

**EREWASH CORE STRATEGY REVIEW EXAMINATION
STATEMENT dated 5th December 2023**

**I, MICHELLE COLLIVER [REDACTED] REP ID 805,
wish to make a written Statement.**

I was born in Ilkeston and have lived both here and in West Hallam all my life. I have a strong connection with Kirk Hallam due to close friendships there and visit regularly. I really enjoy having the freedom to get out and walk my dogs in Pioneer Meadows and the Green Belt. I love animals and feel strongly that they and the Green Belt and its biodiversity should remain protected, especially with so many species in decline.

I'm concerned that the proposed new development and its infrastructure would have a negative impact on the roads of Kirk Hallam and Ilkeston. I will be present at the Core Strategy Review Examination. I wish to comment as follows:

MAIN MATTER 9: TRANSPORT AND INFRASTRUCTURE

ISSUE: WHETHER THE APPROACH TO TRANSPORT AND INFRASTRUCTURE IS JUSTIFIED, EFFECTIVE AND CONSISTENT WITH NATIONAL POLICY

QUESTION 3: Paragraph 20 of the National Policy Framework (NPPF) identifies that strategic policies should make sufficient provision for amongst other things new infrastructure including community facilities (such as health, education and cultural infrastructure). Is the Core Strategy Review consistent with this?

The Council's strategic policies remain unclear re South West Kirk Hallam, in that details of enquiries made by the Council as to the sufficiency in the locality of access to doctors, dentists and schools, of fundamental importance with greatly increased pressure on local services inevitable as a result of the proposed development, are missing. Local people's access to these services are already under strain with long waits for appointments and schools heavily subscribed.

The vast, expensive infrastructure proposed at South West of Kirk Hallam involves entirely unnecessary destruction of protected Green Belt. The proposed infrastructure wouldn't have been required had the Council not unjustifiably and unfairly allocated increasing numbers of houses at South West Kirk Hallam, from c 300 - c 1300 homes. Given that figure, the Council have failed to consider whether such a massive development with its infrastructure and "Relief Road", the size of which is wholly out of proportion to the villages in this rural Green Belt area, could possibly amount to exceptional circumstances justifying changes to protected Green Belt boundaries under **Paragraphs 140 and 141 National Policy Framework**. They have failed to consider that this area of Green Belt, long known as the "Jewel of Erewash", is very important to local people and to Erewash itself. There is no other such expanse of land in Erewash that offers historical connections with Dale Abbey, an array of historic villages both in or bordering it, many well used footpaths and the entire Green Belt within the reach of thousands of people from within Erewash and beyond who value its beauty, whether on foot, cycle, horseback or short car journey. Its value risks being undermined, and potentially lost, by the proposed plans. How long would it be before a further large development based on the precedent of these plans appeared on the Green Belt side of the proposed "Relief Road"? Would they only stop when what was once precious is lost?

The development and its infrastructure is neither sustainable nor justified. The Council could have considered alternative strategic level developments in many other locations offered to it to reach its housing allocation, that would not have involved the creation of substantial infrastructure and such extensive destruction of Green Belt. The infrastructure proposed presents what appears oblivious to destruction of Green Belt Land and replacing it with a new Local Centre which cannot be justified and is a luxury when a long standing Village Centre already exists in the middle of Kirk Hallam. Creating an expensive new primary school on Green Belt land due only to the sheer size of the development and a heavily subscribed local Dallimore Primary School, could alternatively be viewed in concluding South West Kirk Hallam is simply not suitable for development when there is insufficient space for extra primary school age children. Hoped for extensions to Kirk Hallam's secondary schools, Kirk Hallam Community Academy and Sir John Houghton Catholic Voluntary Academy that may have given extra capacity have reportedly

been placed on hold. Would it be reasonable for the Council to have made direct enquiries of the schools as to their admission capabilities to achieve clarity?

QUESTION 7: What evidence is there to support the requirement for the Kirk Hallam Relief Road? How will it be funded and how will it be delivered?

LACK OF SUSTAINABILITY OF THE PROPOSED RELIEF ROAD

The construction of a Relief Road at Kirk Hallam isn't sustainable, justified or effective. Whilst the Council states in **Strategy Policy 1.5 – South West Kirk Hallam** that the housing development "...is required to fund the proposed Kirk Hallam Relief Road..", it's not justified for the *purpose* of housing to be for the funding of a road. Without a developer identified, is it clear who will bear the cost of the Relief Road involving ten million pounds? The five million pound proposed Primary School "*should be provided by the development*", but is this clear without a proposed developer? The Council should take responsibility to achieve good value and sustainability for council tax payers when contemplating spending vast sums of their money.

The Relief Road is not sustainable, given the junction of Sowbrook Lane and Ilkeston Road, where the Relief Road would begin, is already virtually congested to capacity, as is the junction of Quarry Hill and Little Hallam Hill (Bulls Head). Residents and other road users already find themselves stuck in traffic jams for considerable periods of time every day, particularly at peak times. The addition of 1300 new homes with c 2 cars per household would add c 2600 cars to local roads. Many will be transporting children to and from school, with many extra children from Cotmanhay coming to Kirk Hallam schools, their places supported by a £1,890,805 Council payment **EBC06**. The extra vehicles would create a totally unworkable burden on a road network already past workable capacity, and therefore not suitable for a large development in the first place. It is illusory to think that a Relief Road around Kirk Hallam would lift that burden. It would primarily be used by HGVs from the expanding New Stanton Development and HGVs from existing businesses, including West Hallam Storage and Distribution Depot. Many new residents and other traffic users would not risk their cars, bikes and lives by driving amongst HGVs

on a busy single carriageway road subject to a 40mph limit, likely to be exceeded given a relatively isolated, unpoliced Relief Road.

Further, the area is unsuitable for the construction of another road given Sowbrook Lane and Ilkeston Road junction is liable to repeated flooding and underwent extensive flooding in October 2023 (**Appendix 1**). The risk of flooding in the area of the junction is shown on the interactive flood map as being high to medium (**Appendix 2: <https://www.getthedata.com/flood-map/kirk-hallam>**). Extensive flooding here and in other parts of Erewash, including Ilkeston with normally busy Gallows Inn bridge, Nottingham Road, closed, Ilkeston railway station completely underwater and extensive flooding in Sandiacre, gave rise to the Council's declaration of a Climate Emergency in Erewash on 26.10.2023 (**Appendix 3**). The addition of the proposed development depriving the land of its capacity to absorb excess water is likely to substantially increase the flood risk. Some residents have expressed concerns that floodwater caused by the proposed development would flow into both Sandiacre and Long Eaton.

With regard to congestion, many new motorists/commercial vehicles would seek to avoid lengthy delays by driving through the villages of Kirk Hallam, Stanton by Dale and Dale Abbey adding to already problematic fast and inconsiderate driving that puts village residents and their children, horse riders, cyclists and walkers at physical risk and at risk from particulates/pollution. The traffic causes difficulties for farmers using the narrow roads with their farm vehicles. The impact of new vehicles seeking to avoid the worst of the congestion would make a currently bad situation untenable.

LACK OF EVIDENCE TO SUPPORT THE REQUIREMENT OF A KIRK HALLAM RELIEF ROAD

There is no credible evidence to support the requirement of a Kirk Hallam Relief Road. The requirement only exists because the Council have increased the housing burden on Kirk Hallam from 300 to a massive 1300 houses with no positive and realistic attempts to seek alternative options. These could have included smaller but still strategic locations within Erewash without the need to provide expensive infrastructure. The cost of the Council's unfair approach cannot be quantified given the unnecessary and permanent destruction that would be inflicted on precious

Green Belt and its biodiversity. The cost of the proposed supporting infrastructure has been quantified, save for the cost of the proposed Local Centre, and represents an expensive, unnecessary error on a grand scale.

The Council's discussions with the Highways Authority over a solution to problems of congestion in the area were a considerable time ago when New Stanton was to be developed with c 2000 houses. Now it is being developed by businesses owning fleets of HGVs. The **SYSTRA Report ETB1.1** did not consider alternatives to the proposed Relief Road, presumably because they were not asked to. If the Council and Government are serious about growth, a workable solution needs to be found in negotiations involving the Council, the local MP, the Transport Minister and consultation with local people in an effort to deal with present and foreseeable congestion. Erewash MP Maggie Throup has opposed the proposed Relief Road from the outset, saying the Relief Road could become "*a road to nowhere*" (**Appendix 4, Article Derbyshire Live 2.4.2022**). Maggie Throup continues in her opposition as confirmed by her letter of 9.11.2023 (**Appendix 5, letter from Maggie Throup MP, 9.11.23**).

