

Green Belt Review

Erewash Borough Council

January 2025

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1. Introduction

The Erewash Green Belt Review (GBR) provides a systematic assessment of existing Green Belt designation within Erewash Borough. It focuses specifically on appraising Green Belt against three of the five purposes of designation set out by Paragraph 143 of the December 2024 version of the National Planning Policy Framework (NPPF).

The GBR has been produced in response to a request made by the Planning Inspector currently examining the soundness of the Erewash Core Strategy Review (CSR) in order to assist with its ongoing independent examination. The GBR assesses designation across the Borough against the following three purposes:

- Safeguarding the countryside from encroachment
- Preventing neighbouring towns from merging, and
- Checking the unrestricted sprawl of large built-up areas

Assessment of the Green Belt against these three purposes enables the GBR to, both through its technical analysis and the accompanying mapping, appraise the relative strength and effectiveness of the designation inside Erewash. The GBR subjects the current designation to appraisal in order to establish to what extent it continues to contribute towards the three functions listed above. The GBR should be read in conjunction with its brief supporting methodology, produced to help guide its work. This provides justification as to why the two remaining purposes of Green Belt concerning the protection of the setting and special character of historic towns and to strengthen focus around utilising land to assist with urban regeneration, have not been held as relevant for the purposes of assessing Green Belt.

The work undertaken and the findings of the GBR, concluded through a map presented at the end of this document, provide important context in understanding the impacts arising from the Council's identification of land within Green Belt to assist with how it plans to meet the Borough's short and longer-term housing requirements. It will contribute to the consideration of specific proposed allocations through a Site Selection Paper which forms part of the wider portfolio of work requested by the Inspector to support the independent examination of the CSR.

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2. Approach to systematic assessment

With only three of the five Green Belt purposes subject to assessment, the GBR is structured into three main sections. While the supporting methodology provides further detail towards how the systematic assessment intends to appraise each purpose, further helpful information regarding each section is provided below.

Section One: Safeguarding the Countryside from Encroachment

This section identifies fifteen Countryside Units within Erewash, defined by the alignment of major roads (A-classified and above) or the extent of Green Belt designation as it relates to the inset boundaries of settlements. This applies to roads and settlements both inside and outside of the Borough as a consequence of the Nottingham-Derby Green Belt's wider strategic coverage, with designation extending across several neighbouring local authority areas. Despite several of the identified Countryside Units extending across the Borough's boundary into adjacent local administrative areas (as shown within mapping and described by the relevant assessments), conclusions reached in respect of the extent to which Green Belt is assessed as contributing a role in safeguarding the countryside from encroachment only applies to the designation inside Erewash Borough. Mapping of the Countryside Units throughout Section One show Units of Green Belt within Erewash edged in an olive green colour, whilst Green Belt designation within the Unit but located outside of the Borough is edged in blue.

Assessment of each identified Countryside Unit concludes whether development within the Green Belt inside its boundary could or would not be likely to encroach into the countryside.

Section Two: Preventing Neighbouring Towns from Merging

This section assesses the role Green Belt plays in preventing neighbouring towns from merging. The GBR has identified a network of towns and urban areas, located both inside and outside of the Borough, resulting in the identification of seven individual corridors where Green Belt currently provides separation. The defining of corridors between towns and urban areas, with a particular focus on Green Belt around the periphery of the town and urban area situated at each end, enables the GBR to assess to what extent the designation continues to be effective in contributing towards their ongoing role to separate neighbouring towns. The defining of corridors within the GBR is based upon the width and orientation of how the linked town and urban areas are inset from Green Belt, enabling analysis of the relationship between the extent of inset areas and the immediately adjoining designation. In some instances, the alignment of boundary at each end of the corridor may see Green Belt on the edge of a town or urban area located beyond a defined corridor, resulting in identifying designation which makes only a limited contribution towards the continued need to separate towns and urban areas. Such areas will be shown in grey on the mapping used to accompany the commentary throughout Section Two.

In common with the approach taken in Section One, with some towns and urban areas located outside of Erewash, most of the seven identified corridors extend out beyond the Borough's boundaries. In these instances, the GBR's mapping shown within the section shows the outer boundary (indicating the two widest points of the corridor), extending between fixed points which represent the broadest inset area of a town or urban area. For the avoidance of doubt, whilst end points outside the Borough have been identified to help define the extent and alignment of a corridor, it is yet again only Green Belt designation around the end of any corridor situated inside Erewash which is subject to assessment as part of the GBR's work. Interlinking corridor lines between points situated around the edge of Green Belt designation are shown by red lines in the mapping within Section Two. Where

these exist within the Borough, they take the form of continuous, unbroken lines. Lines which help to define the extent of sections of corridor outside of Erewash are presented as red dashed lines.

Whilst six of the seven corridors follow the same approach in how separation is considered through the drafting and linking of lines which connect together inset areas at each end, the final corridor (Section G) differs in approach. For Green Belt between Long Eaton and the Toton part of the Nottingham urban area, the narrow and linear nature of designation precludes an identical approach being taken. Instead, the continued effectiveness of Green Belt in separating the two areas is assessed in a more focused section-based appraisal.

Assessment of each corridor of Green Belt identifies areas of designation within Erewash which does not contribute towards the separation of towns and urban areas.

Section Three: Checking the Unrestricted Sprawl of Large Built-Up Areas

This section reviews the ability of existing Green Belt within the Borough to check the unrestricted sprawl of large built-up areas. The section focuses on the role Green Belt designation plays which is located in the immediate vicinity of all inset settlements within Erewash, appraising its effectiveness in limiting sprawl. The scope of appraisal work carried out as part of the Section also includes an assessment of Green Belt around the urban conurbation of Long Eaton, the town of Ilkeston and of Green Belt which directly adjoins several built-up areas inside the Derby urban area in the Derby City Council administrative area.

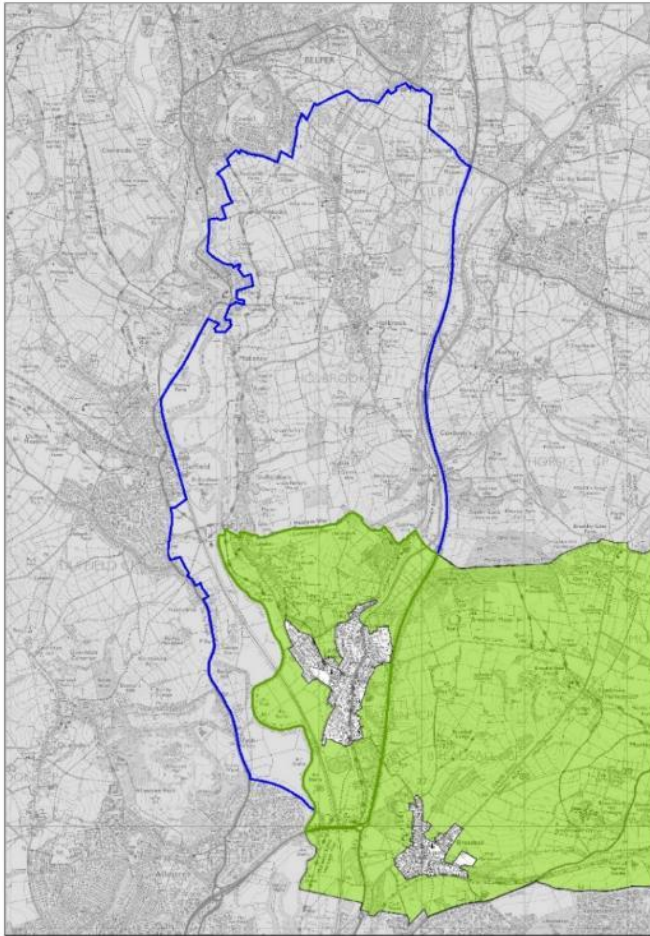
The supporting methodology to the Review provides explanation as to why it is necessary for all inset settlements within the Borough, regardless of their size, to be included in the Section's appraisal work despite some not necessarily demonstrating strong conformity to the definition of large built-up areas.

As part of the GBR's work within this Section, current Green Belt designation around each of the Borough's inset settlements are assessed to consider if 'rounding off' opportunities of a reasonable scale which are proportionate to the size and profile of the settlement exist. Such areas of designation that adjoin settlements are then appraised to establish whether the existence of boundaries or physical features are present which may be able to realistically contain the growth of a settlement in the event of its growth. Parts of the Green Belt designation which after assessment have been held to not be important in checking the unrestricted sprawl of built-up areas are shown as areas with blue edging, whilst parts of Green Belt which continue to contribute to the prevention of sprawl display red edging. In the summary table at the end of Section Three, areas not shown to be contributing to the prevention of sprawl are instead displayed as areas with black edging.

Assessment of Green Belt adjoining each of the Borough's settlements, urban conurbation (Long Eaton and edge of Derby urban area) and town (Ilkeston), identifies through the mapping, areas of Green Belt designation which make only a limited contribution to checking its unrestricted sprawl.

3. Section One - Safeguarding the Countryside from Encroachment

Countryside Unit 1 (CU1)



Area (in Ha) – 1,443 (353 within Erewash, 1,052 within Amber Valley and 38 within Derby City)

Assessment:

This Countryside Unit takes the form of a long, yet relatively narrow corridor of Green Belt designation situated in-between the main roads of the A6 and A38 - both of which run in a broadly north-south alignment, whilst converging slightly towards the southern end of **CU1** nearest the main built-up area of Derby. A sizeable majority of the Unit falls outside of Erewash Borough, with a substantial proportion situated within Amber Valley, and a small segment located inside of Derby City.

Despite its narrow form, there are several inset settlements which sit in-between the urban fringes of Derby City and Belper and represent the southern and northern-most points of **CU1** respectively. In Erewash, the village of Little Eaton is the only inset settlement within **CU1**. In Amber Valley, the inset settlements of Holbrook (including Holbrook Moor and Bargate) and Milford are located within the Unit, whilst the small hamlets of Makeney just off the A6 and Coxbench just west of the A38 are both washed over by Green Belt.

Whilst the presence of several settlements of varying sizes throughout the Unit may suggest a stronger sense of built-up character throughout **CU1**, the assessed landscape within the majority of the Unit helps to reinforce its overall rurality. The Unit straddles two landscape character areas. Although principally within the Peak Fringe and Lower Derwent, a small area along the eastern boundary of **CU1** forms part of the South Yorkshire, Notts and Derby

Coalfield (Coalfield Village Farmlands). The landscape variety throughout **CU1** is demonstrated by the identification of three separate types within the Peak Fringe and Lower Derwent character area. The River Derwent, flowing in close proximity to the A6 is responsible for riverside meadows along its course (and has strong connections with the Derwent Valley Mills World Heritage Site), with the overriding majority of land across **CU1** identified as Wooded Slopes and Valleys. The northern-most area of the Unit immediately south of Belper sees the presence of Gritstone Heaths and Commons.

With Wooded Slopes and Valleys forming approx. 70% of **CU1**, this impacts on the sense of enclosure evident within the majority of land across the Unit. Landscape features regarding the varied, undulating topography, dense scattering of trees and woodland, irregular field patterns and winding country lanes collectively help to create great variety and provide clear visual separation in vistas around these parts of **CU1**.

The elongated shape of **CU1** sees the majority of land around its boundaries free of development, although the Unit does adjoin the main-built up area of Derby, the settlement of Duffield and the town of Belper. However, notwithstanding the surrounding built-up areas, the area throughout **CU1** when taken as a whole does display a strong countryside character, with edge-of-urban areas quickly transitioning into the surrounding countryside when travelling outwards from these locations along roads, tracks or footpaths. South of Belper, the landscape character gives rise to a more open environment, with more regular forms of field enclosure and tree coverage much less noticeable than further south within the Unit. The increased openness in the landscape would make development more visually obvious across a wider area at this part of **CU1**.

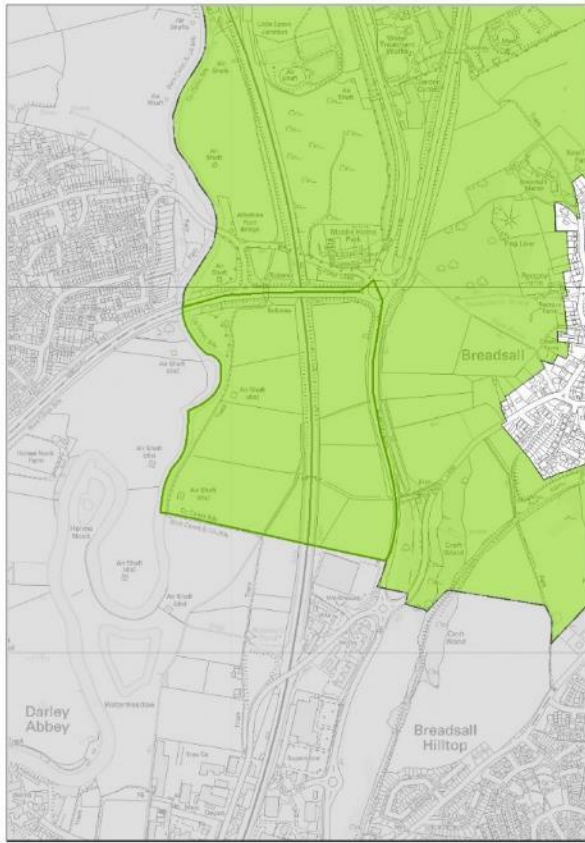
Due to the sizeable area of the Unit, a wide range of development and land-uses can be found across the area. The larger villages of Little Eaton and Holbrook both support neighbourhoods with a limited range of services and facilities broadly commensurate with each settlement's size. However, both villages appear well contained within their wider settings, although the linear layout of Holbrook does see built development stretch over an elongated area along Makeney Road and Belper Road. Notable physical features within **CU1** include the River Derwent which forms the Borough's boundary with both Derby City and Amber Valley as it flows northwards. Aligned closely to the Derwent is the main Derby to Sheffield railway line, both representing dominating visual features within the south and south-west of the Unit where land is appreciably lower along the valley floor.

Overall, **CU1** is a varied Unit of countryside. The differences in landscape help to demonstrate visual variety across its area, with the relative lack of routes (particularly in the more wooded areas centrally reaffirming the lack of connectivity across **CU1**). At its southern-most point close to Little Eaton, the Unit sees many physical features (railway line) and developments (Little Eaton Water Treatment Works, road service facilities at the A38/A61 interchange) create a semi-urbanised, somewhat fragmented environment. Within this area, Green Belt designation plays only a minimal role in safeguarding land within **CU1** from encroachment on the countryside. However, moving northwards past Little Eaton, a much stronger sense of countryside prevails, aided by the diversity in landscape and the notably more undulating topography. Despite the duelled A38 providing a strong boundary to the eastern side of this Unit, the general lack of interaction with the road means it doesn't detract from the rurality evident within this part of **CU1**. With the majority of the Unit displaying characteristics which strengthen and support the countryside 'feel', assessment concludes that Green Belt throughout **CU1** when taken as a whole does help to safeguard the countryside from encroachment.

Conclusion:

Development in this Countryside Unit could encroach on the countryside.

Countryside Unit 2 (CU2)



Area (in Ha) – 36 (all in Erewash)

Assessment:

CU2 is a relatively small Countryside Unit displaying a strong sense of enclosure because of a combination of adjacent higher classification highways and a notable watercourse. Within the Unit, the mainline Derby to Sheffield section of railway running in a north-south orientation divides it into two broadly even sized areas. East of the railway, a small area of riverside meadow spans several fields, each split by irregularly spaced hedgerow trees. The western parcel of the Unit sees evidence of recent arable farming which see larger, more regular shaped fields. By virtue of its surrounds, this Unit is only accessible to vehicles via a track and underpass from neighbouring **CU1**. The southern boundary of **CU2** marks the administrative boundary between Erewash Borough and Derby City.

As described above, the Unit benefits from strong forms of enclosure due to the dual carriageway A38 (Abbey Hill) immediately north, the dual carriageway A61 (Alfreton Road) along its eastern edge and from the River Derwent which forms **CU2**'s western boundary. No similarly strong physical feature is evident along the southern boundary, but a notable corridor of industry situated on both sides of the railway has spread as far north as the administrative boundary which separates the two councils.

No Green Belt designation adjoins **CU2** from inside Derby City.

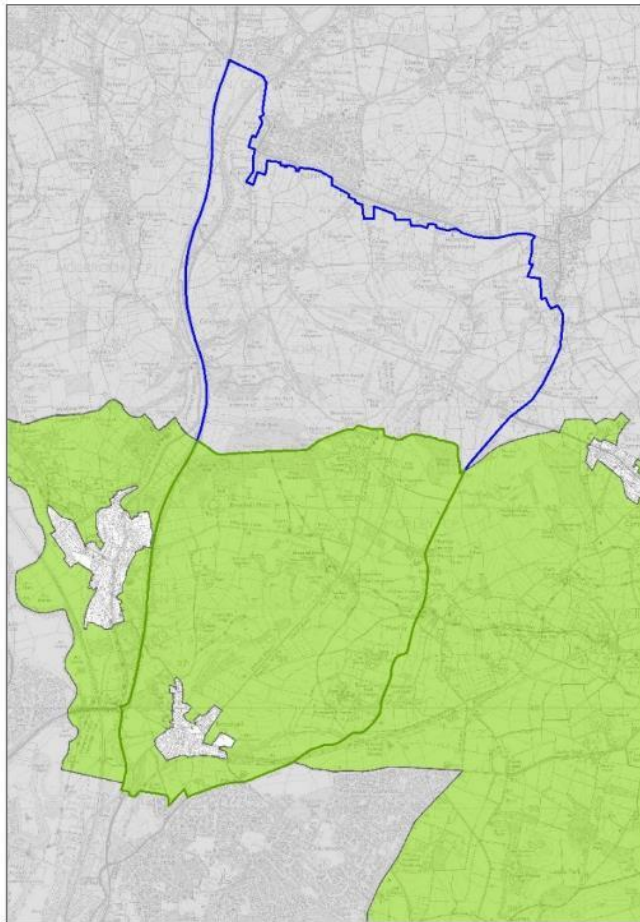
The surrounds of **CU2** contribute notably to the Unit's fairly weak countryside character. Whilst the largely agricultural uses evident within the Unit are symptomatic of countryside, the divided and fragmented nature of **CU2** separating it from its wider surroundings means the Unit is only able to play a modest role in safeguarding the countryside from

encroachment. Cumulatively, the surrounding roads and river serve to create a strong sense of self-enclosure within the Unit, with the presence of the centrally located railway inside **CU2** also adding to a feel of fragmented openness.

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 3 (CU3)



Area (in Ha) – 1,736 (874 within Erewash and 862 within Amber Valley)

Assessment:

This is a significantly-sized Countryside Unit spanning a vast area of Green Belt designation which extends out from the urban fringe of Derby City as far north as the villages of Denby, Kilburn, Horsley Woodhouse and Smalley, all in Amber Valley. Whilst not as narrow in form as that of neighbouring CU1 to the west, the extent of area within the Unit remains relatively limited in its width (contained between the A38 and the A608) considering the size of **CU3**, particularly at its southern-most end around the inset village of Breadsall - although the elongated form is accentuated by the long distance between each end of the Unit. **CU3** sees an almost equal division between Green Belt designation located inside Erewash and Amber Valley.

Settlements throughout the Unit are few in number, with inset villages at Breadsall in Erewash and Horsley in Amber Valley. Despite this, a number of hamlets are located across **CU3**, with Morley Smithy, Morleymoore, Brackley Gate (all Erewash), Morley and Lower Kilburn (Amber Valley) all washed over by Green Belt designation. Whilst Morley Smithy and Morleymoore are relatively compact in their size, Brackley Gate and Morley see piecemeal ribbon residential development alongside the road (Cloves Hill) linking the two areas, slightly reducing the sense of countryside within a central part of **CU3**. More generally, country lanes throughout the Unit, but particularly more noticeable towards the centre and northern areas of **CU3** outside of Erewash are characterised by roadside development (largely residential) which contributes to a weakening of countryside character.

The Unit displays a varied and diverse landscape character. Similarly to neighbouring CU1, **CU3** spans two character areas with South Yorkshire, Notts and Derbyshire Coalfield (SYNDC) across the north and south-east of the Unit, whilst the Peak Fringe and Lower Derwent (PFLD) has been assessed within the central and southern parts of **CU3**. Each area contains two character units, with the SYNDC's northern section displaying Coalfield Village Farmlands and south-eastern section assessed as Plateau Estate Farmlands. The PFDL is divided between Wooded Slopes and Valleys which can be found to the north and south of an area of Gritstone Heaths and Commons.

The complex landscape character assessed across **CU3** does reflect in the visual differences evident across the Unit. Unlike many other Units, a comprehensive network of country lanes pass throughout **CU3**, and together with the undulations in topography from the lower elevations found in the south, increasing in height across the centre (Drum Hill close to the A38 representing the highest point) before gradually falling away to the north, the land across the Unit offers notable variety in its appearance in many places. Notwithstanding this, the land-uses across **CU3** offer further insight into the wider character evident throughout the area.

Within the south of **CU3**, a greater sense of openness is evident across the more open and flatter landscape, although the Broomfield Hall campus of Derby College accessed off the A608 and the network of buildings at the facility contributes to a more urbanised character. A notable land-use north of Breadsall is the Breadsall Priory Golf Course and Hotel complex, expanding across a substantial area on both sides of Morley Lane. Another golf course facility at Horley Lodge is located further north within **CU3**, again, the facility covering a notably large expanse of land. The golf courses in particular, whilst landscaped in a sympathetic manner to the surrounding countryside, do make sizeable contributions towards slight breaks in the identified landscape character areas within their wider settings. As already mentioned, residential development is notable along many of the country lanes throughout **CU3**, which overall aids somewhat to an urbanising effect – although immediately beyond the ribbon housing, the countryside character is restored. There is a clear difference in openness evident between the north and south of the Unit, with residential development in the latter largely contained to Breadsall village. Further north, the several washed over areas result in housing extending out into the countryside.

Of particular note in the south of **CU3** is the relationship between the main built-up area of Derby and the Green Belt within the Unit. This is also the subject of commentary in the other sections of this Review, but several recent major housing developments both north and south of the A608 within Derby City have served to alter the character of the wider area located between the main built-up area and Breadsall Village. Green Belt designation between the A608 and the inset village of Breadsall (which aligns with the route of the Great Northern Greenway) is narrow in its width, and in combination with the busy interchange between the A61, Croft Lane and Alfreton Road with high volumes of traffic travelling between the junction and the neighbouring junction with the A38 on the boundary of **CU3**, land in this part of the Unit does not provide a particularly strong sense of countryside.

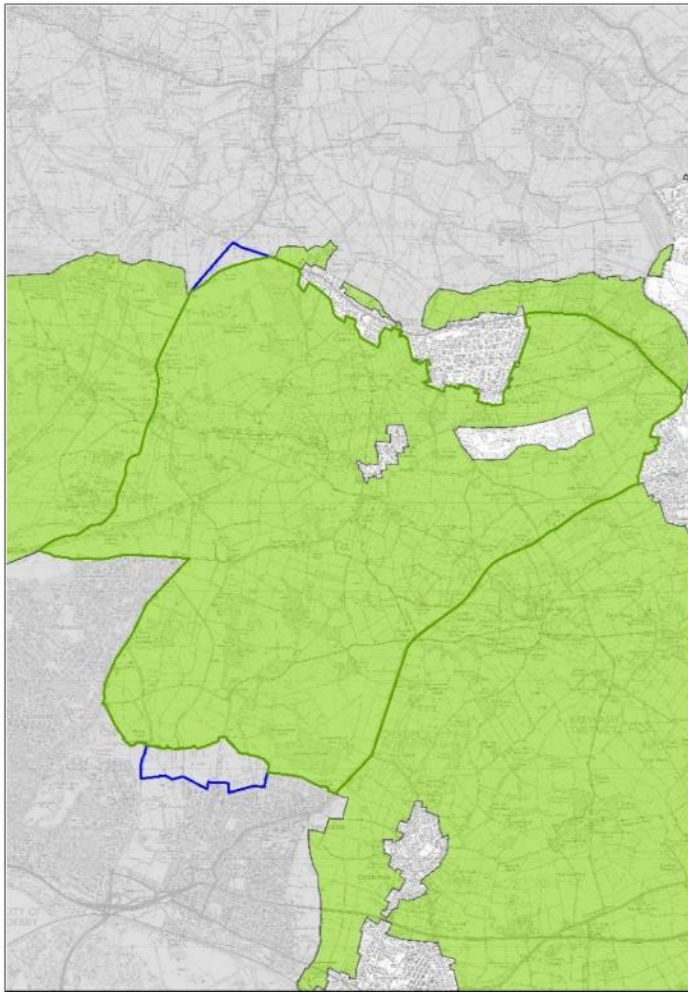
Assessment of the Unit reaffirms notable variation in landscape across the extent of **CU3**. The high prevalence of c20th ribbon development located along country lanes which extend away from the inset and washed over villages does reduce the feel of countryside and openness when travelling along the many highways which pass through the Unit. However, when taken as a whole, the size and vastness of the Unit helps to see substantially more land-uses present within it which are commensurate with countryside than those which are not. The variation evident in landscape character across the majority of the Unit, notwithstanding the urbanised fringes at its southern-most end, also contributes to the sense

of rurality. Due to this, assessment concludes that Green Belt within **CU3** does play a role in helping to safeguard the countryside from encroachment.

Conclusion:

Development in this Countryside Unit could encroach upon the countryside.

Countryside Unit 4 (CU4)



Area (in Ha) – 2,261 (2,196 within Erewash, 55 in Derby City & 10 in Amber Valley)

Assessment:

A substantial Countryside Unit situated almost entirely inside Erewash, with only limited parcels of adjoining and Green Belt designation continuing outside of the Borough. **CU4** represents a significant proportion of the Borough's central Green Belt area, forming much of the designation between the edge of the Derby main urban area and the town of Ilkeston. The Unit is enclosed on both its western and eastern edges by A-roads (A609 and A6096), whilst the extent of **CU4** inside Erewash extends from the administrative boundary with Derby City (adjacent to Oakwood and Spondon) all the way north and north-east to the settlements of Stanley Common, West Hallam and most notably Kirk Hallam (part of Ilkeston). Inset within the Green Belt centrally within **CU4** is Stanley Village and the large West Hallam Storage Depot facility.

Two areas of Green Belt outside of the Borough also adjoin the designation in **CU4**. A small parcel of Green Belt at the northernmost point of the Unit (in Amber Valley) contains a conference centre and several residential properties. Whilst a larger area of Green Belt, consisting of a network of small agricultural fields forming an open break between Spondon and Chaddesden, sees the designation extend southwards across the boundary into Derby City.

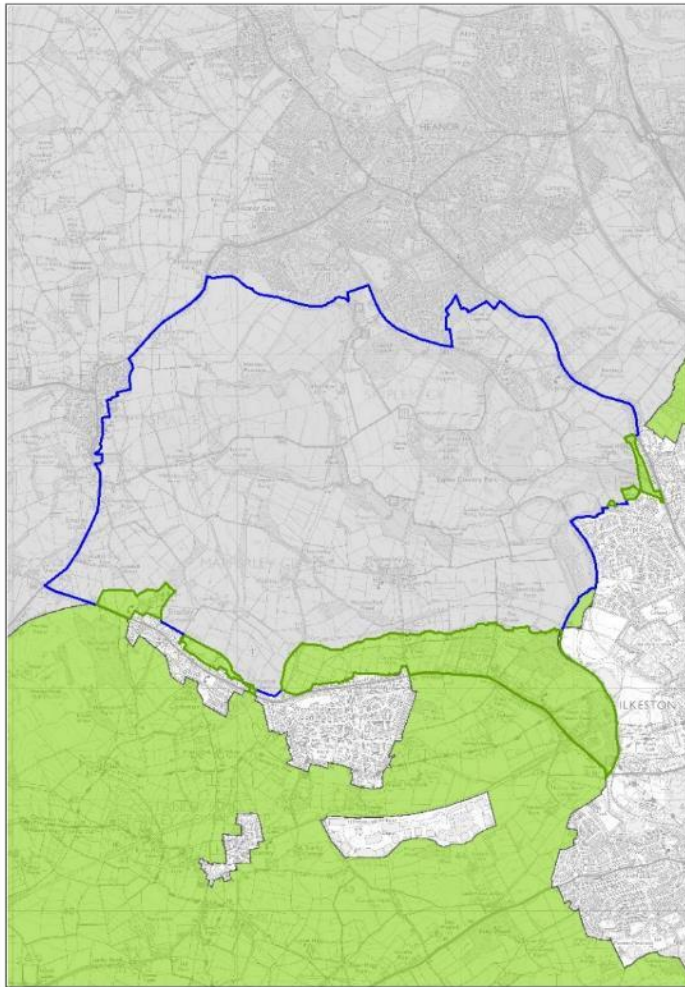
Due to the vast area covered by **CU4**, varying types of landscape are evident across the Unit. With the topography rising from lower ground in the south to higher elevations in the north and north-east, a gradual change of landscape occurs from the lowland village farmlands on the fringes of the Derby main urban area, through to the plateau village farmlands throughout the centre of the Unit and then the coalfield village farmlands within the northern parts of **CU4**. Notwithstanding the type of farmland, the predominant character across the Unit is one of countryside and rurality – particularly in the south as a result of the extensive Locko Hall and Park estate (a Registered Park and Garden). In general, the sense of openness across the southern areas of **CU4** are stronger due to the infrequency and isolation of buildings and structures. Agricultural is the predominant land-use across the area with a number of farms located throughout **CU4**, although some facilities towards the north and north-west fringes of the Unit (such as Morley Hayes Golf Club, Derby County FC's Training Ground and West Hallam Storage Depot) do contribute to a minor dilution of rural character in places.

