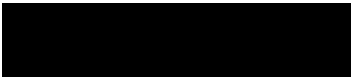
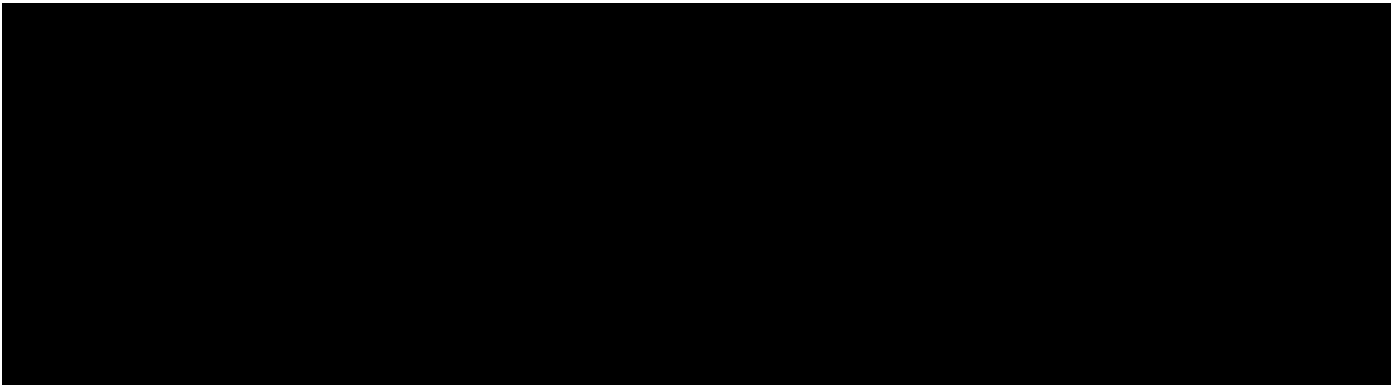




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Consultation Response Name		Owner	
Name of Responder	Cllr Simon Mabbott	Address Line 1	
Email		Address Line 2	
		Address Line 3	
		Address Line 4	
Site Name	South West of Kirk Hallam	Post Code	
Consultation Site	South West of Kirk Hallam	Linked Address	
Comment Type	Object to Proposal	Stand at Hearing	<input type="checkbox"/>
Base64 Applicant Name	Q2xsciBTaW1vb1BNYWJib3R0	Request to Withdraw	<input type="checkbox"/>



Consultation Details  
CDetail-0009589

Consultation Category	Traffic Congestion
Detail	<p><b>1. The Bypass Will Not Reduce Congestion - It Will Shift It</b> Rather than easing congestion, the proposed bypass will simply divert traffic to the already overwhelmed Bulls Head/Quarry Hill roundabout. This key junction is used by vehicles accessing Ilkeston and is already a known congestion point. Adding more traffic will only exacerbate existing delays without providing any meaningful relief for local residents who already face daily gridlock.</p> <p><b>2. Kirk Hallam Residents Have Limited and Worsening Access to Ilkeston</b> Kirk Hallam residents primarily rely on Quarry Hill Road to reach Ilkeston a journey of just 1.3 miles that should take about 8 minutes. However, due to heavy congestion and inefficient junctions, this trip now often takes 20–25 minutes or more during peak times. The only alternative is a 4.7-mile detour through West Hallam, increasing time, fuel costs, pollution and inconvenience. As Ilkeston is the nearest hub for shopping, healthcare, public transport, and schools, this restricted access directly affects the daily lives and well-being of the Kirk Hallam community.</p> <p><b>3. A6096 Roundabout Will Create New Delays and Hazards</b> Introducing a roundabout on the fast-moving A6096 (Ladywood Road), which carries significant traffic from Derby, will: Force Kirk Hallam drivers to yield to high-speed vehicles, Create longer wait times when exiting the area, Increase the risk of accidents in a location ill-suited for frequent stopping and merging.</p> <p><b>4. St Norbert Drive / Godfrey Drive – A Known Accident Hotspot</b> The junction near the Cat &amp; Fiddle pub is already an accident-prone area. Increased queuing and traffic from the new A6096 roundabout will worsen safety risks and further raise the likelihood of collisions at this location.</p> <p><b>5. Bulls Head / Quarry Hill Roundabout – Already Gridlocked</b> This roundabout currently suffers from regular gridlock due to high volumes of car traffic, school runs, and HGVs. It causes: Significant delays for residents, Disruption to public transport,</p>

Dangerous delays for emergency services.