If the proposed Relief Road went ahead, vehicles would exit onto the A6096 Ladywood Road. Their options other than returning back towards Ilkeston and joining the congested queue, all involve travel through the local villages of West Hallam, Ockbrook, Stanley, and Spondon. Prior to the local elections, there were numerous potholes in the area caused by already heavy traffic. These were mostly filled in time for the elections. How long would these temporary repairs last given a considerable increase in heavy traffic? There are parked cars in the villages causing inevitable delays, particularly with a huge increase in HGVs. Spondon has only a small roundabout on approach to the village which is unsuited to large vehicles, and a constantly congested access to the A52. The effect of the proposed Relief Road would be a failed attempt to load the congestion from Kirk Hallam and Ilkeston onto the A6096 Ladywood Road and then scatter vastly increased mainly HGV traffic onto the village roads that adjoin the A6096. This would benefit no-one. The proposed Relief Road would indeed be "*a road to nowhere*" and a road to traffic chaos, both unjustified and ineffective.

LACK OF JUSTIFICATION DUE TO THE IMPACT ON RESIDENTS

Document CD4 Sustainability Proposal November 2022 provides for “the need to improve the health and wellbeing of residents and reduce health inequalities”. The opposition to the proposed Core Strategy, including the Relief Road, by an overwhelming c 3000+ Kirk Hallam and Cotmanhay residents, as demonstrated by their representations in 2022, has not been given the weight it deserves, nor has the effect on residents’ health and wellbeing been effectively considered. The proposed Relief Road would amount to imposing the road on a village population who passionately do not want it.

The Relief Road would complete an unacceptable encirclement of the village of Kirk Hallam by roads. It would cause ongoing detriment to the health and wellbeing of many village residents through already high particulate/vehicle pollution, at 4 out of a maximum 5 at the Kirk Hallam junctions (**Appendix 6**), light pollution and noise generated from road users. This would come not only from new residents c 2600 cars but mostly from 24/7 HGVs. These would be HGVs from existing businesses including the West Hallam Storage and Distribution Depot and an inexorably increasing number of HGVs as the huge New Stanton development expands. Many residents would suffer stress due to the impact of the busy Relief Road on their quality of life. They would also experience stress from being involuntarily cut off from their beloved Green Belt and witnessing its destruction to give way for the proposed housing development and Relief Road, and by seeing their prized Pioneer Meadows and its creatures also cut off, with many being killed on the Relief Road.

The proposed Relief Road would prove an ongoing risk to the children of Kirk Hallam who have grown up with free access onto the Green Belt and to the mental health of parents concerned for their children’s safety on the road. For example, there is an existing children’s playground adjacent to the Green Belt at the Wirksworth Road, Kirk Hallam footpath to Dale Abbey from which children would no longer be able to safely and freely move from the playground onto the Green Belt as they do at present. Drivers frequently exceed the speed limit and children can take risks running across roads, maybe for a dare or to retrieve a ball. Crossings will not ensure their safety, particularly children who are not accustomed to busy roads and find themselves confronted by HGVs. If the recommendations of **SYSTRA** were to be put in place, the proposed speed limit on the Relief Road would not only be increased to 40mph but the road would serve a “By-Pass Function that would

accommodate background traffic from Kirk Hallam and surrounding areas in addition to development access” **Document ETB1.1 7.9.23, Para 6.32.**

The proposed Relief Road, being in a relatively isolated position at the edge of the Green Belt and at the side of the new development, would have little or no Police protection. There is a real risk of it of being used by joyriders or thieves at night, particularly as the proposed new Village (Local) Centre would be close to the A6096 Ladywood Road. The Village (Local) Centre risks acting as a magnet for young people, as service stations currently do. It would be situated in a very prominent and inappropriate position where Green Belt land will have been destroyed to make way for it and would stand out to those driving on the A6096 Ladywood Road. Minor roads off the proposed Relief Road would give access to the new houses but may also provide access for thieves. The Council’s comment in relation to South West of Kirk Hallam that “an increase in potential safety and security issues relating to the built environment is unavoidable in the context of significant built environment expansion...” **Document CD7M, p48.** Actual crime or worry about the prospect of it may well cause residents stress and anxiety. (**Note:** the “Local” Centre is referred to as the “Village” Centre on the **Proposed Core Strategies Review Policies Map, Submission Version November 2022**, whereas on **Strategic Policy 1.5, it – South West of Kirk Hallam, November 2022**, it is referred to as the “Local Centre”, apparently denying our Village Status).

LACK OF JUSTIFICATION DUE TO THE IMPACT ON THE GREEN BELT, WILDLIFE AND BIODIVERSITY

The villagers of Kirk Hallam love and pride themselves in their precious Green Belt and in their Green Flag multi-award winning Pioneer Meadows. The nature reserve has achieved this accolade every year since becoming a nature reserve in 2018 (**Appendix 7**), and has an entry placed by Derbyshire Wildlife Trust on the Derbyshire County Biological Register which includes 111 flowering plants (**Appendix 8**). It is unthinkable to villagers that a large swathe of our protected Green Belt should be destroyed by a busy road, a large housing development, primary school for the use of the new development’s children only and a Local Centre when one already exists. We fear that Pioneer Meadows’ wildlife and

biodiversity and that of the Green Belt will be wiped out should the Relief Road go ahead.

The route of the Relief Road goes around the Green Belt border of Pioneer Meadows in its entirety. The Councils' documents show no effective consideration for the wildlife and biodiversity that would be affected by the Relief Road. A relatively small area particularly liable to flooding has been described as extending Pioneer Meadows, yet the nature reserve currently enjoys unfettered access into the Green Belt which would be lost forever. The so called extension leads directly onto the proposed Relief Road. Local wildlife, including badgers, hares, rabbits and deer would without doubt frequently meet their deaths under the tyres of the heavy traffic they would encounter. This is not acceptable.

In circumstances such as these, some protection can be given by requiring a raised road with appropriately sized tunnels beneath it for smaller mammals and amphibians to cross to and fro into the Green Belt, of a size that can be regularly maintained. Larger animals such as badgers and deer would be without such protection and will inevitably be killed on the road. 2023 Research shows LED road lighting and lighting from moving traffic will cause adverse consequences for moths, invertebrates and cut local insect populations by 50%, whilst plants and entire ecological systems are affected (**Appendix 9**). The sanctuary that the people of Kirk Hallam have so lovingly provided for flora and fauna at Pioneer Meadows will continue to improve the biodiversity of the Green Belt in the present and in the future if allowed to do so, a valuable gift for the benefit of generations to come. It is a rare asset at a time when species are rapidly declining and even becoming extinct. The Friends of Pioneer Meadows Nature Reserve Kirk Hallam have a Facebook Page with 774 committed members of which I am one. It is not justifiable to risk the destruction of such an important source of biodiversity, health and wellbeing, recreation, education and community involvement.

Signed:

A solid black rectangular box redacting the signature of the author.

(2997 Words)



Steph Colley
Puddle going into Kirk Hallam

20 OCT AT 09:12

28

24 comments

Like

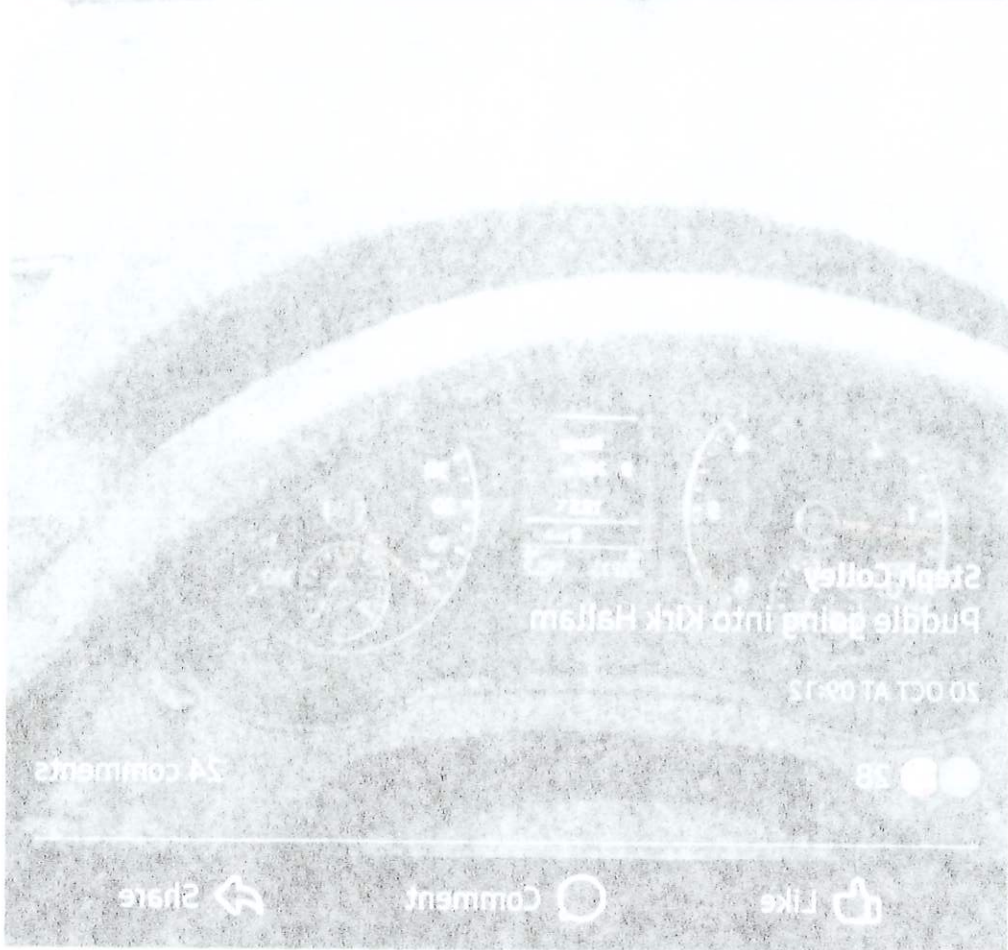
Comment

Share

(3 PAGES)



* APPENDIX 1 - FLOODING AT SOWBROOK LANE, - FIRST 2 ON 20/10/23 3RD PAGE AGAIN ON 18/11/23.



