar the natural environment of the village is the proximity of the A38 and the pollution, both noise and air, that it produces. Depending on the direction of the wind, the noise can be significant. This may not be regarded as extreme for residents of urban areas, but it has become an issue about which many people in the village community have become very concerned.

8.13 This problem will become more pronounced as traffic increases on the road. According to Highways England, the traffic level on the A38 is very high. Several measures could be taken to ease the negative impact of the A38, including improving the surface of the road to reduce noise and introducing more sound barriers. The Plan makes a particular proposal - that a physical noise barrier is built and then hidden with a band (at least 10 metres wide) of trees to be planted between the road and the village. This would take some years to mature but in the longer term would contribute to both reducing the noise and absorbing some of the emissions as well as having wider environmental benefits. The highways authorities are engaged in planting these belts of trees next to motorways throughout England and can make recommendations on species, planting density and width of the barrier. Agricultural land is available along most of the line of the road, and this should be set aside for the future planting of trees even if the resources for planting them do not become available for
several years. The forthcoming construction, of the Little Eaton flyover, will create the opportunity to maximise the potential for noise reduction works.

8.14 Further to this proposal, sites should be identified for more strategically placed copses of trees between the A38 and the village. There are several fields in the area that could be suitable for this, all in the Green Belt and not proposed for housing and other forms of development. Strategically sited copses could also significantly reduce surface water flooding as well as improving the biodiversity of the parish. Recent Government announcements on the introduction of new incentives for tree planting should be considered, and landowners encouraged to take them up. In addition, to addressing noise and pollution, the planting of a band trees would provide a valuable wildlife corridor. In order to achieve these broader environmental benefits, the species of trees should reflect those which are indigenous to the area and where feasible provide important habitats for local priority species.

3. Dark Skies

8.15 Darkness at night is one of the key characteristics of rural areas such as Little Eaton and there is some concern that it is being diminished by light pollution. Sources of light can include light spill from roof lights, street lighting, decorative exterior lighting and poorly installed security lighting.

8.16 The Council for the Preservation of Rural England (CPRE) has produced detailed maps to a district level, showing how much light is spilling up into Britain’s night sky. This shows that the parish includes areas of relatively dark skies especially in more rural part of the parish outside of the village itself. These maps can be found at the following address:


8.17 Dark skies are an inherent part of Little Eaton’s rural character and important for nature conservation. Light pollution affects the character of the countryside and obscures views of the night sky. It is of particular concern for light sensitive wildlife, such as bats, insects and nocturnal mammals and birds, many of which
can be found in the parish. It disrupts their normal feeding and breeding behaviours and even migratory patterns. There is increasing concern that exposure to artificial lighting can disrupt the human body’s natural rhythms and have detrimental impacts on health.

8.18 The Plan, therefore, seeks to ensure that the existing dark skies, outside of the main village and generally the more rural parts of the parish, are protected and that new developments do not increase light spillage thereby preventing further deterioration of the night skies. It should be noted that well designed external lighting does not result in poorly lit streets but does require the control of light trespass by directing appropriate levels of lighting only to those areas where it is needed.

4. The Derby Canal.

8.19 This is a project planned for the South Site (see Figure D).

8.20 The Derby Canal was opened in 1793. The engineer in charge of the project, Benjamin Outram, decided that it should stop at Little Eaton and goods from beyond should be transported to the canal wharf via a horse-drawn tramway. The opening of the canal and tramway led to the rapid expansion of the village. The tramway was closed shortly after the opening of the Midland Railway in 1856, and the canal closed in 1908.

8.21 The Little Eaton branch of the Derby Canal has been derelict for most of the last century, but a group of residents (Friends of the Little Eaton Canal (FLEC)), supported by the Derbyshire Wildlife Trust and DerwentWISE, has begun to transform it and its hinterland into a wildlife sanctuary and an amenity to celebrate its historic importance. There is a management plan, now being updated, to be implemented by volunteers with advice from Groundworks. People arriving from Derby are now greeted with the canal and the trees around it forming an attractive gateway to the village. The path beside the Little Eaton branch of the Derby Canal, though in need of maintenance and widening, is an attractive track to walk or cycle. A public footpath behind the canal, although
impassable in the winter because of flooding, is a pleasant walk for much of the year.