Overall, **CU4** is an important expanse of Green Belt designation in the sense that it directly adjoins several surrounding settlements as already mentioned elsewhere in this assessment. As such, the Unit plays an important role in safeguarding the countryside from encroachment at a number of different locations around its edge. Whilst the strength of countryside character notably varies at different points within **CU4**, cumulatively the Unit has a strong role to play in preventing the countryside from the encroachment of a number of settlements towards the centre of the Borough.

Conclusion:

Development in this Countryside Unit could encroach upon the countryside.

Countryside Unit 5 (CU5)



Area (in Ha) – 1,460 (168 in Erewash, 1,292 in Amber Valley)

Assessment:

CU5 is an extensive area of countryside which sees Green Belt designation span a vast area of land north of Stanley Common and West Hallam in Erewash, extending as far west as Smalley and northwards to Heanor, both in Amber Valley. The Unit also follows the urbanised fringe of Ilkeston, resulting in the existence of several small parcels of **CU5** located in-between the developed extent of the town and the Borough's boundary with Amber Valley.

The Unit's vast area is a reflection of the strong sense of rurality evident throughout **CU5**. With only the small villages of Mapperley (washed over by Green Belt) and Shipley (although new housing development is under construction at part of the former American Adventure site) located within this Unit. The countryside character is reinforced throughout **CU5** by almost all of the Unit being assessed as Coalfield Estatelands, with the land throughout it displaying gently undulating topography with frequent plantation woodland, tree belts and coverts, a pattern of mid-sized fields defined by hedgerow and extensive areas of existing and relict parkland.

Enclosure within the Unit is largely influenced by the patterns of fields throughout the Estatelands. A network of country lanes and small tracks run throughout the area, although these are largely indirect and help to primarily serve farms and other small developments

scattered throughout **CU5**. As such, the pattern of development across the entirety of the Unit contributes to a strong sense of openness that spans a significant section of Green Belt designation north of the Borough.

As referred to earlier in the assessment, the vastness of **CU5** sees the Unit extend between a number of settlements of varying scale around its perimeter. The inset settlements of Ilkeston, West Hallam, Stanley Common, Smalley and Heanor all share a boundary with Green Belt designation. Ilkeston and Heanor provide a strongly urbanised character to areas east and north of **CU5**, whilst Stanley Common and West Hallam (with notable extending ribbon residential development continuing eastwards along the A609 towards Ilkeston) also providing an urbanised edge to this Countryside Unit. This is replicated to a lesser extent, with ribbon development also lining the southern side of the A608 Heanor Road between Heanor and Smalley. However, despite a significant part of **CU5**'s boundary dividing urbanised areas from adjoining countryside, the large area of **CU5** enables a strong sense of countryside and rural environment to be promptly experienced when travelling outwards from each of the named settlements.

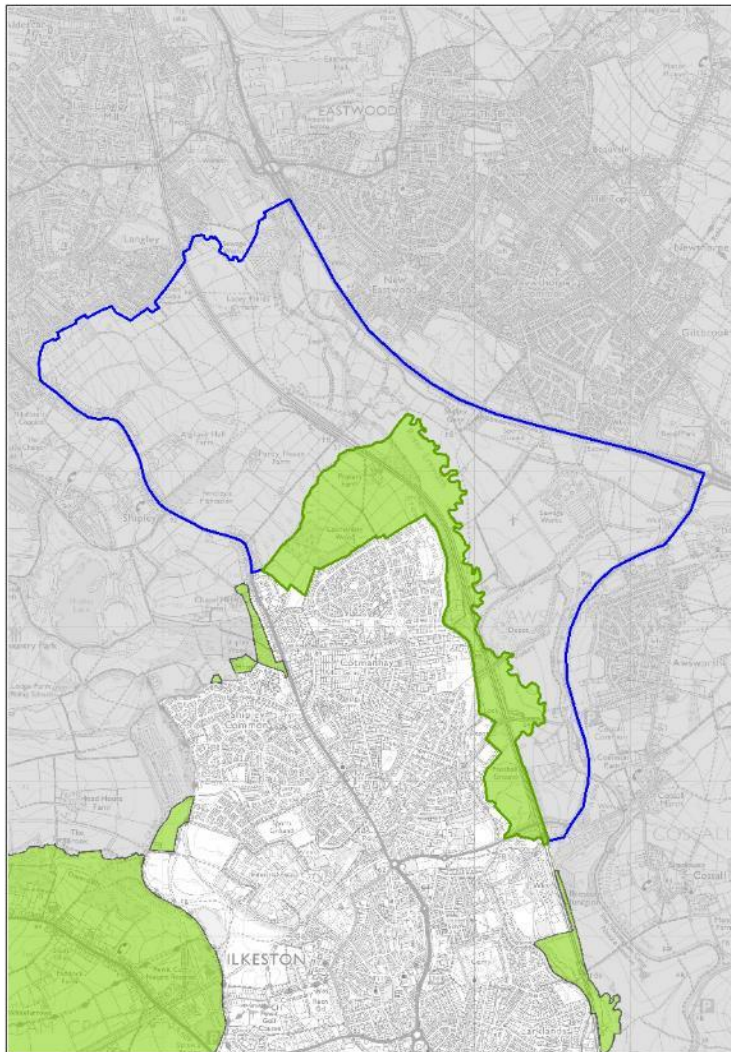
Land uses across the Unit are largely in-keeping with those synonymous with a Coalfield Estateland landscape character. A number of farmsteads see much of the land within its south and west in agricultural use, although further to the east sees other notable features include Mapperley Reservoir and Shipley Country Park. As might be expected with a Country Park, a number of tree belts exist at locations within the east of **CU5**, as well as an area of redevelopment around Shipley Lake consisting of new housing and employment facilities. It is necessary to reference the legacy of coalmining throughout this Unit, with former deep mining collieries at Mapperley and Coppice (south of Heanor) as well as sizeable area of land having been worked in using open cast methods of mining. These have made notable contributions to the landscape in the countryside across **CU5**.

In general, despite this Unit seeing a number of urban areas located around its periphery, it still manages to retain a strong sense of openness and rural character across the vast majority of **CU5**. Land-use across the Unit helps to reinforce this, and whilst small pockets of built-up areas (Mapperley Village, Shipley and the new development around Shipley Lake) are sporadically scattered throughout **CU5**, there is a prevailing sense of countryside which is created by the network of fields, country lanes and tracks, isolated farmsteads and notable wooded areas – these being particularly evident further east and south-east in the area as land recovers from the effects of open cast mining activity. Due to this, the area within **CU5** would be susceptible to change through new development which would likely alter the countryside character that is so prevalent throughout so much of the Unit.

Conclusion:

Development in this Countryside Unit could encroach upon the countryside.

Countryside Unit 6 (CU6)



Area (in Ha) – 607 (110 within Erewash, 251 within Amber Valley and 246 within Broxtowe)

Assessment:

A sizeable Countryside Unit located largely outside of the Borough, with only a relatively small part of Green Belt designation situated within Erewash. A small and narrow area of Green Belt within **CU6** inside the Borough is situated in-between the meandering River Erewash and a sizeable section of the Erewash Canal, although this opens out into a wider area of the Unit further around to the west where CU6 adjoins with the northern-most area of Cotmanhay in Ilkeston.

The section of Green Belt within Erewash forms part of the South Yorkshire, Nottinghamshire & Derbyshire Coalfield landscape character area, with the Erewash segment divided between riverside meadows in the vicinity of the River Erewash and an area of Coalfield Estatelands which expands across into Amber Valley and spans the Green Belt between Ilkeston and Heanor. The identified character types reflect the topography evident across **CU6**, with land immediately either side of the River Erewash in the riverside meadows sitting notably lower than the land extending away to the east and west which gently rises towards the larger urban areas.

In terms of the Unit's sense of enclosure, this is very much influenced by neighbouring urban areas that are inset from Green Belt designation. Whilst **CU6** expands across a relatively large area, its location in-between the towns of Ilkeston, Heanor, Eastwood and the settlement of Awsworth ensure that the Unit has an extremely strong urban character around the majority of its fringe. This is augmented by ribbon residential development extending along both sides of the A6007 that sees an almost continuous built-up area stretching through Green Belt between the towns of Ilkeston and Heanor. With an exterior so dominated by urban development, it is necessary to assess the character within **CU6** to establish whether a sense of countryside and rurality can be identified.

An absence of settlements within the Unit is notable. But development throughout **CU6**, but particularly in the north and the east also serve to restrict the countryside character evident. Several farmsteads are situated throughout the Unit, with the land west of the River Erewash and Erewash Canal largely in agricultural use. This offers a stronger sense of countryside, however, a number of facilities referred to above such as a sizeable sewerage treatment works (STW) facilities at Milnhay-Heanor and further south at Newthorpe STW make an urbanising contribution to land within **CU6**. Moving further south, a former coal disposal point where a new strategic logistical facility is planned covers a significant area of land adjacent to the listed Bennerley Viaduct. A number of smaller industrial uses can be found along the eastern fringes of the Unit accessed off Shilo Way (A6096). Collectively, the development throughout the east of **CU6** brings about an urbanising effect on the wider area. Despite its sizeable area, the Unit is fairly narrow in places, with the coal disposal point forming much of the designation between Ilkeston and the A6096 with Awsworth just beyond.

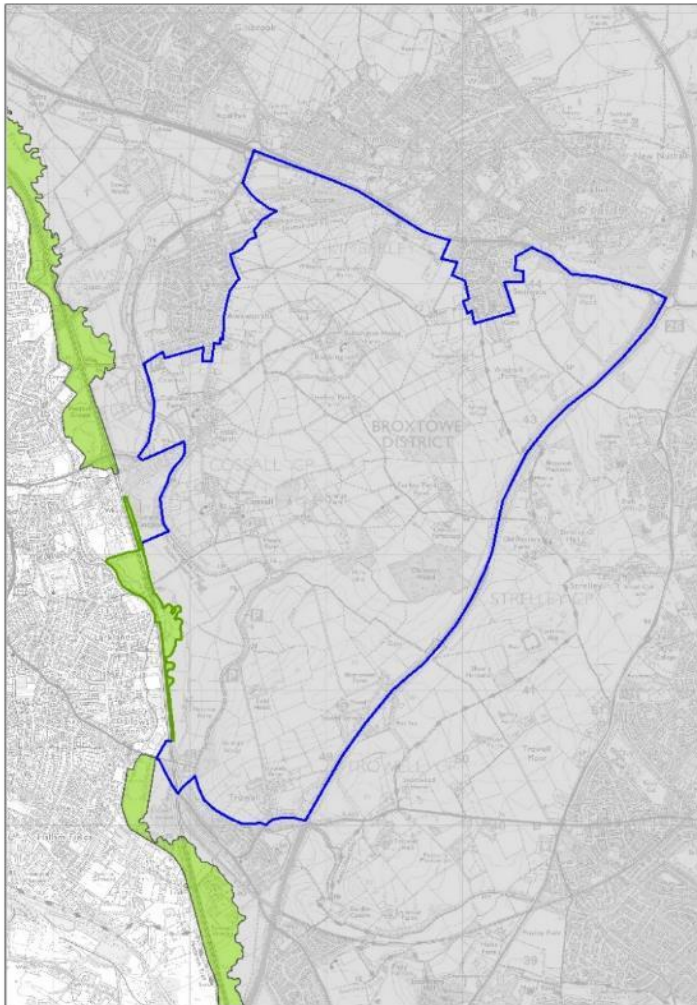
The sense of enclosure across **CU6** is also impacted by physical features found on the ground. The Erewash Valley mainline railway runs throughout the entirety of the Unit along a broadly north-south axis, closely following the alignment of the two watercourses near to the Borough boundary between Erewash and Broxtowe. The alignment of the railway line, with the Canal and River Erewash situated to its east, does serve to physically fragment this part of the Unit from that located further to the west of the railway towards the A6007. A second canal, the Nottingham Canal, also sees intermittent sections of waterway also following a similar alignment further east of the features as described above.

Overall, the Unit is fairly fragmented within its defined boundaries as a result of a number of physical features which run through **CU6**. Together with a number of uses, including those necessary for essential sewerage treatment infrastructure, a disused coal disposal point and a number of small industrial operations in the east of the Unit, all result in a diminished sense of countryside throughout the majority of **CU6**. Further west beyond the railway line, a stronger rural character is evident, and a significant area of this land is actively farmed. However, ribbon housing development along the western side of the A6007 just within this Unit provides a built-up fringe to **CU6** and combined with the large urban areas immediately north, north-east and south then it is felt that Green Belt designation makes only a limited contribution to safeguarding land within **CU6** from encroachment.

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 7 (CU7)



Area (in Ha) – 1,029 (16 within Erewash, 1,009 in Broxtowe & 4 in Nottingham City)

Assessment:

A sizeable Countryside Unit set almost entirely outside of the Borough, with only limited Green Belt designation located within Erewash. The small and narrow area of Green Belt within **CU7** inside the Borough is sandwiched in-between the Erewash Canal and the River Erewash watercourses, with the Erewash Valley railway line splitting the Unit into yet smaller parcels as it divides **CU7** with tracks running along a north-south alignment.

The Green Belt within Erewash forms part of the South Yorkshire, Nottinghamshire & Derbyshire Coalfield landscape character area, with the Erewash element assessed as riverside meadows as a consequence of its flat, riverside landscape characterised by dairy farming, wetland, watercourse trees and a legacy of industrial heritage. **CU7** outside of Erewash extends mainly into neighbouring Broxtowe Borough with a small area located within Nottingham City. Beyond the Erewash section of Green Belt, the sense of countryside is strong, with arable farmland both to the east and west of the Nottingham Canal. East of the Canal, land extends out into the open countryside with agriculture being the predominant land-use as far as the edge of the Unit at the M1 motorway. Occasional clusters of farm buildings can be found spread out throughout the Coalfield farmlands, with Oldmoor Wood and Spring Wood representing sizeable areas of woodland. The small village of Cossall is

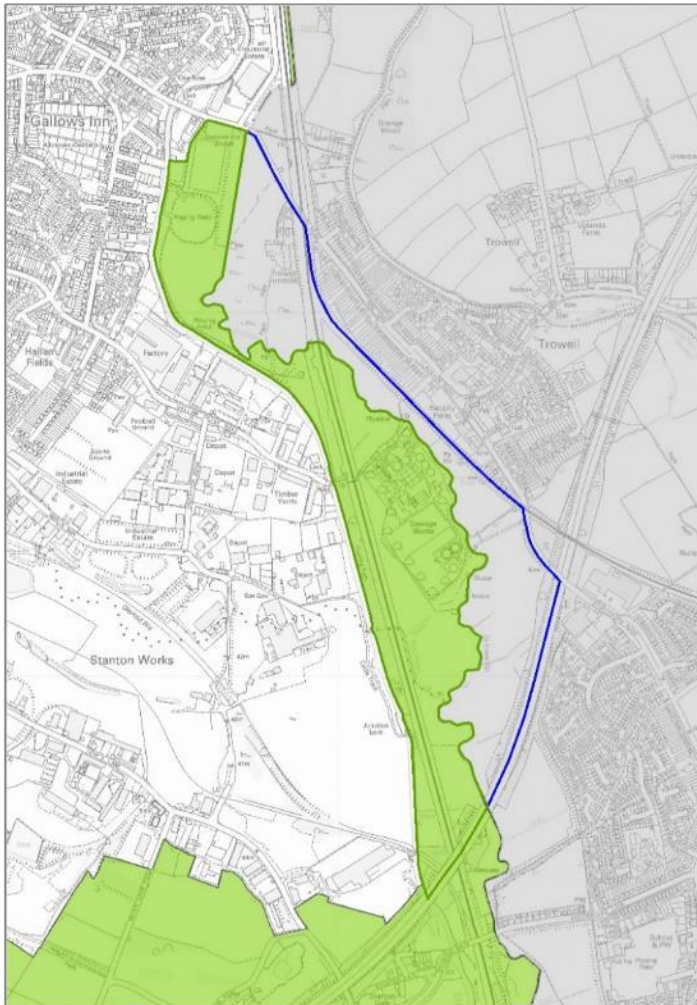
washed over by Green Belt, whilst **CU7** extends as far as Aysworth and Swingate. Beyond these settlements, the A610 dual carriageway provides a strong physical boundary preventing the Unit from its continuation northwards into Kimberley.

Whilst the western fringes of **CU7** have clearly been heavily influenced by modern development with notable industrial areas located just beyond the Green Belt on both sides of the Erewash-Broxtowe boundary, the transition to relatively open countryside moving eastwards when beyond the railway line occurs quickly. Similar to other land around the Borough boundary that is located in close proximity to main watercourses, most forms of development would be heavily limited by the sensitivities of floodplain, while the railway line creates a robust defensible physical feature which has contributed to preventing Ilkeston from encroaching into the countryside. Due to the assessed openness and countryside character evident across **CU7**, the Green Belt designation throughout this Unit does contribute to safeguarding it from encroachment.

Conclusion:

Development in this Countryside Unit could encroach on the countryside.

Countryside Unit 8 (CU8)



Area (in Ha) – 73 (43 in Erewash and 30 in Broxtowe)

Assessment:

CU8 is a small, narrow and linear Countryside Unit that displays a strong sense of enclosure throughout its area due to its surrounding physical features and development within the Unit's boundaries. The Green Belt designation throughout this Unit provides openness between Ilkeston (Erewash) and Trowell (Broxtowe). Central to **CU8** is the gently meandering River Erewash which flows in a north-south alignment, separating the Unit into two broadly even areas, whilst also representing the administrative boundary between the Boroughs of Erewash and Broxtowe.

The assessed landscape character throughout **CU8** is riverside meadow. This is consistent with the flat, low-lying land which extends outwards alongside both banks of the River Erewash throughout this area. Trowell Marsh Local Nature Reserve, displaying wet grassland and lowland swamp habitat, is located on the western side. However, some uses located within the wider Unit are contrary to the general characteristics that are synonymous with riverside meadow, with a sizeable recreation ground (Gallows Inn Playing Fields) situated in the north-west corner of **CU8**, whilst the Hallam Fields Sewage Treatment Works facility (approx. 7ha) sits centrally within the Unit. Also notably visible within **CU8** are sections of the local rail network, with Trowell Junction located just north of the sewage

treatment works. This sees the joining of the Erewash Valley main line and the section of rail linking to Nottingham.

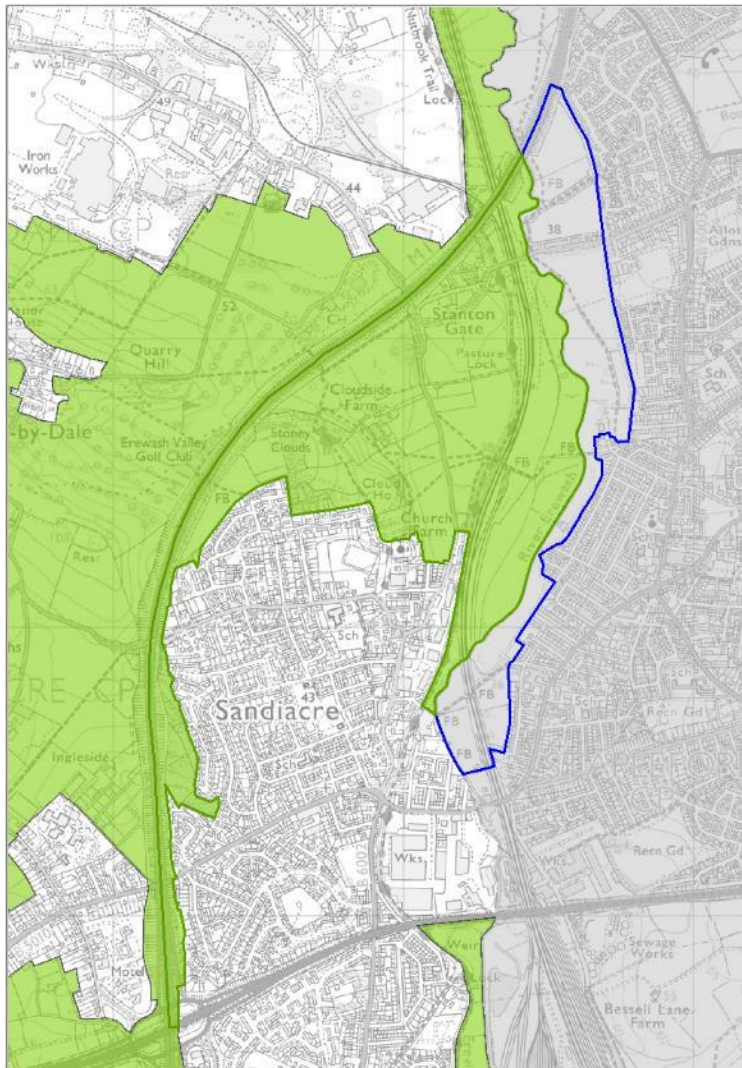
The Erewash Canal forms almost the entire western boundary to **CU8**. This represents a strong physical and permanent boundary which separates the Unit from a vast area of heavy industrial uses (including the eastern part of the Stanton North strategic employment allocation) situated to the west of the Canal. A section of M1 motorway approx. 1km in length forms the southern extent of the Unit, with the Nottingham rail branch (also forming the southern edge of the inset village of Trowell) and A609 Ilkeston Road completing the enclosure of **CU8**.

In general, **CU8** is a strongly enclosed area of Green Belt designation situated between Ilkeston and Trowell which is exclusively edge of urban in its geography and siting. Its overall countryside character, whilst part of a wider band of riverside meadow which stretches along the River Erewash, has been impacted somewhat by the presence of railway lines and a large sewage treatment works. These to a minor degree, dilute the feel of rurality and countryside evident across the Unit, whilst the directly adjoining heavy industrial area and the diverse range of largely outdoor industrial processes occurring immediately west of **CU8** also impacts upon its wider countryside setting. As with other areas of Green Belt in the direct vicinity of functional floodplain, most forms of development throughout the Area would be inappropriate. Notwithstanding, the area does not make a strong contribution to safeguarding the countryside from encroachment. This is largely due to the narrow east-west corridor of Green Belt designation throughout this Unit (0.5km at its widest) with views across **CU8** from built-up areas just outside the area possible on both sides. The combination of railway lines and a sewage works present within an already narrow band of Green Belt also emphasises that land within this Unit makes only a minor contribution to safeguarding the countryside from encroachment, as does the strong sense of enclosure based on the type and permanence of physical features which collectively form the boundaries to **CU8**.

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 9 (CU9)



Area (in Ha) – 151 (113 in Erewash, 38 in Broxtowe)

Assessment:

CU9 is a Countryside Unit in which Green Belt designation extends between the settlements of Ilkeston, Sandiacre and Stapleford. The presence of the M1 motorway running along the entirety of the Unit's western boundary provides a hard physical extent to **CU9**, but results in a long and narrow section of land located in-between the motorway and the current Green Belt boundary that insets Sandiacre as part of the wider Nottingham built-up area. As such, the Unit envelops the west, north and the majority of the east of Sandiacre.

The complex geographical configuration of **CU9** sees a variety of landscape character evident across the Unit. **CU9** spans two character areas, the Trent Valley Washlands and the South Yorkshire, Nottinghamshire and Derbyshire Coalfield, whilst four separate landscape types have been assessed as being present: Lowland Village Farmland, Plateau Estate Farmland, Coalfield Village Farmland and Riverside Meadow. The diverse pattern of landscape is reflected in the topography with land centrally within **CU9** notably higher than that found to its west, east and north.

CU9 is influenced by a strong sense of enclosure around its periphery. It shares much of its boundary with the urbanised areas of Sandiacre and Stapleford on each side of the County administrative boundary. A sizeable section of M1 motorway (3.7km) separates the Unit from more open countryside located further west, whilst land within the north of **CU9** is located in close proximity to the wider Stanton Regeneration area just beyond the M1 and accessed via Ilkeston Road as it passes beneath the motorway. With such urbanised character in areas immediately surrounding **CU9**, the sense of countryside is somewhat restricted – although the fragmented arrangement of land throughout the Unit, aided by the notable variance in topography does enable a rural feel to prevail at limited locations within **CU9**.

Within the Unit, the Erewash Valley section of mainline railway passes in a broadly north-south orientation. The Erewash Canal runs in close parallel to the line, whilst the River Erewash also follows a similar orientation serving to divide the Erewash and Broxtowe sections of **CU9**. Within an already narrow-shaped Unit, the presence of these features adds to the sense of fragmentation across the site, with a diminished sense of openness felt around the eastern parts of **CU9** in particular.

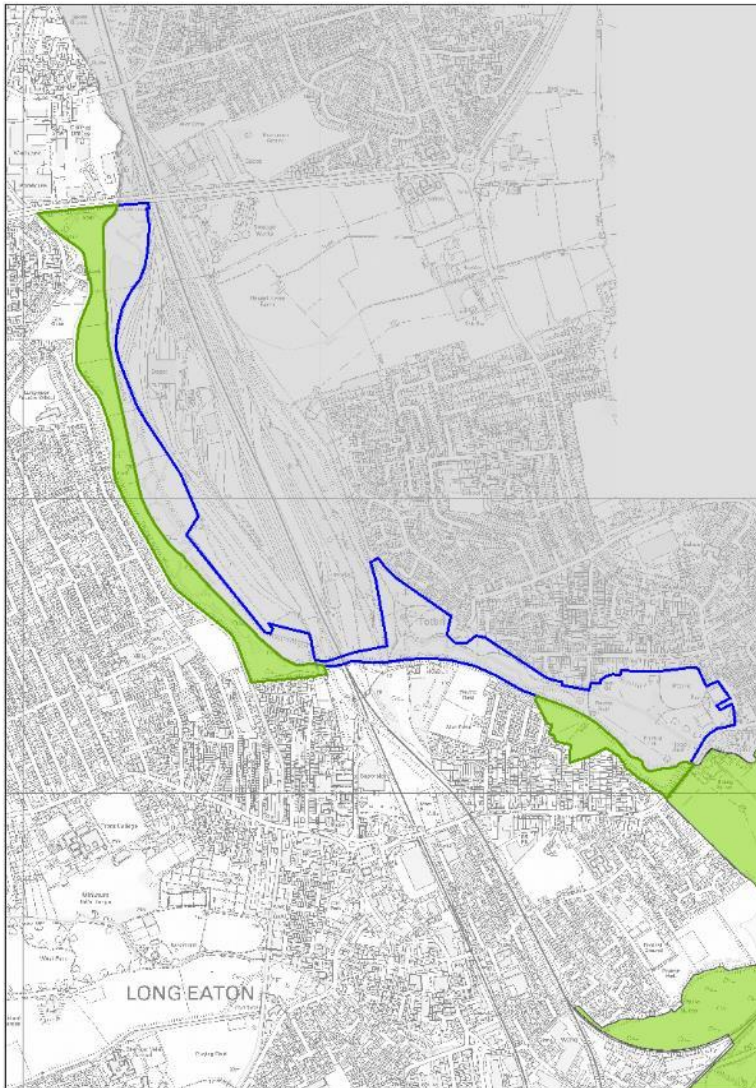
Land-uses across **CU9** are largely compatible with a countryside character. Aside the railway (flanked by notable areas of woodland on former railway land) and waterways, the predominant uses of land within the eastern section of the Unit extending to the Green Belt boundary with Stapleford is for pastoral agriculture. This is typical of low-lying land classified as riverside meadow. Centrally, a significant area of land west of a cluster of buildings at Cloudside Farm is designated as a Local Nature Reserve (Stoney Clouds) on elevated land that offers panoramic views across west, north and eastwards. Moving west/south-west, the width of **CU9** narrows substantially to include an area of sloping land used for grazing, before becoming a dense concentration of woodland planted to form a buffer embankment between residential areas of Sandiacre and the M1 motorway which extends as far as Junction 25.