Handwritten notes at the bottom of the page, including the name 'Steph Colley' and a date '20 OCT AT 09:12'. The text is partially obscured and difficult to read.







Posts

About

Videos

More



Spotted Ilkeston town

18 Nov



Flooded again on Sowbrook Lane between Kirk Hallam and Twelve Houses



14

18 comments • 16 shares

Like

Comment

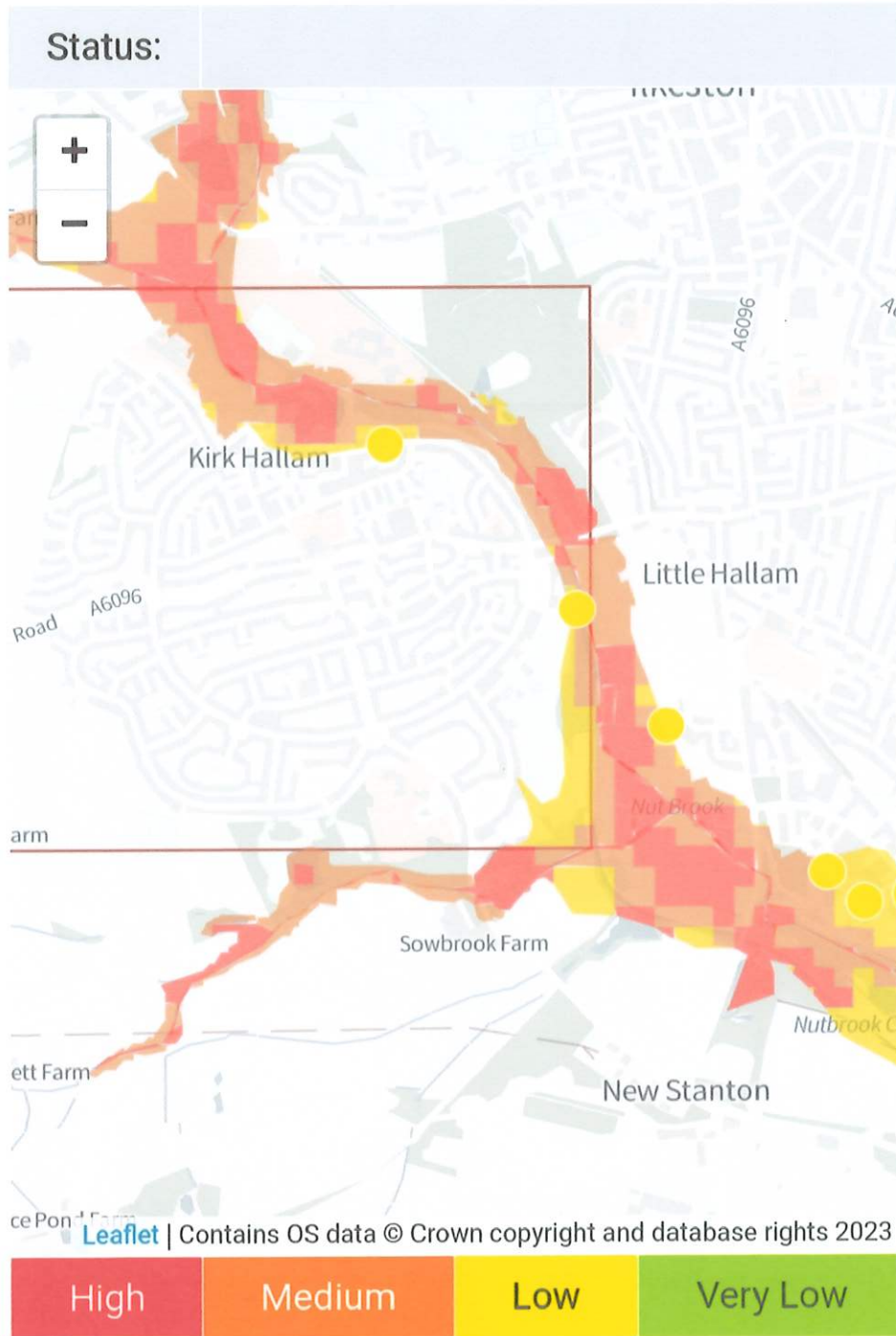
Send

Share



* THIS ROAD REPEATEDLY FLOODS.

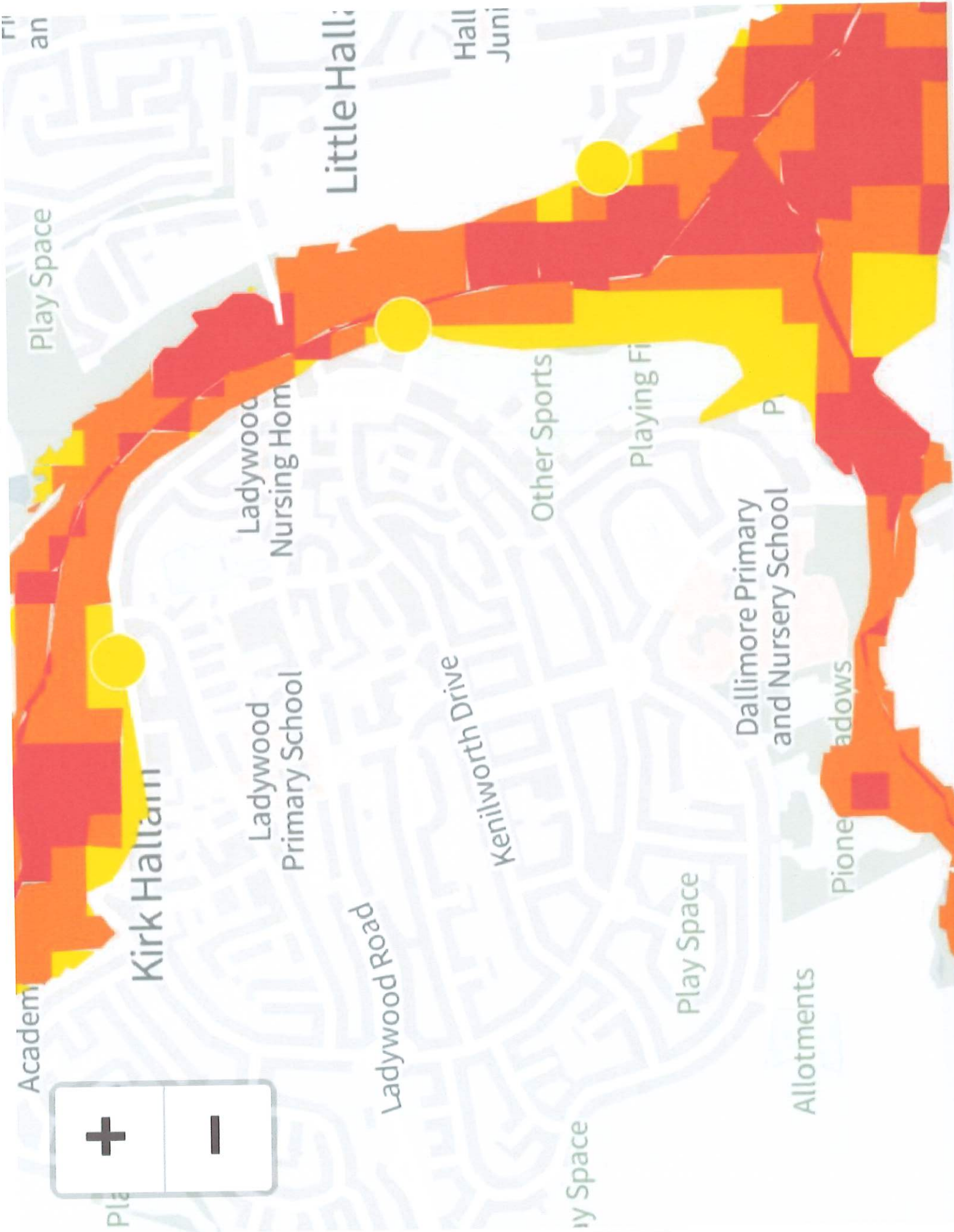
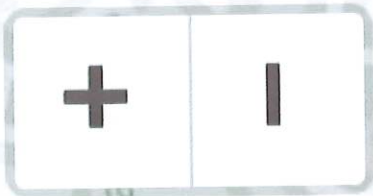
Map of Kirk Hallam (Ilkeston, Derbyshire) postcodes and their flood risks. Each postcode is assigned a risk of high, medium, low, or very low, and then plotted on a Kirk Hallam flood map. In the case of Kirk Hallam, all postcodes are low flood risk.



