

**Erewash Borough Council**  
**Core Strategy Review Amendment**  
**~~Submission Version~~**  
**~~November 2022~~**  
**March 2025**

## Contents:

Spatial Portrait .....	3
The Spatial Strategy .....	4
Strategic Policy 0 – The Settlement Hierarchy .....	4
Strategic Policy 1- Housing .....	5
Strategic Policy 1.1 – Strategic Allocated Housing Sites .....	6
Strategic Policy 1.2 – South Stanton .....	8
Strategic Policy 1.3 – Acorn Way .....	10
Strategic Policy 1.4 – North of Spondon.....	12
Strategic Policy 1.5 – South West of Kirk Hallam .....	13
There is no Strategic Policy 1.6.....	15
Strategic Policy 1.7 – West of Sandiacre.....	17
Strategic Policy 1.8 – North of Breadsall Hilltop .....	19
Strategic Policy 1.9 – South of West Hallam .....	21
Strategic Policy 1.10 – North of West Hallam.....	23
Strategic Policy 1.11 – North of Borrowash .....	24
Strategic Policy 1.12 – West of Borrowash.....	26
Strategic Policy 1.13 – East of Breaston .....	28
Strategic Policy 1.14 – South-West of Draycott.....	29
Strategic Policy 2 – Employment.....	31
Strategic Policy 2.1 – Stanton North.....	32
Strategic Policy 3 – Town, Local and Village Centres.....	34
Strategic Policy 4 – Transport .....	36
Strategic Policy 5 –Green Infrastructure.....	37
Development Plan Policies to be replaced by the Proposed Core Strategy.....	39

## Spatial Portrait

The spatial structure of Erewash is as follows:

- The Long Eaton Urban Area, including Long Eaton, Sandiacre, and Sawley, is part of the Nottingham Conurbation.
- The Ilkeston Urban Area, including Kirk Hallam and the former Stanton Ironworks, is a freestanding town.
- The villages and hamlets of Borrowash, Breadsall, Breaston, Church Wilne, Dale Abbey, Draycott, Hopwell, Little Eaton, Morley, Ockbrook, Risley, Stanley, Stanley Common, Stanton-by-Dale and West Hallam comprise the Rural Area.

Erewash Borough has a population of 113,039 (Census 2021), with around three quarters living in the two Urban Areas adjoining the county boundary with Nottinghamshire. Ilkeston and Long Eaton make up the majority of the Urban Areas. The Long Eaton Urban Area geographically forms part of the Nottingham conurbation, sharing its NG postcode. In contrast the Ilkeston Urban Area to the north is spatially separated from the conurbation, with its own Derbyshire postcode.

The remainder of the Borough is predominantly rural, with 15 villages and hamlets being located within the Erewash countryside. Nearly all of this countryside is designated as Green Belt, amounting to over 70% of the land within the Borough. This is an important component of the wider Nottingham-Derby Green Belt, the main function of which is to prevent the merger of those two conurbations. The settlements on the western edge of the Borough, including Borrowash, Breadsall, Little Eaton, Morley and Ockbrook, are strongly related to and influenced by services, facilities, and transport provision which help to connect them to the city of Derby.

Erewash is well linked to the strategic road and rail network. A combination of trunk and motorway routes pass through the Borough including the M1, A52, and A38, which provide connections to nearby towns and cities. Sandiacre, at the northern end of the Long Eaton Urban Area, directly adjoins Junction 25, an important road interchange between the M1 and A52, whilst Sawley, at the southern end of the Long Eaton Urban Area, has direct access to the A50. The opening of the last phase of the Awwsworth By-Pass has enhanced road accessibility between Ilkeston and Junction 26 of the M1.

Long Eaton railway station provides direct services to Nottingham and Derby, but also further afield to Sheffield, Birmingham and London. The re-opening of Ilkeston Railway Station in 2017 has restored direct rail services from that town to Nottingham, Sheffield and Leeds. Frequent bus services operate across Erewash, with the two main towns having regular direct links to the city centres of Nottingham and Derby. The central and north west rural parts of the Borough are not as accessible as a result of indirect road links. Consequently, the range of public transport routes serving these areas is more limited.

East Midlands Airport is only three miles south of the Borough. The domestic and international passenger and freight services from the airport add to the Borough's general level of accessibility.

The Borough is bounded to the east, south and west by the Erewash, Trent and Derwent rivers. Extensive parts the Borough form part of the functional floodplains of those rivers, and thus contribute to natural flood management. However, extensive parts of the built up areas of Long Eaton and Sawley are also subject to flood risk, which is controlled by the Left Bank Scheme, a major flood defence along the River Trent floodplain.

## The Spatial Strategy

The following two policies set out the Spatial Strategy for the Borough.

### Strategic Policy 0 – The Settlement Hierarchy

~~The Borough has an Objectively Assessed Housing Need of 5800 net new homes over the time period 2022 and 2037.~~

The settlement hierarchy has been determined with reference to the Spatial Portrait and Sustainability Appraisal.

~~1. The settlement hierarchy to accommodate this growth is as follows:~~

- ~~• Growth within Long Eaton Urban Area (conurbation);~~ Conurbations: The Nottingham Conurbation, which incorporates the Long Eaton Urban Area, and the Derby Conurbation which abuts the Erewash boundary.
- ~~Growth within Ilkeston Urban Area (town);~~ Town: The Ilkeston Urban Area
- ~~Growth within the Rural Area settlements (villages);~~ Key Settlements: Borrowash, Breaston, Draycott, Little Eaton, West Hallam
- Other Settlements: Breadsall, Church Wilne, Dale Abbey, Hopwell, Morley, Ockbrook, Risley, Stanley, Stanley Common, Stanton by Dale,
- ~~• New Settlement on brownfield land not in the Green Belt (former Stanton Ironworks);~~
- ~~• Extension of conurbations into the Green Belt (Derby and Nottingham); and~~
- ~~• Extension of towns into the Green Belt (Ilkeston).~~

Explanation:

The Hierarchy is derived from Sustainability Appraisal 1 – *Strategic Growth Options*, which tested 10 growth scenarios, and found that the largest settlements were the most capable of sustaining growth.

## Strategic Policy 1- Housing

The Borough has an Objectively Assessed Housing Need of ~~5,800~~ 6,948 net new homes over the ~~time period 2022-2037~~ plan period 2025-2043.

The distribution of housing growth reflects the NPPF compliant availability, suitability and deliverability of sites at each level of the hierarchy.

A minimum of 7,000 ~~5,800~~ new homes (~~2022-2037~~ 2025- 2043) will be distributed as follows:

- Around ~~700~~—1,200 homes within the Nottingham Conurbation (Long Eaton Urban Area) including land deallocated from the Green Belt west of Sandiacre
- Around ~~1,400~~ 2,100 homes within the Town (Ilkeston Urban Area) including land deallocated from the Green Belt South West of Kirk Hallam ~~and around 250 homes on land north of Cotmanhay.~~
- Around ~~800~~ 1,550 homes as extensions to the Derby conurbation on land deallocated from the Green Belt, ~~including around 600 homes west of Acorn Way and around 200 homes on land north of Spondon,~~ and north of Breadsall Hilltop
- Around 1,000 homes in a new settlement at South Stanton;
- Around ~~350~~ 1,000 homes within the ~~Rural Area~~ Key Settlements including land deallocated from the Green Belt
- Around 230 homes within the Other Settlements and countryside

### Explanation:

The spatial strategy flows from the spatial portrait set out earlier in the document. It is aspirational but realistic and has been positively prepared to meet the objectively assessed development requirements of the area as set out in the evidence base, and provides a framework and context for the other policies of the plan.

Countryside refers to consented supply in the remaining areas of the Borough outside of settlement boundaries.

## Strategic Policy 1.1 – Strategic Allocated Housing Sites

Applications for strategic housing development of sites allocated in this plan of 200 or more homes shall:

1. Establish a coherent and quality design for the proposed new neighbourhood that respects its settlement context;
2. Maintain and enhance, where possible, existing hedgerow and tree belt boundaries with the open countryside;
3. Integrate sufficient tree planting, sustainable drainage infrastructure, ~~suitable play areas~~ and other safe and functional public open spaces into the layout and design;
4. ~~Deliver an appropriate level of biodiversity net gain;~~
5. Be based on a network of streets that prioritise walking, wheelchair use and cycling over motorised transport;
6. Provide at least one off-street parking space per new home served by an electric vehicle charging point; and
7. Ensure that each parking space provided is well related to the home it is intended to serve, and does so without dominating the street-scene, and,
8. Provide suitable financial contributions via a S106 agreement to enhance local education, primary healthcare and play area provision where appropriate.