Feeding additional traffic from a new bypass and development into this congested hub will only compound the problem. Also planning has recently been granted for 5 residential flats and a shop which is only going to make the situation worse.

#### 6. Sow Brook Lane Roundabout – Yet Another Obstacle

The proposed roundabout at Sow Brook Lane presents another barrier for Kirk Hallam residents. It will require them to yield to faster-moving bypass traffic, with no lights or priority system to ensure fair access. This adds to the difficulty of entering and exiting the area.

#### 7. The Cumulative Impact – Kirk Hallam Boxed in by Congestion

With multiple new roundabouts and bottlenecks planned at every major exit, Kirk Hallam faces the risk of being completely surrounded by traffic congestion. Road access is already strained, and these developments would isolate the community further making even routine journeys increasingly difficult and stressful.

### CDetail-0009590

#### Consultation Category Road Safety

Detail

##### 1/. The Bypass and Development Pose a Serious Threat to Road Safety in Kirk Hallam

The proposed development and bypass stand to significantly worsen road safety in and around Kirk Hallam. The area is already burdened by multiple high-risk traffic points, and this plan offers no meaningful measures to reduce those dangers. Instead, it intensifies existing hazards while introducing new ones.

##### 2/. A6096 Roundabout – High-Speed Danger Zone

The proposed roundabout on the A6096 (Ladywood Road) would channel fast-moving traffic from Derby straight into Kirk Hallam. Drivers exiting from the community would be forced to yield to this flow, greatly increasing the risk of collisions—especially during peak times or poor weather. The speed differential and lack of controlled entry make this an inherently unsafe design.

##### 3/. St Norbert Drive / Godfrey Drive – A Known Hazard Worsened

Located near the Cat & Fiddle pub, this junction is already recognized as an accident black spot, plagued by limited visibility and frequent near-misses. Increased traffic from the A6096 roundabout would lead to longer queues and further impair safety at this vulnerable intersection—for both drivers and pedestrians.

##### 4/. Bulls Head / Quarry Hill Roundabout – A Gridlock Turning Dangerous

This key roundabout is already overwhelmed by school traffic, heavy goods vehicles, and commuter congestion. With the bypass funnelling even more vehicles into this point, the risks multiply: driver frustration, unsafe merging, and poor lane discipline all contribute to a higher likelihood of accidents.

##### 5/. Sow Brook Lane Roundabout – An Ill-Equipped Conflict Point

The second proposed roundabout, at Sow Brook Lane, adds yet another junction where residents must yield to bypass traffic. This road is not built for high volumes and lacks any form of signal control or pedestrian protection. As a result, the risk of collisions will rise significantly, especially at busy times.

### CDetail-0009591

#### Consultation Category Air Quality

Detail

##### 1/. Harmful Impact on Air Quality from Cumulative Traffic Changes

The combination of 1,000 new homes, a proposed 40mph bypass, and multiple new roundabouts will significantly degrade air quality in and around Kirk Hallam. Far from alleviating pressure, these changes will increase vehicle numbers, congestion, and harmful emissions in an already strained environment.

##### 2/. More Traffic = More Emissions

The bypass and additional housing will funnel thousands of extra vehicles onto the local road network. As seen daily at the Bulls Head roundabout, traffic already stalls in long queues. With two more roundabouts feeding even more cars, vans, buses, and HGVs into the same limited routes, idling engines will emit higher concentrations of nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), and fine particulate matter (PM10 and PM2.5).

##### 3/. Pollution on Residents' Doorsteps

Many of Kirk Hallam's homes, schools, and walking routes are located close to these busy roads. This puts vulnerable residents, particularly children, the elderly, and those with pre-existing conditions—at greater risk from increased air pollution. Long-term exposure to traffic emissions is well documented as a cause of asthma, respiratory illness, heart disease, and other chronic health conditions.