(3 PAGES)

AVIVA How to be on your A game Find out more

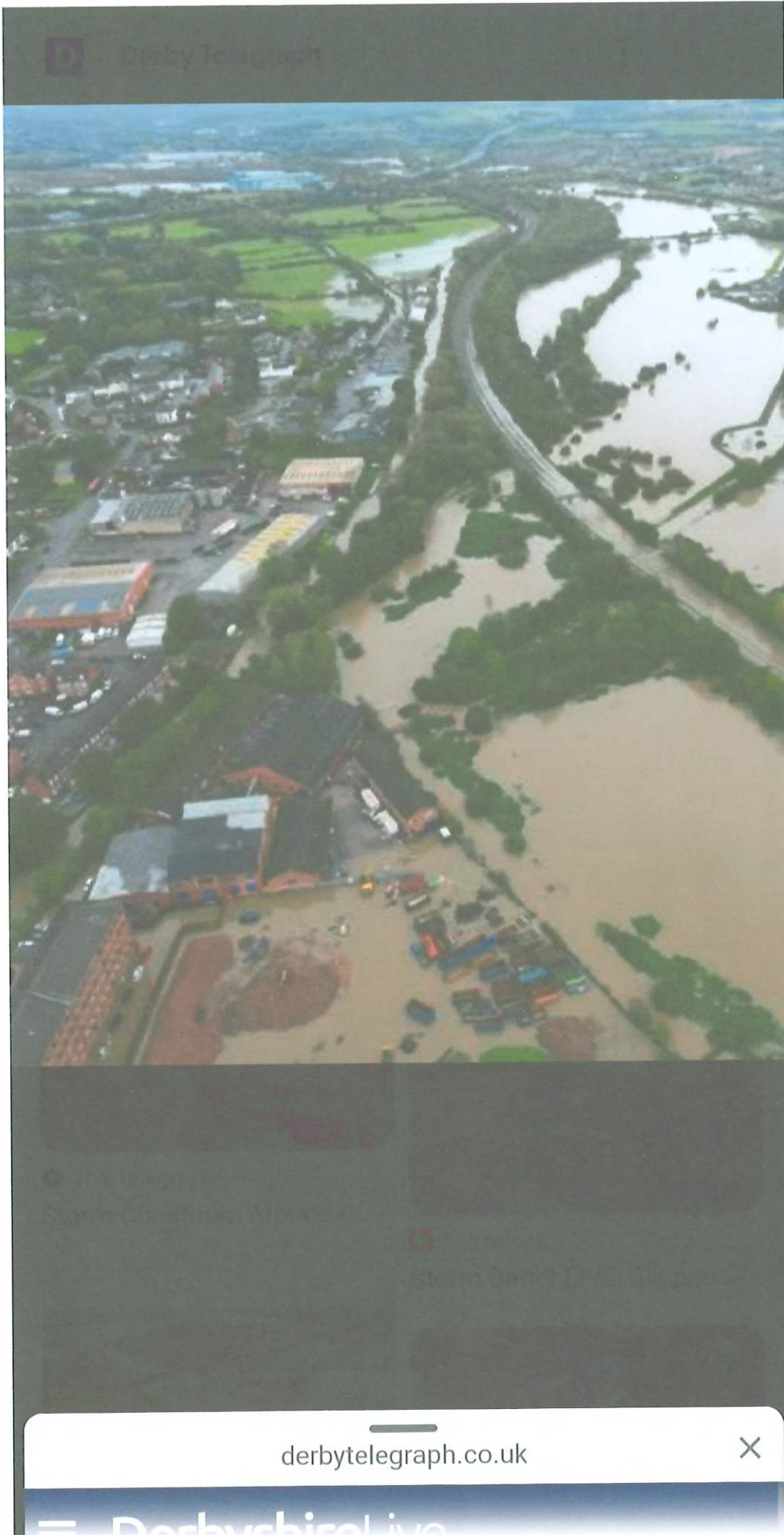
*APPENDIX 2 - KIRK HALLAM FLOOD MAP.





1 +





(4 PAGES)