### Explanation:

~~The National Planning Policy Framework has been amended to take account of the findings of Living with Beauty, the report of the Building Better, Building Beautiful Commission. This is further implemented by the National Design Guide and the Model National Design Code, which set out the factors that need to be considered in order to ensure that new development contributes towards beautiful, safe, sustainable and distinctive places.~~

The strategic housing allocations of this plan provide unique opportunities for creating beautiful and sustainable places, ~~as would other proposals of a strategic scale~~. Developers will be expected to produce their own design codes that set out their vision of how they will make the most of those opportunities. The requirements of this policy set out clear expectations for such codes, and for the quality of development produced in accordance with them.

Each ~~strategic~~ allocated site has its own settlement context, either as an extension to an existing settlement or by creating a new settlement. Consequently each proposal will need to take account of its own unique set of historical contexts, whilst also contributing its own distinctiveness to that context.

Strategic Allocated sites will be expected to include suitable greenspace that takes account of local context, improves biodiversity, and adapts to climate change through providing seasonal shade and sustainable drainage infrastructure. The need for green space and space for trees in particular should be designed into layouts, such as squares, crescents and avenues, and not just left to undevelopable areas under power-lines, over sewers, or in inaccessible corners.

The street is an urban form that has proved successful since the dawn of civilization. Though

streets include roads, the road should never be the dominant design feature. With the sale of petrol and diesel vehicles being ~~banned by~~ phased out from 2030, off-street vehicle recharging will be necessary to future proof new homes as well as to contribute to the mitigation of climate change. Poorly located car parking provision does not make for safe or comfortable neighbourhoods. Street frontages dominated by forecourt parking will not be acceptable.

## **Strategic Policy 1.2 – South Stanton**

Land at South Stanton as shown on the Policies Map is allocated for strategic residential development of around 1,000 new homes, a new primary school, and new village centre across 47 hectares of land. The development will form a new community associated with the Ilkeston Urban Area.

Development shall provide the following:

- 1. Comprehensive remediation of the land to a suitable standard to support residential development;**
- 2. Multiple vehicular accesses onto Lows Lane;**
- 3. Financial contributions to provide a new roundabout to replace the Lows Lane / Sowbrook Lane / Ilkeston Road junction;**
- 4. Financial contributions to provide bus services to the new development**
- 5. Enhanced and new bus halts with safe pedestrian access, including suitable pedestrian crossings where appropriate;**
- 6. A pavement along the east side of Littlewell Lane to Stanton-by-Dale;**
- 7. Suitable pedestrian links to Stanton-by-Dale Footpaths 5, 7 & 9 to link the new development to the wider countryside, including a safe pedestrian crossing of Littlewell Road to Stanton-by-Dale Footpath 9;**
- 8. A new village centre on Lows Lane with safe pedestrian and cycling access;**
- 9. A new primary school well located within the site to encourage access by active travel;**
- ~~10. Financial contributions towards the provision of additional pupil capacity at nearby schools where necessary; and~~**
- 11. 10% of the homes provided to be for affordable home ownership, subject to viability.**

### Explanation:

This policy should be read alongside Strategic Policies 3 (Town, Local and Village centres) and 4 (Transport).

The former Stanton Ironworks has been considered suitable and available for housing by both the Local Planning Authority and the current landowner for over 10 years. Nevertheless, development has yet to be achieved and is not anticipated in the first 5 years of this plan. The slow progress of the site has been largely due to market uncertainty over the cost of mitigating land stability issues from its mining legacy, and land contamination from its industrial legacy.

It is anticipated that successful development of North Stanton for employment as proposed elsewhere in this plan will establish the degree of market challenge posed by historic mining and industrial activity at the former Stanton Ironworks, and thus increase market confidence in this site.

Lows Lane provides the main vehicle route alongside the site to both Ilkeston and towards



Nottingham, and is envisaged as the principal point of access to the local road network. Multiple vehicle access points will be required onto Lows Lane in order to provide network resilience for the new development.

Traffic modelling has shown that the redevelopment of this site will push the existing junction at Lows Lane / Sowbrook Lane / Ilkeston Road into failure. Provision of the replacement junction proposed elsewhere in this plan will therefore be required.

South Stanton is poorly served by local bus routes, with just the subsidised hourly No.14 service running along Littlewell Lane to Ilkeston and Sandiacre. A substantial improvement in bus services will be required, either as a reinforcement of services along Littlewell Lane, new services along Lows Lane, or a combination of both. These services will require improved and new bus halt provision.

Development of this scale is sufficient to support a new primary school, which should therefore be provided by the development. The primary school will provide for educational needs, but will also make a major contribution to the establishment of the new community at South Stanton.

~~Children living in the new development could attend secondary schools in Kirk Hallam, Ilkeston or Sandiacre. Where there are insufficient available places at those schools to accommodate those new pupils, financial contributions from the new development will be required to increase the capacity of the receiving schools.~~

~~Government policy requires~~ Viability for affordable housing is likely to be limited to 10% of new homes ~~on large sites~~ to provide affordable routes to home ownership, ~~where this is viable~~. Viability is restricted ~~will be limited~~ by the relatively low housing values in Ilkeston, the abnormal development costs imposed by the mining and industrial legacy here, and the need to provide the other infrastructure and facilities described above.

## Strategic Policy 1.3 – Acorn Way

Land west of Acorn Way as shown on the Policies Map is allocated for strategic residential development of around ~~600~~ 550 homes across ~~26~~ 24 hectares of land that will extend the Derby neighbourhood of Oakwood.

Development shall provide for the following:

1) Creation of at least two new vehicular junctions with suitable pedestrian access onto Morley Road;

2) Financial contributions to ~~increase the frequency of~~ improve bus services and bus halts along Morley Road;

3) Financial contributions to improve bus services on Danebridge Crescent and pedestrian access from the site to those services, including safe pedestrian and cycle crossings of Morley Road.

4) Financial contributions to provide a functional cycle route from Morley Byway 29 to Lees Brook Academy.

35) Improved multi-user crossings of Acorn Way to encourage safe use of Morley Byway 29 and Morley Foot Paths 31 & 32 into the open countryside;

4) ~~Financial contributions towards the provision of additional pupil capacity at appropriate schools in Oakwood and Chaddesden where necessary; and~~

56) 10% of the homes provided to be for on-site affordable home ownership, and a financial contribution towards off-site affordable housing in lieu of providing up to 20% of the homes as additional affordable housing, subject to viability.

As a consequence of this development, an area of 8.5ha hectares of land extending southwards and a further 3.1ha at Hill Top Farm has been identified as safeguarded land, and will help assist with meeting longer term housing needs.

### Explanation:

This site is suitable and available for housing, and will form a natural and logical extension to the Derby neighbourhood of Oakwood.

Access onto Morley road is available, and would help to integrate the new development with the existing neighbourhood of Oakwood. Such junctions should include pavements and be linked to additional pavements and crossings on Morley Road to allow safe pedestrian access to ~~the existing Besthorpe Close and Morley Gardens~~ bus halts. These facilities should also provide for safe pedestrian through journeys onto Oakwood Drive, Besthorpe Close, and the footpaths leading to Bassingham Close / Gainsborough Close / Kirkstead Close and Kirkstead Close / Fiskerton Way / Seagrave Close. An internal road network with at least two interconnected junctions on to Morley Road is the minimum necessary to provide network resilience for the new development. Vehicular access onto Acorn Way should be avoided to prevent harm to the substantive tree belt feature here, and to avoid feeding traffic directly into the congested Acorn Way / Derby Road roundabout.

Morley Road is currently only served by one bus each way per hour, the ~~Black Cat~~ service

~~between Derby and Mansfield No. 32 service from Derby to Ilkeston. Halts for the more frequent two bus each way per hour No. 26 service from Derby to Oakwood are available on Danebridge Crescent, 300m from the site. A~~Financial contributions to support additional services per hour, improved bus halt provision, and improved access to Danebridge Crescent ~~either a more frequent Black Cat service or an alternative service to Derby,~~ will be required to make public transport use a viable option for the residents of the new development.

Access into the open countryside is available along Morley Byway 29 and Morley Footpaths 31 & 32. Improved safe crossings of Acorn Way, which has a 60mph speed limit and limited forward visibility, will be required to encourage use of those links to enjoy the wider Erewash countryside.