CU9 is a relatively enclosed area of the Green Belt designation set on the periphery of notable urban areas in Sandiacre and Stapleford. The M1 motorway provides a strong physical feature which establishes a Unit of generally narrow width. Similarly to **CU8**, the countryside character is impacted by the presence of a major railway line and the adjoining presence of urban development to the south, east and north which reduces a rural feeling in all but a handful of places within the Unit. The low-lying, functional floodplain either side of the River Erewash within the east of **CU9** would restrict most forms of built development, but notwithstanding this, the area makes only a weak contribution to safeguarding the countryside from encroachment. The presence of the M1 along the entire western boundary of **CU9** acts as strong enclosing feature which as a result, narrows this Unit to one which is heavily influenced by surrounding urban areas. The variance of landscape, topography and irregular Unit shape caused by the development form of Sandiacre and the bordering M1 all contribute to Green Belt designation throughout the **CU9** not playing a strong role in safeguarding the countryside from encroachment.

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 10 (CU10)



Area (in Ha) – 56.3 (19.3 in Erewash, 37 in Broxtowe)

Assessment:

CU10 is long, narrow Countryside Unit which forms Green Belt designation of limited width between the town of Long Eaton and the neighbourhood of Toton in Broxtowe. The linear shaped Unit is approx. 3.2km in length throughout its centre, and similarly to **CU9**, is heavily characterised by waterways with the River Erewash running throughout the entirety of the Unit, to be joined in parallel for much of its alignment as it travels northwards by the Erewash Canal. The Unit is bookended by an elevated section of the A52(T) Sir Brian Clough Way at its northern end and the A6005 Nottingham Road at **CU10**'s southern-most point.

The northern part of **CU10** is characterised by more open riverside meadow, although this alters moving southwards through the Unit into its central areas with notably dense collections of self-seeding vegetation and trees on land formerly part of a wider, more expansive Toton Sidings marshalling yard. The Erewash Valley railway line passes through the centre of the Unit running in a slightly offset north-south alignment, and further east of the railway sees land begin to regain its openness and offer a stronger relationship to its

assessed riverside meadow landscape type. Notwithstanding the changes of landscape, the Unit retains a low-lying topography – although there is a notable rise in land level eastwards beyond **CU10** with this part of Toton on a much higher elevation.

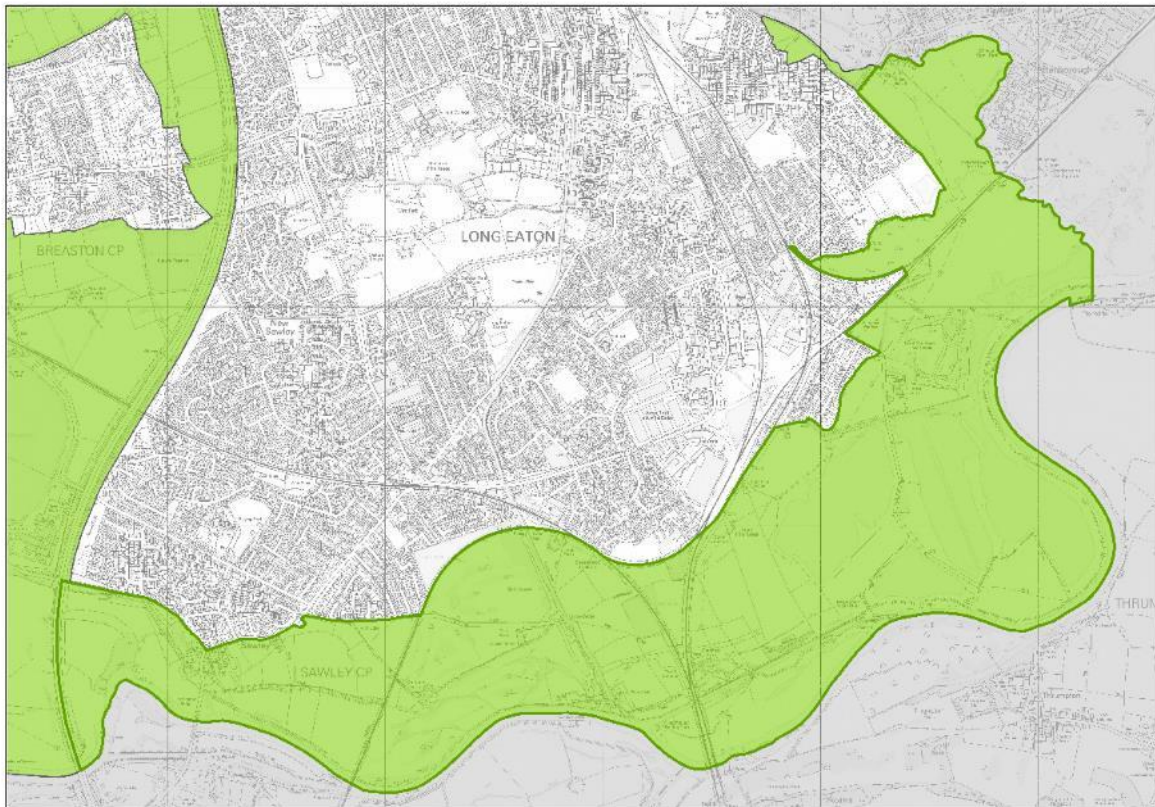
The narrow extent of **CU10** which is never wider than approximately 400 metres across its entirety (and no wider than approx. 230 metres inside Erewash), results in land throughout this Unit feeling strongly associated with neighbouring urban areas. Whilst a handful of locations along the section of the River Erewash offer a sense of rurality, the close proximity of residential development on the western (Long Eaton) side and the extensive sidings and rail depot facility (Toton Sidings) adjoining **CU10** to its east, strongly limits any meaningful countryside character. Away from the sidings in the south-eastern most part of the Unit where the greatest width in Green Belt designation occurs, the openness does allow for a limited sense of countryside to be experienced. However, the setting out of outdoor sporting pitches across the majority of this land (Manor Farm Recreation Ground in Toton) does in itself demonstrate heightened links with the surrounding urban environment.

Whilst not directly within the Unit itself, the rail facilities at the neighbouring Toton Sidings strongly contributes to a wider urban setting in the vicinity of **CU10**. Floodlighting throughout the extensive site also helps restrict any true sense of countryside character in the north of the Unit. With **CU10**'s geography tightly compressed between the Sidings and the Erewash Canal (the western boundary of the Unit), the limited width of Green Belt designation here fails to safeguard the countryside from encroachment. This is also the case moving towards the most south-east point of **CU10** where established residential areas exist just beyond the current Green Belt boundary on both the Erewash and Broxtowe side.

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 11 (CU11)



Area (in Ha) – 499 (all within Erewash)

Assessment:

CU11 is a sizeable area of countryside generally located south and south-east of the Long Eaton main urban area. Its vast extent sees a wide and diverse range of uses evident throughout the Unit including a golf course, watersports activity centre, farms and the historic core of Sawley village. In landscape terms, **CU11** forms part of the wider Trent Valley Washlands and the Unit has been assessed through county-wide landscape appraisal to sit wholly within the Riverside Meadows landscape type which helps describes the predominant land character as consisting of broad, flat flood plain, with meandering rivers and streams and scattered trees along riverbanks. Generally, the landscape throughout the Unit is pastoral in nature.

CU11 forms the entirety of open land between the current development limits of Long Eaton and Sawley and the boundaries with the adjoining councils of Rushcliffe, North West Leicestershire and Broxtowe. The southern-most outer boundary consists exclusively of the River Trent, whilst the eastern boundary follows the alignment of the River Erewash. Whilst Green Belt designation continues over into the neighbouring Rushcliffe and Broxtowe boroughs (but not into North-West Leicestershire), the presence of major watercourses and the consequential extensive area of flood plain (much of this being the functional flood plain) provides justification for restricting the expansion of **CU11** beyond the two rivers.

Within **CU11**, a number of physical features including railways (both mainline and freight lines), minor roads, a watercourse (Erewash Canal) and the many gravel extraction ponds situated either side of Meadow Lane, collectively help result in a fragmented, piecemeal and mixed setting to the Long Eaton main urban area. Much of the Unit's Green Belt boundary

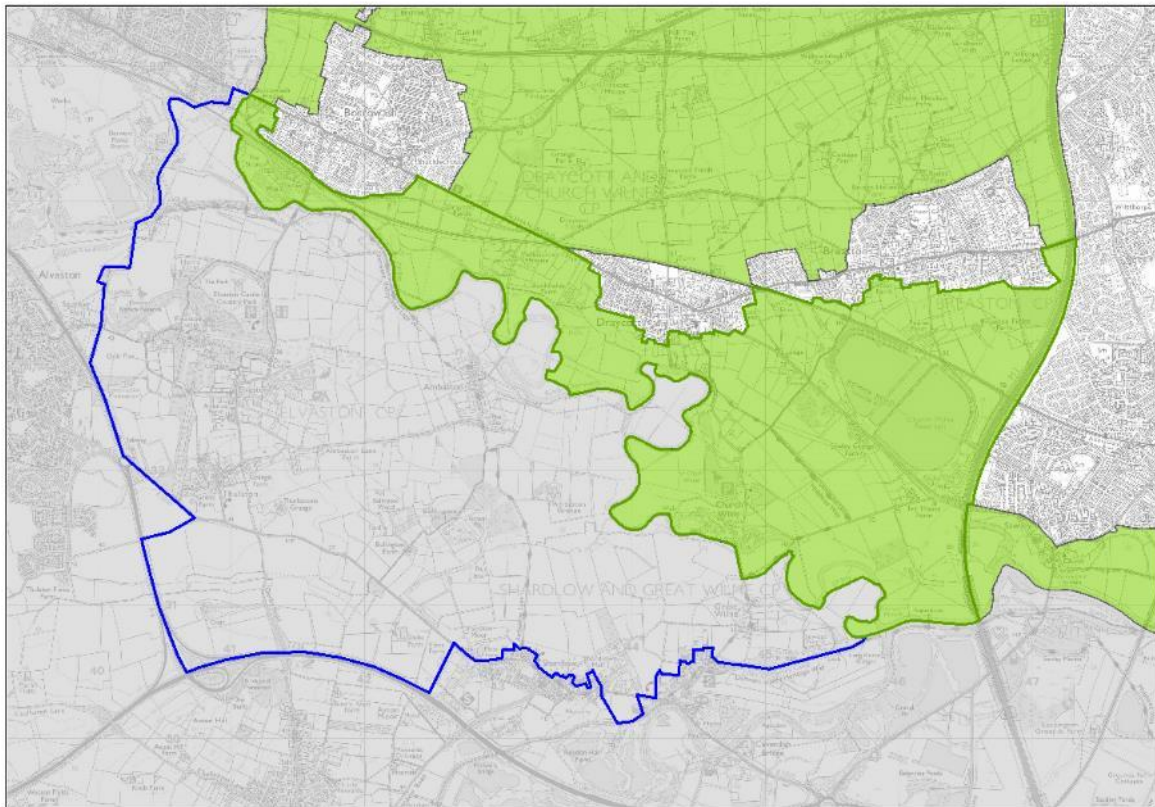
consists of rail, representing a strongly defined physical edge to **CU11** that proves effective in separating edge-of-urban areas from the rural areas just beyond.

The description of **CU11** shows overall a diverse area of land to the south and south-east of Long Eaton. With the Green Belt inside Erewash expanding as far as the River Trent and River Erewash, the designation throughout **CU11** is rather weak at safeguarding the countryside from encroachment due to the presence of physical features at the outermost extent of the built-up area. The geographic form of the Unit, with the width of **CU11** at its most narrow just 300m (and no greater than 1.4km at any point) also reinforces the limited ability of the Green Belt designation here to offer any meaningful contribution in safeguarding surrounding countryside from encroachment.

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 12 (CU12)



Area (in Ha) – 2,032 (722 in Erewash, 1,268 in South Derbyshire and 42 within Derby City)

Assessment:

CU12 is a substantial area of countryside that spans a sizeable section of Green Belt designation throughout the south of the Borough between the edge of the Derby main built-up area and the M1 motorway. A larger area of Green Belt adjoins the Borough to its south beyond the River Derwent as the Unit extends over into South Derbyshire, whilst a small area of designation west of Borrowwash sits inside Derby City.

Unsurprisingly, given the large area covered by **CU12**, the Unit displays significant diversity in land-use across its extent. One common aspect however is the entirety of **CU12** being located within the Trent Valley Washlands landscape character area. Within this, landscape has been assessed as forming two different landscape types, with Riverside Meadows extending in a corridor across land adjacent to each bank of the River Derwent. Beyond this, the landscape type reverts to that of Lowland Village Farmlands. As discussed later within this assessment, land-uses across the Unit are broadly in keeping with the key characteristics of the identified landscape types.

The pattern of development across **CU12** is strongly dispersed, heightening the sense of rurality that is evident around the majority of the Unit. Within Erewash, only the washed over hamlet of Church Wilne is present, with further washed over hamlets found inside South Derbyshire at Ambaston, Elvaston, Great Wilne and Thulston. This results in significant openness across the Unit, although it is defined by a number of built-up villages in Erewash (Borrowash, Draycott and Breaston), with the fairly elongated settlement of Shardlow forming a section of **CU12**'s southern-most boundary. The influence of newer, modern

development is more evident along the Unit's western boundary, with the growth of Derby seeing major housing schemes now having straddled Derby City's boundary with South Derbyshire, reaching as far the A6 road. Further north along the Unit's boundary sees significant new employment facilities situated just beyond the River Derwent to the south of Spondon. Despite the presence of Elvaston Castle and its extensive open parkland, woodland and formal gardens spanning a considerable area of land within the west of **CU12**, it is this side of the Unit which has seen its countryside character most threatened as a consequence of the gradual expansion of Derby's main built-up area.

Covering a vast area from the fringes of Derby all the way east to the edge of Long Eaton and Sawley, this is one of just three Units (the others being CU13 & CU15) which see Green Belt designation extend between the cities of Derby and Nottingham. Openness throughout **CU12** is derived largely from the landscape type prevalent throughout the area, with low-lying land extending away from the River Derwent affording relatively unbroken vistas across much of the Unit. Land-uses are symptomatic of a countryside environment with significant agriculture and farming clearly evident. Waterbodies are also a noticeable feature with the extensive Church Wilne Water Treatment Works and reservoir, St Chads Water, Gravel Ponds at New Elvaston Quarry and the lake within the spacious and largely wooded grounds of Elvaston Castle in-keeping with largely flat topography to be found within the Derwent's floodplain.

Other physical features which characterise **CU12** are the Nottingham to Derby mainline railway that passes in an east-west alignment across the northern part of the Unit. Other notable developments includes a mortar production facility south of Ambaston, the Wescom Defence buildings at Wilne Mill on the banks of the River Derwent, crematorium close to the A50/A6 intersection and Beechwood Park holiday campus to the south-east of Elvaston Castle. The presence of the Derwent as it runs centrally through the Unit does impact on the network of roads throughout **CU12**, with only a single road, the B5010 links land north and south of the river. Elsewhere, a limited number of country lanes offer vehicular access around the Unit helping to link the majority of the various hamlets located throughout **CU12**. With the M1 motorway forming the Unit's eastern-most boundary, no transition from urban into surrounding countryside is possible. The M1 therefore currently helps limit any westwards growth from Long Eaton and Sawley into the central area of **CU12** by acting as a strong Green Belt boundary.

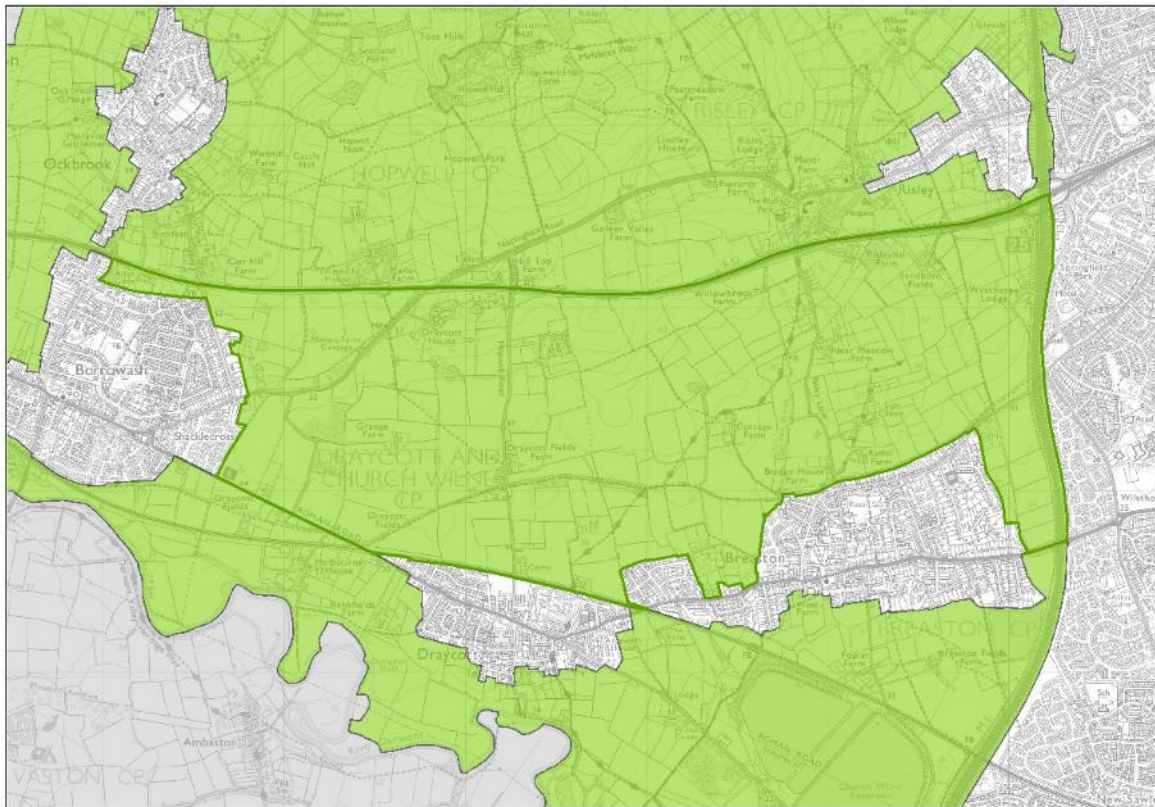
The description of **CU12** reaffirms that a sizeable area of land located on each side of the River Derwent which is largely open can demonstrates a fairly strong countryside character. Land within the northern areas of the Unit are influenced by the directly adjoining settlements of Borrowash, Draycott and Breaston which have all been contained from any further southwards expansion by Green Belt designation. As such, much of **CU12**'s northern boundary (similarly to the eastern boundary) sees a fairly hard interface between housing development and the open countryside immediately beyond. Whilst outside Erewash Borough, the continued south-eastern growth of Derby does threaten the character of countryside around Thulston. Within the Erewash portion of the Unit, the expansion of the three aforementioned settlements in a southwards direction would risk starting to erode the rural character that is evident within the wider surrounding countryside, particularly as this would reduce the open gap which currently exists between them and the River Derwent.

It is clear that which such open land across **CU12**, the Green Belt designation does continue to contribute strongly towards safeguarding the countryside from encroachment.

Conclusion:

Development in this Countryside Unit could encroach on the countryside.

Countryside Unit 13 (CU13)



Area (in Ha) – 662 (all within Erewash)

Assessment:

The broadly rectangular-shaped **CU13** is a sizeable area of countryside that sees a corridor of Green Belt designation extend between the settlement of Borrowwash and the M1 motorway, which represents the outer extent of the Long Eaton main built-up area.

The Unit is strongly defined and enclosed by a combination of the M1 motorway and A52, alongside large sections of settlement boundaries which inset Borrowwash, Draycott and Breaston from the Green Belt. These villages are all linked along an east-west axis by the A6005 Derby Road, another highway which contributes to the formation of boundary to **CU13**. Despite the profile of the Unit being heavily influenced by surrounding villages, no settlement, whether washed over or inset from the Green Belt, is located within **CU13**. Instead, a large network of farms account for the majority of buildings and structures seen within the Unit. These are dispersed widely across the identified area and accessed either by the country lanes which run across **CU13** or via tracks which extend further out into the open countryside.

The assessed landscape of the entirety of this Unit falls within the Trent Valley Washlands character area, with Lowland Village Farmlands identified as the character type. This sees an expanse of gently rolling, almost flat, lowland with river terraces evident across the vast majority of **CU13**. Agriculture and farming throughout the Unit is mixed in its type, but largely arable with crop production occurring across a network of typically medium to large-sized fields. Tree coverage is notably light across **CU13**, with the presence of woodland trees generally confined to hedgerow trees which line and help enclose the field network, although

across the Unit a number of minor watercourses are lined by trees along their respective courses. As demonstrated by its location between the A52 and the A6005, the Unit is relatively narrow in width and never exceeds 1.8km from its southern to northern-most point. The profile of **CU13** and its built-up surrounds immediately east, south and west therefore contributes to slightly diminished sense of countryside, although a rural character still prevails due to the strong presence of farmland and openness across the Unit.

Physical features across **CU13** also help to contribute to the overall character that is evident throughout the Unit. Country lanes, with the exception of the B5010, run in a north-south orientation and radiate outwards into the surrounding countryside from each of the adjoining villages. Two notable aspects of **CU13** are the presence of the Former Derby & Sandiacre Canal and a section of the Nottingham to Derby mainline railway. The former is now a popular multi-user recreational trail, whilst the latter helps to form the entirety of Draycott's village boundary on its northern side, before passing into the adjoining **CU12**.

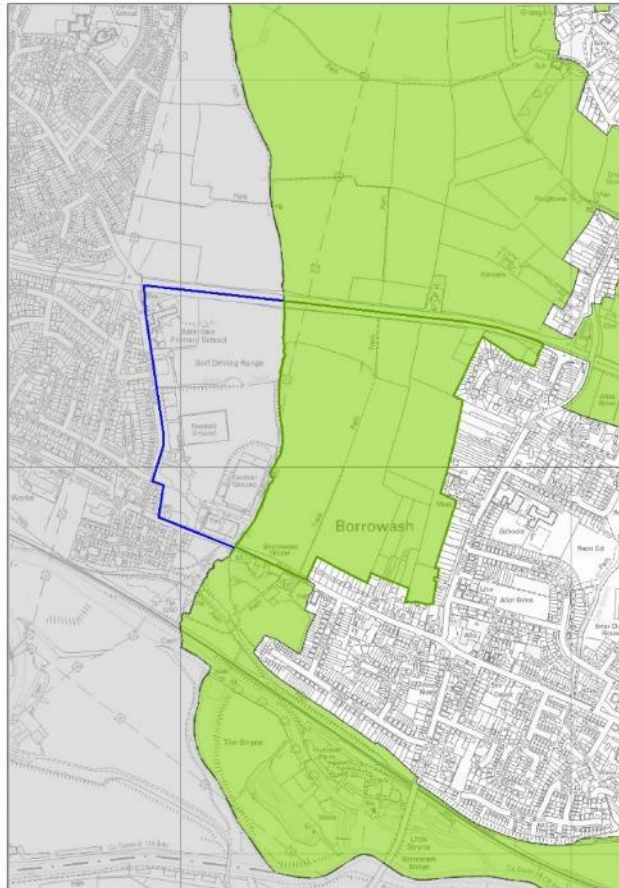
Whilst addressed in more detail in the assessment of **Corridor F** elsewhere within the Green Belt Review, land throughout **CU13** forms part of a relatively narrow band of Green Belt designation which sees land at its eastern and western-most ends play important roles in ensuring the continued overall, wider openness of Green Belt between the Long Eaton and Derby urban areas. Notwithstanding this particular Green Belt purpose, the openness across the wider Unit is worth focusing further on in terms of understand the degree to which it safeguards countryside from encroachment. As already described, the defined area here is notable for its network of dispersed farmsteads located around **CU13**, and in the absence of settlements/built-up areas then land throughout remains largely open with only occasional interruptions due to the largely north-south orientated network of country lanes across the Unit. The alignment of the Former Derby & Sandiacre Canal which runs in an east-west direction across the north of Draycott and north-west of Breaston through open countryside represents a notable physical feature. Passing around 400-500m north of both settlements, the multi-user trail provides a form of 'outer' enclosure away from inset areas. Some areas of land around the built-up fringes of both villages on the southern edge of the Unit, but most notably the derelict site of the former Western Mere School in Breaston, point towards forms of development having once influenced the character at some parts of **CU13**.

Overall, despite a largely urbanised fringe which contributes to **CU13's** sense of enclosure, the Unit does display a reasonably strong countryside character throughout most of its area. This is largely influenced by the prevalence of agriculture and farming across the majority of its extent. The Unit displays somewhat mixed performance in terms of safeguarding the countryside throughout it from encroachment. It is evident that Green Belt land immediately north of Draycott between the railway line and the former Canal forms a loosely functional relationship with the inset village, and this is replicated moving further east within **CU13** where the route of the former Canal converges with the Breaston built-up area owing to the settlement's northward expansion over a number of decades. However, due to the assessed openness and countryside character evident across most of **CU13**, the Green Belt designation throughout this Unit does contribute to safeguarding it from encroachment.

Conclusion:

Development in this Countryside Unit could encroach on the countryside.

Countryside Unit 14 (CU14)



Area (in Ha) – 52 (33 in Erewash and 19 in Derby City)

Assessment:

CU14 is a relatively small Countryside Unit displaying a strong sense of enclosure that is influenced by surrounding physical features and a diverse mix of development types and land-uses. Within Erewash, **CU14** on its northern side is bounded by the A52(T) Brian Clough Way dual carriageway, whilst to the south the A6005 Derby Road forms its boundary. Residential development exists immediately east, primarily located along Victoria Avenue but also homes at Field Close. The western boundary forms the administrative boundary between Erewash Borough and Derby City, with a linear section of woodland accompanying a minor watercourse that extends along the entirety of the boundary. Whilst the majority of **CU14** falls into an arable agricultural use, several large tree-lined grassed paddock enclosures are situated in its south-eastern corner close to homes just within the settlement boundary of Borrowash.

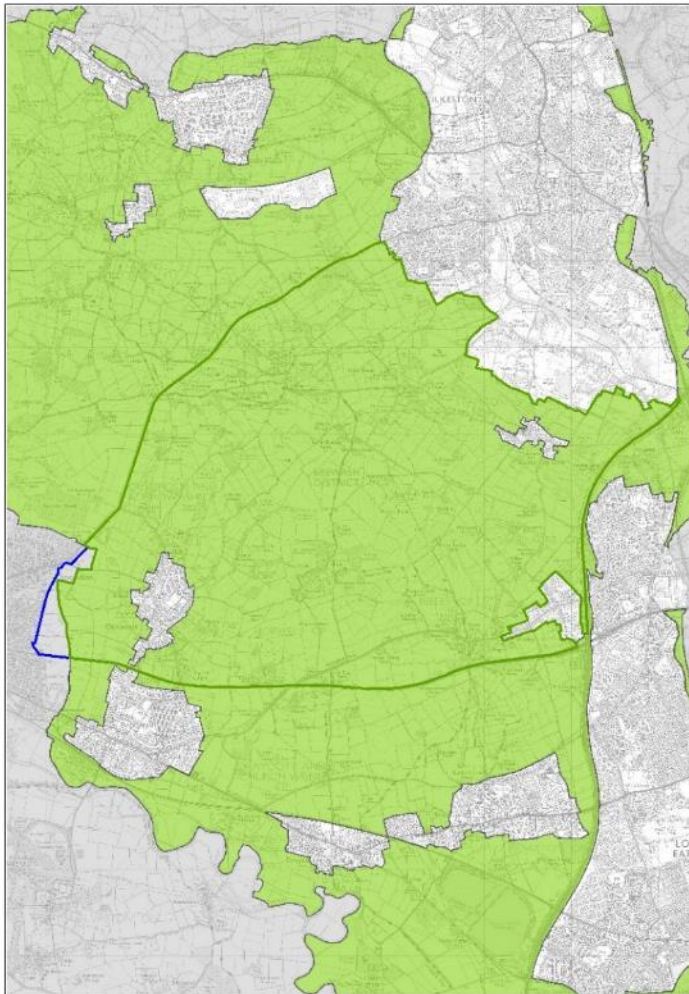
The surrounds of **CU14** as described above help contribute to a fairly weak countryside character evident within this Unit. It's narrow width, particularly along its east-west orientation accentuates this. A range of outdoor sporting facilities (including a football ground with floodlights) situated just beyond the Unit's boundary inside neighbouring Derby City also limits any sense of countryside across this location. With widespread housing development, higher classified roads and floodlit sporting facilities all surrounding the Unit, collectively this forms a strongly enclosed area and as a result, assessment of this purpose of Green Belt throughout **CU14** shows little meaningful contribution to safeguarding the countryside from encroachment given only limited countryside adjoins this Unit and that is situated beyond the

A52(T). Furthermore, with the Nottingham-Derby Green Belt designation extending westwards across the local authority boundary into Derby City, the urbanised character of land immediately west of **CU14** inside Derby City reaffirms that this Unit makes no contribution to safeguarding the countryside from encroachment from outside Erewash Borough

Conclusion:

Development in this Countryside Unit would not encroach on the countryside.