derbytelegraph.co.uk



* APPENDIX 3 → III O <

FLOODING IN SANDIACRE 20/10/23 - THIS IS ONE OF NEW STANTON PARK ACCESS ROUTES

Like Reply



Vikki Brown

21 Oct

Sowbrook lane is clear but lows lane has a big flood



10

7 comments • 10 shares

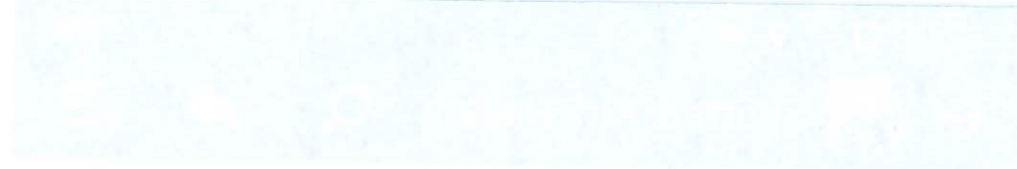
Like

Comment

Send

Share

* ONE OF NEW STANTON PARK ACCESS ROADS REPEATEDLY FLOODS



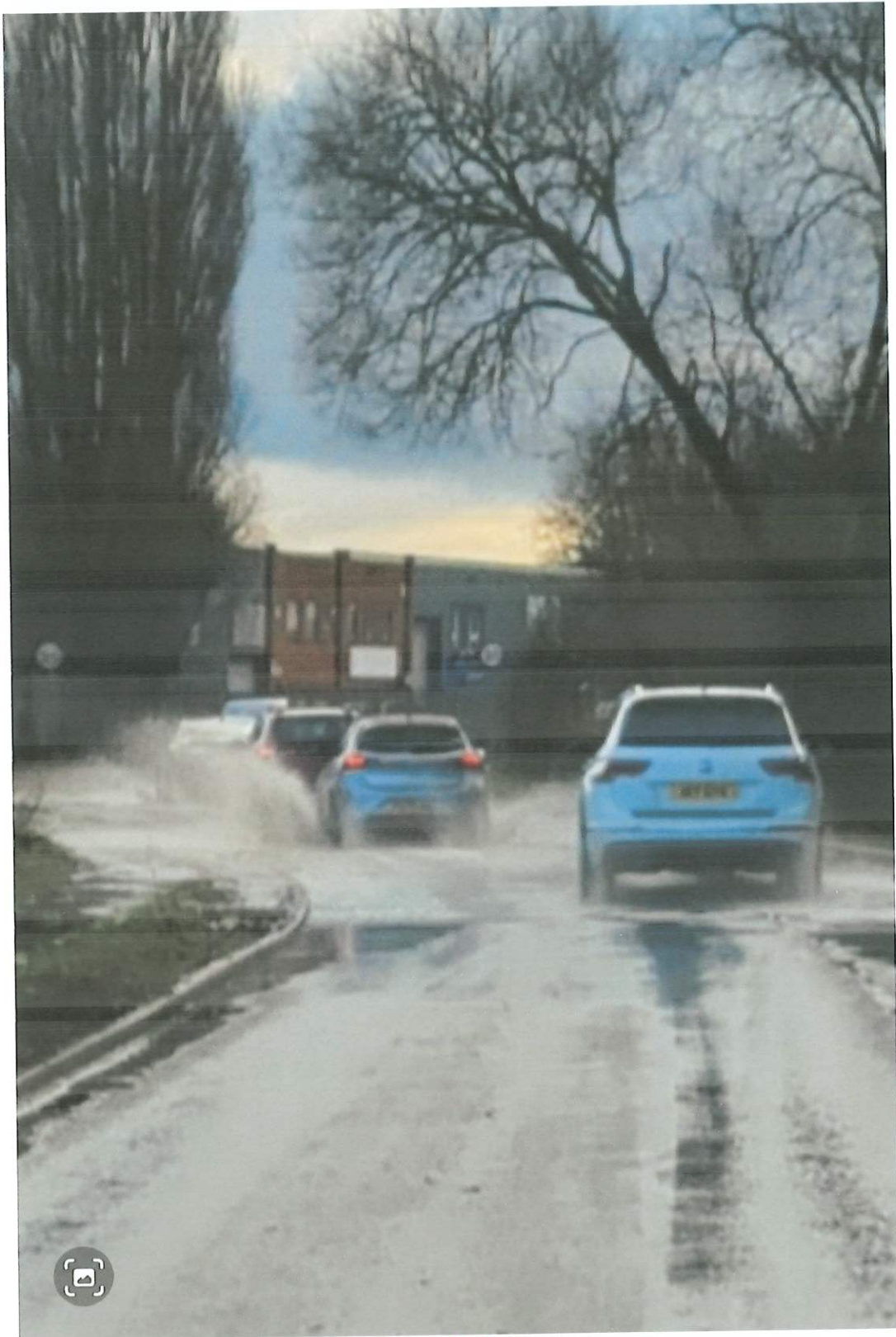
Vikki Brown

STUDY

Sowbrook lane is clear but lane has a big flood



12/02/2014 10:00 AM

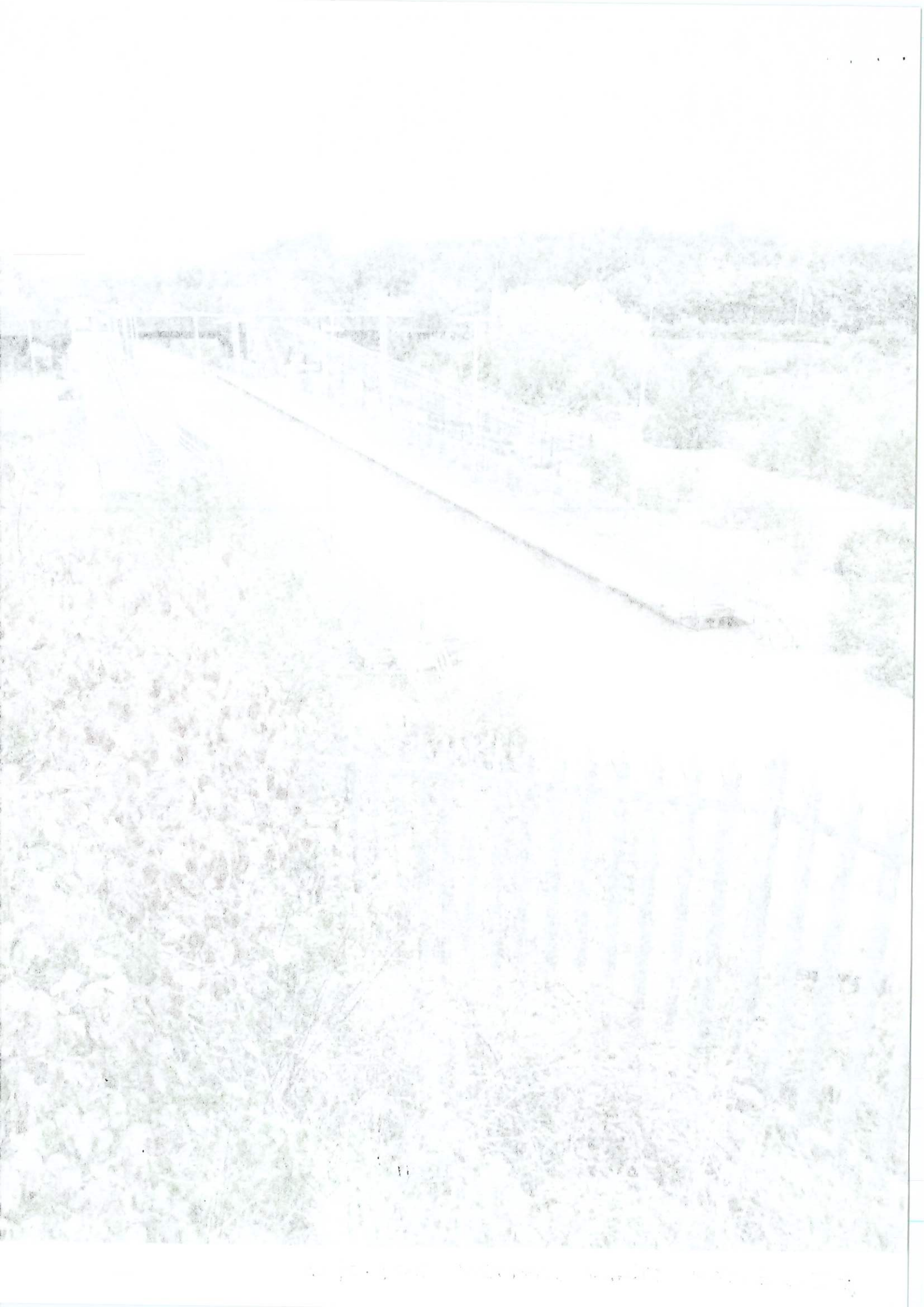


* DATED 5/12/23. THIS ROAD REPEATEDLY FLOODS.





* I LIKESTON TRAIN STATION 20/10/23



Community shocked as police investigate sudden death of man

She fears there could be a "social divide" between the new housing and the existing post-war estate. Ms Harrison also feels the planned relief road which is being proposed as part of the development would not serve its intended purpose and that traffic would worsen in the village. Erewash MP Maggie Throup previously said the relief road could become a "road to nowhere".

Paul Harvey, a fellow member of the campaign group who has lived in Dale Abbey for around 20 years, said: "The council is causing a green squeeze. That is our main concern, building in the Green Belt. The problem is that Erewash Borough Council has taken a very firm line and are willing to push it (the core strategy) through at all costs.

Campaigning residents in Kirk Hallam say the area is being hit with an unreasonable amount of potential housing (Image: Derby Telegraph)

"The council says it has no choice due to Government targets, so they have to build in the Green Belt, but we have not seen how those numbers are arrived at. "Once the Green Belt is gone, it is gone.

"We need green spaces for physical and mental well-being. During lockdown people were looking for areas of tranquillity and that is all being taken away." He said there was now a "fight" on the cards between residents and the council.

Cllr Michael Powell, lead member for regeneration and planning, said: "It is not possible for Erewash to provide the houses it needs without building in the Green Belt. He said a "minimum" of 5,800 homes are needed in the borough between 2022 and 2037 and the council has to assign sufficient space for these houses, through Government targets.

Cllr Powell said the proposed Green Belt sites chosen are the "least damaging locations" in the borough. He said: "I really wish we didn't have to build on Green Belt, we don't have sufficient brownfield sites."

He said the council has taken account of all brownfield sites and those brought to council's attention through a call for sites, with some sites being held back by developers. Cllr Carol Hart, council leader, said less than one per cent of Green Belt land would be lost through proposed sites.

Paul Harvey and Bev Harrison are opposing plans for 1,300 homes in the village (Image: Derby Telegraph)

* APPENDIX 4 - EXTRACT FROM DERBYSHIRE LIVE DATED 2/4/22 QUOTING MAGGIE THROUP.

Maggie Throup MP
Member of Parliament for Erewash



HOUSE OF COMMONS

LONDON SW1A 0AA

Ms Margaret Bannister
129 Kenilworth Drive
Ilkeston
Derbyshire
DE7 4EX

9 November 2023

Our Ref: MT25874/KR

Re: Erewash Borough Council's Core Strategy

Dear Ms Bannister

Thank you for your recent correspondence about Erewash Borough Council's Core Strategy, and specifically the proposed allocation of land for residential development to the southwest of Kirk Hallam.

Although, as your Members of Parliament, I play no formal role in the planning process, I want to assure you that I will continue to oppose these proposals in the strongest possible terms.

As you may be aware, I have a long-standing personal commitment to protecting our precious Greenbelt, and have been consistent in calling on the Borough Council to remove the proposed allocation of Greenbelt in Kirk Hallam from the Core Strategy document, and instead prioritise the development of the available brownfield sites that we have across the Borough.

In addition to the formal submissions I have made to the first and second public consultations, I have worked closely with local residents in Kirk Hallam to facilitate the handing over of a public petition opposing the Borough Council's plans.

I have also raised the issue of 'brownfield first' in Parliament on several occasions, and recently put my name to New Clause 21 of the Levelling Up Bill, which has now gained Royal Assent.

This concerted lobbying effort has resulted in the Secretary of State for Levelling Up, Housing & Communities, The Rt Hon Michael Gove MP, issuing new guidance to all local planning authorities (including Erewash Borough Council) stating that they are no longer required to include Greenbelt in their Core Strategies in order to deliver new homes.

Rest assured I will continue to follow the developments regarding the Core Strategy, including the proposed allocation of land in Kirk Hallam, extremely closely and will make further representation to the Borough Council if, and when, necessary to ensure that we continue to protect our precious Greenbelt.