~~Children living in the new development are likely to attend nearby schools in Oakwood and Chaddesden. Where there are insufficient available places at those schools to accommodate those new pupils financial contributions from the new development will be required to increase the capacity of the receiving schools.~~

~~Viability for affordable housing on this site is likely to be limited to 30%, notwithstanding its former Green Belt location. Of these 10% should be provided on site. Government policy requires 10% of new homes on large sites to provide affordable routes to home ownership. Erewash planning policy requires that up to an additional 20% should be provided for other forms of affordable housing. However, as the demand for affordable housing in this part of Erewash is limited, that public benefit would be better utilised by accepting a financial payment in lieu of on-site provision in order to fund provision in locations of higher demand.~~

~~A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes a large area of land 8.5 hectares in size which extends southwards from the allocation, and the 3.1 hectares at Hill Top Farm within the allocation. Their development will assist with meeting the Borough's longer term housing requirements.~~

## Strategic Policy 1.4 – North of Spondon

Land north of Spondon as shown on the Policies Map is allocated for strategic residential development of around 200 homes across 12.3 hectares of land that will extend the community of Spondon.

Development shall provide for the following:

1. **Creation of a new vehicular junction and pedestrian access on to the A6096 Dale Road, ~~associated pair of bus halts~~, and a pavement along the west side of the A6096 Dale Road to Spondon. To be achieved whilst minimising disturbance to the Dunshill Shelterbelt local wildlife site along part of the site's eastern boundary;**
2. **Provision of a suitable interface between the development and Spondon Wood, to include a semi-natural buffer zone, to protect the biodiversity interest of the wood;**
3. **An extension of Dale Abbey Footpath 58 into the site;**
4. ~~Financial contributions towards the provision of additional pupil capacity at schools in Spondon where necessary; and~~
5. **10% of the homes provided to be for on-site affordable home ownership, and a financial contribution towards off-site affordable housing in lieu of providing up to 20% of the homes as additional affordable housing, subject to viability.**

### Explanation:

This site is suitable and available for housing, and will form a natural and logical extension to the community of Spondon. Access directly onto the A6096 is available and suitable to serve the development. Pavements ~~and bus halts~~ will provide sustainable access to the facilities available in Spondon.

Spondon Wood includes areas of ancient woodland. To protect its flora and fauna a suitable interface will avoid private gardens backing onto the site, expose the edge of the wood to natural surveillance, and prevent unregulated vehicular access.

~~Children living in the new development are likely to attend schools in Spondon. Where there are insufficient available places at those schools to accommodate these new pupils, financial contributions from the new development will be required to increase the capacity of the receiving schools.~~

Viability for affordable housing on this site is likely to be limited to 30%, notwithstanding its former Green Belt location. Of these 10% should be provided on site. Government policy requires 10% of new homes on large sites to provide affordable routes to home ownership. Erewash planning policy requires that up to an additional 20% should be provided for other forms of affordable housing. However, as the demand for affordable housing in this part of Erewash is limited, that public benefit would be better utilised by accepting a financial payment in lieu of on-site provision in order to fund provision in locations of higher demand.

## Strategic Policy 1.5 – South West of Kirk Hallam

Land south west of Kirk Hallam as shown on the Policies Map is allocated for strategic residential development of around **1,000** ~~4,300~~ new homes, a new primary school, a new local centre, an extension to the Pioneer Meadows Local Nature Reserve, and a relief road across 50 hectares of land. The development will form an extension to the community of Kirk Hallam. ~~An additional 27ha of open land between Kirk Hallam and the former Stanton Ironworks is allocated as Green Belt.~~

Development shall provide for the following:

1. Multiple vehicular accesses from the associated Kirk Hallam Relief Road;
2. Additional bus halts on the A6096 Ladywood Road with safe pedestrian access from the new development, including a suitable crossing of the A6096 Ladywood Road;
3. Pedestrian and cycling access from the new development to bus halts on St Norbert Drive;
4. Enhancement of Dale Abbey Footpath 2 and Dale Abbey Footpath 49 that link Kirk Hallam and the new development to the wider countryside, including safe pedestrian crossings of the Kirk Hallam Relief Road;
5. A green corridor through the site to link Pioneer Meadows Local Nature Reserve to the wider countryside;
6. A new local centre at the junction of the Kirk Hallam Relief Road with the A6096 Ladywood Road with safe pedestrian and cycling access;
7. A new primary school well located within the site to encourage access by active travel;
- ~~8. Financial contributions towards the provision of additional pupil capacity at schools in Kirk Hallam where necessary; and~~
8. 10% of the homes provided to be for affordable home ownership, subject to viability. This policy should be read alongside Strategic Policies 3 (Town, Local and Village centres), 4 (Transport) and 5 (Green Infrastructure).

**As a consequence of this development, an area of 8ha hectares of land extending eastwards at Sowbrook Farm has been identified as safeguarded land, and will help assist with meeting longer term housing needs.**

### Explanation:

This site is suitable and available for housing. ~~Land to the south east of this site is added to the Green Belt to ensure the continued separation of Kirk Hallam from Stanton.~~ The housing development here is required to fund the proposed Kirk Hallam Relief Road. Conversely the housing proposals require the Kirk Hallam Relief Road to provide vehicular access, and to provide the defensible boundary with the Green Belt required to help justify development of this site. Consequently the delivery of the housing and the road will require careful phasing. Multiple vehicle access points will be required onto the relief road in order to provide network resilience for the new development.

Kirk Hallam is well served by existing bus routes, but pedestrian improvements will be required to enable residents living in the new development to access them. Access to the Ilkeston to Derby services along Ladywood Road will require a new pair of bus halts served by pavements and a suitable road crossing. These facilities should be further integrated into safe walking and cycling access along Ladywood Road to help link the new development, including the proposed local centre, into Kirk Hallam. Existing pedestrian access points onto Wirksworth Road also need to be enhanced to provide onward access to the frequent bus services to Heanor via Ilkeston on St Norbert Drive. These improvements should be integrated with the existing public rights of way across the site to provide a comprehensive walking and cycling network. This will need to include safe crossing of the Kirk Hallam Relief road to encourage recreational access into the open countryside.

Pioneer Meadows Local Nature Reserve is a highly valued local asset. To maintain its wildlife interest a green corridor through the development site along the Sowbrook to the open countryside will be required. This green corridor will also provide flood management and recreational access benefits, and should be positively managed so that it can be added as a physical extension of Pioneer Meadows Local Nature Reserve.

Development of this scale is sufficient to support a new primary school, which should therefore be provided by the development. The primary school will provide for educational needs, but will also make a major contribution to the establishment of a new community in this part of Kirk Hallam.

~~Children living in the new development will expect to attend secondary schools in Kirk Hallam. Where there are insufficient available places at those schools to accommodate those new pupils, financial contributions from the new development will be required to increase the capacity of the receiving schools.~~

Viability for affordable housing on this site is likely to be limited to 10%, notwithstanding its former Green Belt location. These should be provided on site ~~Government policy requires 10% of new homes on large sites~~ to provide affordable routes to home ownership, where this is viable. Viability ~~is~~ will be limited by the relatively low housing values in Kirk Hallam, the abnormal development costs of providing the new Kirk Hallam Relief road, and the need to provide the other infrastructure and facilities described above.

A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes a large area of land 8 hectares in size which extends eastwards from the allocation at Sowbrook Farm. Its development will assist with meeting the Borough's longer term housing requirements.

