

Application Reference ERE/0722/0038

PROPOSED DEVELOPMENT – Outline Application for up to 196 dwellings with all matters reserved other than the means of access.

LOCATION – Land North West of 1-12 Twelve Houses, Sowbrook Lane, Stanton-by-Dale, Derbyshire.

APPELLANT'S NAME: Wulff Asset Management Limited
APPEAL REFERENCE NUMBER: APP/N1025/W/23/3319160

Please find additional information concerning a number of matters raised by [REDACTED]
[REDACTED] in the representation dated 23rd August 2022 (Appendix A).

I understand Wulff Asset Management have addressed and mitigated a number of the 10 points of refusal for this outline planning application, including biodiversity, additional traffic and noise.

Stanton-by-Dale and surrounds, including the application site, historically formed part of the Stanton Ironworks Estate. Stanton and latterly British Steel owned land, buildings, including many farms and houses in the area. The area was developed as a private estate with the ironworks at the core, and roads, railway sidings, tramways, housing and facilities developed to service the company. With this in mind it may be considered that the infrastructure that remains– roads, footways, remnants of housing, railway bridges and sidings are not necessarily of standard construction and do not fit conveniently within, nor allow easy access to, the wider locality.

An example of this is Ilkeston Road, which is currently too narrow for two HGV vehicles to pass, resulting in HGV's using the verge and adjacent footway to enable access. This has considerable safety implications for local pedestrians, damages local infrastructure and creates noise and vibration, which will impact the application site. Please see Appendix B for photographic examples. A further consequence is that traffic flow is interrupted.

Sustainability and Access.

There is no pedestrian, nor any safe vulnerable road user (disability scooter, pushchair, pedal cycle) access from the development site to amenities in Little Hallam (convenience store, Post Office, primary school) or Ilkeston (town centre with amenities and central shopping location). The former railway bridge over the Nutbrook Trail does not have a footway and there is no visibility over the bridge. See photographs 1 and 2, Appendix C.

The Updated Biodiversity Enhancement Plan AMENDED for Planning Application ERE/1221/0002 Ref. 1221_0002 DX1, Verdant Regeneration Outline Planning for Stanton North indicates there is a proposed footpath connection from Ilkeston Road to the Nutbrook Trail Route 67. It has not been clarified whether this public access will be available on the ground as contradictory documents within application ERE/1221/0002 indicate the area is to be fenced for biodiversity enhancement purposes. For this development to be sustainable a non-vehicular, public multi-user route needs to be available to by-pass the former railway bridge. An informal path exists however work would be required to make it Disability Discrimination Act compliant. Currently this informal route has steps, a steep bank and an earth surface. The legal status of this route, currently used by cyclists, pedestrians and occasional horse riders needs to be formalised. It is noted that the applicant is not the landowner of this informal access route, and requests by local user groups and residents through the planning system have not resulted in the landowner dedicating a public right of way.

I understand the Developer has considered tarmacing the unmade surface by the canal bridge for use as a public footpath. This area is historically used by Stanton Fishing Club for parking and may not be included within the highway boundary.

Furthermore, there is an insufficiently wide footway to enable safe pedestrian and vulnerable road user access along Low's Lane to Sandiacre or Stapleford. A pinchpoint on the Low's Lane railway bridge has a footway of approximately 50cm in width. (See Appendix C, photo 3). There is no continuation of the footway on the northern side of the bridge towards the application site, requiring the road to be crossed (current speed limit 40mph).

I understand the Developer has considered widening the footway along Sowbrook Lane to Kirk Hallam (link to primary school, playground, nursery and small shopping precinct). Whilst this would be beneficial, it would require people from the development to cross Sowbrook Lane (road speed 40mph). This proposal does not appear to have considered the proposed Kirk Hallam Access Road which would create an additional junction and require another road crossing. The footway is particularly narrow (approx 60cm wide) to the front of Twelve Houses, and as there is no proposed footway on the northern side of Sowbrook Lane, this too would require upgrading.

Considering Active travel: increasing levels of walking and cycling in England - Transport Committee - House of Commons, I would expect to see facilities be included for cycling and, due to the rural nature of the location, equestrians, for example multi-user off road routes within the site and linking the site. The lack of active travel opportunities and safe off-road routes to amenities and local facilities makes the proposed housing development unsustainable.

Derbyshire County Council considers the existing road network is capable of withstanding the additional traffic created by this Development. However, a number of recent planning applications (e.g. Verdent Regeneration Outline Planning ERE/1221/0002) and the local plan state that local road junctions and roads are close to failure and infrastructure works will be required to alleviate future traffic volumes. As a local resident I too believe the existing road network is unable to sustain further increase in traffic levels, particularly considering the future increase in traffic volumes anticipated from Planning Application ERE 0423/0018 Verdant Regeneration, Unit 1, New Stanton Park (reserved matters), part of the granted outline permission for the Stanton North Development, logistics and warehousing employing up to 4000 persons on the adjacent site (planning ref. ERE/1221/0002).

Recent local development has resulted in the destruction of a number of local landmarks and buildings associated with ironworking and the Stanton Ironworks Company (ironworking has been undertaken in the Erewash Valley since Roman times). The ironworking history of the Erewash Valley and Stanton area has been almost completely erased save Twelve Houses (Grade II Listed), Grove Farmhouse (Grade II Listed), the Institute and the non-designated heritage assets Stanton Office Headquarters, Fire Station and Stanton Air Raid Shelter. As such the local significance of Twelve Houses, early ironworkers cottages, as a link to the industrial past, has intensified and their isolated setting within the landscape should be further protected.

This development will result in the loss of open landscape and visual amenity within the valley, particularly when viewed from Little Hallam, Ilkeston, Kirk Hallam and Stanton-by-Dale. The requirement to conserve the local Dales countryside was outlined in the planning permission for remediation of the Grove Farm Tip, Off Sowbrook Lane.

For clarity please note that a number of the points cited in the refusal of this application were brought to the attention of the Developer at pre-consultation stage, please see Appendix D. It is disappointing that these weren't acknowledged and addressed within the initial planning application.

Appendix B.

Photographs of Ilkeston Road abutting the application site showing use of the footway by HGV's. Also note the worn kerbs and verge on the left-hand side used by HGV's and Wide Load Vehicles.



Appendix C.

Photo 1. View North along Ilkeston Road and over the former railway bridge towards Little Hallam and Ilkeston. The end of the footway on Ilkeston Road is visible on the right as is cul-de-sac public footpath Stanton-by- Dale Footpath No. 24. There is no footway over the bridge.



Photo 2. View South along Quarry Hill Road heading towards the development site (sited over the bridge and canal on the right). There is no pedestrian access or footway from Ilkeston and Little Hallam.



Appendix C, Photo 3. Low's Lane railway bridge with limited pedestrian footway width. Access route from the Development Site to Sandiacre and Stapleford town centres.