At this stage, neither the land has been purchased for development or any application for housing been submitted. The publication of a Core Strategy acts as a conduit for these processes to begin.

Once again, thank you for contacting me about this important issue, which could, literally, change


0115 930 0521 Unit 2 The Old Co-Op, South Street, Ilkeston, Derbyshire DE7 5SG maggie@maggiethroup.com
www.maggiethroup.com

* APPENDIX 5 - MAGGIE THROUP'S LETTER DATED 9/11/23

PTU →

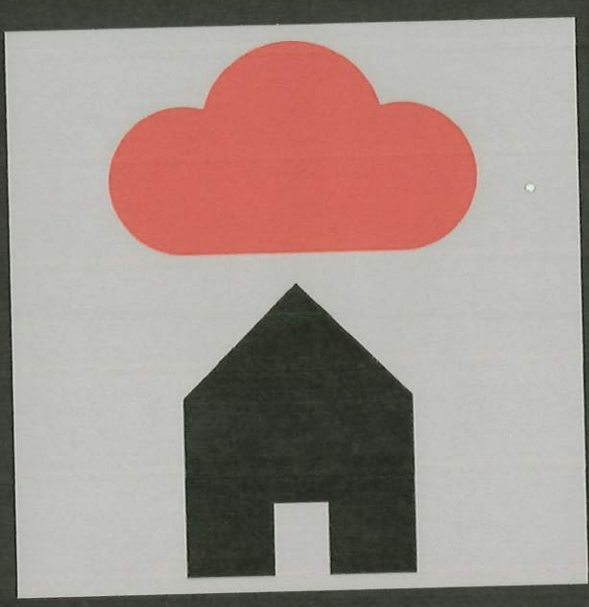
our landscape forever.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Maggie Throup'. The signature is stylized with a large, looped 'M' and a long, sweeping underline.

Maggie Throup MP
Member of Parliament for Erewash

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VERSION 3.0 - UPDATED APRIL 2022

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APPENDIX 6 - AIR POLLUTION DATA TAKEN FROM THIS WEB ADDRESS SHOWING HIGH POLLUTION AT SOWBROOK + BYULS HEAD JUNCTIONS. ALSO IN ADDITION TO THIS SIGNIFICANT AIR POLLUTION AT LADYWOOD FARM WHERE THE NEW ROAD WOULD CROSS AND WIRKSWORTH ROAD AT THE ENTRANCE TO PIONEER MEADOWS. BOTH OF THESE WOULD LIKELY INCREASE WITH THE NEW DEVELOPMENT.

(5 PAGES)

AIR QUALITY REPORT



12 TWELVE HOUSES, NEW STANTON ILKESTON

52°56'49.99102"N 1°18'37.06552"W



* JUNCTION OF SOWBROOK LANE + ILKESTON ROAD
ALREADY AT A HIGH AND SET TO INCREASE.

HIGH AIR POLLUTION



This address is in the 67th national percentile ?

EXCEEDS THREE W.H.O. LIMITS

LEVELS & HEALTH EFFECTS



Handwritten text, possibly a signature or name, written vertically on the right side of the page.

AIR QUALITY REPORT



BULLS HEAD LITTLE HALLAM HILL
ILKESTON

52°57'36.97302"N 1°18'30.20861"W



* JUNCTION OF QUARRY HILL RD + LITTLE HALLAM HILL (BULLS HEAD)
ALSO HIGH AND SET TO INCREASE

HIGH AIR POLLUTION



This address is in the 66th national percentile ?

EXCEEDS THREE W.H.O. LIMITS

LEVELS & HEALTH EFFECTS

AIR QUALITY REPORT



27 WIRKSWORTH ROAD
ILKESTON

52°57'13.16232"N 1°19'22.13718"W



Google

© Google

SIGNIFICANT AIR POLLUTION



This address is in the 47th national percentile ?

EXCEEDS THREE W.H.O. LIMITS

LEVELS & HEALTH EFFECTS



ENTRANCE TO PIONEER MEADOWS SET TO INCREASE TO HIGH POLLUTION WITH THE NEW DEVELOPMENT.



AIR QUALITY REPORT



LADYWOOD FARM, LADYWOOD ROAD
ILKESTON

52°57'10.78515"N 1°20'10.19594"W



Google

© Google

SIGNIFICANT AIR POLLUTION



This address is in the 42nd national percentile ?

EXCEEDS THREE W.H.O. LIMITS

LEVELS & HEALTH EFFECTS

* LADYWOOD FARM NEXT TO THE BEGINNING OF THE RELIEF RD. ALSO SET TO INCREASE WITH THE 2477 HGVS AND EXTRA 2100 CARS AT LEAST FROM THE 1300 HOUSES TO THE LEFT.



Green Flag Award List 2023



Green Heritage Site



(5 PAGES)



Community

*APPENDIX 7 - PIONEER MEADOWS GREEN FLAG AWARDS 2019 - 2023.

PTO →



Pioneer Meadows	Erewash Borough Council
Straw's Bridge Ilkeston	Erewash Borough Council
Victoria Park (Ilkeston)	Erewash Borough Council
West Park	Erewash Borough Council
Arnot Hill Park	Gedling Borough Council
Bestwood Country Park	Gedling Borough Council
Breck Hill Park	Gedling Borough Council
Burton Road Jubilee Park	Gedling Borough Council
Gedling Country Park	Gedling Borough Council
North Hamilton	Greenbelt Group Ltd
Memorial Park Whaley Bridge	High Peak Borough Council
Argents Mead	Hinckley & Bosworth Borough Council
Hollycroft Park	Hinckley & Bosworth Borough Council
Abbey Park and Grounds	Leicester City Council
Beacon Hill Country Park	Leicestershire County Council
Market Bosworth Country Park	Leicestershire County Council
Snibston Colliery Park	Leicestershire County Council
Watermead Country Park (North)	Leicestershire County Council
Loughborough University	Loughborough University
Carr Bank Park	Mansfield District Council
King George V Park (Mansfield)	Mansfield District Council
Peafield Park	Mansfield District Council
Quarry Lane LNR	Mansfield District Council
The Carrs Park & LNR	Mansfield District Council
Titchfield Park	Mansfield District Council
Yeoman Hill Park	Mansfield District Council
Community Garden	Newark & Sherwood District Council
Newark Castle Gardens	Newark & Sherwood District Council
Sconce & Devon Parks	Newark & Sherwood District Council
Sherwood Heath Cockglode and Rotary Woods	Newark & Sherwood District Council
Vicar Water Country Park	Newark & Sherwood District Council
London Road Cemetery Newark on Trent	Newark Town Council
Coronation Park (Corby)	North Northamptonshire Council
East Carlton Country Park	North Northamptonshire Council
Hazel and Thoroughsale Woods	North Northamptonshire Council
Rockingham Road Pleasure Park	North Northamptonshire Council
Broomleys Cemetery	North West Leicestershire District Council
Coalville Park	North West Leicestershire District Council
Bulwell (Northern) Cemetery	Nottingham City Council
Bulwell Bogs	Nottingham City Council
Bulwell Forest Recreation Ground	Nottingham City Council
Colwick Country Park	Nottingham City Council
Forest Recreation Ground	Nottingham City Council
High Wood Cemetery	Nottingham City Council

Green Flag Award Winners 2022



Green Heritage Site



Community

PTO →

Derby Arboretum	Derby City Council
Markeaton Park	Derby City Council
Sunnydale Park LNR	Derby City Council
Bath Gardens	Derbyshire Dales District Council
Hall Leys Park	Derbyshire Dales District Council
Forbes Hole Local Nature Reserve	Erewash Borough Council
Pioneer Meadows	Erewash Borough Council
Straw's Bridge Ilkeston	Erewash Borough Council
Victoria Park (Ilkeston)	Erewash Borough Council
West Park	Erewash Borough Council
Arnot Hill Park	Gedling Borough Council
Bestwood Country Park	Gedling Borough Council
Breck Hill Park	Gedling Borough Council
Burton Road Jubilee Park	Gedling Borough Council
Gedling Country Park	Gedling Borough Council
North Hamilton	Greenbelt Group Ltd
Memorial Park Whaley Bridge	High Peak Borough Council
Argents Mead	Hinckley & Bosworth Borough Council
Hollycroft Park	Hinckley & Bosworth Borough Council
Abbey Park and Grounds	Leicester City Council
Beacon Hill Country Park	Leicestershire County Council
Market Bosworth Country Park	Leicestershire County Council
Snibston Colliery Park	Leicestershire County Council
Loughborough University	Loughborough University
Carr Bank Park	Mansfield District Council
King George V Park (Mansfield)	Mansfield District Council
Peafield Park	Mansfield District Council
Quarry Lane LNR	Mansfield District Council
The Carrs Park & LNR	Mansfield District Council
Titchfield Park	Mansfield District Council
Yeoman Hill Park	Mansfield District Council
Newark Castle Gardens	Newark & Sherwood District Council
Sconce & Devon Parks	Newark & Sherwood District Council
Sherwood Heath Cockglode and Rotary Woods	Newark & Sherwood District Council
Vicar Water Country Park	Newark & Sherwood District Council
London Road Cemetery Newark on Trent	Newark Town Council
Coronation Park (Corby)	North Northamptonshire Council
East Carlton Country Park	North Northamptonshire Council
Hazel and Thoroughsale Woods	North Northamptonshire Council
Rockingham Road Pleasure Park	North Northamptonshire Council