## **There is no Strategic Policy 1.6**

### **Strategic Policy 1.6 – North of Cotmanhay**

~~Land north of Cotmanhay as shown on the Policies Map is allocated for strategic residential development of around 250 homes across 7.2 hectares of land that will widen the range and choice of housing to buy in Cotmanhay, and make Cotmanhay Wood accessible as an enhanced community asset.~~

~~Development shall provide for the following:~~

- ~~1. Widening and otherwise improving the access along Woodside Crescent to Heanor Road to provide a suitable and safe vehicular and pedestrian access to the development;~~
- ~~2. Provision of a suitable interface between the development and Cotmanhay Wood, to include a semi-natural buffer zone, to protect the biodiversity interest of the wood;~~
- ~~3. Bringing Cotmanhay Wood into use as a Community Woodland through active management, including the provision of managed public access with a link to and enhancement of Ilkeston Footpath 5;~~
- ~~4. Biodiversity improvements to Cotmanhay Wood to suitably offset the biodiversity impacts of the development, including extending the wood onto the field to the north-east if required;~~
- ~~5. Financial contributions towards the provision of additional pupil capacity at local Ilkeston schools where necessary; and~~
- ~~6. 10% of the homes provided to be for affordable home ownership, subject to viability.~~

~~This site is suitable and available for housing. In an area characterised by 3-bed social and privately rented houses the new neighbourhood here would provide additional opportunities for aspirational residents to stay in the area. The development provides an opportunity to enhance the neglected asset of Cotmanhay Wood.~~

~~The current access along Woodside Crescent is not adequate to support a development of this scale, and will need to be significantly improved to meet the requirements of the County Highway Authority.~~

~~Cotmanhay Wood includes areas of ancient woodland. To protect its flora and fauna, a suitable interface will avoid private gardens backing onto the site, expose the edge of the wood to natural surveillance, and prevent unregulated vehicular access.~~

~~Managed pedestrian access will encourage appropriate use of the wood and, through increased natural surveillance, discourage inappropriate use.~~

~~Positive woodland management, including selective thinning to allow trees to grow to maturity and increase light to the woodland floor, will improve the biodiversity of this ancient woodland. The field to the north-east is already surrounded by the woodland on three sides and could form a natural extension to the wood.~~

~~Children living in the new development will normally attend Cotmanhay Junior & Infants School~~

~~and the Ormiston Ilkeston Enterprise Academy. Where there are insufficient available places at these schools to accommodate those new pupils, financial contributions from the new development will be required to increase the capacity of the receiving schools.~~

~~Government policy requires 10% of new homes on large sites to provide affordable routes to home ownership, where this is viable. Viability will be limited by the relatively low housing values in Ilkeston, the abnormal development foundation costs involved in redeveloping this former opencast site, and the need to provide the infrastructure and facilities described above.~~



## **Strategic Policy 1.7 – West of Sandiacre**

**Land west of Sandiacre at Cloudside as shown on the policies map is allocated for residential development of around 180 homes across 4.8 hectares of land. The development will form an extension to the Long Eaton urban area, which itself forms part of the Nottingham conurbation.**

**Development shall provide for the following:**

- 1. Formation of a vehicular access into the development via an extension of Larch Drive;**
- 2. Enhancements of local road junctions as appropriate to maintain highway safety across the local highway network;**
- 3. A safeguarding of the route of Sandiacre Footpath 1 across the site and improvements to its access to Cloudside Road;**
- 4. Establishing a suitable green buffer between development and the adjoining Stony Clouds Local Nature Reserve and Local Wildlife Site;**
- 5. An appropriate development layout to create a suitable interface between development and the adjoining Sandiacre Cloudside Conservation Area; and**
- 6. 10% of the homes provided to be for on-site affordable home ownership, and a financial contribution towards off-site affordable housing in lieu of providing up to 20% of the homes as additional affordable housing, subject to viability.**

**Explanation:**

**The site is suitable and available for housing. Its development will consist of a modestly-sized extension to the Long Eaton urban area within Sandiacre as part of the wider Nottingham conurbation.**

**Vehicular and pedestrian access to the development would require an extension of Larch Drive beyond its current point. Whilst a current track access to Stoney Clouds Farm continues past existing housing and beyond a security gate, the entrance to the development would require upgrading, including widening, to allow vehicles and pedestrians to safely enter and exit the site.**

**With the only means of vehicular access to be taken from continuation of Larch Drive, a number of minor junctions across the immediate highway network will experience an increase in traffic as a result of a new development. In a predominantly residential environment, the significance of highway and pedestrian safety is paramount. Where traffic assessment shows a need for junction improvements, these will be required to maintain highway safety across the local road network.**

**Sandiacre Footpath 1 extends over the central part of the site, passing between Cloudside Road and a footbridge which crosses the M1 before continuing onwards towards Stanton-by-Dale. Its protection through a sympathetic development layout is necessary to ensure good access remains to the public rights of way network west of the adjacent M1 motorway, helping to encourage leisure and recreational activity. At the Cloudside Road end of Footpath 1, a connection through to the road provides an important pedestrian link further south in the development. Its enhancement would strengthen the development's link to neighbouring areas and shorten the distance to access the i4 bus service.**

**Overlapping statutory and non-statutory biodiversity assets directly adjoin the development at its north-eastern point. Stoney Clouds Local Nature Reserve (also a local wildlife site), displaying**

unimproved acid grassland habitat, extends northwards and eastwards, creating a sizeable boundary with the site. Existing residential properties along Larch Drive and Maple Avenue demonstrate that housing can co-exist directly adjacent to a statutory biodiversity asset. However, to further safeguard the ecological value of the LNR, development should introduce a green buffer within the north-east of the site which acts as a stand-off.

Similarly to the need to safeguard biodiversity interests, much of the adjacent area subject to LNR designation also forms Sandiacre Cloudside Conservation Area. Development should, to preserve the setting of the Conservation Area, provide a sympathetic layout and demonstrate appropriate design within the part of the site nearest the heritage asset.

Viability for affordable housing on this site is likely to be limited to 30%, notwithstanding its former Green Belt location. Of these, 10% should be provided on site as Government policy requires 10% of new homes on large sites to provide affordable routes to home ownership. Erewash planning policy requires that up to an additional 20% should be provided for other forms of affordable housing. However, as the demand for affordable housing in this part of Erewash is limited, that public benefit would be better utilised by accepting a financial payment in lieu of on-site provision in order to fund provision in locations of higher demand.

## **Strategic Policy 1.8 – North of Breadsall Hilltop**

**Land North of Breadsall Hilltop as shown on the policies map is allocated for residential development of around 160 homes across 8.2 hectares of land. The development will form an extension to the Oakwood neighbourhood which forms part of the Derby conurbation.**

**Development shall provide for the following:**

- 1. A suitable continuation of Hungerhill Close to provide safe vehicular access into the site;**
- 2. Necessary enhancements to junctions on Dale Acre Way to allow for increased volumes of traffic to pass safely through the residential area to the A609 Hill Top;**
- 3. A safeguarding of the route of Breadsall Footpath 24 across the site;**
- 4. A suitable interface between the development and the Breadsall Disused Railway corridor (Great Northern Greenway), to protect the biodiversity interests of Local Wildlife Site ER 005;**
- 5. In conjunction with Strategic Policy 1, incorporate landscaping features (such as open space and the introduction of woodland) within the north of the site to provide a visual transition in landscape between an extended urban area and Breadsall village.**
- 6. 10% of the homes provided to be for on-site affordable home ownership, and a financial contribution towards off-site affordable housing in lieu of providing up to 20% of the homes as additional affordable housing, subject to viability.**

**As a consequence of this development, an area of 14.6 hectares of land extending eastwards has been identified as safeguarded land, and will help assist with meeting longer term housing needs.**

**Explanation:**

**The site is suitable and available for housing. Its development will extend the Derby urban conurbation directly adjoining a modern residential development (Dale Acre Way) located on the north side of Hill Top (A609).**

**Vehicular and pedestrian access to the site would be taken via Dale Acre Way and Hungerhill Close. An extension to the latter will be necessary to provide vehicular site access, although Breadsall Footpath 24 extends to the south of the site, across Friday Lane, following a section of unadopted footpath which ultimately links it to Hill Top (A609). Opportunities to improve pedestrian links between the site and Hill Top, and thus provide good access to a frequent bus service running between Derby and Heanor, Alfreton and Langley Mill along the A609 should be supported in the interests of maximising sustainable travel options.**

**With vehicular access to be taken via a recently completed residential development at Dale Acre Way, it may be necessary to enhance or modify junctions within this development which are located between the development site and Hill Top (A609) to maintain safe highway conditions for motorists and provide pedestrians and cyclists with a safe environment upon entering and exiting the development.**

**Breadsall Footpath 24 passes through the site. Its protection through a sympathetic development layout is necessary, as is the need to retain the trees and vegetation which flank it. At its northern end, the public right of way adjoins the Great Northern Greenway. The safeguarding of Footpath**

24 enables new residents to benefit from direct links to the multi-user trail which extends from Derby towards Ilkeston, with an extensive network of connecting recreational footpaths.

The site is bounded on its northern side by the Local Wildlife Site (LWS) ER-005. This biodiversity asset, displaying a linear corridor of unimproved neutral grassland and a more general habitat mosaic, encompasses the multi-user trail described above. To provide long-term maintenance of the LWS's condition and preserve its visual setting to the south of Breadsall, a suitable stand-off between new properties and the biodiversity asset will be necessary.