##### 4/. Longer Journeys, Dirtier Air

A trip to Ilkeston, just 1.3 miles away, already takes 20–25 minutes during peak times due to traffic

congestion. With more development, new roundabouts, and added delays, journey times will only increase. That means more vehicles idling for longer, producing more exhaust and worsening local air quality across the board.

## CDetail-0009592

Consultation Category	<b>Wildlife / Biodiversity</b>
Detail	<p><b>1/. Irreversible Harm to Local Biodiversity and Natural Ecosystems</b> The land to the south-west of Kirk Hallam is a vital part of the local ecosystem, providing essential habitat and green space that supports a wide range of wildlife. The proposed development poses a significant threat to biodiversity, disrupting the delicate ecological balance and permanently fragmenting the natural landscape.</p> <p><b>2/. Habitat Destruction on a Large Scale</b> The fields, hedgerows, mature trees, and open green spaces targeted for development are home to a variety of species including birds, bats, small mammals, and pollinators. These habitats would be destroyed or severely disturbed during construction, with no meaningful replacement. Once lost, these ecosystems cannot simply be re-established elsewhere.</p> <p><b>3/. Loss of Critical Wildlife Corridors</b> This area currently functions as a wildlife corridor, enabling animals to move safely between woodlands, fields, and hedgerows. The introduction of a housing estate and bypass would sever this natural link, creating a hard barrier that isolates animal populations and disrupts their ability to travel, feed, and breed effectively.</p> <p><b>4/. Threat to Legally Protected Species</b> Although a full ecological assessment has yet to be disclosed, it is highly likely that protected species—including bats, hedgehogs, badgers, and nesting birds—are present in the area. Disturbing or displacing these animals without appropriate mitigation would risk violating legal protections and could lead to long-term ecological harm.</p> <p><b>5/. Loss of Essential Pollinator Habitats</b> Bees, butterflies, and other pollinators rely on the wildflowers and hedgerows found throughout this green space. Their decline would not only impact local biodiversity but also disrupt the plant life and food chains they support. The wider health of the ecosystem depends on the survival of these species.</p> <p><b>6/. Compounding Pressure on an Already Stressed Environment</b> The surrounding area is already under strain from existing development, traffic, and recreational use. Removing even more green space and introducing additional air, noise, and light pollution will only increase the stress on remaining wildlife populations and diminish the area's natural resilience.</p> <p><b>7/. Greenbelt Land – More Than Just Open Space</b> This land is designated Greenbelt for a reason. It serves not only to preserve open countryside but to support environmental health and biodiversity. Once built over, these habitats and ecological functions are gone for good—they cannot be replicated in landscaped gardens or managed green strips.</p> <p><b>8/. A Long-Term Environmental Cost</b> If allowed to proceed, this development would inflict lasting damage on the natural environment, reduce local biodiversity, and sever Kirk Hallam's ecological link to the surrounding countryside. These impacts must be recognised as fundamental reasons to reject, at the very least, drastically reconsider this proposal.</p>

## CDetail-0009593

Consultation Category	<b>Bus Services</b>
Detail	<p><b>1/. Lack of Public Transport Planning Undermines the Development</b> The proposed development is moving forward without a clear, credible plan to improve public transport for Kirk Hallam's current and future residents. Far from being expanded, vital services are actually being reduced leaving the community more isolated and dependent on cars.</p> <p><b>2/. Withdrawal of the 21 Bus Service – A Major Loss</b> The cancellation of the 21 bus route, which provided direct links to Nottingham and the Queen's Medical Centre (QMC), has removed a critical public transport lifeline. This service was well used and vital for accessing employment, healthcare, and education. Its loss has left Kirk Hallam residents with fewer, less frequent travel options, particularly impacting those without access to a car.</p> <p><b>3/. Existing Bus Services Are Unreliable and Infrequent</b> The remaining services are already limited in frequency and increasingly unreliable, especially during rush hour. Delays caused by congestion at key points like the Bulls Head and Quarry Hill roundabouts make these services even less practical. With the added pressure from 1,000 new</p>

homes, reliability will decline further, pushing more people away from public transport altogether.

#### **4/. No Defined Public Transport Strategy**

The development plans contain no clear or funded proposals for public transport. There are no confirmed agreements with bus operators, no integrated service strategy, and no indication of how increased demand will be managed. This lack of foresight and consultation risks leaving a growing population without viable travel options.