**8.22** The proposal is to create a Local Nature Reserve based on the canal and extending eastwards to the road at the side and some 50 metres westwards. **Appendix 8** presents the evidence from the Derbyshire Wildlife Trust on the value of the reserve for the flora and fauna of the area. Without the formal designation of the area as a Local Nature Reserve, there would be a severe risk that it would be overcome by development. A circular walk, around the reserve, would provide residents with a valuable amenity in this part of the parish. A Local Nature Reserve cannot be designated through a Neighbourhood plan. This can only be done by a local authority. The Plan, therefore, designates the area identified in Figure 4 (see Page 64) as a Local Green Space and supports its further designation as a Local Nature Reserve by the Borough Council.

**5. Bottle Brook.**

**8.23** Bottle Brook has been the lifeblood of Little Eaton for centuries. It was the brook that first attracted the Saxons to settle here and to give the village its name of “Little Water Town”. The Deans of Lincoln gave Thomas Stanley permission to build a corn mill above Jack O’Darley bridge in 1489, and the bleach mill was built on Mill Green in the 17th century with a large mill pond in the centre of the village (filled with household and other waste in the middle of the last century). The Tempest family built the Brook Paper Mill, to supplement their mill at Peckwash, in the 19th century. All of these mills were closed by early in the 20th century, but the brook has remained a focal point for the village. Children would bathe in the mill ponds and the stream, and residents could walk along the banks.

**8.24** Then came disastrous floods of the 1930s to 1970s. Although concrete walls were built to contain the water in the 1980s, flooding remains a real threat. Fences were erected on each side of the brook and, far from being a focal point for the village, the brook was hidden away. This Plan now proposes to open it up again (see above). In doing so, sight must not be lost of the importance of
Bottle Brook to local wildlife and the possibility of flooding. It is host to a large number of species of plant and animals. Details of these can be found in Appendix 8.

8.25 The brook could be further threatened by development around it. For this reason, Bottle Brook and both its banks should be designated as a Local Green Space with a buffer zone – on each bank - of 3 metres wide in the built-up area (south of Jack O’Darley Bridge to just south of the Outrams Wharf Business Park) and 10 metres wide outside of that.

6. Ancient Quarries and Woodland

8.26 The parish sits within the Derbyshire Peak Fringe and Lower Derwent Landscape Area. Much of the area is categorised as wooded slopes and valleys landscape type, typified by areas of deciduous woodland and mature hedgerows. These trees and hedgerows are a valuable habitat for butterflies and nesting birds. Bats, in particular, rely upon hedgerows for navigation during flight. There have been sightings of common pipistrelle, soprano pipistrelle, noctule, brown long-eared, Myotis species and a very rare barbastelle in the parish.

8.27 The woodlands, trees and hedgerows form important wildlife corridors, most notably the band of trees stretching from the top of Eaton Bank (Outwoods) in the north-west of the parish through to the north of the village and incorporating Priority Habitat (deciduous woodlands), several ancient quarries and Local Wildlife Sites.

8.28 The ancient quarries, surrounded by woodland, around the village form the east to west green corridor referred to in paragraph 8.4 above. These are:

a. **Drum Hill.** This wood and disused quarry site is owned and managed by the Scouts. It is used by scout groups regionally for camps and educational experiences throughout the year, often by large groups. The scouts aim to maintain the trees and quarries in their existing condition, but there is a danger that overuse will cause damage in the long run. This area and two fields adjacent are already designated as a Local Wildlife Site, but extra
protection is needed to recognise their recreational, historic and amenity value to the community. It is proposed that it is designated as a Local Green Space.