Despite views of the development site being largely obscured from points north and south of the site along the route of the Great Northern Greenway and Hill Top (A609) respectively, land is still visible from the end of Dale Acre Way. With the majority of the undulating site visible from this point, this requires development to reduce in density moving northwards away from the urban area on the edge of Derby. The introduction of suitable landscaping measures, such as the planting of woodland and the formation of open space/amenity green space, can contribute towards the development's integration with the main elements of the landscape characteristics which exist across the site - softening the transition from urban area to countryside.

Viability for affordable housing on this site is likely to be limited to 30%, notwithstanding its former Green Belt location. Of these, 10% should be provided on site as Government policy requires 10% of new homes on large sites to provide affordable routes to home ownership. Erewash planning policy requires that up to an additional 20% should be provided for other forms of affordable housing. However, as the demand for affordable housing in this part of Erewash is limited, that public benefit would be better utilised by accepting a financial payment in lieu of on-site provision in order to fund provision in locations of higher demand.

A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes a large area of land 14.6 hectares in size which extends eastwards from the allocation. Its development will assist with meeting the Borough's longer term housing requirements.

## **Strategic Policy 1.9 – South of West Hallam**

**Land South of West Hallam to the south of Beech Lane as shown on the policies map is allocated for residential development of around 90 homes across 3.9 hectares of land. The development will form an extension to the key settlement of West Hallam.**

**Development shall provide for the following:**

- 1. Formation of a new vehicular and pedestrian access into the development from Beech Lane, whilst also providing a new section of pavement extending along the southern side of Beech Lane where it adjoins the development;**
- 2. A replacement bus halt on the southern side of Beech Lane adjoining the development;**
- 3. An appropriate site layout which does not prejudice the future ability to extend development westwards into adjoining safeguarded land;**
- 4. Preserving the setting of the adjoining West Hallam Conservation Area through establishing a suitable development layout within the east of the site;**
- 5. Ensuring the layout of development retains corridors of south-facing vistas from Beech Lane enabling views of the open countryside beyond; and**
- 6. 40% of the new homes to be provided as on-site affordable housing.**

**As a consequence of this development, an area of 1.9 hectares of land extending westwards has been identified as safeguarded land, and will help assist with meeting longer term housing needs.**

**Explanation:**

**The site is suitable and available for housing. Its development will ‘round off’ the settlement of West Hallam at its southern end, forming a modest extension to the key settlement.**

**A new vehicular access which also allows for pedestrian access into and out of the development from Beech Lane will be required. Currently, no vehicular access is achievable into the site except for a gated access enabling farming machinery to enter the land. The position of a vehicular access should take account of the entrance to Scargill Primary School and the need to maintain highway and pedestrian safety around this location. Additionally, a section of roadside, approximately 200 metres in length south of Beech Lane, adjoining the development site is currently unpaved as grass verge. With an increase in pedestrian movements from the development towards facilities in West Hallam Village Centre, the provision of pavement will enhance highway safety along this section of Beech Lane.**

**Associated with the provision of a new section of pavement, a replacement bus shelter currently positioned on grass verge should be provided to encourage higher patronage levels for of the local 59 service, offering passengers better waiting facilities.**

**A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes an area of land 1.9 hectares in size which extends westwards from the allocation. Its development will assist with meeting the Borough’s longer term housing requirements. The identified land is limited in achievable vehicular access points, requiring the layout of development to not prejudice the ability to extend internal roads into the safeguarded area.**

Further to the development's site layout, it is necessary to preserve the setting of the adjacent West Hallam Conservation Area immediately east. Development will be expected to provide a sympathetic layout within its eastern area, with the utilisation of a lower build density and greater use of landscaping and incidental open space followed in order to preserve the Conservation Area's setting.

With the settlement of West Hallam located on high ground and positioned north of a valley in which the West Hallam Storage Depot sits, established long-range views across the valley towards open countryside to the south are likely to be impacted by development. To ensure a vista is maintained from Beech Lane, development, through its layout, should allow the preservation of long-distance views by enabling views southwards through suitably placed gaps in the built-form.

All affordable housing required by the policy will be expected to be provided on-site. It is likely that local need will exist within West Hallam for affordable routes to home ownership, with this forming part of the overall mix of affordable tenure to be delivered. Viability work undertaken on behalf of the Council reaffirms that for sites within this part of the Borough, the delivery of 40% of units as affordable is able to be achieved.

## **Strategic Policy 1.10 – North of West Hallam**

**Land North of West Hallam to the north of High Lane West as shown on the policies map is allocated for residential development of around 35 homes across 1.6 hectares of land. The development will form an extension to the key settlement of West Hallam.**

**Development shall provide for the following:**

- 1. Formation of a new vehicular and pedestrian access into the development from High Lane West; and**
- 2. 40% of the new homes to be provided as on-site affordable housing.**

**Explanation:**

The site is suitable and available for housing. Its development will ‘round off’ the settlement of West Hallam at its northern end, forming a modest extension to the key settlement.

A new vehicular access which also allows for pedestrian access into and out of the development taken from High Lane West will be required. Currently, no vehicular access is achievable into the site except for a gated access off Park Hall Lane enabling farming machinery to enter private land currently used for grazing. However, the dense tree line which forms the site’s southern boundary restricts the location of a new access to the entrance to West Hallam Footpath 2, a public right of way, which extends northwards from High Lane West. A new junction will need to be designed for safe use for vehicles and pedestrians accessing and exiting the site, as well as users of West Hallam Footpath 2. A secondary access, restricted in its use except for emergency vehicles, could be achieved off Park Hall Lane. The highway specification of this country lane, notably in carriageway width and absence of pavement, restricts any opportunity to form a primary vehicular access.

All affordable housing required by the policy will be expected to be provided on-site. It is likely that local need will exist within West Hallam for affordable routes to home ownership, with this forming part of the overall mix of affordable tenure to be delivered. Viability work undertaken on behalf of the Council reaffirms that for sites within this part of the Borough, the delivery of 40% of units as affordable is able to be achieved.

## **Strategic Policy 1.11 – North of Borrowash**

**Land North of Borrowash located to the west of Cole Lane as shown on the policies map is allocated for residential development of around 60 homes across 2 hectares of land. The development will form an extension to the key settlement of Borrowash.**

**Development shall provide for the following:**

- 1. Formation of a new vehicular and pedestrian access into the development from Cole Lane;**
- 2. Safeguarding the route of Ockbrook Footpath 1 through the site;**
- 3. Installation of a suitably designed acoustic barrier running along the development's northern boundary;**
- 4. An appropriate landscaping buffer separating development from the Ock Brook watercourse; and**
- 5. 40% of the new homes to be provided as on-site affordable housing.**

**As a consequence of this development, an area of 1.9 hectares of land extending westwards beyond the Ock Brook has been identified as safeguarded land, and will help assist with meeting longer term housing needs**

**Explanation:**

**This site is suitable and available for housing, and will form a modest extension to the key settlement of Borrowash to its north.**

**A new vehicular access which also allows for pedestrian access into and out of the development from Cole Lane will be required. Currently, no vehicular access is achievable into the site except for a gated access adjacent to 114 Cole Lane enabling farming machinery to enter private grazing land. A new junction should also make provision for pedestrian use, connecting to the pavement that extends along the western side of Cole Lane.**

**Ockbrook Footpath 1 crosses the development site, arriving at a footbridge which enables access across the A52 Brian Clough Way to reach Cole Lane on the Ockbrook side of the dual carriageway. One of only two routes which allows pedestrians to cross the A52, development is required to safeguard the public right of way as it extends across the site, with the layout of development expected to encourage use of the route to enable access to the extensive rights of way network north of the A52 extending out into the Erewash countryside.**

**The proximity of the site to the dual carriageway risks exposing residents to regular noise from the busy A52 highway. A suitably designed acoustic barrier running along the site's northern boundary, but set south of the established treeline which flanks the A52's southern embankment, is expected to provide adequate mitigation to alleviate noise concerns.**

**The Ock Brook watercourse runs just beyond the development's western boundary. Whilst the site is located within Flood Zone 1, to ensure built development does not adversely impact on patterns of natural drainage, a site layout with appropriate landscaping within the west of the development area will be required.**

**All affordable housing required by the policy will be expected to be provided on-site. It is likely that local need will exist within Borrowash for affordable routes to home ownership, with this forming part of the overall mix of affordable tenure to be delivered. Viability work undertaken on behalf of**



the Council reaffirms that for sites within this part of the Borough, the delivery of 40% of units as affordable is able to be achieved.