Green Heritage Site



Green Flag Award Winners 2021

England

East Midlands

141 Green Flag Award winners

Park Title	Managing Organisation
Belper Cemetery	Amber Valley Borough Council
Belper Parks	Amber Valley Borough Council
Belper River Gardens	Amber Valley Borough Council
Crays Hill Recreation Ground	Amber Valley Borough Council
Crossley Park	Amber Valley Borough Council
Heanor Memorial Park	Amber Valley Borough Council
Pennytown Ponds Local Nature Reserve	Amber Valley Borough Council
Riddings Park	Amber Valley Borough Council
Amphill Great Park	Amphill Town Council
Rutland Water	Anglian Water Services Ltd
Ashby de la Zouch Bath Grounds	Ashby de la Zouch Town Council
Brierley Forest Park	Ashfield District Council
Kingsway Park	Ashfield District Council
Lawn Pleasure Grounds	Ashfield District Council
Portland Park	Ashfield District Council
Selston Golf Course	Ashfield District Council
Titchfield Park Hucknall	Ashfield District Council
Kings Park	Bassetlaw District Council
The Canch (Memorial Gardens)	Bassetlaw District Council
Belper Memorial Gardens	Belper Town Council
A Place To Grow	Blaby District Council
Glen Parva and Glen Hills Local Nature Reserves	Blaby District Council
Bramcote Hills Park	Broxtowe Borough Council

PTO →

Colliers Wood	Broxtowe Borough Council
Chesterfield Canal (Kiveton Park to West Stockwith)	Canal & River Trust
Erewash Canal	Canal & River Trust
Foxton Locks	Canal & River Trust
Nottingham and Beeston Canal	Canal & River Trust
Queen's Park	Charnwood Borough Council
Chesterfield Crematorium	Chesterfield Borough Council
Eastwood Park	Chesterfield Borough Council
Holmebrook Valley Park	Chesterfield Borough Council
Poolsbrook Country Park	Chesterfield Borough Council
Queen's Park	Chesterfield Borough Council
Boultham Park	City of Lincoln Council
Hartsholme Country Park	City of Lincoln Council
Lincoln Arboretum	City of Lincoln Council
Coronation Park (Corby)	Corby and Kettering Shared Service
East Carlton Country Park	Corby Borough Council
Hazel and Thoroughsale Woods	Corby Borough Council
Daventry Country Park	Daventry District Council
Alvaston Park	Derby City Council
Chaddesden Park	Derby City Council
Darley Park	Derby City Council
Derby Arboretum	Derby City Council
Markeaton Park	Derby City Council
Sunnydale Park LNR	Derby City Council
Bath Gardens	Derbyshire Dales District Council
Hall Leys Park	Derbyshire Dales District Council
Forbes Hole Local Nature Reserve	Erewash Borough Council
* Pioneer Meadows	Erewash Borough Council
Straw's Bridge Ilkeston	Erewash Borough Council
Victoria Park (Ilkeston)	Erewash Borough Council
West Park	Erewash Borough Council
Arnot Hill Park	Gedling Borough Council
Bestwood Country Park	Gedling Borough Council
Burton Road Jubilee Park	Gedling Borough Council
Gedling Country Park	Gedling Borough Council
Memorial Park Whaley Bridge	High Peak Borough Council
Argents Mead	Hinckley & Bosworth Borough Council
Hollycroft Park	Hinckley & Bosworth Borough Council
Rockingham Road Pleasure Park	Kettering Borough Council
Abbey Park and Grounds	Leicester City Council
Spinney Hill Park	Leicester City Council
Beacon Hill Country Park	Leicestershire County Council
Market Bosworth Country Park	Leicestershire County Council
Snibston Colliery Park	Leicestershire County Council



Green Flag Award Winners 2020



Historic England

PTO →

Boultham Park	City of Lincoln Council
Hartsholme Country Park	City of Lincoln Council
Lincoln Arboretum	City of Lincoln Council
Coronation Park (Corby)	Corby and Kettering Shared Service
Hazel and Thoroughsale Woods	Corby Borough Council
Daventry Country Park	Daventry District Council
Alvaston Park	Derby City Council
Chaddesden Park	Derby City Council
Darley Park	Derby City Council
Derby Arboretum	Derby City Council
Markeaton Park	Derby City Council
Sunnydale Park LNR	Derby City Council
Hall Leys Park	Derbyshire Dales District Council
Forbes Hole Local Nature Reserve	Erewash Borough Council
Pioneer Meadows	Erewash Borough Council
Straw's Bridge Ilkeston	Erewash Borough Council
Victoria Park (Ilkeston)	Erewash Borough Council
West Park	Erewash Borough Council
Arnot Hill Park	Gedling Borough Council
Bestwood Country Park	Gedling Borough Council
Burton Road Jubilee Park	Gedling Borough Council
Gedling Country Park	Gedling Borough Council
Memorial Park Whaley Bridge	High Peak Borough Council
Argents Mead	Hinckley & Bosworth Borough Council
Hollycroft Park	Hinckley & Bosworth Borough Council
Rockingham Road Pleasure Park	Kettering Borough Council
Abbey Park and Grounds	Leicester City Council
Spinney Hill Park	Leicester City Council
Beacon Hill Country Park	Leicestershire County Council
Market Bosworth Country Park	Leicestershire County Council
Loughborough University	Loughborough University
Carr Bank Park	Mansfield District Council
King George V Park (Mansfield)	Mansfield District Council
Peafield Park	Mansfield District Council
Quarry Lane LNR	Mansfield District Council
The Carrs Park & LNR	Mansfield District Council
Titchfield Park	Mansfield District Council
Yeoman Hill Park	Mansfield District Council
Newark Castle Gardens	Newark & Sherwood District Council
Sconce & Devon Parks	Newark & Sherwood District Council
Sherwood Heath Cockglode and Rotary Woods	Newark & Sherwood District Council
Vicar Water Country Park	Newark & Sherwood District Council
London Road Cemetery Newark on Trent	Newark Town Council
Coalville Park	North West Leicestershire District Council



Green Heritage Site



Green Flag Award Winners 2019


England

East Midlands

125 Green Flag Award winners

Park Title	Heritage	Managing Organisation
Belper Cemetery		Amber Valley Borough Council
Belper Parks		Amber Valley Borough Council
Belper River Gardens		Amber Valley Borough Council
Crays Hill Recreation Ground		Amber Valley Borough Council
Crossley Park		Amber Valley Borough Council
Heanor Memorial Park		Amber Valley Borough Council
Pennytown Ponds Local Nature Reserve		Amber Valley Borough Council
Riddings Park		Amber Valley Borough Council
Ampthill Great Park		Ampthill Town Council
Rutland Water		Anglian Water Services Ltd
Brierley Forest Park		Ashfield District Council
Kingsway Park		Ashfield District Council
Lawn Pleasure Grounds		Ashfield District Council
Portland Park		Ashfield District Council
Selston Golf Course		Ashfield District Council
Titchfield Park Hucknall		Ashfield District Council
Kings Park		Bassetlaw District Council
The Canch (Memorial Gardens)		Bassetlaw District Council
A Place To Grow		Blaby District Council

PTO →

Glen Parva and Glen Hills Local Nature Reserves		Blaby District Council
Bramcote Hills Park		Broxtowe Borough Council
Colliers Wood		Broxtowe Borough Council
Chesterfield Canal (Kiveton Park to West Stockwith)		Canal & River Trust
Erewash Canal		Canal & River Trust
Queen's Park		Charnwood Borough Council
Chesterfield Crematorium		Chesterfield Borough Council
Eastwood Park		Chesterfield Borough Council
Holmebrook Valley Park		Chesterfield Borough Council
Poolsbrook Country Park		Chesterfield Borough Council
Queen's Park		Chesterfield Borough Council
Boultham Park		City of Lincoln Council
Hartsholme Country Park		City of Lincoln Council
Lincoln Arboretum		City of Lincoln Council
Hazel and Thoroughsale Woods		Corby Borough Council
Daventry Country Park		Daventry District Council
Alvaston Park		Derby City Council
Chaddesden Park		Derby City Council
Darley Park		Derby City Council
Derby Arboretum		Derby City Council
Markeaton Park		Derby City Council
Sunnydale Park LNR		Derby City Council
Hall Leys Park		Derbyshire Dales District Council
 Pioneer Meadows		Erewash Borough Council
Straw's Bridge Ilkeston		Erewash Borough Council
Victoria Park (Ilkeston)	Green Heritage Site	Erewash Borough Council
West Park		Erewash Borough Council
Arnot Hill Park		Gedling Borough Council

DBRC – Datasets
✕

Dataset Information for D0145/008/01

Metadata

DBRC Statistics

Dataset ID	D0145/008/01		
Dataset Title	Derbyshire Wildlife Trust – Pioneer Meadows Reserve, Version 1		
Dataset ID	Species	Dataset Title	Acknowledgements
D0145/008/01	Derbyshire Wildlife Trust	Derbyshire Wildlife Trust – Pioneer Meadows Reserve	Derbyshire Wildlife Trust
Geographic Coverage			

Showing 1 to 1 of 1 entries (filtered from 223 total entries)

Abstract Projects and data associated with Derbyshire Wildlife Trust work.