Countryside Unit 15 (CU15)



Area (in Ha) – 2,229 (2,198 within Erewash and 31 within Derby City)

Assessment:

The extensively sized **CU15** represents a substantial area of countryside predominantly located throughout the centre of Erewash Borough, that sees Green Belt designation extend from the edge of the Derby urban area at Spondon as far east as the M1 motorway adjacent to Risley and Sandiacre, with the Unit adjoining some of the Long Eaton urban area.

The Unit benefits from strong defining boundaries around its edge derived from higher classification highways, with the M1 motorway and A52 Brian Clough Way forming much of **CU15**'s boundary along its southern and eastern edges. The north/north-east boundary follows the edge of the Ilkeston urban area around the Stanton industrial area and Kirk Hallam, whilst a sizeable proportion of the north-west boundary aligns with the A6096 Ladywood Road, before a small section of the Derby urban area provides the Unit's western edge. **CU15** differs from all other identified countryside units in that it is the only one which sees Green Belt extend between the Derby, Ilkeston and Long Eaton urban areas, which despite the Unit's vast area, still offers a somewhat urbanised environment around its periphery.

As would be expected across such a large area of countryside, a number of minor roads and country lanes extend around **CU15**. The network is slightly uneven in its connectivity

however, with a significant area of land located centrally within the Unit (which includes the large estate of Hopwell Hall) not accessible to through traffic. This has the effect of seeing the network of B-roads and country lanes positioned more peripherally around **CU15**. These highways help provide access to a number of settlements found within the Unit, with two inset villages at Ockbrook and Stanton-by-Dale located on the western and eastern-most ends respectively, whilst the washed over settlement of Dale Abbey is situated within the north of **CU15**. Country lanes help to link Stanton-by-Dale and Dale Abbey, although Ockbrook's connectivity with the more rural central areas of the Unit is fragmented owing to the Hopwell Hall estate which creates a barrier to access when travelling eastwards from the village. All settlements within **CU15** can however be readily accessed from roads which collectively form the Unit's boundary.

The assessed landscape of the Unit is understandable varied as a result of the comprehensive area of land **CU15** extends over. The southern fringe of the Unit falls within the Trent Valley Washlands character area, with Lowland Village Farmlands identified as the character type. The remainder of the Unit forms part of the South Yorkshire, Notts and Derbyshire Coalfield character area. Throughout the central parts of the Unit, land has been assessed as Plateau Estate Farmlands, whilst within the north of **CU15**, Coalfield Village Farmlands are evident. The variation in character landscape across the Unit makes for a diverse countryside visually, with notable differences from land within its south that gently rolls and is almost flat to the higher elevations in the north of **CU15** where the landscape is more undulating with noticeably more by way of tree coverage. Given the vast area covered by **CU15**, and combined with the diversity of landscape across its extent, the overriding majority of land located away from its perimeter displays a strong level of countryside character with a demonstrable sense of rurality.

A number of physical features across **CU15** help contribute to the overall countryside character evident across the Unit. As discussed, the network of country lanes which run throughout, with the exception of the B5010 which passes across the south of the Unit, help to enhance the feeling of countryside and particularly with the irregular alignment of lanes that respond to variations in field enclosure patterns and the changing topography which reinforces the sense of countryside through much of the centre of **CU15**. A number of watercourses also flow through the Unit, with the Ock Brook, Sow Brook and Golden Brook adding to the variety of rural landscape.

As already referenced, the location of settlements within the Unit also heightens the countryside character evident across **CU15**. Positioned towards the Unit's edge, notable open countryside separates Ockbrook, Dale Abbey and Stanton-by-Dale. Across this area, a large number of farms can be found – some located along country lanes, whilst others are accessed in some cases by lengthy tracks that extend out into the countryside.

With a small proportion of **CU15**'s boundaries adjoining built-up, urban areas, land currently designated as Green Belt at several locations around the edge of the Unit are subject to development pressures which might result in development encroaching into the countryside. An example of this can be found at land to the south and south-west of Kirk Hallam which is the subject of a draft site allocation for a strategic scale housing development alongside local facilities as part of a new Local Centre. The planned provision of a relief road around the outer-most extent of the allocation, with other policy mechanisms in place to establish a softer interface between the development and adjoining Green Belt, would extend the Kirk Hallam into surrounding countryside at the most northerly point of the Unit.

Around the remainder of **CU15**, three other locations see Green Belt directly adjoin inset settlements, and thus, see designation play a role in safeguarding the countryside from encroachment. The first, the wider Stanton Regeneration area, extends across an established area located in the south of the Ilkeston urban area. Land-use and industrial

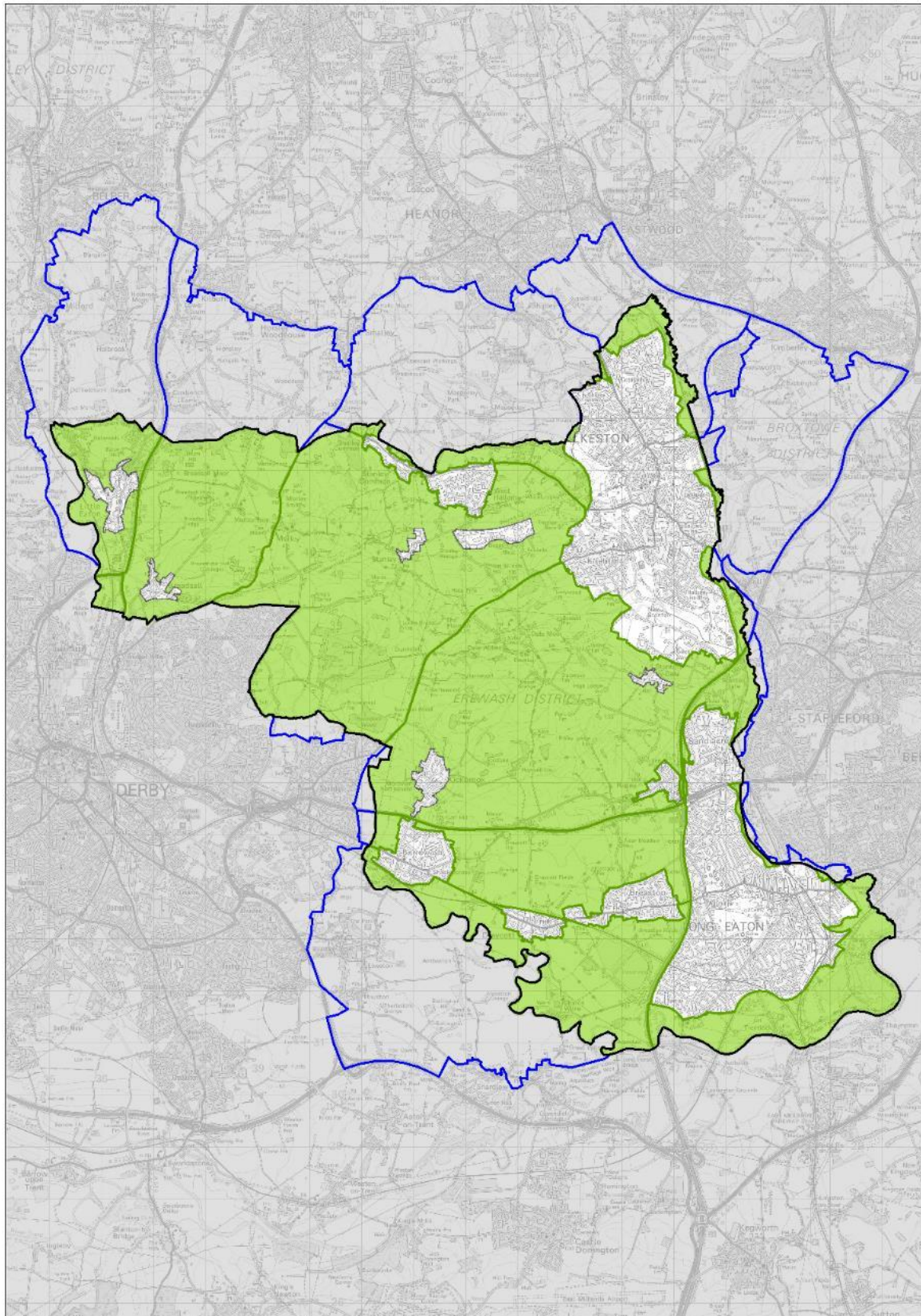
operations within the Regeneration area are well contained, with no historic need to enlarge the footprint of the current employment site. East of Littlewell Lane, the Council currently propose a strategic scale housing allocation with provision for a new Village Centre – although this proposal works to the existing extent of inset area and makes no plans to expand into surrounding Green Belt. The second area of Green Belt which adjoins an urban area within **CU15** is designation inside the Derby City administrative area. This Green Belt, located east of Spondon, contributes to openness between the Derby urban area and the village of Ockbrook – but assessment of its performance is outside the scope of this Green Belt review given it falls outside of Erewash Borough. Finally, the Unit adjoins the inset settlement of Risley. This village is not considered, to represent a higher order settlement owing to the lack of a designated current or proposed centre and therefore would not represent a suitable location for major housing growth.

Overall, despite a notable proportion of **CU15**'s boundary adjoining urban areas, contributing to a built-up environment at certain points around the Unit's fringe, a strong overriding sense of rurality is evident across the vast majority of **CU15** for the reasons described by the assessment. Largely open across its middle and with smaller-sized villages located towards its edge, Green Belt within the Unit plays an important role in ensuring that the expansion of surrounding urban areas does not encroach into the countryside within the central parts of the Borough. This is reinforced when considering the Unit forms an area of Green Belt designation extending all the way across from the edge of the Derby urban area to adjoin the urban areas of Ilkeston and Long Eaton. Due to the assessed openness and countryside character evident across most of **CU15**, the Green Belt designation throughout this Unit does contribute to safeguarding it from encroachment.

Conclusion:

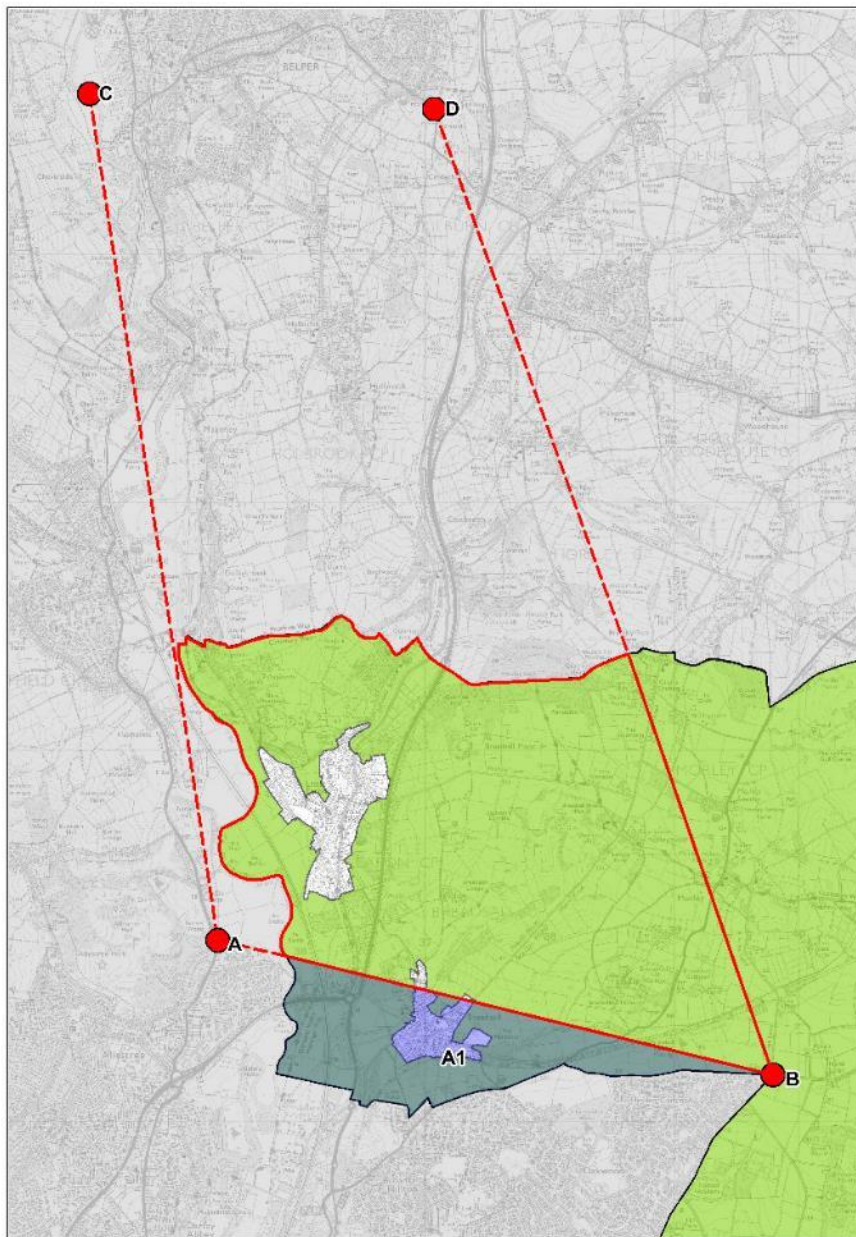
Development in this Countryside Unit could encroach on the countryside.

Map showing all Countryside Units:



3. Section Two – Preventing Neighbouring Towns from Merging

Corridor A – Derby to Belper



Justification of corridor extent

This is an area of Green Belt designation that extends between the city of Derby (located within the Derby City Council Local Planning Authority (LPA)) and the town of Belper (Amber Valley LPA).

The extent of the corridor at its southern-most end (**Points A & B**) is determined by two separate locations. **Point A** just north of the residential property 570 Duffield Road (A6) represents the most northerly location within the Derby City LPA where the main built-up area is inset from Green Belt designation. **Point B** at Kings Corner, Oakwood marks the eastern-most point of the LPA boundary before the shared Green Belt and LPA boundary between Derby City and Erewash then aligns itself back westwards closely following the edge of the Derby main built-up along Morley Road, heading in a south-westerly direction

along the eastern fringe of the Oakwood neighbourhood. **Points A & B** are located approximately 4.6kms apart.

At the northern-most end of the corridor, **Points C & D** represent the corresponding width points on the southern and western edges of the inset town of Belper. **Point C**, located just west of a supermarket off the A6, forms the most westerly part of the inset Belper area, and sees the shortest direct gap in distance interlinking to Point A in Derby City. **Point D** is located where the Green Belt boundary intersects the A609 in the Openwoodgate area of the town. This is the most eastern point of the town's inset from the Green Belt before the designation's boundary takes a sharply pronounced turn northwards to follow the eastern edge of Belper's built-up area. Points C & D are located approximately 2.8kms apart.

The corridor formed from by the linking of points creates a relatively narrow area of Green Belt between Derby and Belper which is nearly twice as wide in width at its southern base, a reflection of the disparity in size between the two. Notwithstanding, the corridor still represents a substantial area of designation between Derby and Belper.

Overview of the corridor

Corridor A spans **Countryside Units 1 & 3**, and further information about the general character evident within each Unit can be found in work to assess their contributions to safeguarding the countryside from encroachment found elsewhere within the Review.

Corridor A sees the duelled A38 passing centrally through its area, following a broadly north-south alignment. This road helps provide the main vehicular access to most of the settlements located within the Corridor, the two largest being Little Eaton (in Erewash) and Holbrook (in Amber Valley). Both are inset from Green Belt designation. The A6 also passes through part of the western side of the Corridor, entering it to the north of Duffield before carrying on to Belper. Most of the built-up areas within the Corridor are situated west of the A38, with much of the land to its east (but particularly towards the south of Corridor A) largely open and displaying a noticeably sparser network of development in general.

In addition to the two larger settlements, other villages and hamlets are located throughout Corridor A. Within Erewash, only the northern-most part of the inset settlement of Breadsall (Rectory Lane) falls inside the defined Corridor, whilst the hamlet of Morleymoore is washed over by Green Belt. In Amber Valley, the inset settlements of Milford and the majority of the western side of Horsley are inset from Green Belt. Smaller washed over settlements at Makeney, Coxbench and Lower Kilburn are also located inside the Corridor.

Land within Erewash excluded by corridor

The drafting of Corridor A between Points A to D, responding to the relationship between the Green Belt and inset areas at the Derby and Belper ends of the Corridor has the effect of excluding an area of existing Green Belt designation within Erewash Borough. Each is described below.

Area 1 (A1): Land south, west and east of Breadsall

The configuration of the Corridor excludes approx. **150ha** of existing Green Belt designation largely to the west and south of Breadsall. Land in the western part of this area is strongly influenced by the network of major road and rail routes, with the A61 adjoining the A38 south of Little Eaton. Further west, the Derby to Sheffield mainline railway passes through this area, creating a severed, semi-urbanised environment which extends northwards around the western side of Breadsall with the A61 and A38 a notable presence located around 400m from the edge of the village. Land south of Breadsall drops away in elevation from higher ground at A608 Hill Top, lowering towards the route of the Great Northern Greenway multi-

user trail. Area 1 continues eastwards, spanning a narrowing band of land between Hill Top and Brookside Road before reaching a wooded area (Mill Plantation) with the Dam Brook at its centre. The area around Breadsall is completed further northwards by agricultural land, with further excluded land continuing eastwards following Lime Lane along its northern side. This section of Green Belt designation is located to the south of the identified Corridor. As such, it has been assessed that land here does not contribute to the continued separation of Derby and Belper. Development of land here would not result in the urban areas of Derby and Belper being brought any closer together.

How corridor fulfils separation purpose

The Corridor of Green Belt identified by this assessment impacts on the role that designation has in maintaining separation between the main built-up area of Derby and the town of Belper. The majority of Green Belt within Erewash has been assessed, through the identification of Corridor A, as continuing to meet this purpose.

Green Belt immediately north of Breadsall, extending as far as Little Eaton, also forms part of Corridor B which has identified designation that contributes towards the separation of Derby and Ilkeston. As such, and with this area existing within multiple corridors, the role played by Green Belt here in its continued purpose to separate towns is further strengthened.

The only fully inset settlement in Erewash within this Corridor, Little Eaton, has been assessed as being particularly important in the maintaining of wider separation between Derby and Belper. This is most notable at the southern end of Little Eaton as a consequence of designation here overlapping with a separate Corridor as discussed above. Any future growth of Little Eaton (subject to this Review's assessment on preventing urban sprawl) northwards would reduce separation internally between the settlement and Belper inside the Corridor, although the nature and character of landscape and topography throughout this area would present significant development challenges. As the extent of Corridor continues beyond the Borough's boundary, decisions regarding the management of Green Belt designation outside of Erewash are wholly outside the scope of this review.

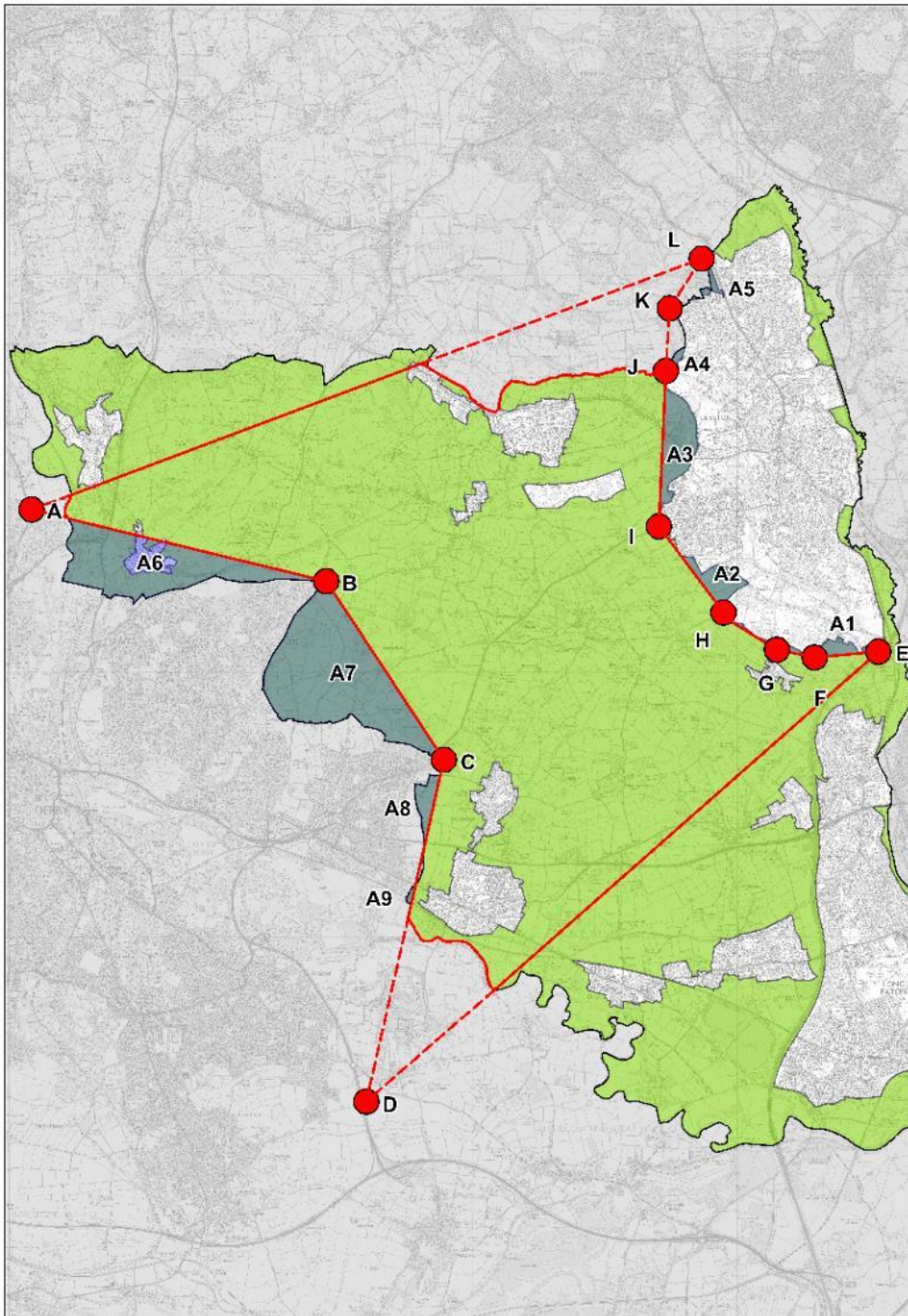
For Breadsall, Green Belt designation north of the inset village is also important in the context of maintaining wider separation between Derby and Belper. Land immediately adjoining the village around its northern fringe just inside Corridor A should continue to prevent any future expansion of Breadsall in the direction of Little Eaton. Whilst the duelled A38 represents a significant physical feature separating the two settlements, the Green Belt positioned in-between plays a vital role in ensuring their continued separation. Whilst neither Breadsall nor Little Eaton enjoy town status, their coalescence would cumulatively contribute to a loss of separation between the higher order settlements located at each end of the Corridor.

Conclusion:

Green Belt designation located within the identified zone shown within Corridor A and which is situated within Erewash Borough remains important in order to maintain separation between the Derby and Heanor urban areas. This is subject to further study around the status of Green Belt between the villages of Breadsall and Little Eaton to ensure that land between these inset settlements does not cumulatively contribute to a lessening of separation within the identified zone.

Green Belt designation outside of the identified zone (A1) does not contribute towards the separation of the Derby and Heanor urban areas.

Corridor B – Derby to Ilkeston



Justification of corridor extent

This is an area of Green Belt designation that extends between the city of Derby (Derby City Council Local Planning Authority (LPA)) and the town of Ilkeston (Erewash Borough LPA).

The extent of the corridor on the western side (**Points A, B, C & D**) are determined by four separate locations. **Point A** just north of the residential property 570 Duffield Road (A6)

represents the most northerly location within the Derby City LPA where the main built-up area is inset from Green Belt designation. **Point B** at Kings Corner, Oakwood marks the extent of the Derby main built-up area's expansion at the outermost limit of the Oakwood neighbourhood. **Point C** is to the rear of the residential property 222 Dale Road, where once again, the extent of Derby's main built-up area has extended outwardly along the A6096 to the most north-west inset point within Spondon. **Point D** differs from **Points A-C** in that it is located within the neighbouring district of South Derbyshire just south of the roundabout junction between the A6 and B5010 where recent housing development ends.

In general, the identified points provide an effective western edge to **Corridor B** with its extent reflecting the outline and pattern of the Derby main built-up area, particularly in relation to how its northern, eastern and southern inset boundaries combine to create an east-facing corridor towards Ilkeston. Following the extent of the identified corridor along its alignment sees a total length of 12.5km, although the direct length between Points A and D is a shorter distance of approx. 9.9km.

At the eastern end, **Points E, F, G, H, I, J, K & L** help to collectively define the outer end of Corridor B. **Point E** is located just south of modern industrial units on the southern side of West Way off Lows Lane and represents the point furthest south-east in the inset town of Ilkeston before Green Belt designation continues around to the north with its boundary following the Erewash Canal. **Point F** is located at the edge of industrial land (part of the wider Stanton South allocation) just west of Seven Oaks Road. Slightly further west, **Point G** is positioned where the extent of the Stanton South draft allocation intersects with Littlewell Lane. **Point H** is found at the western-most extent of the wider Stanton industrial area within the Stanton Bonna pipe works facility, before the alignment of the corridor travels in a north-westerly direction to reach **Point I** where the furthest inset area west of Ilkeston (in Kirk Hallam) intersects the A6096 Ladywood Road. **Point J** is located to the north-west of Pewit Floods where the Green Belt designation continues across into the neighbouring Borough of Amber Valley. **Point K** is located at the north-western most part of the Shipley View neighbourhood at the end of Rayneham Road, whilst the final point defining the extent of corridor between Derby and Ilkeston, **Point L**, is positioned to the north-east of Chapel Hill Farm just west of the A6007 Heanor Road.

The identification of the points as described above results in a shorter eastern boundary for Corridor B, reflecting Ilkeston's smaller size – although the town's broadly linear north-south form still creates a lengthy boundary around its southern, western and north-western sides. Following the eastern extent of the corridor sees a total length of 8.4km, although the direct length between **Points E and L** is shorter at approx. 6.5km.

The corridor formed from the linking of **Points A to L** and **D to E** creates a substantial band of Green Belt between Derby and Ilkeston which converges to a narrower width at the latter's end. The more pronounced alignment of points around the periphery of Derby reflects the irregular pattern of outward expansion of its main-built up area that has taken place over recent decades, with the growth of the vast Oakwood neighbourhood and the location of Spondon (partly influenced by the alignment of administrative boundaries) creating notably projecting points around the north-east and eastern sides of the city.

At the Ilkeston end of Corridor B, the points identified, which reflect the relationship of the inset area of the town with surrounding Green Belt, are not as noticeably pronounced as those around the edge of Derby's urban area, and for the most part follow more rigidly the extent of the inset area.

Overview of the corridor

Corridor B spans a large number of Countryside Units. Parts of **Countryside Units 1, 3, 4, 5, 12, 13, 14 & 15** are situated within the Corridor's extent and help demonstrate the diversity in general character that is evident across its area. More detailed information about conditions within these Units can be found in work elsewhere within this Green Belt Review which assess each Unit's contributions to safeguarding the countryside from encroachment.