b. **Moor Lane.** This old quarry operated for centuries until it was abandoned in the Great War. The site is now occupied by two building depots, but the woods above maintain a rich and varied flora and fauna. The line of the connecting tramway to Outram’s main line is still apparent. More protection for the remaining elements of this site is needed and, therefore, this site should be designated as a Local Green Space.

c. **Hatherings/Hieron’s Wood.** This wood was named after John Hieron, a monk who was ejected in 1662 from Breadsall Priory for “non-conformity” and then settled in the area. The quarry was extensively worked and spread across Vicarage Lane to Hatherings Wood until it was abandoned early last century. The quarry is connected by the route of a disused tramway in the valley, and this is now a well-used public footpath. The woods are covered in bluebells, celandine, garlic and snowdrops in the spring and act as a haven for an extensive range of insects, reptiles, mammals and birds. The wood is designated as a Local Wildlife Site. This is a much loved area and should be protected by Local Green Space designation.

d. **Rigga Lane.** Like Moor Lane and Hieron’s Wood, this quarry was connected to the tramway which is now a public footpath, part of the walking route from Derby to Matlock and on to Ladybower Reservoir. The quarry itself has been designated as a Site of Regional Geological Importance, and the surrounding woods are the habitat for a rich variety of plants and animals. It warrants more protection. Local Green Space designation is merited, along with a field linking this site to Hieron’s Wood.

e. **Outwoods.** This wood, once owned by the daughter of William Woollat (who was a partner of Jedediah Strutt and Richard Arkwright and an important character in the Industrial Revolution), is now privately owned
and not accessible to the public. Nevertheless, it contains a historic quarry and a haven for wildlife and Local Green Space designation is proposed.

7. **Further Areas to be Designated as Local Green Spaces**

8.29 In addition to the proposed Local Green Spaces identified above, namely Bottle Brook, The Derby Canal and five of the quarries, it is proposed that there are three further areas that merit this designation. These are:

- **St Peter’s Park.** This area is discussed in the Leisure and Facilities Chapter above. It is highly valued in the village as a place to play, walk and sit. An additional feature is a small area of the Park that has been converted by the Little Eaton in Bloom group to serve as a wildlife conservation area. The added protection, given by a Local Green Space designation, is warranted.

- **Croft Corner.** This area, created and maintained as an attractive garden by the Little Eaton in Bloom group, has become a focal point for residents and a central feature for the village. The Plan proposes to extend the area to include the adjoining part of the Greenway and the southern part of the Mill Green site to form a new village green. The whole of this area should be designated as a Local Green Space.

- **The Village Green** was created by the Parish Council in the late 19th Century to mark Queen Victoria’s jubilee. An oak tree was planted on it and remains today, surrounded by seating. Although this is a small area, somewhat separate from what has become the centre of the village, it is valued as a place to gather and has historic significance.
8.30 The locations of these Local Green Spaces are shown in Figure 4 (see below) and Appendix 9.

Figure 4: Proposed Local Green Spaces.
8. Other Green Spaces

8.31 In addition to those areas proposed as Local Green Spaces, several areas have been identified by the Derbyshire Wildlife Trust and the community as having significant value. These are:

▪ **Eaton Park/Whittaker Lane.** This is an interesting area, but it forms part of a wider woodland, most of which lies in Coxbench, across the parish boundary. It would be sensible to wait until the Coxbench Plan has been completed and a decision on the whole area could be taken together.

▪ **River Derwent.** As above, the Little Eaton site forms only a small part of the whole.

▪ **Peckwash Mill.** This is an area of significant interest but it is inaccessible to the public.

▪ **Camp Wood.** This area has not been surveyed for some time, and a decision should be taken when more information is available.

8.32 The sites above do not meet the criteria, for designation as Local Green Spaces, so the Plan does not propose to designate them. There are also many smaller areas in the village where wildlife exists and is appreciated by residents. These include the cemetery, road verges and other public areas. Nonetheless, they are important. They form part of the distinctive character of Little Eaton and merit consideration for protection and enhancement. More could be done to maintain them in a condition conducive to wildlife conservation. In particular, there is a tendency to keep grass too short: sometimes councils have been criticised when public areas begin to look untidy, but the public can be educated to understand that good open space management includes letting nature take its course.