#### **5/. More Cars, More Congestion, Less Sustainability**

In the absence of reliable and accessible bus routes, new residents will have little choice but to rely on private vehicles. This will inevitably lead to higher traffic volumes, greater emissions, and increased pressure on roads already operating at capacity. Rather than promoting sustainable transport, the development will deepen car dependency.

#### **6/. Disproportionate Impact on the Most Vulnerable**

Those hardest hit by poor public transport include older adults, disabled residents, students, and those on lower incomes. The removal of direct access to critical destinations like Nottingham and QMC Hospital is particularly damaging for individuals who depend on public transport for medical care and essential travel.

#### **7/. Conclusion: A Missed Opportunity for Sustainable Growth**

This development risks overwhelming an already fragile transport system. Without serious investment in reliable, frequent, and connected public transport, Kirk Hallam faces growing isolation, increased road traffic, and a decline in quality of life. Any responsible planning decision must factor in the urgent need for public transport reform—not simply add to the problem.

### **CDetail-0009594**

Consultation Category

#### **School Capacity**

##### **1/. Inadequate Education Provision for a Major Housing Development**

The proposed construction of 1,000 new homes will place unsustainable pressure on school capacity in Kirk Hallam and the surrounding area. Without a full and forward thinking education plan, the development risks overwhelming local schools and disrupting families.

##### **2/. Junior School Alone Is Not Enough**

While the developer has pledged to build a new junior school, this addresses only a fraction of the educational need. No provision has been confirmed for secondary education a serious oversight given the number of families and school age children expected to move into the area.

##### **3/. Local Secondary Schools Are Already Full**

Secondary schools in and around Kirk Hallam are already operating at or near capacity. Many are among the largest and most sought-after in the borough. A significant number of students already travel in from out of area most arriving by car, placing further strain on school resources, infrastructure, and nearby roads during peak hours.

##### **4/. Increased Travel, Increased Congestion**

Without local secondary school options, families will be forced to send children to out-of-area schools, relying heavily on cars or school buses. This will compound congestion along already overstretched routes, including Ladywood Road, Quarry Hill, and Sow Brook Lane adding more traffic to roads already under daily strain.

##### **5/. Disruption to Family Life and Community Ties**

A lack of nearby secondary provision could lead to children being placed in schools away from their friends or siblings. Parents may be left to juggle multiple school drop-offs, long commutes, and logistical headaches. These disruptions not only increase daily stress but weaken community cohesion and support networks.

##### **6/. A Serious Gap in Long- Term Planning**

The proposal to build a junior school may seem like a positive step, but it falls short of what is needed. A development of this scale requires a full education strategy, one that includes secondary and post 16 (sixth form or college) education. Without this, the plan is incomplete and puts long term educational access at risk.

##### **7/. Conclusion: School Infrastructure Cannot Support the Strain**

While the junior school proposal is acknowledged, the development remains critically under-supported in terms of educational infrastructure. Kirk Hallam already accommodates a large and growing student population. Without new secondary school capacity, the area simply cannot absorb additional demand without significant consequences for education quality, traffic flow, and family wellbeing.