Of note within Corridor B is the arrangement of main roads that pass throughout the defined area, and which help to influence the location of settlements and the levels of access to each. Central to the Corridor is the A6096 Ladywood Road which acts as a highway 'spine' throughout the countryside in this part of the Borough, providing direct connectivity between the Derby main-built up area (Spondon) and town of Ilkeston. Other A-roads radiate outwards from the Corridor B's western end, with the A608 also linking the two settlements, albeit more indirectly. Further south, the A52 and A6005 routes commence within the Corridor before leaving it with both heading in an easterly direction towards Long Eaton and the Nottingham main built-up area.

Corridor B's extensive area results in a number of settlements located across it. Larger villages are positioned more to the fringes of the Corridor, leaving Green Belt designation throughout the central area (areas either side of the A6096) largely free of development. Within the north, the entirety of West Hallam, Stanley and almost all of Stanley Common, along with a small part of Breadsall (parts of Rectory Lane and Moor Road) are inset from Green Belt. Dale Abbey and the various hamlets which comprise Morley are washed over in full by the designation. These are joined by the sizeable West Hallam Storage Depot facility that is inset from the Green Belt. Outside of the Borough, but situated within the defined Corridor, is the washed over settlement of Mapperley in neighbouring Amber Valley.

Aligned more strongly to the southern edge of the Corridor are the entirety of inset settlements at Borrowash and Ockbrook, while the majority of the inset village of Stanton-by-Dale is located within the Corridor closer to the Ilkeston side.

At the southern-most point of Corridor B, a sizeable area of Green Belt designation is found outside Erewash Borough, mainly within the neighbouring South Derbyshire district. This consists predominantly of land located at Elvaston Castle Country Park.

Land within Erewash excluded by corridor

The drafting of Corridor B between **Points A to L** and **D to E** has the effect of excluding several areas of existing Green Belt designation at various locations within the Borough along the Corridor's edge at both ends. Each is described below.

Area 1 (A1): Parcels of land south of Stanton Regeneration Site

The configuration of the Corridor excludes approx. **19.4ha** of existing Green Belt at five separate small parcels of designation located around the fringes of the Stanton Regeneration Site. These parcels display similar characteristics and land-use, with the majority of land currently agricultural and forming parts of larger field enclosures which adjoin the industrial facilities on the south and south-eastern edges of the wider Stanton employment area. One of the larger parcels of Green Belt incorporates a driving range associated with the Erewash Valley Golf Club.

Area 2 (A2): Land west of Sowbrook Farm and west of Kirk Hallam

This area of Green Belt approx. **33ha** in size is exclusively agricultural in use and forms part of wider land maintained by Sowbrook Farm. The land directly adjoins the Pioneer Meadows Local Nature Reserve (LNR) and continues around to the west of the LNR before reaching

an inset area within Kirk Hallam. Further north-west, the alignment of the Corridor results in isolating small pockets of Green Belt on land to the rear of properties along Wirksworth Road. Sections of this area form part of draft allocations for the South-West Kirk Hallam strategic housing site and the Nutbrook Green Infrastructure corridor.

Area 3 (A3): Land north and south of High Lane East, Ilkeston

Land at this location, approx. **66ha**, fringes the inset, urbanised area of Kirk Hallam as far north as High Lane East and is predominantly agricultural, farmed by Thacker Barn Farm. Further north beyond High Lane East, a mixture of land-uses are evident. These include a cricket ground, ribbon residential development stretching between Ilkeston and West Hallam and recovering former colliery estate which sees patchy groupings of self-seeding trees now characterising the landscape.

Area 4 (A4): Land north of Manor Floods Local Nature Reserve (LNR), Ilkeston

A single large field almost fully enclosed by trees approx. **4.3ha** in size which is part of wider farmland connected to Head House Farm located further west. This area forms a small section of much wider Green Belt designation which extends over into the neighbouring borough of Amber Valley.

Area 5 (A5): Parcels of land north of Shipley View, Ilkeston

Three parcels of Green Belt which collectively total **5.7ha** in size which are located around the fringes of the Shipley View neighbourhood in Ilkeston, with designation also found to the rear of residential properties along a section of A6007 Heanor Road that extends northwards from Ilkeston Community Hospital. Green Belt here forms a small section of much wider designation which extends over into the neighbouring borough of Amber Valley. The vast majority of this area is densely wooded, forming part of Shipley Wood which similarly to Green Belt, also continues across into Amber Valley.

Area 6 (A6): Land south, west and east of Breadsall

The configuration of the Corridor excludes approx. **150ha** of existing Green Belt designation largely to the west and south of Breadsall. Land in the western part of this area is strongly influenced by the network of major road and rail routes, with the A61 adjoining the A38 south of Little Eaton. Further west, the Derby to Sheffield mainline railway passes through this area, creating a severed, semi-urbanised environment which extends northwards around the western side of Breadsall with the A61 and A38 a notable presence located around 400m from the edge of the village. Land south of Breadsall drops away in elevation from higher ground at A608 Hill Top, lowering towards the route of the Great Northern Greenway multi-user trail. Area 2 continues eastwards, spanning a narrowing band of land between Hill Top and Brookside Road before reaching a wooded area (Mill Plantation) with the Dam Brook at its centre. The area around Breadsall is completed further northwards by agricultural land, with further excluded land continuing eastwards following Lime Lane along its northern side. This section of Green Belt designation is located to the south of the identified Corridor. As such, it has been assessed that land here does not contribute to the continued separation of Derby and Belper.

Area 7 (A7): Land at Locko Park estate and west of Locko Road

An extensive area of Green Belt located along the fringe of the Derby main built-up area, **281ha** in size, which has been established due to the profile of Derby's outward expansion in conjunction with the alignment of local authority administrative boundaries. The east of this land is largely within the boundaries of the Locko Hall and Park estate, with farmland and a section of Spondon Wood located towards the southern-most point of this area. Two separate roads pass through this area, with Acorn Way and Locko Road running broadly parallel to each other in a north-south alignment. Agricultural land extends between these two roads, except for Derby County's training complex at the northern end of this area of land. West of Acorn Way sees enclosed grassland between the road and the existing Green

Belt boundary which runs along the eastern side of Morley Road. Land here forms part of a draft housing allocation within the Core Strategy Review, with an area of land south of this and the Lees Brook accommodating a number of outdoor grass sports pitches.

Area 8 (A8): Land south and south-east of Dale Road, Spondon

A smaller area of Green Belt, sized at approximately **18ha**, which forms part of a much wider area of enclosed farmland situated on the urban fringe of Spondon which extends eastwards across to Ockbrook.

Area 9 (A9): Land south-east of Hobson Drive, Spondon

A small area of Green Belt, approximately **1.15ha** in size, which forms part of riverside meadows in the vicinity of the River Derwent. Some wooded areas cover the land here, with the area crossed by the former Sandiacre and Derby Canal (now a multi-user recreational trail) and the main Nottingham to Derby railway line.

All sections of Green Belt designation described above have been assessed as land that does not contribute to the need for the continued separation of Derby and Ilkeston. Development of land at any of the eight locations would not result in the urban areas of Derby and Ilkeston being brought any closer together.

How corridor fulfils separation purpose

The Corridor of Green Belt identified by this assessment impacts on the role that designation has in maintaining separation between the main built-up area of Derby and the town of Ilkeston. The majority of Green Belt within Erewash has been assessed, through the identification of Corridor B, as continuing to meet this purpose.

Green Belt immediately north of Breadsall, extending as far as Little Eaton, also forms part of **Corridor A** which has identified designation that contributes towards the separation of Derby and Belper. As such, and with this area of designation being assessed as existing within multiple corridors, the role played by Green Belt here in its continued purpose to separate towns is further strengthened.

Another, significantly larger area of Green Belt, located centrally within the Borough also forms a part of another corridor assessed as part of the Green Belt review. Broadly triangular in its shape, this area of designation which extends southwards from Dale Abbey towards the settlements of Ockbrook and Borrowash, whilst also passing as far east as to adjoin Stanton-by-Dale, is also located within Corridor F which identifies a band of Green Belt between the Derby urban area and the town of Long Eaton. Like land south of Little Eaton, the presence of Green Belt assessed as existing within multiple corridors demonstrates the heightened importance of land throughout the identified area of designation keeping multiple towns separate.

Within Corridor B, it is noticeable that a number of inset settlements are positioned towards the fringes of the identified area. This has the effect of much of the land throughout the central parts of the Corridor either side of the A6096 remaining open and largely unimpacted by development. Around the periphery of Corridor B, the location of Ockbrook and Borrowash in close vicinity to the edge of the Derby main built-up area within its west, sees land within the Corridor play an important role in maintaining separation between the urban area and very nearby settlements. Also of importance is the maintaining of separation in-between inset settlements throughout the Corridor, and whilst most of the Green Belt designation that preserves openness between Borrowash and Draycott falls within the adjoining Corridor F, a small part of designation inside Corridor B to the east of Borrowash plays a key role contributing to the ongoing gap between settlements located within the south of the Borough.

A cluster of inset settlements are located towards the northern end of the Corridor with West Hallam, Stanley and Stanley Common (as well as the inset West Hallam Storage Depot employment site) collectively reducing the extent of openness within Corridor B. This is heightened by ribbon development which stretches along High Lane Central and High Lane West (A609), the main route between Ilkeston and West Hallam. As a consequence, the Green Belt designation throughout the remaining parts of the Corridor plays an important role in the continued separation of the inset villages, and by extension, the maintaining of gap between Derby and Ilkeston.

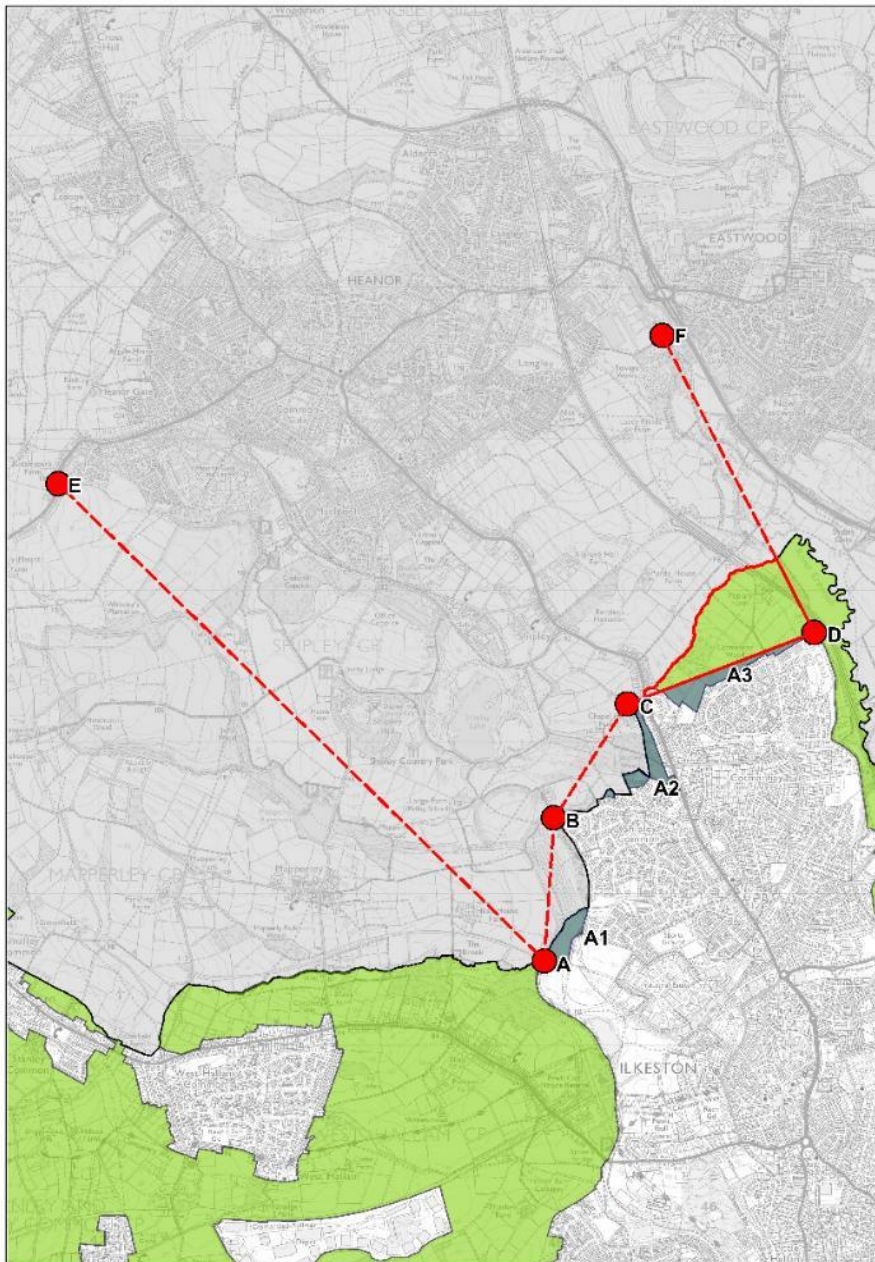
Finally, the Corridor also fulfils its separation purpose just south of Ilkeston in ensuring land remains open between the wider Stanton Regeneration area and the village of Stanton-by-Dale located only several hundred metres along Littlewell Lane to the south.

Conclusion:

Green Belt designation located within the identified zone shown within Corridor B and which is situated within Erewash Borough remains important in order to maintain separation between the Derby and Ilkeston urban areas. This is subject to further study around the status of Green Belt between the villages of Borrowash and Ockbrook, and Stanley, Stanley Common, West Hallam and West Hallam Storage Depot to ensure that land between these inset settlements does not cumulatively contribute to a lessening of separation within the identified zone.

Green Belt designation outside of the identified zones (A1 to A9) do not contribute towards the separation of the Derby and Ilkeston urban areas.

Corridor C – Ilkeston to Heanor (inc. Langley Mill)



Justification of corridor extent

This is an area of Green Belt designation that extends between the town of Ilkeston (Erewash Borough Local Planning Authority (LPA)) and the town of Heanor (Amber Valley LPA).

The extent of the corridor on the southern side (**Points A, B, C & D**) are determined by four separate locations. **Point A** is located to the north-west of Pewit Floods where the Green Belt designation continues across into the neighbouring Borough of Amber Valley. **Point B** is located at the north-western most part of the Shipley View neighbourhood at the end of Rayneham Road, **Point C** is positioned to the north-east of Chapel Hill Farm just west of the A6007 Heanor Road, whilst the final point defining the southern extent of corridor between

Ilkeston and Heanor, **Point D**, is located in the northern-most point of Cotmanhay Recreation Park accessed off Denby Hall Road and with the Erewash Canal situated just beyond.

The identification of the points as described above results in Corridor C having a shorter southern boundary, reflecting Ilkeston's narrower built-up width – although the town's broadly linear north-south form still creates a lengthy boundary around its north and north-western sides. Following the extent of the southern end of corridor sees a total length of 3.2km, although the direct length between **Points A and D** is slightly shorter at approx. 2.8km.

At the northern-most end of the corridor, **Points E & F** represent the corresponding width points on the western and eastern-most edges of the inset town of Heanor. **Point E**, located adjacent to the residential property at 114 Heanor Road (A608) is the furthestmost point in which Heanor is inset from surrounding Green Belt designation. Point F, in Langley Mill, is situated close to a cluster of buildings set around a bridge crossing over the Erewash Canal on land between Enterprise Way and Anchor Road and is the western-most point in which the wider urban area of Heanor extends to before reaching Green Belt designation. Points E & F are located approximately 4km apart.

The corridor formed from the linking of **Points A to E** and **D to F** creates a predominately wide, and occasionally lengthy area of Green Belt between Ilkeston and Heanor which narrows slightly at the former's end.

At the Ilkeston end of Corridor B, the identified points largely reflect the town's slightly irregular projections of its growth at its northern end, with the Shipley Common neighbourhood somewhat pointed in its expansion form as a consequence of adjoining water utility infrastructure and the extent of Shipley Country Park.

Overview of the corridor

Corridor C spans two Countryside Units. **Countryside Units 5 & 6** are situated wholly within the Corridor's extent and characterise the differences between the two Units with the much larger Unit 5 demonstrating a stronger sense of countryside than Unit 6 which displays a more edge of urban character. More detailed information about conditions within the two Units can be found in work elsewhere within this Green Belt Review which assess each ones contribution to safeguarding the countryside from encroachment.

This Corridor, reflecting the delineation shown in the relationship between CU5 and CU6, sees the A6007 passing throughout the middle of Corridor C on a broadly northwest/southeasterly alignment. The road directly links the two inset towns of Ilkeston and Heanor, and whilst a section of approx. 1.8km spans Green Belt designation between inset urban areas at each end, a significant proportion of this road sees built development, mainly residential, located along both sides of the A6007 to provide a semi-urbanised character and which impacts on the sense of openness when travelling in-between the two towns.

No inset settlements are present within Corridor C, although the most built-up area is set within Shipley Country Park west of the A6007, with the small hamlet of Shipley subject to expansion as a consequence of mixed-use development occurring around Shipley Lake on land once occupied by the American Adventure theme park. As such, land across the Corridor is largely open – although much of the area throughout its centre sees dense swathes of woodland. To the east of the A6007, the landscape is largely agricultural as land slopes gentle down across the Nottingham to Sheffield mainline railway before the River Erewash and Erewash Canal are reached. Whilst not as notable as further west, some wooded areas are evident particularly at Bentley's Plantation and alongside a minor brook running through this part of the Corridor.

Land within Erewash excluded by corridor

The drafting of Corridor C between **Points A to E and D to F** has the effect of excluding several areas of existing Green Belt designation at various locations along the Corridor's southern edge where designation adjoins the Ilkeston urban area. Due to Corridor C overlapping with Corridor B, Areas 1 & 2 (A1 & A2) below are identical to Areas A4 & A5 identified within that assessment. All of the areas are described below.

Area 1 (A1): Land north of Manor Floods Local Nature Reserve (LNR), Ilkeston

A single large field almost fully enclosed by trees approx. **4.3ha** in size which is part of wider farmland connected to Head House Farm located further west. This area forms a small section of much wider Green Belt designation which extends over into the neighbouring borough of Amber Valley.

Area 2 (A2): Parcels of land north of Shipley View, Ilkeston

Three parcels of Green Belt which collectively total **5.7ha** in size which are located around the fringes of the Shipley View neighbourhood in Ilkeston, with designation also found to the rear of residential properties along a section of A6007 Heanor Road that extends northwards from Ilkeston Community Hospital. Green Belt here forms a small section of much wider designation which extends over into the neighbouring borough of Amber Valley. The vast majority of this area is densely wooded, forming part of Shipley Wood which similarly to Green Belt, also continues across into Amber Valley.

Area 3 (A3): Land east and west of Cotmanhay Wood, Ilkeston

This is a long corridor of land approximately 10ha in size which is widest at its western end before narrowing down where the southern boundary of Corridor C meets Point D. Located centrally within this area, Cotmanhay Wood separates divides enclosed farmland found either side. The land fringes the northern-most inset area of Ilkeston at Cotmanhay and includes the majority of the draft North of Cotmanhay housing allocation.

All sections of Green Belt designation described above have been assessed as land that does not contribute to the need for the continued separation of Ilkeston and Heanor. Development of land at any of the three locations would not result in the urban areas of Ilkeston and Heanor being brought any closer together. However, each of the areas of Green Belt within Erewash are isolated when the wider designation is considered. The small parcels of Green Belt located inside the Borough at Areas A1 and A2 are both peripheral to the Ilkeston urban area, and form part of a much wider designation extending across into the neighbouring Amber Valley authority. Land within Amber Valley, but which is located outside of this identified Corridor is outside the scope of this Review.

How corridor fulfils separation purpose

The Corridor of Green Belt identified by this assessment impacts on the role that designation has in maintaining separation between the main built-up areas of Ilkeston and Heanor. Unlike Corridors A, B, E and F, the majority of Green Belt designation located within Corridor C is located outside of Erewash Borough. This has had the effect of seeing a more notable proportion of the Green Belt designation inside Erewash situated outside the Corridor and therefore not meeting a separation purpose.

With an absence of inset settlements within Corridor C (the small hamlet of Shipley set within Shipley Country Park is washed over by Green Belt), the pattern of development across the defined area is more isolated than in some other corridors assessed by this Review. However, due to the largely narrow depth of the Corridor, designation throughout it plays an important role in maintaining separation between Ilkeston and Heanor. Of particular note here is the role played by the A6007 which acts as a central road spine to the Corridor.

As already described by this assessment, housing development along the section of A6007 which links the two towns (and also represents the narrowest part of the gap) that pre-dates the introduction of the Nottingham-Derby Green Belt, does create an impression of continuous built-up area throughout the central, most accessible part of Corridor C.

Development of derelict land in the vicinity of Shipley Lake helps recycle land previously in use as a theme park, with new homes and employment facilities currently under construction. The re-use of a significant amount of brownfield land represents sustainable development, although the wider regeneration around the lakeside does see a sizeable area of land within a central part of Corridor C revert back to a more built-up character. Despite this, the area of regeneration is largely self-contained with notable areas of woodland limiting the visual impacts of development.

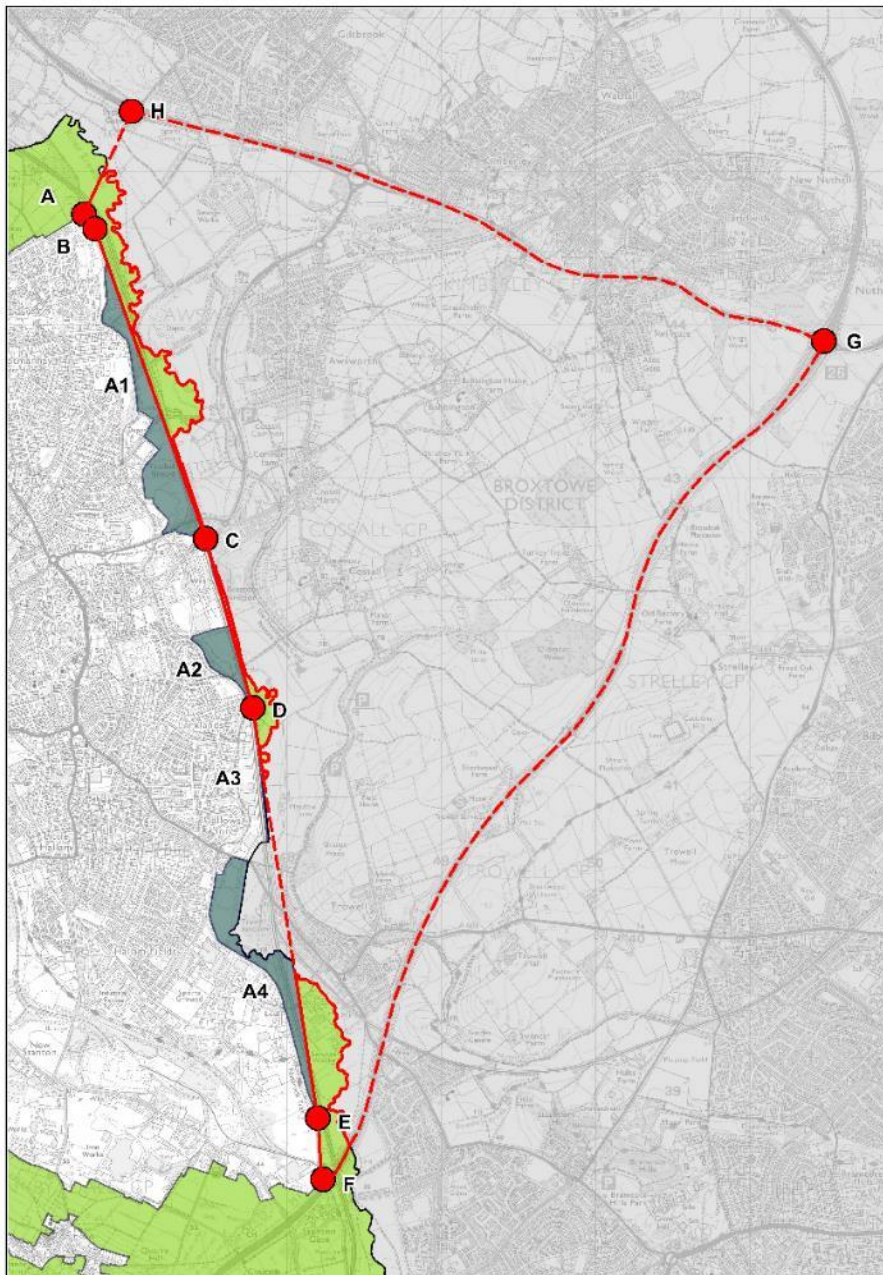
Notwithstanding the above, Green Belt designation within the Corridor has an important role to play in maintaining separation between the current extent of Ilkeston to the west of the A6007 at Shipley Common with the development area around Shipley Lake and small village of Shipley. However, it is exclusively Green Belt designation located within the Amber Valley authority which is able to maintain this separation given the location of the Green Belt relative to the identified Corridor.

Conclusion:

Green Belt designation located within the identified zone shown within Corridor C and which is situated within Erewash Borough remains important in order to maintain separation between the Ilkeston and Heanor urban areas.

Green Belt designation outside of the identified zones (A1 to A3) does not contribute towards the separation of the Derby and Ilkeston urban areas.

Corridor D – Ilkeston to Eastwood and Kimberley



Justification of corridor extent

This is an area of Green Belt designation that extends between the town of Ilkeston (Erewash Borough Local Planning Authority (LPA)) and the towns of Eastwood and Kimberley (both inside Broxtowe Borough LPA).

The extent of the corridor on the western side (**Points A, B, C, D, E & F**) is determined by six separate locations. **Point A** is located in the northern-most point of Cotmanhay Recreation Park accessed off Denby Hall Road and with the Erewash Canal situated just beyond. **Point B** is around 150m south of Point A, still alongside the Canal. **Point C** is to the east of the railway bridge on Coronation Road at the administrative boundary between Erewash and Broxtowe Borough. **Point D** is located just to the north-east of the last

industrial premise at the northern end of Furnace Road. **Point E** is at Junction Lock on the Erewash Canal immediately west of the draft Stanton North employment allocation, whilst the final point, **Point F**, is just east of the industrial facilities along West Way – also adjoining the Canal.

The identification of the points as described above results in the creation of a lengthy western boundary to Corridor D. This responds to Ilkeston's long, linear built form, with the boundary spanning almost the entire length of the town from its northern to southern tip. Following the extent of the Corridor's western boundary sees a total length of 6.5km, although the direct distance between **Points A and F** is marginally shorter at approximately 6.4km.

The eastern and northern boundary of Corridor D are slightly unusual, differing from other boundaries utilised elsewhere within this GB Review given that they are formed entirely by the alignment of major roads. As the Corridor extends away from Point F, the boundary follows the M1 motorway in a north-easterly direction to Junction 26 (**Point G**) where the next section of boundary, the A610 road, passes westwards as far as the facing Birch Park and Birnham Sports Ground facilities, with **Point H** positioned at an adjoining bridge which carries a minor road over the A610. The extent of the Corridor's outer boundary measures 11.2km, with Points F to H being located approximately 7.1km apart.

Unlike other corridors identified within the Green Belt review, Corridor D is irregular in its shape. Whilst still forming a corridor as the basis in which to assess the purposes of separation, the form and shape of insetting at the southern-most end of this Corridor and this area's relationship with the M1 motorway results in the identification of a pronounced southern point (Point F), whereby the extent of the Corridor begins to diverge from the Ilkeston urban area. This arrangement results in Corridor D appearing more triangular in shape, although Points A and H represent the narrowest gap of Green Belt designation between the inset Ilkeston and Eastwood urban areas. As a consequence of Ilkeston's lengthy north-south orientated built-up area, the town's boundary along the western side of Corridor D is fairly uniform, displaying a largely straight alignment.

Overview of the corridor

Corridor D spans three Countryside Units. **Countryside Units 6** (partial), **7** (full) and **8** (full) are situated within the Corridor's extent, helping to characterise the differences between the three Units, with the much larger **CU7** demonstrating a stronger sense of countryside than **CU6** and **CU8**, which instead display a more 'edge of urban' character as a result of the land-use and developments found within those Units. More detailed information about conditions within the three Units can be found in work elsewhere within this Green Belt Review which assess each one's contribution to safeguarding the countryside from encroachment.

Land within Erewash excluded by corridor

The drafting of Corridor D between **Points A to H**, and the converging boundary at **Point F** of the Corridor, has the effect of excluding several areas of existing Green Belt designation at various locations along the Corridor's western edge where designation adjoins the Ilkeston urban area. Each is described below.