9. Trees in Little Eaton

8.33 There are many fine trees in the parish but only a few of which have Tree Preservation Orders. These trees are important and should be fully protected wherever possible. They play their part in absorbing pollutants from the A38 and
the railway and more planting would be beneficial. They also soften the hard landscape and provide habitat for wildlife. Furthermore, they may make an important contribution to flood defence by limiting the run-off of rainwater and, thereby, reduce the risk of flooding in Little Eaton.

8.34 The Plan supports the development of a programme for replacing trees that reach the end of their lives and planting new trees especially along the verges of roads and Bottle Brook. In particular, trees should be used to make the Old Hall Mill Business Park more attractive.

8.35 Furthermore, existing trees should, where possible, be designed into developments and the planting of locally native species encouraged. The County Council’s Landscape Character Planting and Management Guidelines (see https://www.derbyshire.gov.uk/environment/conservation/landscapecharacter/landscape-character.aspx) should be referred to in the first instance with regards to appropriate local species.

**Objectives and Policies**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Policy Area</th>
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<tbody>
<tr>
<td><strong>10. Protect and enhance biodiversity.</strong></td>
<td>NE1. BIODIVERSITY: supports development that enhances biodiversity. NE2. DARK SKIES: Seeks to limit light pollution.</td>
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<tr>
<td><strong>11. Minimize the noise and air pollution from the A38 through the construction of man-made and natural barriers.</strong></td>
<td>NE3. REDUCING POLLUTION: supports proposals for the planting of trees along the A38.</td>
</tr>
<tr>
<td><strong>12. Identify and protect the most important Local Green Spaces.</strong></td>
<td>NE4. BOTTLE BROOK: supports the creation of a buffer zone alongside Bottle Brook.</td>
</tr>
</tbody>
</table>
Policies and Proposals

POLICY NE1: BIODIVERSITY

Development proposals that conserve or enhance biodiversity, and incorporate biodiversity in and around them should be permitted. Development proposals should promote preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations where applicable. Development proposals that cannot avoid (through locating an alternative site with less harmful impacts), adequately mitigate, or, as a last resort, compensate for the loss of a locally or nationally identified site of biodiversity value should be refused.

POLICY NE2: DARK SKIES

Any development must limit the impact of light pollution from artificial, externally visible light sources. Any proposals to install lighting in areas of the Parish, that are currently dark at night, will be resisted. Dark at night is defined as more than 50m from an existing street light.

External lighting should be designed to reduce the impact on dark skies, avoiding excessive use of lighting or the unintentional illumination of adjacent areas.
PROPOSAL NE3: REDUCING POLLUTION

Proposals and measures to reduce the existing levels of air and noise pollution, from the A38, will be encouraged; for example, through a band of trees and other vegetation, at least ten metres wide, between the A38 and Little Eaton village.

POLICY NE4: BOTTLE BROOK

A buffer zone adjacent to each side of Bottle Brook, of 3 metres wide in the built-up area (south of Jack O’Darley Bridge to just south of the Outrams Wharf Business Park) and 10 metres wide outside of that, will be maintained and promoted as an informal recreational, biodiversity and flood defence resource. Development proposals which would adversely affect the recreational, biodiversity and flood defence role and function of this buffer will only be supported in exceptional circumstances where there are clear and convincing benefits of the development that clearly outweigh the potential harm. Any proposed development in the built-up area (south of Jack O’Darley Bridge to just south of the Outrams Wharf site), where the development land is situated within 8m of Bottle Brook, should look to restore an 8m buffer zone to the Bottle Brook, if reasonable and practical to do so.
POLICY NE5: LOCAL GREEN SPACES

The sites listed below and shown in Figure 4 are designated as Local Green Spaces, where development will only be supported in very special circumstances where it is consistent with the function of the Local Green Space.