Detail

### **CDetail-0009595**

Consultation Category

#### **Healthcare Facilities**

Detail	<p><b>1/. Unsustainable Pressure on Healthcare Services</b> The proposed development of 1,000 new homes will bring a significant population increase to Kirk Hallam, placing unsustainable pressure on already overburdened local healthcare services.</p> <p><b>2/. Existing Services Already Struggling</b> Local GP practices and healthcare facilities are currently under strain. Many residents report long waiting times, difficulty booking appointments, and reduced access to face to face care. The system is already stretched to its limit and this development would push it beyond breaking point.</p> <p><b>3/. No Provision for Additional Medical Infrastructure</b> Despite the scale of the proposed development, there is no confirmed plan to expand or create new healthcare services. There is no mention of new GP surgeries, dental practices, pharmacies, or community health centres to support the influx of new residents. Without this, both new and existing patients will face even greater difficulty accessing basic care.</p> <p><b>4/. Increased Burden on Hospitals</b> With GP services unable to meet demand, more people will turn to A&amp;E departments for routine care further straining already overstretched hospitals such as Queen’s Medical Centre and Royal Derby Hospital. This creates a ripple effect, impacting emergency care for everyone in the region.</p> <p><b>5/. Accessibility Challenges</b> The recent withdrawal of the 21 bus service, which previously connected Kirk Hallam to QMC Hospital, has severely reduced access to essential healthcare particularly for those without a car. Elderly and disabled residents are especially affected. Meanwhile, increased traffic from the development will make it harder for ambulances and emergency services to reach those in need quickly.</p> <p><b>6/. Growing Health Inequality</b> A development of this size, without matching investment in health infrastructure, risks deepening health inequalities. Vulnerable groups including the elderly, families with young children, people with chronic illnesses, and those on lower incomes will be hit hardest. The result will be a community where timely, affordable care is no longer accessible to all.</p> <p><b>7/. Conclusion: Health Provision Must Match Growth</b> Without parallel investment in local healthcare infrastructure, this development will significantly worsen access to medical care and negatively impact the health and wellbeing of both new and existing residents. Planning decisions must prioritise the delivery of essential services alongside housing, anything less is short sighted and irresponsible.</p>
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CDetail-0009596

Consultation Category	Type of Housing
Detail	<p><b>1/. Failing to Meet Local Housing Needs</b> The proposed development of 1,000 homes does not align with the genuine housing requirements of the Kirk Hallam community—falling short in affordability, accessibility, and demographic relevance.</p> <p><b>2/. No Provision for Accessible or Senior Friendly Homes</b> The plan fails to include bungalows or single-storey homes, which are vital for older residents and those with mobility challenges. Kirk Hallam has a growing elderly population in need of safe, accessible housing within their existing community. Instead of offering suitable downsizing options, the proposal prioritises larger, less accessible family homes that are often unaffordable or impractical for those most in need.</p> <p><b>3/. Inadequate Commitment to Affordable Housing</b> The suggested provision of just 10% affordable housing, contingent on financial viability which offers no real guarantees. This minimal and uncertain commitment does little to support young people, key workers, and lower income families who are already struggling to find secure, affordable accommodation in the area.</p> <p><b>4/. Focused on Developer Profit, Not Community Need</b> The emphasis on high cost, market rate housing serves developers far more than the local population. Rather than addressing the regional housing crisis, this approach risks pricing out existing residents and undermines efforts to build a diverse, inclusive community.</p> <p><b>5/. Missed Opportunity for a Balanced Housing Mix</b> A development of this scale should include a broad range of housing types and tenures—such as affordable family homes, social rent properties, accessible units, and shared ownership options. This is a chance to create a community that supports people at all stages of life. Failing to plan for a varied housing mix raises serious concerns about social exclusivity and long-term sustainability.</p> <p><b>Conclusion: A Community Left Behind</b> The current proposal overlooks the real housing priorities of Kirk Hallam. Without a clear, inclusive strategy to deliver genuinely affordable and accessible homes, the development risks serving</p>

investors, not residents. To meet the true needs of the community, a more thoughtful and balanced approach is essential.

## CDetail-0009597

Consultation Category	<b>Number of Houses</b>
	<b>1/. Overdevelopment Without Justification</b> The proposed scale of development is excessive, disproportionate, and unsuited to a community like Kirk Hallam. The plan to build 1,000 new homes, alongside an additional allocation of “safeguarded” land for a further 350 raises major concerns about overdevelopment, infrastructure capacity, and the long-term sustainability of the area.
	<b>2/. Hidden Expansion Through “Safeguarded” Land</b> Labelling land as “safeguarded” is, in practice, a step toward eventual development. This means the true scope of the proposal could reach 1,350 homes, a figure that would dramatically increase the local population and place overwhelming pressure on already-stretched roads, schools, healthcare facilities, drainage systems, and public transport.
	<b>3/. No Phased Growth or Infrastructure Strategy</b> There is no evidence of a structured, phased approach to managing this level of expansion. Without a clearly coordinated plan to deliver essential services and infrastructure in parallel with new housing, the community will likely face significant disruption and shortfalls in public provision from the outset.
Detail	<b>4/. A Development Out of Proportion</b> Kirk Hallam is a modest, relatively self-contained settlement with limited connectivity. An influx of up to 1,350 new homes could nearly double its size, fundamentally altering the character of the area without offering proportional benefits to current residents or demonstrating a genuine need based on local housing demand.
	<b>5/. Ignoring the Cumulative Impact</b> This proposal cannot be viewed in isolation. Taken alongside other recent or planned developments across the borough, the combined effect on public services, infrastructure, and the environment is severe. The wider implications of such unchecked growth have not been properly assessed or addressed.
	<b>Conclusion: Unsustainable and Unbalanced Growth</b> This level of development is not only excessive it is poorly timed, insufficiently supported, and strategically unsound. Kirk Hallam lacks the infrastructure to absorb such rapid expansion, and the proposal represents a clear case of unsustainable planning that prioritises housing numbers over community wellbeing. Driven by financial gain rather than community.