Acknowledgements Derbyshire Wildlife Trust

Total Records

Search: **Pioneer meadows**

Statistics

Date Entered	Entered between 19/10/2022 and 19/10/2022		
Entry Method	Imported		
Total Records	115		
Date Range	2005 - 2005		
Species Groups	Conifer		1
	Fern		2
	Flowering Plant		111
	Horsetail		1

✕ Close

✕ APPENDIX 8 – DERBYSHIRE COUNTY BIOLOGICAL REGISTER.

[Skip to main content](#)



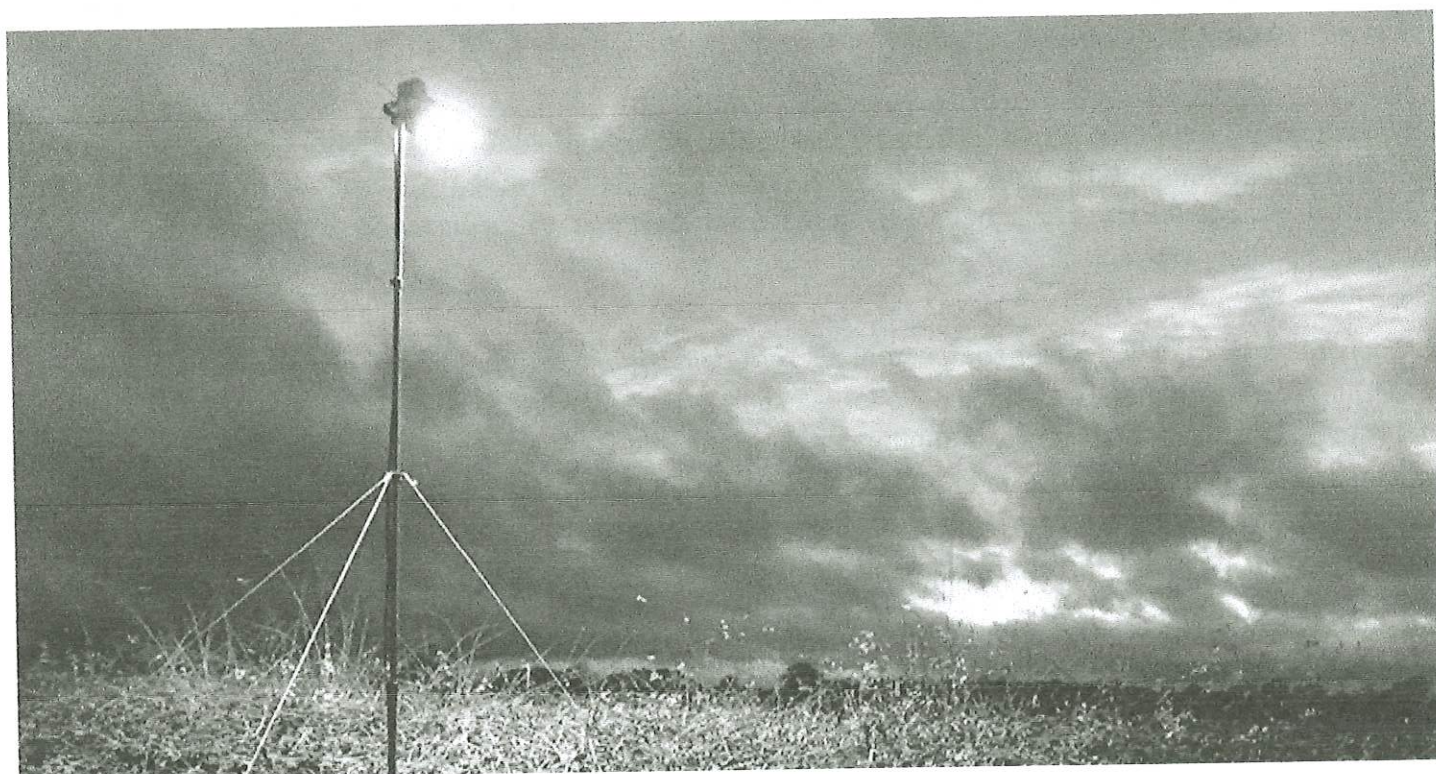
[\(//www.ncl.ac.uk/\)](http://www.ncl.ac.uk/)

Press Office (/press/)

Tackling the growing issue of light pollution

Published on: 30 October 2023

Light pollution is getting worse but could be easily remedied.



An experimental street light erected at Cockle Park Farm, Newcastle University

LEDs can be modified more easily than conventional sodium lamps by adjusting their intensity, spectral output and other features of street light systems

Professor Darren Evans

PTO →

Light pollution, or excessive artificial light at night, is now recognised as a major driver of environmental change, adversely impacting wildlife and even human health. But predicting how entire communities of plants and animals respond to light pollution is difficult. Published today (30 October) in the *Philosophical Transactions of the Royal Society B*, the world's longest running scientific journal, a team of Guest Editors that includes researchers from Newcastle University **have compiled a theme issue** (<https://royalsocietypublishing.org/toc/rstb/2023/378/1892>) titled 'light pollution in complex ecological systems' that draws together 17 papers from experts in the field.

(3 PAGES)

Professor Darren Evans (<https://www.ncl.ac.uk/nes/people/profile/darrenevans.html>) from the School of Natural and Environmental Sciences, who is a Guest Editor and author of three of the published papers, said: "Street lights, vehicles, commercial buildings and domestic sources are all contributing to night-time light pollution, and it is becoming increasingly clear that it affects a range of plants and animals, including humans. But most studies to date have tended to look at the responses of individual species, rather than looking at the responses of whole communities at the ecosystem scale. This theme issue goes some way to addressing that gap."

The collection of studies in the theme issue aims to dive deeper into how light pollution affects the natural environment. Newly published articles investigate light pollution ecology at various scales and in a range of environments, from single processes to whole communities, to better understand the relationship between light pollution, ecological balance, and human influence.

Drawing on a decade of research on the topic, Professor Evans said: "We were the first to show that **street lighting disrupts pollinating moths** (<https://www.ncl.ac.uk/press/articles/archive/2016/06/moths/>), revealing shifts in moth activity in street-lit areas from vegetation level to lamp-post height and the impact this is having on their ability to pollinate flowers.

"We then found direct evidence that street lights impact local insect populations, cutting numbers by 50%" (<https://www.ncl.ac.uk/press/articles/archive/2021/08/ledstreetlights/>). We found 'eco-friendly' light-emitting diode (LED) streetlights are even more harmful for insect populations than the traditional sodium bulbs they are replacing.'

Street lights are not only a major source of direct light pollution emissions, but stock has been transitioning to LED technology in many parts of the world, resulting in increases in the blue part of the visible spectrum that is more harmful to biodiversity and human health. But in an article titled '*Mitigating the impacts of street lighting on biodiversity and ecosystem functioning*' Professor Evans argues that there are some simple solutions to this growing problem. He said: "LEDs can be modified more easily than conventional sodium lamps by adjusting their intensity, spectral output and other features of street light systems' but added 'research in this area has been slow."

Ongoing research conducted by Newcastle University students using experimental lighting rigs at NU Farms (Cockle Park) has shown the potential for mitigation experiments, as invertebrate communities respond very quickly and measurably to LED lights.

Professor Evans said: "We are now at a stage where we would like to work with industry in designing both street and domestic lamps that filter out the blue part of the spectrum that is harmful to wildlife and people." He added; "We would also like to develop bulbs that are less attractive to disease carrying insects in malaria hotspots."

Reference

The *Phil Trans B* issue on '**Light pollution in complex ecological systems**' (<https://royalsocietypublishing.org/toc/rstb/2023/378/1892>) is published online.

* LIGHT POLLUTION ALREADY FROM THE NEW STANTON PARK
DATED 22/11/23



ORLE ABBEY
* STANDING ON THE SAME SPOT TURNING 45° TO THE RIGHT TOWARDS
YOU CAN SEE THE DIFFERENCE IN SKY COLOUR ABOVE THE TREES