A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes an area of land 1.9 hectares in size which extends westwards from the allocation. Its development will assist with meeting the Borough's longer term housing requirements.

## **Strategic Policy 1.12 – West of Borrowash**

**Land at West of Borrowash as shown on the policies map is allocated for residential development of around 280 homes across 14 hectares of land. The development will form an extension to the key settlement of Borrowash.**

**Development shall provide for the following:**

- 1. Creation of a new vehicular and pedestrian access into the development from the A6005 Derby Road;**
- 2. Installation of a pedestrian crossing point crossing A6005 Derby Road adjacent to the junction referred to at (1);**
- 3. Necessary financial contributions to the enhancement of off-site highway junctions directly impacted by additional traffic generated by the development;**
- 4. Safeguarding the route of Ockbrook Footpath 41 through the site;**
- 5. The creation of new area of accessible parkland west of Ockbrook Footpath 41 incorporating public open space and the planting of new woodland, as shown on the policies map;**
- 6. Establishing new pedestrian links to surrounding facilities accessed via Derby Road and Covent Garden Close;**
- 7. An appropriate site layout which does not prejudice the future ability to extend development northwards into adjoining safeguarded land; and**
- 8. 40% of the new homes to be provided as on-site affordable housing.**

**As a consequence of this development, an area of 4.6 hectares of land extending northwards towards the A52 has been identified as safeguarded land, and will help assist with meeting longer term housing needs.**

**Explanation:**

**This site is suitable and available for housing, and will form a logical extension, ‘rounding off’ the key settlement of Borrowash to its west.**

**A new vehicular access which also allows for pedestrian access into and out of the development from the A6005 Derby Road will be required. Currently, no vehicular access is achievable into the site except for an entrance west of 72 Derby Road that enables farming machinery to enter the land. The scale of development will require the formation of a new junction, potentially taking the form of a mini-roundabout or signalised junction. The formation of a new junction will result in a continual flow of vehicles entering and exiting the site. To maintain highway safety for motorists and pedestrians, the installation of a pedestrian crossing point – whether standalone or incorporated as part of a new junction, is necessary. This will also enable pedestrians to safely access frequent westbound bus services on the southern side of the A6005.**

**The construction of 280 new homes is likely to result directly in a notable increase in car trips across the local road network. This may require enhancements or modifications to existing junction(s) within the vicinity of the immediate highway network. Where the effectiveness of any existing junction(s) is adversely impacted as a direct consequence of additional car movements, financial contributions will be sought to achieve their upgrading.**

Ockbrook Footpath 41 extends between Derby Road and the A52 along the western boundary of the development site. Development will be expected to safeguard the alignment of this public right of way, whilst encouragement should be given to creating multiple pedestrian linkages between the development site and Footpath 41 to provide connections to the wider public rights of way network. Similar linkages between Footpath 41 and a new area of parkland established to the west of the right of way will also be essential to enable residents to access the parkland.

Development should also facilitate the creation of a new extensive area of parkland west of the new housing and located within remaining Green Belt. This should be publicly accessible for the wider population, providing unrestricted access to open space to enhance the current land in terms of its landscape character and value, whilst offering opportunities to improve visual amenity and biodiversity gain.

Pedestrian links between the development and adjacent areas inside Borrowash should be established to help embed the new housing into the wider urban environment, whilst also providing sustainable alternatives to the use of the private car. The potential creation of pedestrian links between the development through to Derby Road near its junction with Victoria Avenue would enable residents to access the services and facilities within Borrowash Local Centre, whilst access to Covent Garden Close would allow much more direct pedestrian access to Ashbrook Nursery, Infant and Junior Schools.

A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes an area of land 4.6 hectares in size which extends northwards from the allocation, extending to the A52. Its development will assist with meeting the Borough's longer term housing requirements. The identified land is limited in achievable vehicular access points, requiring the layout of development to not prejudice the ability to extend internal roads into the safeguarded area.

All affordable housing required by the policy will be expected to be provided on-site. It is likely that local need will exist within Borrowash for affordable routes to home ownership, with this forming part of the overall mix of affordable tenure to be delivered. Viability work undertaken on behalf of the Council reaffirms that for sites within this part of the Borough, the delivery of 40% of units as affordable is able to be achieved.

## **Strategic Policy 1.13 – East of Breaston**

**Land East of Breaston to the north of Heath Gardens as shown on the policies map is allocated for residential development of around 50 homes across 2.6 hectares of land. The development will form an extension to the key settlement of Breaston.**

**Development shall provide for the following:**

- 1. Upgrading of the vehicular junction between Heath Gardens and the A6005 Derby Road;**
- 2. Installation of a pedestrian crossing point crossing the A6005 adjacent to the above junction;**
- 3. The creation of an appropriately landscaped buffer between the new homes and the burial ground immediately north; and**
- 4. 40% of the new homes to be provided as on-site affordable housing.**

**Explanation:**

The site is suitable and available for housing. Its development will ‘round off’ the settlement of Breaston at its eastern end, forming a modest extension to the key settlement.

Vehicular access to the site would be taken from Heath Gardens. The current junction with Derby Road (A6005) is commensurate with one which serves only a small number of residential properties sited along Heath Gardens. With an increase in the number of homes served by Heath Gardens, an upgraded junction with the A6005 will be necessary to maintain safe highway conditions for all junction users.

In recognition of the strong public transport corridor which operates along the A6005 road between Nottingham and Derby, it will be important to enable new residents to safely access bus services as part of sustainable travel choices. Whilst eastbound services to Derby are readily accessible on the north side of Derby Road, westbound services to Draycott, Borrowash and Derby can only be accessed by crossing a busy section of the A6005. The provision of a pedestrian crossing point close to the Derby Road / Heath Gardens junction would therefore encourage bus patronage from new residents.

Adjoining the site to its north is Longmoor Cemetery. Whilst residential properties on Holly Avenue already bound the place of rest along its western boundary, the introduction of a suitably landscaped buffer within the north of the allocation will help maintain separation between new homes and the Cemetery. This will respect the general need for tranquillity at such a facility.

All affordable housing required by the policy will be expected to be provided on-site. It is likely that local need will exist within Breaston for affordable routes to home ownership, with this forming part of the overall mix of affordable tenure to be delivered. Viability work undertaken on behalf of the Council reaffirms that for sites within this part of the Borough, the delivery of 40% of units as affordable is able to be achieved.

## **Strategic Policy 1.14 – South-West of Draycott**

**Land at South-West of Draycott as shown on the policies map is allocated for residential development of around 190 homes across 8.3 hectares of land. The development will form an extension to the key settlement of Draycott.**

**Development shall provide for the following:**

- 1. Improvements to the existing site access to form an appropriate vehicular and pedestrian junction with the A6005 Derby Road, whilst also providing a pavement along the south side of the A6005 Derby Road to improve access to the adjacent bus halt;**
- 2. Installation of a pedestrian crossing on the A6005 adjacent to the above junction;**
- 3. Safeguarding the route of Draycott & Church Wilne Footpath 4 through the site; and**
- 4. 40% of the new homes to be provided as on-site affordable housing.**

**As a consequence of this development, an area of 3.1 hectares of land extending eastwards has been identified as safeguarded land, and will help assist with meeting longer term housing needs.**

Explanation:

This site is suitable and available for housing, and will form a natural and logical extension to the key settlement of Draycott to its south-west.

Vehicular access to Bankfields Farm and the associated buildings off Derby Road (A6005) is already established. However, to adequately serve a housing development of this size, a remodelled and enhanced junction will be required to ensure the existence of a safe junction for vehicles and pedestrians.

To the east of the development's main vehicular and pedestrian access point, a section of unpaved and grassed road verge extends between the current access into the site and the westbound bus halt for services to Borrowash and Derby. To ensure the development is able to maximise its location adjacent to a frequent bus service running between Nottingham and Derby, thus providing greater choice for sustainable travel, improved pedestrian access to the westbound bus halt through the installation of a new section of pavement serving the halt will be necessary.