## CDetail-0009598

Consultation Category	<b>Green Belt</b>
Detail	<b>1/. Destruction of Greenbelt Land: A Threat to Kirk Hallam's Character and Environment</b> The land identified for development lies within or directly borders, designated Greenbelt, which plays a vital role in protecting the countryside from unchecked urban sprawl and in maintaining the rural identity of communities like Kirk Hallam.
	<b>2/. Loss of a Valued Natural Landscape</b> The south-west of Kirk Hallam currently offers expansive views, mature trees, thriving hedgerows, and vital wildlife corridors. It forms a distinct green boundary between our community and surrounding urban areas. The introduction of a bypass and a large housing estate would permanently destroy this landscape, replacing it with concrete, tarmac, and large-scale infrastructure.
	<b>3/. Undermining the Purpose of the Greenbelt</b> A core function of Greenbelt land is to prevent the coalescence of neighbouring towns and to maintain clear visual and physical separations. This development would erode that buffer, risking a creeping urban merger between Kirk Hallam, Dale Abbey, and potentially West Hallam, especially if future plans for an additional 850 homes northwest of Kirk Hallam proceed. Such expansion sets a dangerous precedent for further encroachment into protected rural space.
	<b>4/. Irreplaceable Environmental Value</b> This land is far more than empty space. It supports biodiversity, provides vital habitats for local wildlife and pollinators, and contributes to climate resilience by acting as a natural carbon sink. These environmental functions cannot simply be replaced or relocated once lost to development.
	<b>5/. Impact on Public Access and Wellbeing</b> Residents regularly use this area for walking, recreation, and personal wellbeing. It provides a quiet, natural retreat from the increasingly built-up and congested surroundings. The area also holds historical significance, with a monastic footpath once used by monks traveling between Ilkeston and Dale Abbey—linking the community to its cultural heritage. Paving over this

landscape strips the community of one of its last accessible green spaces.

#### **6/. In Conflict with Planning Policy**

The proposal directly contradicts national and local planning principles that aim to protect Greenbelt land unless truly exceptional circumstances exist. No such justification has been provided here nor has any serious consideration been given to alternatives, such as building on brownfield or previously urbanised sites.

#### **Conclusion: Greenbelt Must Be Protected**

This development would irreversibly damage a vital section of Greenbelt, undermining the environmental integrity, visual character, and identity of Kirk Hallam. It fails to meet the threshold for exceptional circumstances and should therefore be rejected outright to preserve the area's natural and historical legacy.