Area 1 (A1): Land between the Erewash Canal and mainline Erewash Valley railway north and south of Awsworth Road, Ilkeston

This is a long, linear area of Green Belt which stretches approximately 1.9km in length between its most northern and southernly point. Around 24ha in size, the land incorporates a diverse range of land-use, with wooded riverside meadow evident throughout much of the

northern part of the area. Moving southwards, an outdoor football training facility sits between the Canal and railway line, with further riverside meadow located east of the River Erewash. At its southern end just beyond Millership Way, this Area includes Ilkeston Railway Station.

Area 2 (A2): Land south of Digby Street and west of Erewash Canal, Ilkeston

An area of riverside meadow approximately 7.3ha in size located south of industrial facilities beyond the end of Digby Street. Adjoining the Erewash Canal, land here sees the River Erewash closely follow the Canal's alignment before it leaves the area at its south-eastern most point. A residential property and a small collection of outbuildings sits on the edge of the area alongside the Canal and is accessed via a continuation of Monks Close from inside the inset area of Ilkeston.

Area 3 (A3): Land beyond mainline Erewash Valley railway east of Furnace Road, Ilkeston

This is a long, narrow band of Green Belt around 0.7ha in size that is located in-between the railway line and the River Erewash. Identical to other areas along this Corridor's edge, the land here forms part of a long section of riverside meadow.

Area 4 (A4): Land south of Nottingham Road (A609) and east of Erewash Canal, Ilkeston

An elongated area of Green Belt designation totalling approximately 20ha in size. At its northern-most point, a large recreation ground (Gallows Inn Recreation Ground and play area) forms the majority of land between the Canal and the River Erewash. Moving southwards, the area transitions into a densely wooded area throughout riverside meadows, with the Erewash Valley railway line adjoining this area. A small area of land east of the railway sees more open meadow, largely free of trees and shrubs.

All sections of Green Belt designation described above have been assessed as land that does not contribute to the need for the continued separation between Ilkeston and the urban areas of Eastwood and Kimberley. Development of land at any of the four locations above would not therefore result in Ilkeston's urban area and those of Eastwood's and Kimberley's being brought any closer together. Similarly to Corridor C, the Green Belt east of Ilkeston is greatly inferior in extent than the designation within this Corridor that is located within Broxtowe Borough. Designation outside of Erewash Borough is outside the scope of this Review.

How corridor fulfils separation purpose

The Corridor of Green Belt identified by this assessment impacts on the role that designation has in maintaining separation between the main built-up area of Ilkeston and those of Eastwood and Kimberley in the neighbouring Borough of Broxtowe. Unlike Corridors A, B, E and F, the majority of Green Belt designation located within Corridor D is located outside of Erewash Borough. This has had the effect of seeing a much greater proportion of the Green Belt designation inside Erewash excluded from the identified Corridor, and therefore not meeting a separation purpose.

At the northern end of Corridor D, the Corridor's narrower profile results in a much reduced separation across Green Belt between Ilkeston and Eastwood than that which exists further south. As is the case along much of Ilkeston's eastern urban fringe, the mainline railway, River Erewash and the Erewash Canal all represent notable physical features which, when viewed cumulatively, help restrict opportunities for growth in an easterly direction. This is reinforced by the presence of the sizeable Newthorpe Sewage Treatment Works south-west of the A610. Notwithstanding the physical features offered by rail, watercourses and essential infrastructure, Green Belt in the north of Corridor D located inside the Erewash part

of the Corridor does make an important contribution to the continued separation of Ilkeston and Eastwood at the narrowest point between the two towns.

Moving south, Green Belt designation inside Broxtowe washes over a sizeable area of former industrial land at Bennerley Sidings that is symptomatic of a wider post-industrial landscape. The inset settlement of Awsworth, located just inside Broxtowe Borough, has experienced expansion over recent decades and the construction of Shilo Way (A6096) to its west now presents a notable defensible boundary for Green Belt designation to follow. Designated Green Belt within the Corridor inside Erewash as far south as Millership Way therefore contributes a notable role in the ongoing separation of Ilkeston and Awsworth. Despite the latter not having 'town' status, existing designation between the two inset areas does remain significant, working in conjunction with Green Belt north and north-east of Awsworth around Giltbrook Retail Park. This is due to a 'in combination' effect, whereby development at each end of the inset settlement could potentially reduce the current level of separation between Ilkeston, Eastwood and Kimberley.

Further south, the built-up area around Ilkeston junction which includes the railway station, sees the Ilkeston urban area span the administrative Borough boundary and cross over into Broxtowe. The inset area inside Broxtowe incorporates a large industrial estate at the southern end of Shilo Way, with a major housing development having recently been granted planning consent on land immediately south at the former Cossall dry ski-slope facility. Green Belt within this part of Corridor D contributes a more minimal role in its wider separation purpose. South of Awsworth, the Corridor widens significantly across an east-west orientation with a much wider area of open countryside commencing east of the washed over village of Cossall (and Cossall Moor), before the M1 motorway is eventually reached. Sizeable areas of the Green Belt designation inside Erewash, but which are located out of Corridor D's extent, help to demonstrate that in this part of the Corridor designation plays a weak role overall in the separation of towns.

South of the Ilkeston Junction area, further large areas of Green Belt inside Erewash Borough, but which sit outside Corridor D, also help to characterise the relationship between the eastern edge of the Ilkeston urban area and the Green Belt designation in general. At this location, the Corridor's form begins to narrow, although the distance between its western boundary and the towns of Eastwood and Kimberley also increases, resulting in a substantial area of designation span open countryside immediately west of the M1 motorway. As a consequence, designation here serves little purpose in the separation of the southern parts of the Ilkeston urban area and Eastwood and Kimberley – instead, and as reflected by the configuration and description of **Countryside Unit 8**, the Green Belt serves a more localised purpose in maintaining separation between the Ilkeston urban area and the inset settlement of Trowell located just inside of Broxtowe Borough.

Overall, Corridor D demonstrate variation across its extent to the degree in which Green Belt contributes to ensuring the separation between the Ilkeston urban area and the towns of Eastwood and Kimberley. At its northern-most end, Green Belt within the Corridor is more prominent in its purpose, helping to maintain separation within an area where the narrowest gap of open land exists between Ilkeston and Eastwood. South of this, the purpose of Green Belt preventing neighbouring towns from merging weakens. The settlement of Awsworth inside Broxtowe insets a sizeable area of land from the Green Belt between the western and north-east ends of the Corridor, demonstrating the sensitivities of any further growth at each end in order to maintain an appropriate level of separation across the northern part of Corridor D. Moving further south, the purpose of Green Belt within the Corridor continues to weaken further, with the physical distance between the edge of the Ilkeston urban area and the two Broxtowe towns lengthening across open countryside. Green Belt designation within Erewash at the southern end of Corridor D contributes little to the purpose of separation. The

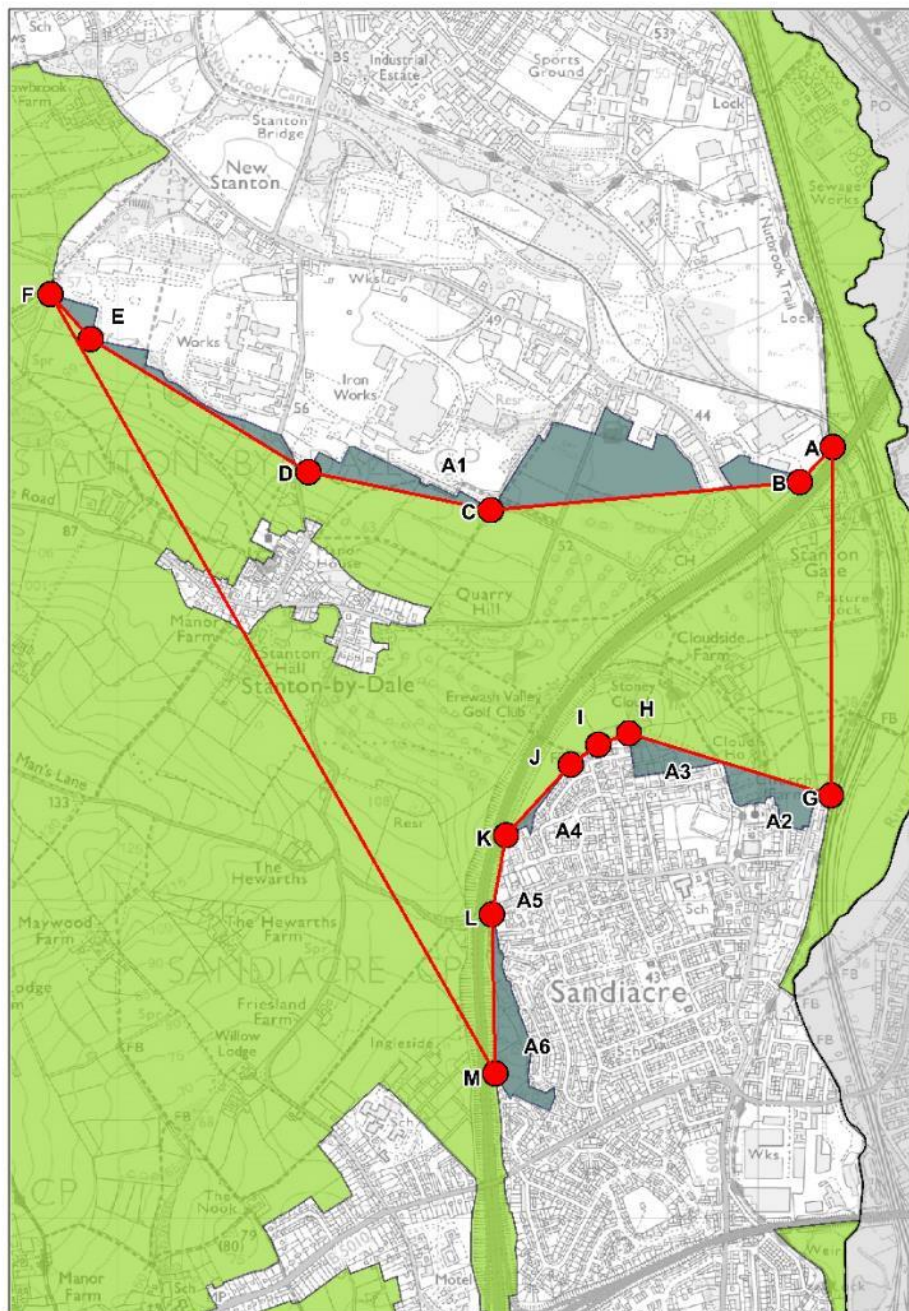
designation both within and outside of the Corridor instead performs a role in maintaining separation between Ilkeston and the settlement of Trowell.

Conclusion:

Green Belt designation located within the identified zone shown within Corridor D and which is situated within Erewash Borough remains important in order to maintain separation between the Ilkeston and Eastwood/Kimberley urban areas.

Green Belt designation outside of the identified zones (A1 to A4) does not contribute towards the separation of the Ilkeston and Eastwood/Kimberley urban areas.

Corridor E – Long Eaton (Sandiacre) to Ilkeston



Justification of corridor extent

This is a small area of Green Belt designation that extends between the towns of Ilkeston and Long Eaton (both within Erewash Borough), although the southern end of the Corridor sees the Green Belt directly adjoin the area of Sandiacre.

The extent of the corridor on its northern side (**Points A, B, C, D, E & F**) are determined by six separate locations. **Point A** is located just north of the M1 where the Erewash Canal passes beneath the motorway. **Point B** is situated south of modern industrial units on the southern side of West Way off Lows Lane. **Point C** is located at the edge of industrial land (part of the wider Stanton South allocation) just west of Seven Oaks Road. Slightly further

west, **Point D** is positioned where the boundary of the Stanton South draft allocation intersects with Littlewell Lane. **Point E** is found to the west of the wider Stanton industrial area within the curtilage of the Stanton Bonna pipe works facility, whilst **Point F** represents the western-most point of the same facility.

The identification of the points as described above results in the establishment of a short northern boundary to Corridor E. This reflects the relative narrowness of Ilkeston's long, linear built form at its southern end which spans the entire width of the existing Stanton employment area and also the slightly irregular alignment of inset area around the industrial facilities. Following the extent of the Corridor's northern boundary sees a total length of 2.7km, although the direct distance between **Points A and F** is marginally shorter at approximately 2.5km.

At the southern end, **Points G, H, I, J, K, L & M** help to collectively define the outermost extent of Corridor E. **Point G** is located immediately north of a car repair business on Ilkeston Road and represents the most easterly point of the Corridor at the Sandiacre end. **Point H** is adjacent to the residential property at 12 Larch Drive, the most northerly point along the southern boundary. Just further west, **Point I** sits to the rear of a residential property at 17 Cloudside Road. **Point J** is located to the rear of residential properties 37 & 39 Chestnut Grove. **Point K** is found immediately west of the residential property 29 Linden Close, whilst **Point L** is situated between the residential property of 44 Norbury Way and Stanton Road just east of where it crosses the M1 motorway. The southern-most point of Corridor E, **Point M**, is located to the rear of residential property 10 Daniel Mews.

Together, the points as described above represent a logical southern boundary to Corridor E. Far more rounded and projecting in its alignment than its opposing boundary at the Ilkeston end of the Corridor, the boundary accurately reflects the urban form and pattern of development evident around the northern edge of Sandiacre. The M1 motorway which provides a strong and broadly regular boundary limits the Corridor's width on its western side, whilst the notable alignment of inset area which shifts southwards marks a logical eastern extent to Corridor E's southern boundary. Following the extent of the Corridor's southern boundary sees a total length of 1.9km, although the direct distance between **Points G and M** is slightly shorter at approximately 1.4km.

Overview of the corridor

Corridor E spans two Countryside Units. **Countryside Units (CU) 9 and 15** are situated within the Corridor's extent, characterising the differences between the two Units, with the much larger **CU15** demonstrating a stronger sense of countryside overall than **CU9**, which instead displays a more 'edge of urban' character as a result of the physical features, developments and sense of enclosure found within the identified Unit. More detailed information about conditions within the two Units can be found in work elsewhere within this Green Belt Review which assesses each's contribution to safeguarding the countryside from encroachment.

Land within Erewash excluded by corridor

The drafting of Corridor E between **Points A and G**, and the corresponding Points of **F and M** has the effect of excluding several areas of existing Green Belt designation at various locations along both of the Corridor's ends where designation adjoins the Ilkeston and Long Eaton urban areas. Each is described below.

Area 1 (A1): Parcels of land south of Stanton Regeneration Site

The configuration of the Corridor excludes approx. **19.4ha** of existing Green Belt at five separate small parcels of designation located around the fringes of the Stanton

Regeneration Site. These parcels display similar characteristics and land-use, with the majority of land currently agricultural and forming parts of larger field enclosures which adjoin the industrial facilities on the south and south-eastern edges of the wider Stanton employment area. One of the larger parcels of Green Belt incorporates a driving range associated with the Erewash Valley Golf Club.

Area 2 (A2): Land beyond Church Drive, Sandiacre

A notably sloping area of land approximately **3ha** in size which runs from Ilkeston Road on a lower elevation, rising westwards across agricultural land initially, before spanning the majority of Sandiacre Parish cemetery.

Area 3 (A3): Land north of Maple Avenue, Sandiacre

A predominately wooded area of land approximately **1.97ha** in size that adjoins properties located along the northern side of Maple Avenue and which continues to rise in elevation from east to west. Some of this land also forms part of the Stony Clouds Local Nature Reserve (LNR).

Area 4 (A4): Land north-west of Chestnut Grove, Sandiacre

A long, thin parcel of land only 0.41ha in size which covers open fields used for grazing horses. The land widens a little at its southern-most end.

Area 5 (A5): Land west of Poplar Avenue, Sandiacre

A small area of densely wooded land measuring **0.03ha** to the rear of properties located at the end of the cul-de-sac. Trees lining the embankment of the M1 motorway on its eastern side also adjoin this area of Green Belt.

Area 6 (A6): Land west of Hart Avenue, Sandiacre

A lengthy corridor of land approximately **4.17ha** in size and noted for its dense tree coverage between the M1 motorway and residential development adjoining Norbury Way, Barker Avenue North, Hart Avenue, Goodwin Close and Melton Court.

All sections of Green Belt designation described above have been assessed as land that does not contribute to the need for the continued separation of Long Eaton and Long Ilkeston. Development of land at any of the six locations would not result in the urban areas of Long Eaton and Ilkeston being brought any closer together.

How corridor fulfils separation purpose

This forms the smallest of all seven Green Belt corridors identified by this Green Belt review. Differing from all other corridors, the entirety of Green Belt designation along both of Corridor E's outer edges, situated inside and outside of the Corridor, is contained wholly within Erewash. The Corridor itself is located solely inside the Borough. The area identified by this assessment impacts on the role that Green Belt designation has in maintaining separation between the Borough's two largest towns, Long Eaton and Ilkeston and their respective urban areas - although the former sees the built-up area of Sandiacre extend closest to Ilkeston.

The Corridor is strongly characterised by the presence of the M1 motorway which follows a south-west/north-east alignment, dividing the Corridor into two distinct areas. For the majority of the section where it passes through Corridor E, the motorway sits slightly elevated above adjacent land, reaffirming its visual impact throughout the area.

A notable feature of Corridor E is the limited distance between its northern and southern boundaries. As defined, the narrowest point between boundaries spans just 700 metres of Green Belt, underlining the importance of ensuring the continued separation between the

two urban areas. In this regard, the alignment of the M1 motorway helps to contribute towards continued separation by forming a strong physical feature, particularly through the narrowest point of gap within the Corridor. Another aspect of Corridor E which influences the maintaining of open land throughout it as open are current land-uses and areas subject to statutory environmental designations. The largest single land-use within the Corridor immediately north of the M1 is one based in leisure and recreation through the long-established Erewash Valley Golf Club. This facility extends from Lows Lane and follows the M1 for a sizeable section of the motorway on its west and north-western side. An area of Green Belt south-east of the inset village of Stanton-by-Dale between the country lanes of Stanton Road, School Lane and Quarry Hill (within the boundaries of the Golf Course) forms part of three separate corridors (**B, E & F**) demonstrating the relative importance of the designation at this particular location in maintaining the separation between different towns.

However, despite part of Green Belt designation within Corridor E being the only instance where land sits within three corridors, the adjoining M1 provides a significant physical 'break' within the Green Belt which realistically restricts any expansion of Sandiacre beyond the motorway towards the direction of designation that falls within Corridors B, E & F.

West of Sandiacre's built-up area in general, the M1 continues to align closely with the current extent of the inset Long Eaton urban area. Several areas of Green Belt here which sit outside the identified Corridor therefore play little role in preventing the coalescence of Ilkeston and Long Eaton. Notwithstanding the alignment of Corridor E's boundary which runs slightly to the east of the motorway, as a consequence of the close relationship between the M1 and the edge of the inset urban area, it is the motorway which effectively sees the growth of Sandiacre to land on its west limited.

North of Sandiacre, Stony Clouds Local Nature Reserve (LNR), forms a relatively large area of Green Belt designation between the current extent of the inset urban area and the M1 motorway running in a north-west, south-east orientation. The land's status as an LNR, a statutory environmental designation that recognises the sensitivity of land to the north of Sandiacre, heavily reduces the likelihood of future northward expansion towards lower-lying land around Cloudside Cottage and Ilkeston Road – one of only two highways which span the motorway within this Corridor. Further areas of Green Belt, situated outside the extent of Corridor E, exist beyond the edge of its boundary and make limited contribution to this Green Belt purpose.

Just north of the M1, the large Stanton employment area is reached. At its eastern end, the irregular pattern of the industrial area see several areas of Green Belt fall outside the defined boundary of Corridor E, limiting this part of designation in making a notable contribution to the continued separation of the Ilkeston and Long Eaton urban areas. Moving west, the extent of the industrial land becomes more regularised in its alignment and relationship with adjacent farmland, leaving a limited number of small areas of Green Belt located outside of Corridor E. As already described, such areas do not contribute to the continued separation of urban areas located on each site of the Corridor.

As already identified, land immediately adjacent to the inset village of Stanton-by-Dale, the only settlement located within this Corridor, also has an important role to play to ensure Green Belt designation within Corridor E continues to maintain separation between the two urban areas. Whilst land to its south and south-east largely falls within the Erewash Valley Golf Course, the roads of Quarry Hill and School Lane also exit Stanton-by-Dale in the direction of the Long Eaton urban area. As such, land within the Corridor in the vicinity of these country lanes make an important contribution towards preventing any reduction in gap between the village and Sandiacre, with land along Littlewell Lane north of Stanton-by-Dale also fulfilling the same purpose in ensuring separation between the northern side of the village with the Ilkeston urban area. Stanton-by-Dale's village status ensures that the

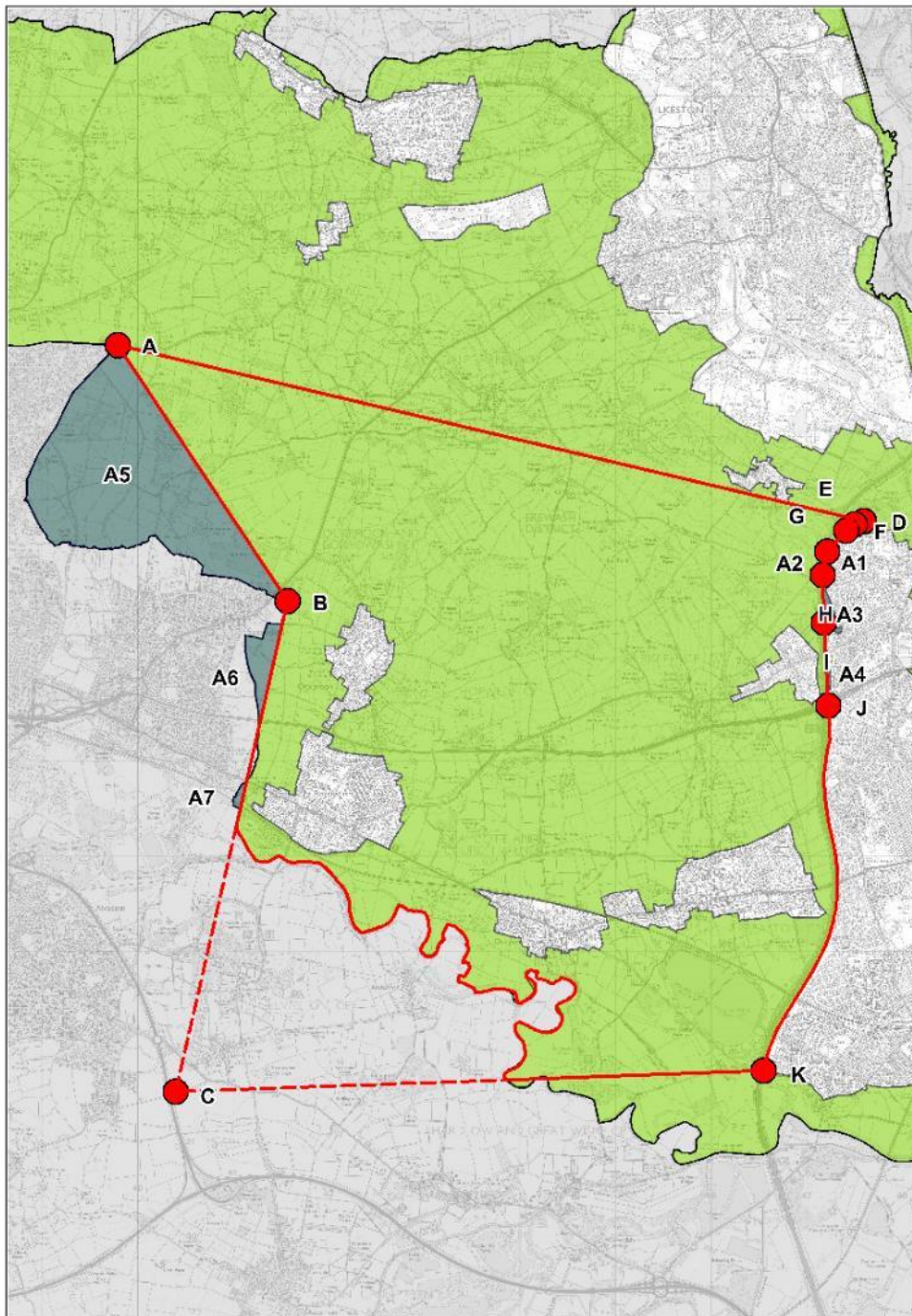
purpose of separation from either of the two nearby urban areas is not by itself justified, but Green Belt located either side of the settlement is important in combination to preserve the current gap to urban areas north and south.

Conclusion:

Green Belt designation located within the identified zone shown within Corridor E, all of which is situated within Erewash Borough, remains important in order to maintain separation between the Long Eaton and Ilkeston urban areas.

Green Belt designation outside of the identified zones (A1 to A6) does not contribute towards the separation of the Long Eaton and Ilkeston urban areas.

Corridor F – Derby to Long Eaton



Justification of corridor extent

This is a sizeable area of Green Belt designation which extends between the Derby urban area (Derby City Council) and Long Eaton urban area (Erewash Borough), with the Corridor at its eastern side expanding as far north as Sandiacre and as far south to Sawley at opposite ends of the wider Long Eaton urban area.

The extent of the corridor on its western side (**Points A, B & C**) are determined by three separate locations which have also been identified as forming three of the four points

defining the western edge of **Corridor B**. **Point A** at Kings Corner, Oakwood marks the extent of the Derby main built-up area's expansion at the outermost limit of the Oakwood neighbourhood. **Point B** is to the rear of the residential property 222 Dale Road, where once again, the extent of Derby's main built-up area has extended outwardly along the A6096 to the most north-west inset point within Spondon. **Point C** is located within the neighbouring district of South Derbyshire just south of the roundabout junction between the A6 and B5010 where recently constructed housing development ends.

These points collectively form a relatively long western boundary to Corridor F, reflecting the substantial extent of Derby's urban area. Point A is the most north-easterly inset area from the Green Belt within the Derby urban area, before the profile of the city's boundary moves sharply westwards with the northern part of the Oakwood neighbourhood negating any east-facing frontage in the direction of Long Eaton. At its most southern end, Green Belt designation within South Derbyshire continues southwards beyond Point C. However, the southern-most point of the Corridor on its western side, which sees a modern housing development located between the A6 Derby Spur and Chellaston Lane, represents the most south-eastern point of the Derby urban area. Whilst this point is located within South Derbyshire district, the expansion of Derby over recent decades has seen major housing development span the administrative boundary - having the effect of enlarging the City's conurbation. It is at Point C where the inset urban area inside South Derbyshire begins to reorientate westwards in the direction of Boulton Moor. Following the extent of the Corridor's western boundary sees a total length of 8.5km, although the direct distance between **Points A and C** is marginally shorter at approximately 7.9km.

At the eastern end, several identified points north of Junction 25 of the M1 reflect the alignment of the Green Belt around the Sandiacre built-up area. These points are consistent with the southern boundary of **Corridor E**. **Point D** is adjacent to the residential property at 12 Larch Drive, the most northerly point along the eastern boundary. Slightly west, **Point E** sits to the rear of a residential property at 17 Cloudside Road. **Point F** is located to the rear of residential properties 37 & 39 Chestnut Grove. **Point G** is found immediately west of the residential property 29 Linden Close, whilst **Point H** is situated between the residential property of 44 Norbury Way and Stanton Road just east of where it crosses the M1 motorway. **Point I** is located to the rear of residential property 10 Daniel Mews, whilst **Point J** is positioned at Junction 25, the intersection of the M1 motorway and A52 Brian Clough Way. Moving south from here, the boundary of the Green Belt interacts very tightly between the M1 motorway and the edge of the Long Eaton urban area. Consequently, the boundary of the Corridor reflects the alignment of the Green Belt boundary as far as **Point K** to the south-west of Hardwick Court in Sawley, the most western point of the urban area before the inset area realigns eastwards.

Collectively, the identified points of the Corridor's eastern boundary as described above are felt to adequately reflect the north-south profile of Long Eaton's urban area as it orientates outwards in a west-facing direction. It utilises an identical boundary north of M1 Junction 25 to ensure consistency with the boundary used as part of the assessment of **Corridor E**.