Also in recognition of the public transport corridor which operates along the A6005 road between Nottingham and Derby, it is important that new residents are able to safely access bus services as part of making sustainable travel choices. Eastbound services to Long Eaton and Nottingham can only be accessed by crossing a busy section of the A6005. The provision of a pedestrian crossing point close to a new vehicular and pedestrian access with the A6005 would therefore encourage bus patronage from new residents.

Draycott & Church Wilne Footpath 4 extends across a small section of the development immediately inside part of its southern boundary. Appropriate provision should be made to safeguard the route of the public right of way as it passes within the development. The development should also look to encourage the formation of links, particularly at its southern end, to connect into the wider public right of way network.

All affordable housing required by the policy will be expected to be provided on-site. It is likely that local need will exist within Draycott for affordable routes to home ownership, with this forming part of the overall mix of affordable tenure to be delivered. Viability work undertaken on behalf of the

Council reaffirms that for sites within this part of the Borough, the delivery of 40% of units as affordable is able to be achieved.

A Green Belt Review carried out to appraise the role and function of designation across the Borough has identified land which performs poorly against the main purposes of Green Belt. This includes an area of land 3.1 hectares in size which extends eastwards from the allocation. Its development will assist with meeting the Borough's longer term housing requirements.

## **Strategic Policy 2 – Employment**

**The economy of Erewash will be maintained, strengthened and diversified with new development being provided to meet restructuring, modernisation and inward investment needs. This will be achieved by:**

**a) Protecting the following strategic employment sites to maintain a supply of good quality land and premises for industrial and warehouse uses:**

- **Acton Road/Fields Farm Road Industrial Estate (32ha);**
- **Quarry Hill Road Industrial Estate (22ha);**
- **Gallows Inn Industrial Estate (10ha); and**
- **Manners Industrial Estate (27ha).**

**b) Providing at least 40 hectares of high quality employment development at Stanton North to meet the identified needs for new and relocating industrial and warehousing/logistics uses (use classes B2 and B8).**

**c) Supporting economic development of an appropriate scale to diversify and support the rural economy.**

### Explanation:

Four strategic employment sites, three in Ilkeston and one in Long Eaton, totalling 91 hectares in size have been identified in recognition of the major contribution each makes to the Borough's economy. Each area supports a sizeable and diverse range of industrial operations offering significant employment opportunities. Protecting these four strategic employment areas is therefore necessary to safeguard the land and premises within them for industrial and warehousing uses over the long-term.

The provision for 40 hectares of high quality employment uses at Stanton North originates from work undertaken by the 2021 Employment Land Need Study. The study was prepared in conformity with provisions from the National Planning Practice Guidance setting out how councils should calculate future employment land requirements.

The rural part of the Borough plays an important role in supporting Erewash's economy. The continued importance of agriculture, recreation and other countryside-related activities contribute to Erewash's economic diversity. Development which helps to strengthen Erewash's rural economy and which provides a source of local employment opportunities will be supported. National planning policy provides guidance on the appropriate form and scale of rural development and advises on how best to encourage proposals that will help the rural economy to diversify.

## Strategic Policy 2.1 – Stanton North

Land at Stanton North as shown on the Policies Map is allocated for strategic employment development across 80 hectares of land. The development shall include:

- 1) **Appropriate site remediation to safeguard human health and the environment;**
- 2) **Reconnection of the site to the national rail network via the Stanton Branch Line to widen options for the movement of freight to and from the site;**
- 3) **Preservation and enhancement of the existing green infrastructure features on site through integration with the adjacent Nutbrook and Erewash Strategic Green Infrastructure Corridors;**
- 4) **Offsetting measures as necessary to achieve appropriate biodiversity compensation; and**
- 5) **Safeguarding of land to allow the installation of a new roundabout to replace the existing junction of Sowbrook Lane, Lows Lane and Ilkeston Road, and off-site works as appropriate to safeguard the amenities of Stanton-by-Dale, Risley and Sandiacre from increased traffic.**

### Explanation:

This policy should be read alongside Strategic Policies 4 (Transport) and 5 (Green Infrastructure).

This 80ha site is expected to deliver up to 55ha of employment land, which is more than adequate to meet the assessed needs of the Borough. The rest of the site is needed to contribute towards transport and green infrastructure priorities.

Stanton's long industrial history has left a legacy of ground contamination across the wider site. Within the extent of the Stanton North allocation, ground conditions have been recently assessed as part of previous efforts to secure permission for site redevelopment. Comprehensive ground surveys have ascertained the type and specific locations of contaminants present on or close to the site's surface. Prior to the allocation's development, a comprehensive remediation strategy must show how ground contamination is to be dealt with through a site wide remediation strategy.

The reconnection of a direct rail spur linking Stanton North to the national rail network will be required. The utilisation of the rail spur by freight services would help to minimise the number of HGV movements to and from the site, reducing pressure on the local road network.

Parts of the site make a direct contribution to the Nutbrook and Erewash Strategic Green Infrastructure Corridors respectively. Those existing flood plain, biodiversity and recreational route assets should be maintained and enhanced by integration into a managed network of green spaces across the site, creating a link between the two Strategic Green Infrastructure Corridors where possible. In particular, an improved link between the Nutbrook Trail and Erewash Valley Trail should be provided. Sustainable drainage infrastructure, where compatible with the remediation strategy, should also be integrated into this network as should on-site biodiversity enhancements.

Notwithstanding the potential to preserve and enhance the biodiversity interest of parts of the site, redevelopment of the redundant ironworks site will result in the loss of habitats and species that have partly reclaimed it, including parts of the designated Ilkeston Road Pond & Nutbrook Canal Local Wildlife Site, and of the Stanton Ironworks Local Wildlife Site. Where that loss cannot be



avoided or mitigated on-site, then off-site enhancements will be required to offset that harm to biodiversity.

## **Strategic Policy 3 – Town, Local and Village Centres**

The following hierarchy of centres is designated on the Policies Map:

- **Town Centres – Ilkeston and Long Eaton;**
- **Local Centres – Borrowash and Sandiacre; and**
- **Village Centres – Breaston, Draycott, Little Eaton, and West Hallam**

In addition, the following new centres are proposed on the proposals map:

- **Proposed Local Centre – Kirk Hallam (including a local supermarket of around 1,000-1,500 sqm gross internal area and a parade of smaller shops amounting to a similar floorspace); and**
- **Proposed Village Centre – South Stanton (including a neighbourhood convenience store of around 500-750sqm gross internal area and a parade of smaller shops amounting to a similar floorspace).**

Within designated and proposed centres, the following types of development will be encouraged at a scale appropriate to the position of that centre in the hierarchy:

- **Ground floor commercial, service and community uses, including pubs and takeaways;**
- **Offices and studios;**
- **Upper floor residential uses;**
- **Public realm enhancements;**
- **Sustainable transport provision; and**
- **Proposals to revitalise existing markets**

In rural areas and villages without a designated centre, the re-use of existing buildings for retail, office and indoor leisure uses of an appropriate scale will be supported.

Other applications for retail, office or indoor leisure uses outside designated centres will be refused where:

- a) a suitable site in an appropriate town, local or village centre is available, or;
- b) for proposals in out of centre locations, a suitable edge of centre site is available;  
or
- c) the impact on investment, vitality, viability or local consumer choice of centres within the catchment of proposals of 2,500m<sup>2</sup> of gross floorspace or more is significantly adverse.

### Explanation:

Ilkeston town centre has recently supported notable residential development including the conversion of the upper floors of the former Co-Op Department Store and on land rear to the former Poplar Inn, with similar regeneration programmes being encouraged to help meet the Borough's housing supply. Ilkeston had vacancy rate of 10% of town centre units recorded in 2020, which is on a par with the national average. Regeneration projects are encouraged throughout the town centre to bring vacant units back into vibrant uses.

Long Eaton has successfully secured £24.8million of government funding for the Long Eaton Town Investment Plan, which includes a range of regeneration projects to transform the town centre.

Though 11% of all town centre units were vacant in 2021, this is only marginally more than in Ilkeston, and is comparable to the national average. Opportunities exist to diversify the centre, such as encouraging food and drink establishments on the High Street and Market Place and utilising outside space to add to the vibrancy of the centre. This will be facilitated by proposals in the Town Investment Plan to create an improved pedestrian zone in the town centre.

The local centres of Borrowash and Sandiacre serve important roles in meeting the retail needs of communities in the two locations. Vacant and underused sites in Sandiacre local centre provide regeneration opportunities that should support the local centre's continued vitality.