### **CDetail-0009599**

Consultation Category	<b>Landscape</b>
	<b>1/. Irreversible Damage to the Landscape and Identity of Kirk Hallam</b> The proposed construction of 1,000 homes, a 40mph bypass, and multiple roundabouts would have a profound and permanent impact on the landscape surrounding Kirk Hallam.
	<b>2/. From Rural Countryside to Urban Sprawl</b> The south-west edge of Kirk Hallam is currently defined by open fields, hedgerows, mature trees, and uninterrupted rural views. This distinctive landscape not only separates the community from neighbouring areas but also gives Kirk Hallam its unique semi-rural identity. The proposed development would transform this peaceful setting into a sprawling extension of the urban area—dominated by dense housing, road networks, traffic infrastructure, and artificial lighting.
	<b>3/. Destruction of Visual Amenity</b> Residents and visitors who currently enjoy the natural beauty and visual openness of the area will instead face a landscape filled with rooftops, vehicles, and concrete. The scenic countryside that offers relief from the built environment will be lost, replaced by an urbanised horizon that undermines the character of the area.
Detail	<b>4/. Noise and Light Pollution</b> A bypass and large-scale housing scheme will bring with it increased noise from construction and traffic, as well as light pollution from streetlights, vehicles, and homes. These changes will significantly alter the area's quiet character, especially for those living on the southern edge of Kirk Hallam who currently benefit from its rural setting.
	<b>5/. Permanent Loss of Landscape Character</b> Once this development goes ahead, the existing character of the land cannot be restored. The natural boundaries that mark the edge of Kirk Hallam will be erased, and the community's connection to its surrounding countryside will be permanently severed.
	<b>6/. Erosion of Local Identity</b> Kirk Hallam's identity is closely tied to its position at the fringe of open countryside. It is not designed to be part of a high-density conurbation. By removing this rural boundary, the proposal threatens to absorb the community into an indistinct urban sprawl ,diminishing what makes the area special.
	<b>Conclusion: A Lasting Loss</b> This proposal would do more than build houses—it would erase the very landscape character that defines Kirk Hallam. Once lost, this setting cannot be recovered. The development should be rejected in order to preserve the area's distinct identity and valued countryside surroundings.

### **CDetail-0009600**

Consultation Category	<b>Flooding / Drainage</b>
Detail	<b>1/. Flood Risk and Drainage Concerns</b> The proposed development presents serious risks to local drainage systems and flood resilience in Kirk Hallam. Converting greenfield land into hard, impermeable surfaces such as roads, rooftops, and pavements will significantly disrupt natural water absorption and increase surface water runoff.
	<b>2/. Loss of Natural Drainage Capacity</b> The open fields currently act as a natural drainage system, absorbing rainfall and slowing the flow of stormwater. Paving over this land removes that natural buffer, forcing excess water into an already overburdened drainage network.
	<b>3/. Increased Local Flood Risk</b> The additional runoff generated by 1,000 new homes and a bypass could overwhelm existing drainage infrastructure, especially during periods of heavy rainfall. This not only heightens flood risk within the new development itself but also threatens existing homes, roads, and gardens in

lower lying parts of Kirk Hallam.

**4/. Impact Beyond Kirk Hallam**

Runoff from the site will inevitably flow downstream, potentially affecting other communities within the Erewash catchment area. The development could contribute to a wider regional flooding problem, with consequences for flood management efforts beyond the immediate site.

**5/. Lack of Detailed Drainage Plans**

So far, no comprehensive or publicly accessible flood risk assessment or drainage strategy has been provided. There is no clear evidence that sustainable drainage systems, attenuation features, or effective runoff controls will be implemented or that they will be sufficient to protect both new and existing properties.

**6/. A History of Drainage Issues**

Parts of Kirk Hallam have already experienced surface water flooding in the past. Residents remain concerned about the area’s limited drainage capacity. This development could worsen those issues, especially around key roads and junctions that lie at natural drainage points.

**Conclusion: An Unacceptable Risk**

This proposal risks replacing natural flood defences with concrete and tarmac without any clear plan to manage the consequences. Unless a robust, fully funded, and enforceable flood mitigation strategy is presented, this development could put both existing and future homes at serious risk of flooding.

**CDetail-0009601**

Consultation Category	Other
Detail	<p>As the newly elected County Councillor for Ilkeston South and Kirk Hallam, I've had to come up to speed quickly on the issues affecting our area. What has stood out most is the strength of feeling and deep rooted pride within the local community, a community that now faces the real risk of losing its identity if this development goes ahead in its current form.</p> <p>Residents are not opposed to all development. They understand the need for growth and are willing to engage constructively. But development must be proportionate, sustainable, and respectful of the character and capacity of the area. It cannot come at any cost.</p> <p>I urge you to ensure that a meaningful and thorough consultation takes place with the people I represent. I would welcome the opportunity to meet, listen, and work together to find a solution that meets future needs without sacrificing the integrity of this community.</p>