Overview of the corridor

Due to its large area, Corridor F spans a large number of Countryside Units. Parts of **Countryside Unit (CU) 4, CU9, CU12, CU13, CU14 & CU15** are situated inside the Corridor's identified boundary, some in whole, helping to show the notable diversity in landscape character and rurality felt across what represents an extensive area of Green Belt. More detailed information about conditions within the aforementioned Units can be found in work elsewhere within this Green Belt Review which assess each one's contribution to safeguarding the countryside from encroachment.

Land within Erewash excluded by corridor

The drafting of Corridor F between **Points A** and **D**, and the corresponding Points of **C** and **K** has the effect of excluding several areas of existing Green Belt designation at various locations along both of the Corridor's boundaries where designation adjoins the Derby and Long Eaton urban areas. Each is described below.

Area 1 (A1): Land north-west of Chestnut Grove, Sandiacre

A long, thin parcel of land only **0.41ha** in size which runs over open fields used for grazing horses. The land widens a little at its southern-most end.

Area 2 (A2): Land west of Poplar Avenue, Sandiacre

A tiny parcel of densely wooded land measuring **0.03ha** to the rear of properties located at the end of the cul-de-sac. Trees lining the embankment of the M1 motorway on its eastern side also adjoin this area of Green Belt.

Area 3 (A3): Land west of Hart Avenue, Sandiacre

A lengthy corridor of land approximately **4.17ha** in size and noted for its dense tree coverage between the M1 motorway and residential development adjoining Norbury Way, Barker Avenue North, Hart Avenue, Goodwin Close and Melton Court.

Area 4 (A4): Land north and south of Derby Road, Sandiacre

A long section of Green Belt approximately **1.33ha** in size which sits in-between residential properties on the west side of Daniel Mews, The Paddocks, Derby Road, York Avenue, Lincoln Avenue and Richmond Avenue. For the most part, the land consists of densely wooded amenity embankment separating the M1 motoring from homes along the aforementioned local roads.

Areas A1 to A3 are identical to areas also identified as part of **Corridor E**'s assessment.

Area 5 (A5): Land at Locko Park estate and west of Locko Road

An extensive area of Green Belt located along the fringe of the Derby main built-up area, **281ha** in size, which has been established due to the profile of Derby's outward expansion in conjunction with the alignment of local authority administrative boundaries. The east of this land is largely within the boundaries of the Locko Hall and Park estate, with farmland and a section of Spondon Wood located towards the southern-most point of this area. Two separate roads pass through this area, with Acorn Way and Locko Road running broadly parallel to each other in a north-south alignment. Agricultural land extends between these two roads, except for Derby County's training complex at the northern end of this area of land. West of Acorn Way sees enclosed grassland between the road and the existing Green Belt boundary which runs along the eastern side of Morley Road. Land here forms part of a draft housing allocation within the Core Strategy Review, with an area of land south of this and the Lees Brook accommodating a number of outdoor grass sports pitches.

Area 6 (A6): Land south and south-east of Dale Road, Spondon

A smaller area of Green Belt, sized at approximately **18ha**, which forms part of a much wider area of enclosed farmland situated on the urban fringe of Spondon which extends eastwards across to Ockbrook.

Area 7 (A7): Land south-east of Hobson Drive, Spondon

A small area of Green Belt, approximately **1.15ha** in size, which forms part of riverside meadows in the vicinity of the River Derwent. Some wooded areas cover the land here, with the area crossed by the former Sandiacre and Derby Canal (now a multi-user recreational trail) and the main Nottingham to Derby railway line.

Areas A5 to A7 are identical to areas also identified as part of **Corridor B**'s assessment.

All sections of Green Belt designation described above have been assessed as land that does not contribute to the need for the continued separation of Derby and Long Eaton. Development of land at any of the seven locations would not result in the urban areas of Derby and Long Eaton being brought any closer together.

How corridor fulfils separation purpose

The Corridor of Green Belt identified by this assessment impacts on the role that designation has in maintaining separation between the main built-up areas of Derby and Long Eaton.

There is notable overlap between Green Belt located within the northern part of this Corridor and that which is situated inside Corridor B which addresses how the designation contributes to separation between Derby and Ilkeston. As such, the assessment of Green Belt covering the largely open and undeveloped northern parts of Corridor F, notwithstanding that this is assessing the role designation plays in maintaining a gap as part of a different corridor, is also held to be relevant for the purposes of understanding separation in a wider sense.

As already described, Corridor F is notable in its differing characteristics insofar as separation is concerned, seeing sizeable variation between the role played by Green Belt within its north to that located further south inside its defined area. Throughout northern parts of the Corridor, land is generally open, with a strong sense of rurality and countryside. With the exception of the A6096, which crosses a small part of the Corridor in its north-western corner, roads throughout the north of Corridor F see the presence of a limited network of country lanes which influence a more east-west pattern of travel within this part of the Corridor. The largely open areas of countryside found across the Corridor's north heightens a sense of divide between its north and south, with the absence of settlements (either inset or washed over) located at its northern-most extent allowing for open land to extend across the entirety of Corridor F. Green Belt here plays an important role in preserving separation between the Derby and Long Eaton urban areas. However, the lack of settlements and development in general, somewhat reduces any pressure that the designation may be subject to in attempting to prevent urban areas from merging.

Further south within Corridor F, the Green Belt designation plays a far greater role in its purpose of maintaining separation between towns. In stark contrast to the openness of land towards its north, the presence and location of a number of inset settlements inside Erewash within the south of the Corridor, heightens the importance of Green Belt in ensuring continued separation between the urban areas located at each of its ends.

The settlements of Ockbrook and Risley are located at opposite ends of Corridor F. In both instances, areas of Green Belt designation provide only limited areas of separation from nearby urban areas. This is more acute at the eastern end the Corridor where Risley's separation from the Long Eaton urban area (at Sandiacre) is achieved only by the width of the M1 motorway which includes its wooded embankments. A comparatively wider section of Green Belt helps separate Ockbrook from the Derby urban area further to its west – although as identified earlier within this assessment, an area of Green Belt that adjoins the Derby urban area inside Erewash has been assessed as not contributing towards openness due to the form the Derby urban area takes in this part of the Corridor. However, a distance of approximately 3.5km between the two inset villages and with no directly connecting road, ensures the prospect of east-west coalescence, in combination with Green Belt designation located between both settlements and their nearest urban area, is extremely low.

South of the A52, the east-west orientation of the three largest inset settlements, Borrowash, Draycott and Breaston, sees the Green Belt's separation purpose assume significant

importance. The collective interdependency and relationship of Green Belt that surrounds and separates all three villages at this part of the Corridor is apparent, with only a 6km total width between its outer boundaries.

The three settlements are positioned along the A6005. This is one of only two roads which link the cities of Nottingham and Derby, and the villages see a significant area of land inset from Green Belt designation. At an already narrow section of the Nottingham-Derby Green Belt between the two urban areas, the extent of built-up areas at Breaston, Draycott and to a lesser degree, Borrowwash, sees expansion in recent decades having occurred in an arterial manner along the A6005 outwards from the traditional village centres. This has resulted in the width of wider designation reduced to approximately 1.5km of open land located at various points between the outer extents of Corridor F.

With only small sections of open land in existence between urban areas and villages, the role of Green Belt to protect these is of paramount importance within the south of the Corridor. This is emphasised when considering the built form of development along the A6005. At the Derby urban area end of Corridor F, Green Belt provides for a 200 metre area of openness between the Corridor's boundary and the western-most inset area of Borrowwash. Between Borrowwash and Draycott, a 1km section of farmland Green Belt separates these two villages. The settlements of Draycott and Breaston are separated only by a small section of Green Belt approximately 100 metres in width where the Nottingham to Derby railway line passes beneath the A6005 through a section of cutting. On the northern side of the road, the gardens of residential development on both sides of the narrow section of Green Belt back on to the railway, limiting any sense of openness between the two villages. At the eastern end of Breaston another narrow area of Green Belt, totalling 150 metres in its width, provides separation between the village and the Long Eaton urban area located just beyond the M1 motorway.

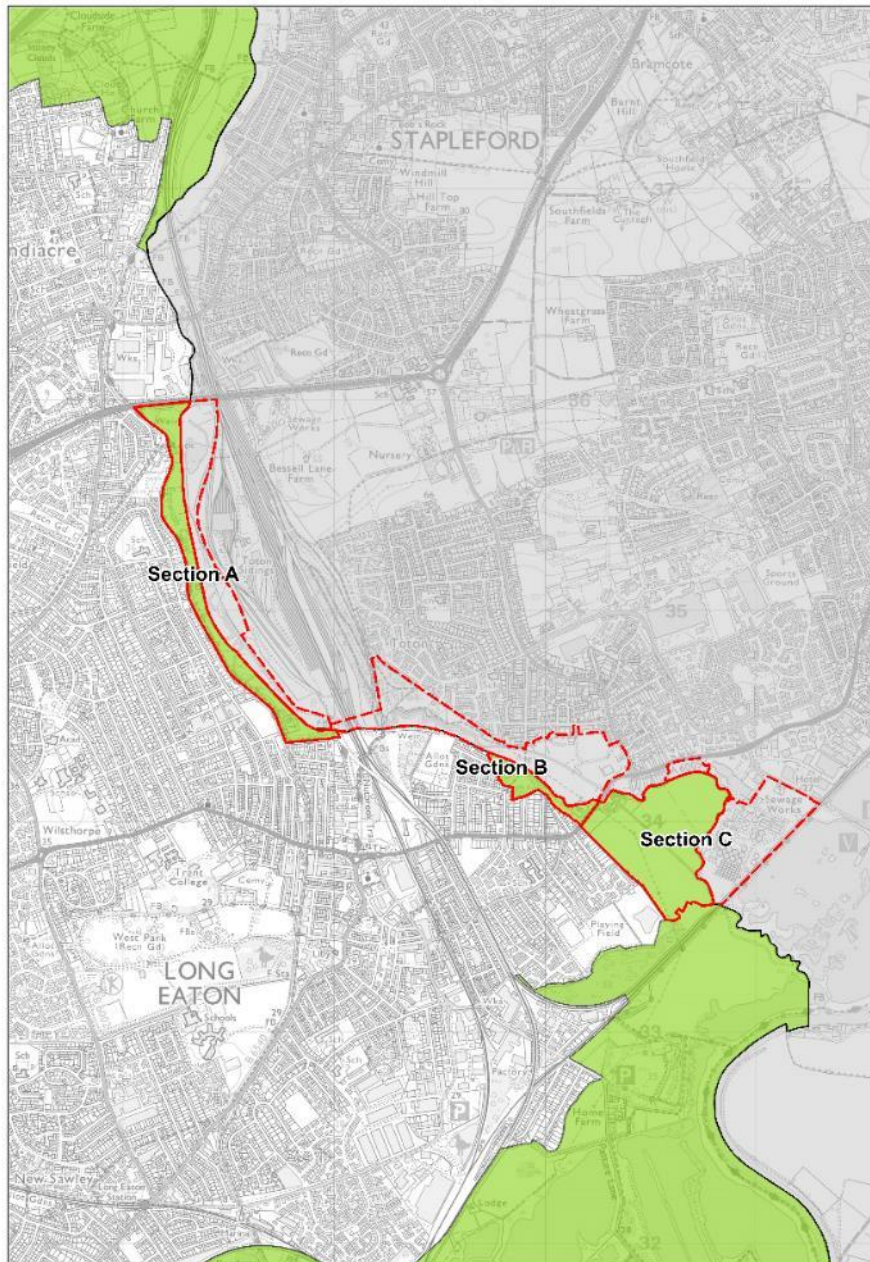
As described above, the small network of Green Belt areas situated between the urban areas and inset villages at the southern end of Corridor F contribute to a vital 'in combination' role, preventing the merging of Derby and Long Eaton urban areas. The pattern of settlements along the A6005 has created small areas of openness between each of the villages. Whilst the purpose of Green Belt under consideration at this part of the Review is to prevent towns from merging, maintaining openness of land between the chain of inset settlements which span much of Corridor F is also of high importance as not to further reduce existing gaps between each, and by extension, reduce the overall level of openness between the urban areas at each end of the Corridor. Furthermore, narrow sections of Green Belt which currently provide separation between the Derby urban area and Borrowwash, and the Long Eaton urban area and Breaston, are equally as important in preventing the merging of towns through outward growth of the urban areas.

Conclusion:

Green Belt designation located within the identified zone shown within Corridor F and which is situated within Erewash Borough remains important in order to maintain separation between the Derby and Long Eaton urban areas. This is subject to further study around the status of Green Belt between the villages of Borrowwash, Draycott and Breaston in the south of the Borough to ensure that land between these inset settlements does not cumulatively contribute to a lessening of separation within the identified zone.

Green Belt designation outside of the identified zones (A1 to A7) does not contribute towards the separation of the Derby and Long Eaton urban areas.

Corridor G – Long Eaton to Toton (Broxtowe Borough)



Justification of corridor extent

This is a narrow and relatively short section of Green Belt designation that exists between the Long Eaton urban area (located within Erewash Borough) and the neighbourhood of Toton situated west of Beeston and Chilwell within the Borough of Broxtowe.

Unlike the other six corridors assessed as part of the Green Belt Review, the approach taken to appraising **Corridor G** differs somewhat from that utilised for **Corridors A to F** and which is presented by the Methodology which supports the overall Review's preparation. This is due wholly to the configuration of Green Belt designation in this part of Erewash as it straddles both sides of the administrative County boundary south of the A52 Brian Clough Way, extending along the River Erewash to where it runs into ponds at Attenborough Nature

Reserve which adjoin the River Trent. The linear profile of Green Belt within this Corridor precludes the identification of specific points along the designation as a means of understanding the nature of separation between two (or more) urban areas. Alternatively, assessment here will focus on reviewing the specific ongoing role played by this section of Green Belt without identifying any parts of the designation which fail to fulfil a purpose of preventing towns from merging into each other. The Review therefore accepts that, due to the notably thin band of Green Belt which separates Long Eaton and Toton, the full extent of the current designation is required to continue this purpose.

Overview of the corridor

Corridor G spans **Countryside Units (CU) 10 & 11**. This Corridor is wholly contained within **CU10** which extends as far as the A6005 Nottingham Road. Beyond this, the Corridor passes into the most northern area inside **CU11** as far as where the administrative boundary between the Boroughs of Erewash and Broxtowe meets at the River Trent. **CU11** extends considerably beyond this point, passing south-west to include all Green Belt land south of Long Eaton.

For most of its length, land within the Corridor demonstrates strong adherence to a Riverside Meadows landscape type as part of the South Yorkshire, Notts & Derbyshire Coalfield character area. Particularly at the northern end of the Corridor, notable areas of unimproved grassland are evident across land sitting between the Erewash Canal and the River Erewash, although a small area of woodland surrounds a pond on Green Belt land inside Broxtowe. Moving southwards, the openness of land within the designation lessens with notable, dense collections of tree cover evident in lining the banks of the River Erewash. Beyond the main Erewash Valley branch railway, tree coverage thins across land within the Corridor with this confined more to just the immediate riverbanks – although dense pockets exist at Manor Farm Nature Reserve and also west of Manor Farm Recreation Ground in Broxtowe. Beyond the A6005, assessed landscape character changes to that within the Trent Valley Washlands area, with a continuation of Riverside Meadows type, albeit with far less tree cover which is only evident immediately lining the River Erewash. Land within the Corridor at its south-eastern most end is more unenclosed than that found further north – although the surrounding urban development which flanks the majority of Corridor G is not as constraining at this point.

Analysis of Green Belt throughout Corridor

As already described, the Green Belt throughout Corridor G is notable for its narrowness across its entirety. Using the River Erewash, which largely runs centrally through the Corridor, as a basis for measuring the length of this band of designation sees the Corridor extend to approximately 4km as it forms an eastern edge to the Long Eaton urban area. Whilst the width of the Green Belt extends to only a limited profile along its course, it is still necessary to assess the role that designation plays from end to end. Three notable sections are identifiable along the entirety of Corridor G, and these will be assessed in turn from north to south.

Section A – A52 Brian Clough Way to Royal Avenue, Long Eaton

Green Belt throughout this section of Corridor plays an important role in maintaining openness between residential properties centred around Sandiacre Lock and the Bennett Street area of Long Eaton with the sizeable rail maintenance depot facility at Toton Sidings. The Erewash Canal (the western boundary of this part of designation) and River Erewash waterways run in parallel here, helping to create a strong eastern boundary to the Long Eaton urban area. East of the River Erewash over into Broxtowe, a narrow continuation of Green Belt runs as far as the western extent of the rail maintenance depot facility. This is an important section of the Corridor in that it provides separation between the residential areas

on the fringe of the Long Eaton urban area and Toton Sidings which now forms part of a wider mixed-use allocation within the Broxtowe Local Plan. Much of the land throughout this section falls within Flood Zone 3b, the functional flood plain, reflecting the influence of waterways which pass throughout it and also severely limiting most forms of new development.

Section B – Royal Avenue, Long Eaton to A6005 Nottingham Road

The middle section of Green Belt within Corridor G commences just east of the Erewash Valley branch rail line which runs centrally through the vast rail maintenance depot immediately north-west. Green Belt here plays a slightly different function to that described in Section A, in that residential areas flank the designation on both of its sides resulting in a narrow pinch point between properties on Doncaster Grove (Erewash) and those located at the ends of Newmarket Way and Portland Road (Broxtowe) which are located approximately 70m apart. Land throughout the Green Belt here is generally more open in its character, although isolated areas of tree coverage exist at each end of the Corridor. Designation here provides an important function in maintaining separation between residential areas within Long Eaton and Toton. Similarly to Section A, much of the land throughout is assessed as at least forming part of Flood Zone 3a, with areas closer to the watercourses also Flood Zone 3b – including Manor Farm Recreation Ground, realistically limiting any future development which would further reduce an already narrow Green Belt designation which exists between urban areas.

Section C – A6005 Nottingham Road to Golden Brook

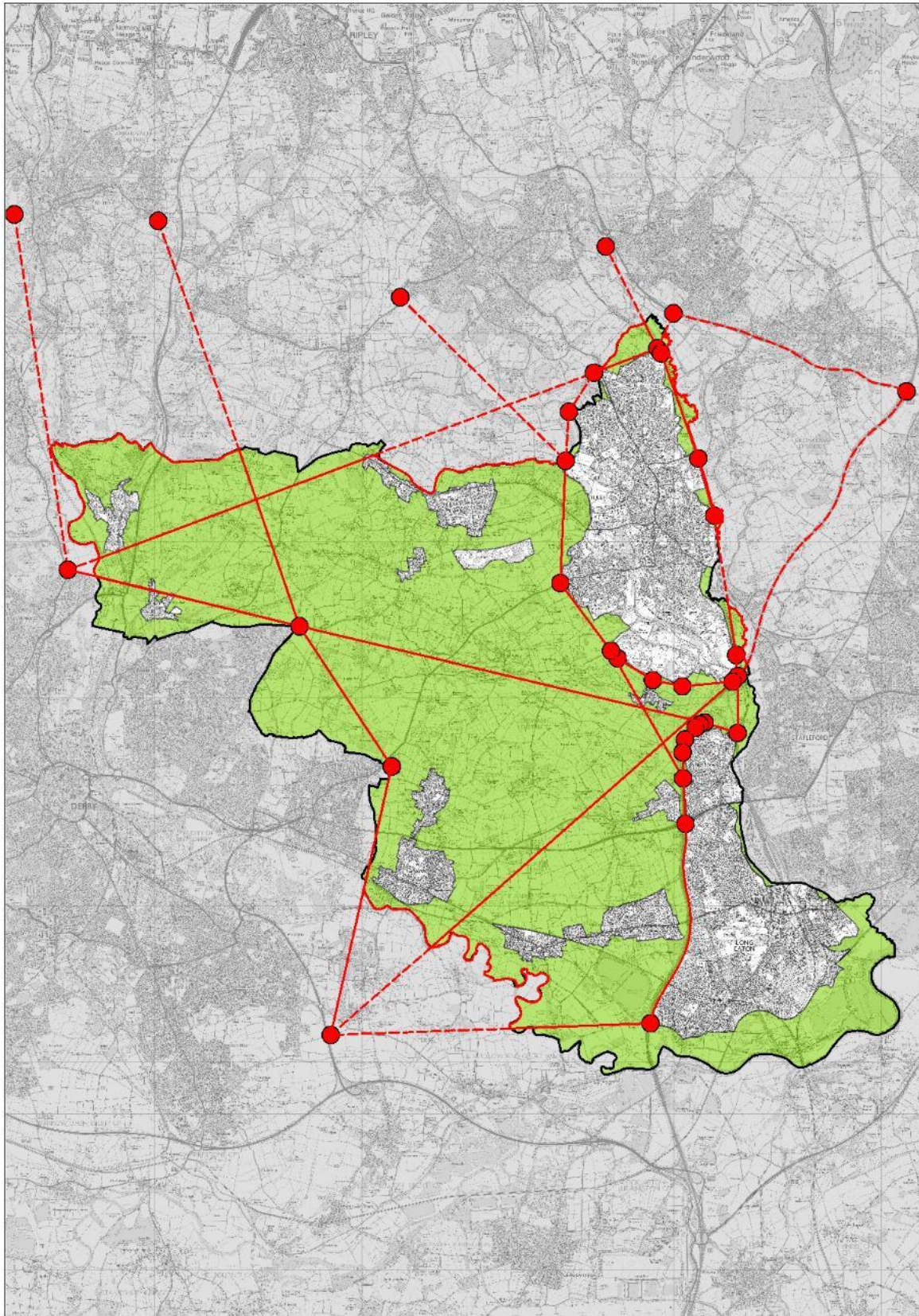
The final section of Green Belt, extending from the main A6005 road down to the Golden Brook watercourse where it flows into the River Erewash, sees the most openness across the designation than at any point evident further north within this Corridor. An established horse stable facility (St Leonards Riding School) with a number of outbuildings, is located immediately south of Nottingham Road and sees a substantial area of land extending away from the road utilised for horse grazing. Designation within this section of Corridor along its western edge sees a largely straight and regularised Green Belt boundary, separating horse grazing land from residential properties located along Devonshire Avenue and further south, Somerset Close. Similarly to Sections A and B, the River Erewash continues to mark the administrative boundary between Erewash and Broxtowe, with further riverside meadow land on the Erewash side used for the grazing of horses which sees gappy treelines delineating historic field enclosures. Green Belt continues across the Borough boundary over into Broxtowe, with a small open grassed enclosure situated north of the River Erewash and located between properties on the south side of Nottingham Road and Chilwell Retail Park. Following the river around as it meanders southwards, Green Belt designation inside Broxtowe returns south of the Retail Park, spanning the sizeable Toton Sewage Treatment Works facility immediately south-west of the River Erewash. Whilst designation extends further on both sides of the River Erewash inside Erewash and Broxtowe, it is prudent to end the extent of Section C at the tributary of the Golden Brook with the larger River Erewash. Just beyond this point, the main railway line between Nottingham and Derby is reached, with Green Belt further south largely encompassing previously worked gravel pits which are now recovering back to nature and evolving into notable biodiversity assets. Land throughout Section C is extremely susceptible to flooding from the River Erewash with almost total coverage within the functional floodplain. As such, whilst the Green Belt plays a helpful role in maintaining a continuation of separation between the Long Eaton and Toton areas south of the A6005, the heightened sensitivity to river flooding means it is necessary to leave land throughout Section C largely undeveloped except for accommodating water compatible uses.

Conclusion:

Due to the narrow width of Green Belt designation throughout Sections A to C, emphasising the close proximity of the Long Eaton and Nottingham (Toton) urban areas, all Green Belt

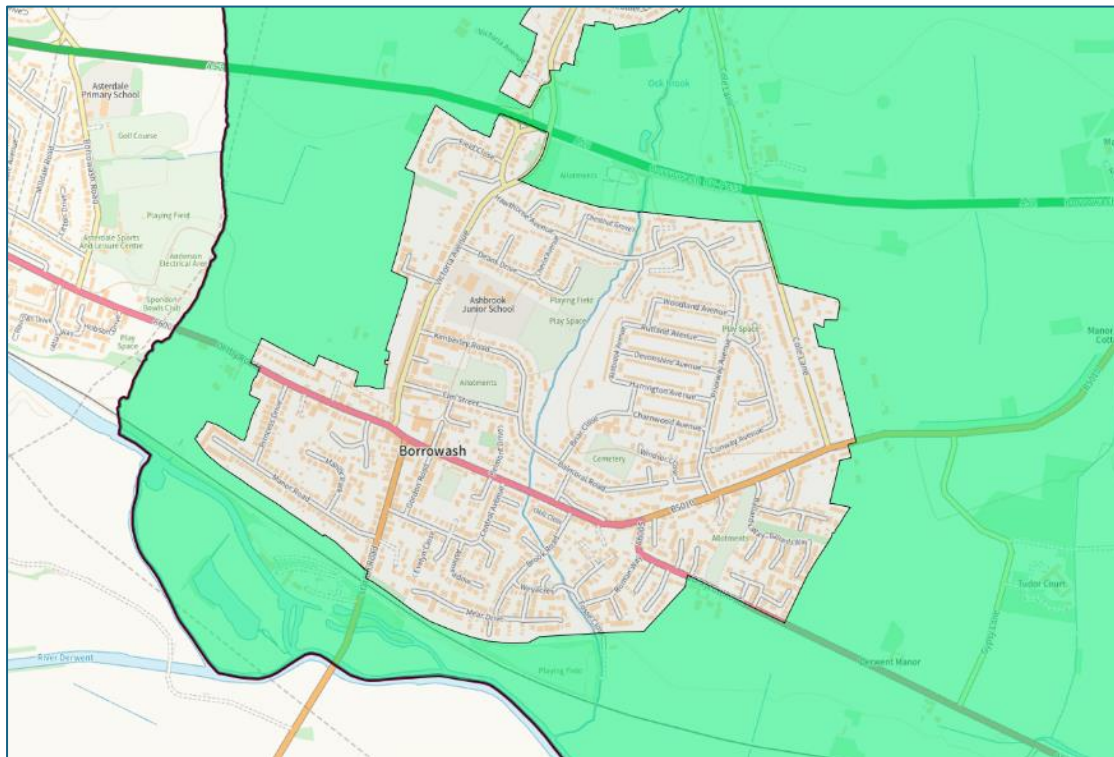
located within Erewash Borough is assessed as remaining important to maintain ongoing separation between these two areas.

Map showing all separation corridors:



4. Section Three – Checking the Unrestricted Sprawl of Large Built-Up Areas

Borrowwash:



Location and setting:

The large village of Borrowwash in the south-west of the Borough is located just east of the Derby urban area, separated from it by a narrow section of Green Belt designation which extends across land north and south of Derby Road (A6005). The gap between the two areas at its narrowest point sees a width of designation of around 300m at a location just north of a section of the Nottingham to Derby railway line and River Derwent, over to residential development at Hobson Drive in Spondon (within Derby City).

Bordering to its north, the A52 Brian Clough Way represents a strongly defensible boundary which forms a small section of the village's development boundary at Victoria Avenue. The road helps to separate the village from the settlement of Ockbrook, located just beyond the A52. A diverse range of land-uses is encompassed within Green Belt between the village boundary and the A52, with allotments, a model railway facility, horse grazing land and farmland all present.

To the east of Borrowwash, land displays a combination of farmland and horse grazing land with stables. The B5010 Nottingham Road exits the village in the direction of Risley and Sandiacre, with a garden centre facility accessed from this road located just within Green Belt designation on the edge of Borrowwash. More farmland adjoins the inset village south of the B5010, extending as far as the A6005 Derby Road which links Borrowwash to the other settlements of Draycott and Breaston, before reaching the Long Eaton urban area further east.

South of Borrowwash, farmland associated with Hook's Farm quickly evolves into uses more commonly found within a more urbanised environment, with Derwent Meadows Playing Fields thinning in its width as a result of the Nottingham to Derby railway line and remaining sections of the former Derby & Sandiacre Canal converging with the village's built-up area

before combining to fulfil the role of the southern boundary across the B5010 Station Road, with Green Belt continuing westwards south of residential properties along Manor Road.

West of Borrowwash, the narrow band of Green Belt between the current extent of the built-up village and the Borough boundary south of Derby Road (A6005) is associated with land and premises at Meynell Farm. A number of buildings and structures are located here, with equine facilities (stables and menage/horse riding arena). The large property of Borrowwash House and its extensive garden area is located within Green Belt which then extends across the administrative boundary with Derby City Council. North of Derby Road, Green Belt encompasses a mixture of smaller paddock enclosures adjoining the inset village with larger agricultural fields located further away from the built-up area running to the Borough boundary.