A new local centre will be created on land deallocated from the Green Belt immediately to the west of Kirk Hallam, in conjunction with the development of a new neighbourhood there. The local centre scale and prominent location on the A6096 Ladywood Road is intended to create a sustainable centre that can serve the whole of Kirk Hallam, despite its edge of settlement location.

Breaston, Draycott, Little Eaton and West Hallam have well established village centres which provide essential services to local residents. They should continue to be attractive retail and service destinations. New residential development may also be appropriate at upper floor levels but should respect the character and vitality of the centres.

A new village centre will be created at South Stanton as part of the new community proposed there. A prominent location on Lows Lane will help to support the sustainability of that centre, which is necessary to make the South Stanton proposal a functioning new community.

In smaller villages and wider rural areas that do not benefit from a designated village centre, small scale re-use of existing buildings for retail, office and indoor leisure uses can be appropriate to support rural diversification and village vitality. The Use Class Order defines a shop for local community use as being of less than 280 square metres in size, and that is considered to be a suitable upper limit on the acceptable scale of such facilities.

The NPPF sets out a national requirement to subject main town centre uses to a sequential test that directs such investment to appropriate designated centres.

## Strategic Policy 4 – Transport

The following transport infrastructure will be provided:

- 1. The Kirk Hallam Relief Road linking the A6096 Ladywood Road with Sowbrook Lane will be provided by the strategic housing development of land south west of Kirk Hallam. The relief road will provide vehicular and multi-user access to the strategic housing development, maintain recreational access from Kirk Hallam to the wider countryside along existing public rights of way, and incorporate tree and hedge planting along its south western boundary to reduce its landscape impact on the open countryside beyond;**
- 2. The Borough Council will utilise funding opportunities including developer contributions to replace the Lows Lane / Sowbrook Lane / Ilkeston Road T-junction with a roundabout in a new location to the north-east of the current junction. Land for the new roundabout and its access roads shall be safeguarded from development that would prejudice the delivery of this project;**
- 3. To provide for high quality walking and cycling networks and widen transport choice, the Borough Council will utilise funding opportunities, including developer contributions, to accommodate the improvement of the Trent Valley Way and Great Northern Greenway to multi-user standard to the extents shown on the Policies Map.**

### Explanation:

These three transport infrastructure priorities, in culmination, will work to mitigate impacts from proposed growth within the Borough by improving sustainable transport provision in coordination with planned growth.

The Kirk Hallam Relief Road Priority is a policy response to the spatial strategy and proposed growth in Ilkeston, particularly at land south west of Kirk Hallam. Apart from providing direct access to the housing allocation south west of Kirk Hallam, it is required to ensure growth at this location is sustainable and to provide a new defensible Green Belt boundary as well as a landscape buffer between the Green Belt and housing allocation.

The replacement roundabout junction at Lows Lane / Sowbrook Lane / Ilkeston Road is a policy response to the proposals for the new settlement at South Stanton. Transport modelling of proposals here have shown a propensity for strong growth in traffic turning down Sowbrook Lane, with consequent failure of this already sub-standard junction. Redevelopment of the South Stanton site will therefore require this junction to be upgraded to a roundabout to accommodate those increased flows. Such a junction improvement on the site of the existing junction would be detrimental to the setting of the Grade II listed New Stanton Cottages, known locally as Twelve Houses, so the new roundabout and its approach lanes would need to be located on safeguarded land to the north-east of that junction.

Two strategic recreational routes are identified for upgrading to multi-user (walking, cycling and horse riding) standards. The Great Northern Greenway is a long standing proposal of Derbyshire County Council that has been partly implemented. The policy proposes its completion, including the link to the recently improved route over Bennerley Viaduct. The proposal to upgrade the Trent Valley Way would effectively extend the Big Track from Attenborough Nature Reserve to Trent Lock, and thus connect to the Erewash Valley Way along Erewash Canal.

## **Strategic Policy 5 –Green Infrastructure**

**Strategic Green Infrastructure Corridors are designated on the proposals map as follows:**

- **Trent Strategic Green Infrastructure Corridor;**
- **Erewash Strategic Green Infrastructure Corridor;**
- **Nutbrook Strategic Green Infrastructure Corridor; and**
- **Derwent Strategic Green Infrastructure Corridor**

**The objectives of the Strategic Green Infrastructure Corridors are to provide:**

- **Sustainable flood water management;**
- **Biodiversity improvement, including natural carbon capture;**
- **Active travel; and**
- **Open space recreational uses.**

**Proposals within in the Strategic Green Infrastructure Corridors that further the objectives set out above will be supported. Proposals within the Strategic Green Infrastructure Corridors that detract from these aims will normally be refused.**

### Explanation:

Natural England describes Green Infrastructure as a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types. Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland.

The Strategic Green Infrastructure Corridors designated here provide multiple natural assets including functional flood plains, land of designated wildlife importance, recreational facilities and recreational route ways. Due to their location adjacent urban areas these assets have a high social value, and the capacity for further enhancement.

The Trent Strategic Green Infrastructure Corridor lies to the south of Long Eaton and Sawley and borders Broxtowe to the east, and is made up of the River Trent and surrounding washlands. This corridor encompasses eight Local Wildlife Sites including seven wetlands and an area of neutral grassland. Trent Meadows Local Nature Reserve also sits within this corridor, as does the Spring Lakes and Trent Lock leisure facilities. Both the Trent Valley Way and Erewash Valley Trail run through this Strategic Green Infrastructure Corridor.

The Erewash Strategic Green Infrastructure Corridor runs along the eastern edges of Long Eaton and Ilkeston. This Strategic Green Infrastructure Corridor is fragmented in Erewash Borough due to its interrelationship with the main built up area, but achieves continuity through additional land in the adjacent Broxtowe Borough. The corridor includes the River Erewash washlands, and 14 Local Wildlife Sites including eight wetlands, five neutral grasslands and an area of secondary woodland. There are also Local Nature Reserves at Stanton Gate and Trowell Marsh, as well as the recreational facility of the Erewash Canal and associated National Cycle Route 67 along its towpath, forming part of the Erewash Valley Trail.

The Nutbrook Strategic Green Infrastructure Corridor includes the Nutbrook tributary to the Erewash River. Due to the culvert under part of the former Stanton Ironworks at Crompton Lane,

the Nutbrook washlands covered by this corridor are not contiguous with those of the River Erewash. The Nutbrook Strategic Green Infrastructure Corridor incorporates 14 Local Wildlife Sites, including six wetlands, four secondary woodlands, two neutral grasslands and two areas of mosaic habitat. There are also five Local Nature Reserves: Pioneer Meadows, Straws Bridge, Pewit Carr, and Manor Floods. The Nutbrook Trail runs through the corridor carrying National Cycle Route 67 from the Erewash Canal south of Ilkeston to Shipley Country Park in Amber Valley Borough to the north of Erewash Borough.

The Derwent Strategic Green Infrastructure Corridor runs between Little Eaton and the western boundary of Erewash Borough with Derby City. The corridor incorporates the River Derwent washlands that are designated as part of the Derwent Valley Mills World Heritage Site on account of their relict landscape quality. The Derwent Strategic Green Infrastructure Corridor includes two Local Wildlife Sites, a wetland and a woodland, and part of the Derwent Valley Heritage Way long distance footpath.

Enhancement to the green infrastructure in these corridors, including natural flood management, biodiversity improvement, new recreational facilities and improved and extended recreational route ways will be sought, encouraged and supported.

Erewash Borough Council will look to prioritise biodiversity enhancements within these areas, including through off-site provision of biodiversity enhancement generated by development elsewhere in the Borough.

## **Development Plan Policies to be replaced by the Proposed Core Strategy**

Erewash Core Strategy Policy 2: The Spatial Strategy

Erewash Core Strategy Policy 4: Employment Provision & Economic Development

Erewash Core Strategy Policy 6: The Role of Local and Town Centres

Erewash Core Strategy Policy 7: Regeneration

Erewash Core Strategy Policy 12: Local Services & Healthy Lifestyles

Erewash Core Strategy Policy 16: Green Infrastructure, Parks and Open Space

Erewash Core Strategy Policy 20: Stanton Regeneration Site

Erewash Local Plan Policy E5 - West Hallam Storage Depot

Erewash Local Plan Policy T5 – Disused Transport Routes

Erewash Local Plan Policy R1 – Recreational Trails

Erewash Local Plan Policy R6 – Pewit Golf Course

Erewash Local Plan Policy R8 - Water Recreation

Erewash Local Plan Policy C1 – School Sites