- The Derby Canal.
- Bottle Brook.
- Drum Hill.
- Moor Lane.
- Hatherings/Hierons Wood.
- Rigga Lane.
- Outwoods.
- St Peters Park.
- Croft Corner/Mill Green.
- The Village Green.

POLICY NE6: TREES

The Plan supports the planting and management of trees.

Wherever it is practical, development proposals should retain trees and hedgerows of good quality and/or visual significance, or which are likely to become visually significant when a site is developed or have been identified as being of historic importance.

Where it is not practical to retain significant trees and hedgerows of good quality and/or visual significance, and the benefits of the development justify their loss, replacement planting, preferably on-site, should be provided.

The trees and woodlands along the main road, into and out of the village, are especially important to character and amenity.
CHAPTER 9: BUSINESS

Introduction and Context

9.1 Little Eaton has always been a village shaped by the work of people who lived here. It grew as a centre for farmers in the Middle Ages, to mills and quarries in the 17th, 18th and 19th centuries and into the mixed economy of today. People who live here now can still find work close to their homes and the community depends on the present workshops and offices in its midst.

9.2 The 2011 Census showed that at 6.1% the proportion of the population who state that they work from home is more than double the Borough average of 2.6%.

9.3 Employers, from the village, were invited for a lunch-time forum and questionnaires were sent to those who could not attend. The conclusions, from this survey, are set out in Appendix 10. The survey of Little Eaton businesses, conducted by the Borough Council in 2018, has been taken into account. This survey can be found at https://erewash.gov.uk/index.php/evidence-base/employment-land-survey-2018.html. From this exercise, it is evident that the principal attractions for setting up and maintaining businesses in the village were:

- The proximity of the village to a major city and the surrounding road and rail network are seen as major factors for successful trading. The proposed flyover, on the A38, will increase the attraction of the area.

- The strong community spirit in the village is seen as an important attraction to workers who feel more valued if they are working in an area where people know each other and are concerned for the local environment.

- Some employers had moved here from inner city areas where crime rates are higher, and people and property are more at risk.

9.4 Employers would like to see some improvements in the area:
- Affordable houses. Employers say that some of their staff would like to move to the village but could not find houses they could afford.

- Public transport. The lack of reliable and frequent bus services to Derby and Belper is a major problem for some employees, especially in the evening and weekends.

- Safe walking access to shops and services. Many of the footpaths into the village are narrow and, at times of high traffic levels, staff do not feel confident in walking to the village.

- Parking. Many businesses had their own off-street parking capacity; those that did not would like to see more parking capacity in the area.

- Post Office services. Some employers rely on mail transactions and would like to see improved service levels as the current Post Office has limited capacity to deal with large numbers of customers at peak times.

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**Major Issues**

1. **Improving Conditions for Employers.**

   From these surveys and discussions, it is evident that there is room for some expansion, in the locality, for businesses that are compatible with the setting here. The surroundings and infrastructure in the village do not lend themselves to heavy industry, large warehouses or office blocks. Small workshops or offices would be welcome where they are directed towards providing local employment and are proportionate to a community of our kind.

   Business connected to hospitality, leisure and the creative industries, would be compatible with the general objective of encouraging tourism and would be welcomed. The development of tourism and leisure business activity had the highest level of support in the community survey with 64% of respondents agreeing that it should be encouraged.
2. New Opportunities for Employers: Duffield Road and Outrams Wharf Sites.

9.7 The Plan concludes that any new business development should be located in or next to the existing business areas off Duffield Road and Outrams Wharf. This area provides significant job and other economic opportunities for the parish and the wider area, which the Plan seeks to continue to protect as an employment area – see Figure 5 below. The Borough Council Employment Land Review 2018 states that Outrams Wharf offers scope to add further office accommodation on-site and will continue to make a strong contribution to the local economy by offering excellent facilities.

9.8 Modest developments of the Outrams Wharf site, where they enhance employment for local people and do not increase flood risk, should be supported. The priority should include the relocation of some existing businesses already in the parish. Some restrictions on the size of business premises may be required.

*Figure 5: Designated Employment Area.*
3. **Old Hall Mill Business Park.**

9.9 This industrial business park, in the centre of the village, contains several businesses that are highly valued in the community. These businesses continue to thrive at the heart of the village but it was evident, from the Community Questionnaire, that nearly 80% of respondents were in favour enhancing the attractiveness of this Business Park. A review of this area of the village should be conducted to introduce more landscaping, better signage and, in the long term, remodelling of some of the buildings so that the enterprises at present can continue their work without detracting from the attractiveness of the surrounding area. Re-siting of some of the businesses in the Old Hall Mill Business Park, to a more suitable location within the village, could be considered as part of a longer-term development concept. Although the actions required are beyond the narrow remit of a Neighbourhood plan, covering as they do non-planning issues, it is considered that the Plan can play an important role in highlighting and supporting improvements.

9.10 This approach is supported by the Employment Land Review 2018 of the Borough Council. The Old Hall Mill Business Park offers little opportunity for expansion, and if it is to continue to contribute to local employment prospects, investment and modernisation are likely to be necessary.

### Objectives and Policies

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<tr>
<td>14. Develop a concept for business activities consistent with the overall aim of maintaining the current character of the village.</td>
<td>B1. PROTECT EMPLOYMENT USES: seeks to retain employment sites and sites in employment use.</td>
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15. Enhance Duffield Road and Outrams Wharf sites as local centres for business and employment.


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<tr>
<td><strong>POLICY B1: PROTECT EMPLOYMENT USES</strong></td>
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Development proposals, that result in the loss of an existing employment use, will only be supported where it is ancillary to the use, or it has been demonstrated that its use for employment purposes is not viable and that all reasonable steps have been taken to let or sell the site or building for employment purposes for a period of least 6 months.

| **POLICY B2: DUFFIELD ROAD SITE** |

The land to the south of Duffield Road, between Alfreton Road and Bottle Brook and contiguous with the Outrams Wharf site, is identified as an employment area. Within this designated area, land will be safeguarded for business uses (defined as Use Classes B1, B2, and B8 as well as D1 and D2). All new employment development proposals should respect and be compatible with local character and uses.

| **POLICY B3: OUTRAMS WHARF SITE** |

Development proposals for a modest expansion and new development of employment uses, on the Outrams Wharf site, will be supported in order to benefit the local economy. Developments should be designed to mitigate the
effects of any unacceptable noise or fumes; to respect and be compatible with the local character and uses; and improve road and pedestrian safety or the free flow of traffic.

**POLICY B4: OLD HALL MILL BUSINESS PARK**

Measures that improve the site’s visual attractiveness and highway and pedestrian safety in and around it will be supported.
SECTION 3: SUPPORTING EVIDENCE

This section presents the evidence that has been assembled and referred to in preparing the policies in the Plan. This supporting evidence is in the form of Figures and Appendices. These are contained in the Plan unless otherwise indicated.

Other Figures for Plan (these can all be found at https://www.littleeatonplan.co.uk/submission-draft).

Figure A: Historic Timeline.

Figure B: The Green Belt.

Figure C: Mill Green Site.

Figure D: South Site.

Figure E: Proposed Little Eaton Triangle

Appendices for Plan (these can all be found at https://www.littleeatonplan.co.uk/submission-draft unless otherwise indicated).

Appendix 1: Summary of Responses to Pre-submission Draft.

Appendix 2: Summary of Consultation and Community Engagement Activities.

Appendix 3: Community Questionnaire April 2018.

Appendix 4: Carnival Community Consultation 2018.

Appendix 5: Key Census Data for Little Eaton Parish 2011.


Appendix 8: Wildlife in Little Eaton

Appendix 9: Proposed Local Green Spaces.