Recent growth and development:

As with other inset settlements in Erewash, Green Belt has proven an effective policy instrument limiting any outward expansion of Borrowwash over recent decades. Whilst not benefitting from Green Belt boundaries which follow major defensible boundaries such as road, railways or watercourses to the extent that other villages in the Borough do, the current designation has restricted new development to land within the village settlement boundary. Examples of housing developments in recent decades include new homes at Bains Drive (68 dwellings consented in 2005) and Fosse Close/Dere Croft (14 dwellings consented in 2006). Other examples of development which has benefited from spacious garden land at locations around Borrowwash are the 14 dwellings built at Covent Garden Close between Victoria Avenue and the village development boundary. Excluding the redevelopment of mill premises, Borrowwash has provided the highest number of major redevelopment opportunities in a village (excluding redevelopment of Mill premises).

Located within Green Belt and situated between the railway line and the River Derwent, development at Riverside Farm, application ERE/0421/0084 granted consent for the demolition of an existing structure to allow for the construction of nine dwellings.

Pressures for new housing development in Borrowwash remain. The Collyer's Nursery site was promoted, unsuccessfully, as a housing site as part of the 2014 Core Strategy. Outline application ERE/0815/0088 for up to 269 homes at land west of Borrowwash was refused back in 2015, although the same site has been promoted since this, most recently during the early part of the Core Strategy Review. Both sites are located within the Green Belt.

Analysis of surrounding Green Belt land:

As described already, the Green Belt boundary as it runs around the north of Borrowwash has only limited interaction with the duelled section of A52 which runs in an east-west orientation north of the village. With only a small section of inset village adjoining the major highway, this sees Green Belt designation span land located between domestic properties situated along the northern sides of Hawthorne Avenue and Priorway Avenue, as well as a number of cul-de-sac roads to the north, and the A52. Of note at this particular area is the projection of the built-up area along Victoria Avenue, with housing development inside the village boundary reaching as far as the A52 itself, with homes north of Field Close also influencing the pattern of built development here.

North of Field Close, the pattern of residential development adjacent has left a small, enclosed area of land within the Green Belt between the road and the A52 which appears to be land connected with a property on Field Close.

West of Borrowwash, the Green Belt expands between the village and the outer extent of the Derby urban area within the Derby City administrative area. Arable agricultural land forms the majority of land towards the north of this broad area, whilst moving south around the edge of the settlement, field patterns display noticeably more enclosure with several long, rectangular fields with tree hedgerows located in close vicinity to the rear of domestic properties to the west of Victoria Avenue.

Green Belt south of Derby Road (A6005) sees a fragmented layout of field enclosure to the rear of Borrowwash House and Meynell Farm. Notable dense groupings of mature trees follow the alignment of the former Derby & Sandiacre Canal, the River Derwent and a section of passing mainline railway. This section of Green Belt sees the shortest distance between the inset area of Borrowwash and the Derby urban area within Spondon.

South of Borrowwash, Green Belt extends outwards from the rear of properties on the south side of Manor Road and some along Mear Drive, to span the former Canal, railway and River Derwent. Both individually and collectively, these physical features present along the southern side of the village continue to represent strongly defensible boundaries, with the line of the former Canal (subject to restoration at selected points along its course) having proven historically influential in restricting growth beyond its route to the south where it adjoins the built-up area.

East of the Ock Brook, Green Belt land reverts to predominantly being agricultural in its type. Fields extending south of Draycott Road around Hook's Farm quickly help to provide a strong sense of countryside and openness when observed from the roadside (A6005), assisted by gently sloping land which offers distant south-facing views across the lower elevations of riverside meadow land.

East of Borrowwash and north of the A6005, agricultural land extends outwards from the current edge of the inset village. A significantly sized field forms Green Belt for the entirety of land between the A6005 and the B5010, directly adjoining several modern residential developments immediately west, before on approach to the B5010, designation orientates away from the arable farmland and spans a garden centre south of Nottingham Road. Continuing northwards around the eastern side of Borrowwash, Green Belt north of the B5010 on the fringe of the village initially sees an extensive area in the vicinity of Brook Ash Farm set out for horse-riding purposes with an outdoor arena area. Similar horse-riding facilities exist on adjoining land further north and located to the east of Fellside Cottage off Cole Lane. A clear change is evident north of this, with Green Belt land reverting to an agricultural use extending across a large, open field east of Cole Lane and south of the A52.

Consideration of land not contributing to preventing sprawl:

In general, much of the Green Belt that surrounds Borrowwash continues to be effective in preventing the village's sprawl. This is influenced by the presence of strong physical boundaries, particularly to the south where the route of the former Derby & Sandiacre Canal creates a strong, defensible boundary limiting outward growth. Elsewhere, Green Belt boundaries around the inset village demonstrate a relatively strong relationship to the current extent of development.

Area A consists of Green Belt located between the northern boundary of the village and the A52. The area is approximately 5.1ha in size. Land here falls within **Corridors B** (Derby urban area to Ilkeston urban area) and **F** (Derby urban area to Long Eaton urban area) which identify corridors of separation between towns. Notwithstanding that land within **Area A** forms part of two corridors, underlining the enhanced importance of Green Belt throughout each to contribute to keeping land open, designation at this location does not compromise this particular Green Belt purpose as it does not reduce the current gap between either

Derby and Ilkeston or Derby and Long Eaton. As a consequence of the narrowness of designation throughout land north of Borrowwash, land is limited in its aim of preventing the sprawl of the village. This is further emphasised by the growth of Borrowwash extending as far north as the A52. Land within **Area A** is therefore no closer to the village of Ockbrook than inset land further west along Victoria Avenue which sees the Borrowwash village boundary extend out to Brian Clough Way. For similar reasons, Green Belt here is felt to be limited in its value of safeguarding the countryside from encroachment. With the heavily trafficked A52 adjoining along its northern side and only situated around 75m from the current village boundary, the road heavily restricts any sense of countryside north of Borrowwash at **Area A** and therefore limits the role of Green Belt can play in safeguarding the countryside from encroachment. Overall, the area has a strong sense of enclosure, being located between Victoria Avenue, Cole Lane, the current village boundary and the A52.

Area B to the north of Field Close and west of Victoria Avenue and sized at approximately 0.6ha, displays many similar attributes to those described above in commentary that describes Area A. Whilst differing in its scale, **Area B** displays identical attributes insofar as Green Belt purposes are concerned. Also adjoining the A52, designation here directly borders an inset part of Borrowwash which sees residential properties extending right to the A52's joining slip road off Victoria Avenue, thus limiting the Green Belt's purposes around preventing the village's sprawl and safeguarding the countryside from encroachment for the same reasons as explained in analysis of Area A, but not least that land does not lessen openness between the Derby urban area and those of Ilkeston and Long Eaton.

Area C to the west of Borrowwash, consists of 17ha of Green Belt designation located between the inset village and the administrative boundary with Derby City, where Green Belt continues to the edge of the Derby urban area. In the context of urban sprawl, it is necessary to reference the profile of the inset area of Borrowwash along its western side. Whilst a fairly consistent Green Belt boundary extends to the rear of domestic properties along Victoria Avenue and Field Close, the linear development of homes along Derby Road (A6005) as far as the property of 72 Derby Road sees the inset area extend notably west of the residential area located to the north-east. This pattern of development is mirrored south of the A6005, with residential areas around Princess Drive and Manor Road project the extent of the inset area to the west. As a consequence of this pattern of built-up area, several things are evident. Firstly, Green Belt land within the identified boundaries of **Area C** would not result in a reduction of gap between the inset area of Borrowwash and the closest point of the Derby urban area. So despite Green Belt here falling within **Corridors B & F** of the separation analysis, the remaining designation between Borrowwash and Spondon would not be lessened from current levels. Green Belt within **Area C** has also been assessed as limited in its ability to safeguarding the countryside from encroachment. At Derby Road, the character evident along the section of A6005 between the village of Borrowwash and the larger settlement of Spondon within Derby City is generally semi-urbanised. Vistas in both directions see a number of buildings and facilities positioned along Derby Road, lessening the sense of countryside felt when travelling between the two areas. This is heightened by the presence of floodlighting at the Asterdale Sports Complex just inside the Derby City administrative area. In terms of urban sprawl, similar rationale to that regarding Green Belt performance around separation exists. With linear development having taken place west of the centre of Borrowwash, the extending built form, which is reflected by the current inset boundary, would indicate that Green Belt to east of the residential properties located at the end of Manor Road makes a limited contribution to checking the sprawl of the village.

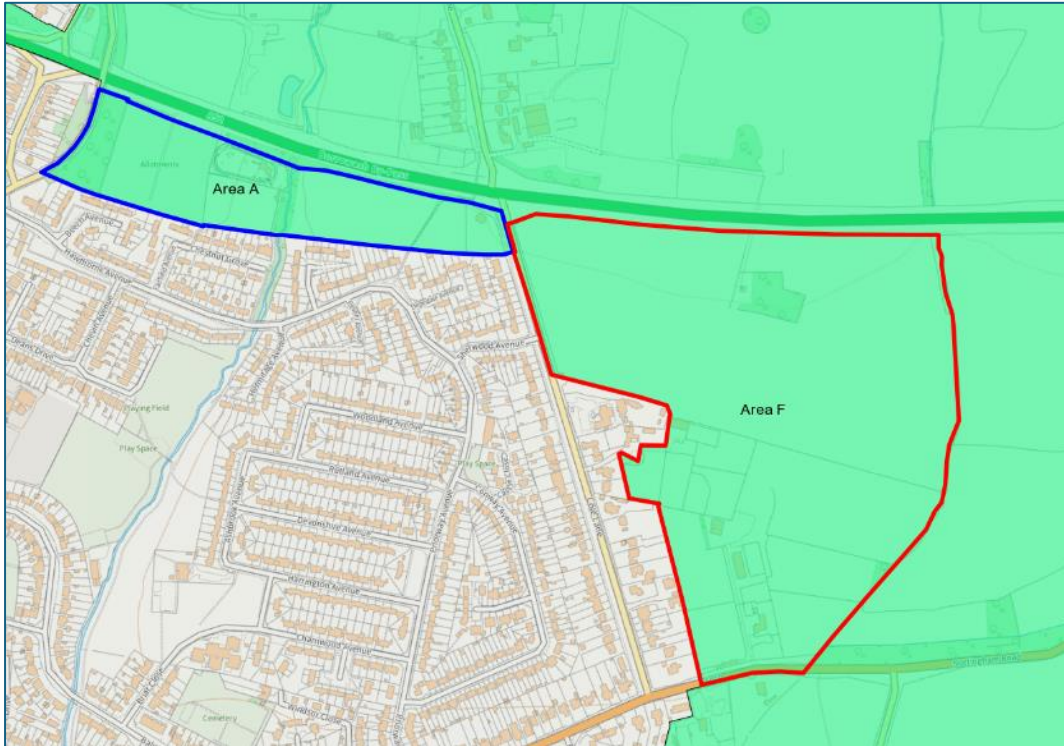
Area D is a small area of Green Belt, around 0.7ha in size, located to the rear of St Hugh's Church, but associated with land and buildings at Maynell Farm. Used for grazing, the land here forms part of the wider Farm's curtilage. Whilst designation at Area D has been assessed as performing poorly in respect of the three Green Belt purposes under consideration, the subdivision of land within the Farm complex is considered inappropriate

despite the existence of a basic boundary treatment to enclose land. Placing the wider Meynell Farm estate within an extended and enlarged Area D is also not considered appropriate as this would reduce the gap between the Derby and Long Eaton urban areas by lessening the openness between Spondon and Borrowash.

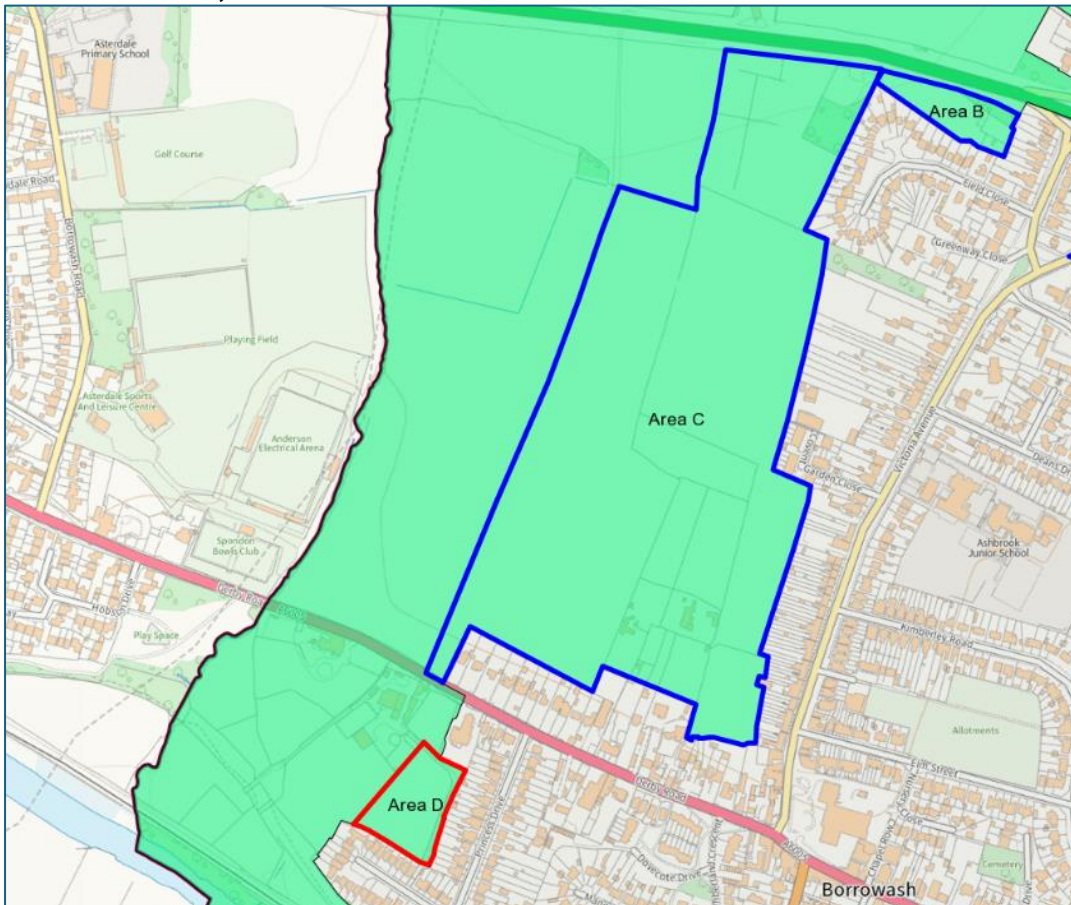
Area E, located to the south-east of Borrowash and around 4.3ha in size, consists of farmland and buildings associated with Hook's Farm. Green Belt designation inside **Area E** extends northwards from the route of the former Derby and Sandiacre Canal, although the section stretching eastwards away from Borrowash has largely been lost amongst the wider meadow landscape. The deallocation of Green Belt at this location would contribute to a squaring off of the inset boundary around this part of the village. Whilst Green Belt designation here makes limited contribution to the maintaining of separation between the Derby and Long Eaton/Ilkeston urban areas due to the historic expansion of Borrowash (which sees residential development extend 150m further east along Draycott Road (A6005) on its northern side), land here has been assessed as contributing to the two other Green Belt purposes under consideration. The sense of countryside here is strong when looking across the land from the main road. The topography and landscape south of the A6005 allows for largely unobscured views of the open countryside towards the River Derwent and beyond, and the fields connected to Hook's Farm form the northern-most part of the wider countryside unit assessed elsewhere within this Review. Similar points relate to the designation's importance in urban sprawl. Despite **Area E** not extending beyond the inset settlement boundary on Borrowash's eastern side, the land on the edge of the village here would see development move eastwards out towards the open countryside between Draycott and the River Derwent. As such, the Green Belt within **Area E** is assessed to contribute to the prevention of Borrowash's sprawl.

Area F is a sizeable area of Green Belt, around 21ha in size, located east of Borrowash. Incorporating a large area of mixed land consisting of farmland and facilities set out for horse riding/grazing set between the B5010 and A52, its eastern-most extent follows the course of a minor tree-lined stream which sources from higher ground north of the A52 down to the River Derwent. Within its south, **Area F** adjoins properties located along the eastern side of Cole Lane, before direct connectivity to Cole Lane occurs as the road heads north towards the A52. At **Area F**'s north, the lengthy and rectangular profile of a large single agricultural field sees it extend 500m from Cole Lane to the aforementioned boundary at its eastern end. South of this, much of the land north of Brook Ash Farm is set out for grazing with formal horse riding arenas surrounded by smaller enclosed fields associated with horse grazing and practice. Green Belt within **Area F** is assessed as making important contributions to the three purposes being considered by this Review. Most notably, the Green Belt here forms part of two corridors of separation (Corridors B & F) which maintain open land between the Derby and Long Eaton/Ilkeston urban areas. Any extension of inset area broadly similar to the extent of **Area F** would see a reduction in gap within the identified corridors. Green Belt also prevents the outwards sprawl of Borrowash in an eastwardly direction. Whilst only a single field contributes to the width at the northern end of the area, its elongated profile would see the removal of designation result in significant extension of the settlement following the alignment of the A52 in an easterly direction, encouraging the expansion of the village out into the surrounding countryside.

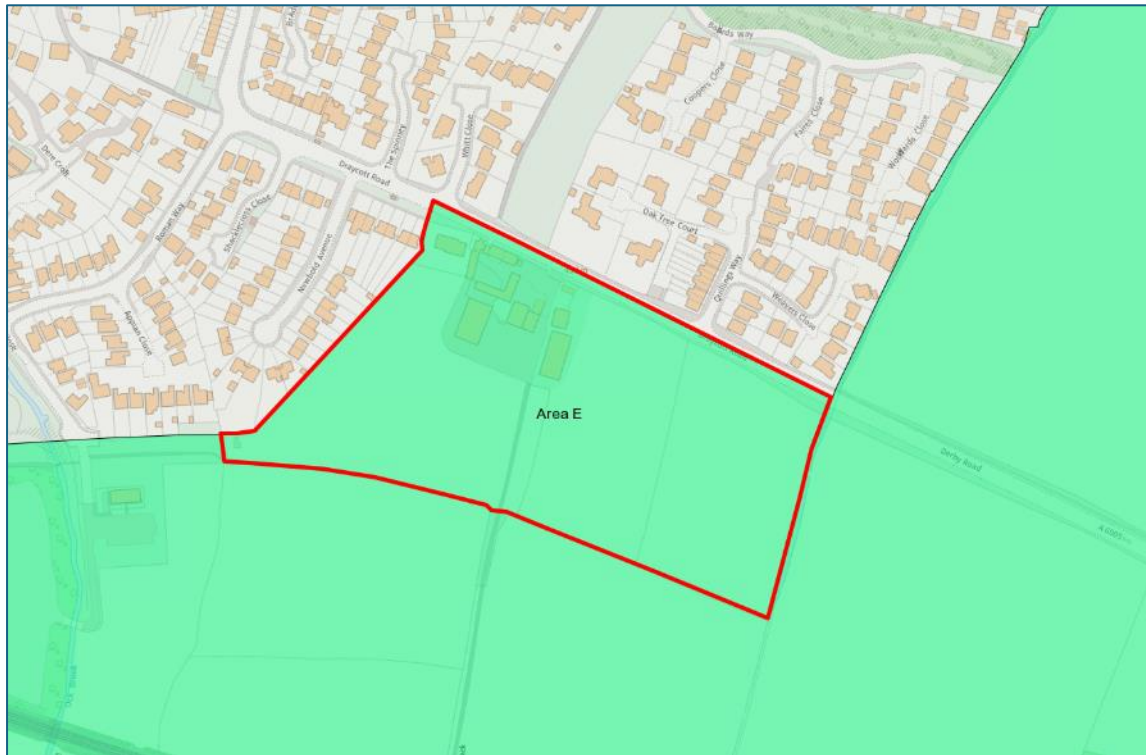
Plan of Areas A & F:



Plan of Areas B, C & D:



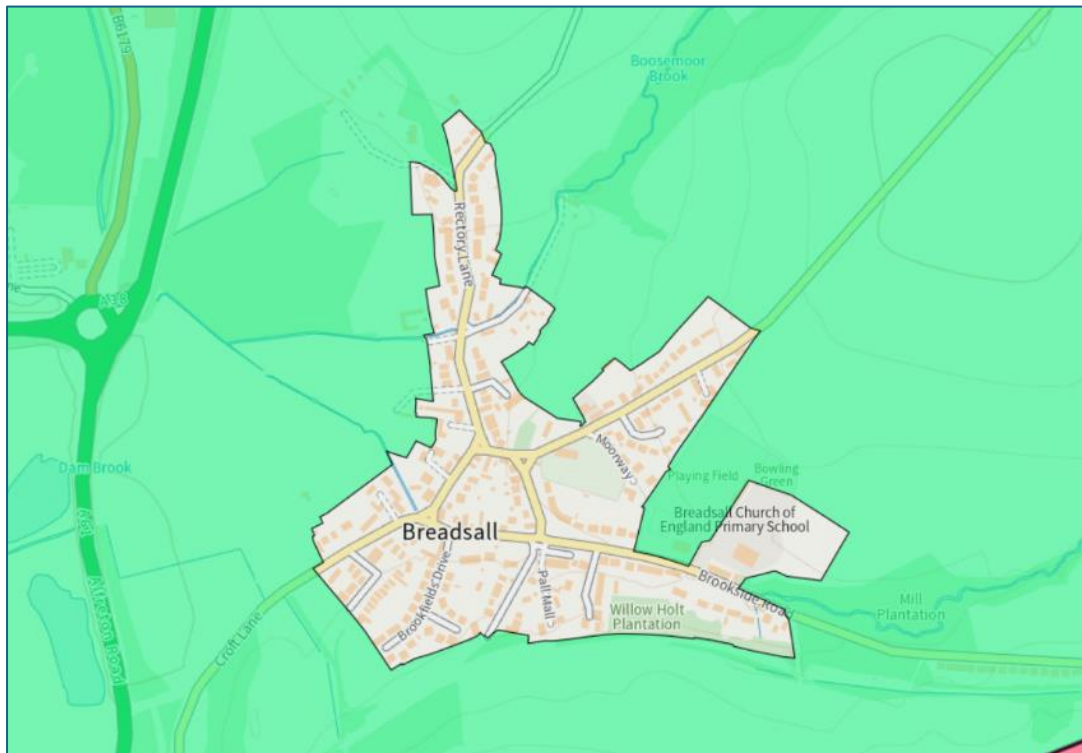
Plan of Area E:



Conclusion:

Green Belt designation at **Areas A, B & C**, as identified above, have been assessed as making a limited contribution to checking the unrestricted sprawl of the Borrowash built-up area.

Breadsall:



Location and setting:

The village of Breadsall is located in the north-west of the Borough around 0.8km south of the nearby settlement of Little Eaton. The village is located in close proximity to the Derby urban area (within the Derby City administrative area), which at its closest sees a section of Green Belt designation approximately 230m in width between the two areas. The village benefits from through road access from three directions, with Croft Lane linking to the A61 (which itself links to the A38 and A52), Moor Road linking to the various Morley hamlets and Brookside Road which provides access to the Oakwood area of the Derby urban area. The village is separated from Little Eaton by the A38, whilst the Great Northern Greenway (a former railway line that operated between Derby and Ilkeston) multi-user recreational trail closely follows Breadsall's southern-most inset boundary, with various access points existing between the built-up area and the trail.

Recent growth and development:

Green Belt has been successful in restricting the village's growth over recent decades. Examples of new development within the inset part of Breadsall are extremely limited, with residential developments largely confined to replacement dwellings, conversions of outbuildings and small-scale backland development. Recent schemes which have resulted in the delivery of new housing units within the last two decades consist of four dwellings at Brookside Farm, eight dwellings at Darwin Fields Close and four dwellings at The Hollies off Croft Lane. Pressure for new housing development exists on Green Belt land around the edge of the village, with land to the west of Breadsall off Croft Lane promoted to the Council through successive Strategic Housing Land Availability Assessments (SHLAA) and land to the south of the village accessed off Hill Top (A608) in Derby City also promoted through the SHLAA and the review of the Erewash Core Strategy.

Analysis of surrounding Green Belt land:

In general, Green Belt designation immediately around the edge of the village consists of largely arable farmland.

To the east, Green Belt beyond the village Primary School encompasses several large fields which support arable farming. These extend for the majority of distance between Moor Road and Brookside Road, although towards the latter, a notably dense wooded area (Mill Plantation) sees the Dam Brook pass through it. Beyond this, further agricultural land with smaller enclosure extends eastwards on the northside of Brookside Road. Green Belt on this side of the village also helps provide a degree of separation between different parts of the inset area (properties on Moorway/Ash Tree Close with the Primary School campus), with the Memorial Hall Playing Fields located within designation.

Around to the north of Breadsall, further agricultural land of generally smaller enclosure spans much of the area between Moor Road and Rectory Lane. The Boosemoor Brook passes centrally through this area as it extends away from the village, with the dense tree grouping around Frog Hall which continues to follow the Brook serving to divide the farmland.

Beyond the inset village to its north, more arable farmland with irregular and incomplete enclosure is found. A covered reservoir exists beyond this, which is linked by track to the sizeable water treatment works to the west of the A38 in Little Eaton.

Moving around to the western side of Breadsall, the character within the Green Belt alters somewhat. Beyond Breadsall Manor, the landscape displays much greater areas of woodland, with recent plantations creating a wooded belt that extends between the A38 ending close to the edge of the inset village to the rear of properties west of Rectory Lane. Lining the area of woodland on its southern edge, the Dam Brook and Boosemoor Brook both pass back towards the built-up part of Breadsall. South of this, further agricultural land exists with some land directly adjacent to the inset area set out for horse grazing, accompanied by stables. Farmland continues to form the majority of Green Belt around the west of the village as far as Croft Lane. Beyond, dense treelines are evident providing strong enclosure for fields southwest of Breadsall.

South of the village, the influence of the former Great Northern railway line is evident in the landscape throughout the Green Belt. Passing through a densely wooded cutting, the now multi-user recreational trail forms a strong southern edge to the village. A strong tree line provides screening between the trail and the built-up area which is located immediately to its north. Land south of the Great Northern Greenway is predominantly agricultural, with large field enclosures displaying a gently rising topography back towards higher land towards Hill Top (A608). Green Belt within Erewash extends southwards as far as the A608 (the administrative boundary with Derby City), including Manor Farm and a collection of other buildings which includes a public house.

Consideration of land not contributing to preventing sprawl:

Area A, approximately 1.4ha in size, is an area of Green Belt which currently helps to maintain a break in the village's built-up area between the rear of properties located along the north side of Moor Road and the east side of Rectory Lane. The Green Belt at this part of Breadsall acts as a wedge, seeing the profile of inset land to each side extend outwards around Area A – with properties along Moor Road as the road leaves the village contributing to accentuating the gap between different parts of Breadsall. Set to the rear of The Old Hall and the village's Primary School building, the land here is evenly divided into an open grassed enclosure across its south-western half, with the north-eastern section partially

covered by trees and shrubbery - which in some instances form treelines and in others, are more scattered and isolated in appearance. The land across Area A is notable for its strong sense of enclosure, displaying a large degree of privacy owing to a lack of road frontage (access to the land is taken from Moor Road, with access continuing into farmland beyond the extent of Area A) and positioning to the rear of adjoining properties. The redrafting of Green Belt boundary to realign it along the outer, north-eastern edge of Area A is possible with a defensible boundary achievable predominantly consisting of established tree and hedge to enclose from farmland located beyond. With Green Belt land within Area A not extending beyond the current inset, built-up part of the village, the contribution this land makes to preventing Breadsall's sprawl is limited.

Area B, which consists of the Memorial Hall Playing Fields, Hall, Tennis Courts and Bowling Green is approximately 2.6ha in size. Green Belt here is assessed due to the profile of the inset area at this part of the village. The inseting of land around the Primary School sees a notable wedge of designation extend as far south as Brookside Road and influence the dividing of the School from residential parts of Breadsall further west. Whilst the land within Area B demonstrates a strong form of enclosure, separated at its northern end from adjacent farmland by a mature treeline (and thus able to demonstrate a defensible boundary), the nature of land-use across the majority of the land being one of outdoor leisure and recreation is broadly consistent with acceptable uses within Green Belt. As a consequence, the designation within Area B plays a role in ensuring the continuation of important leisure uses to the residents of Breadsall.

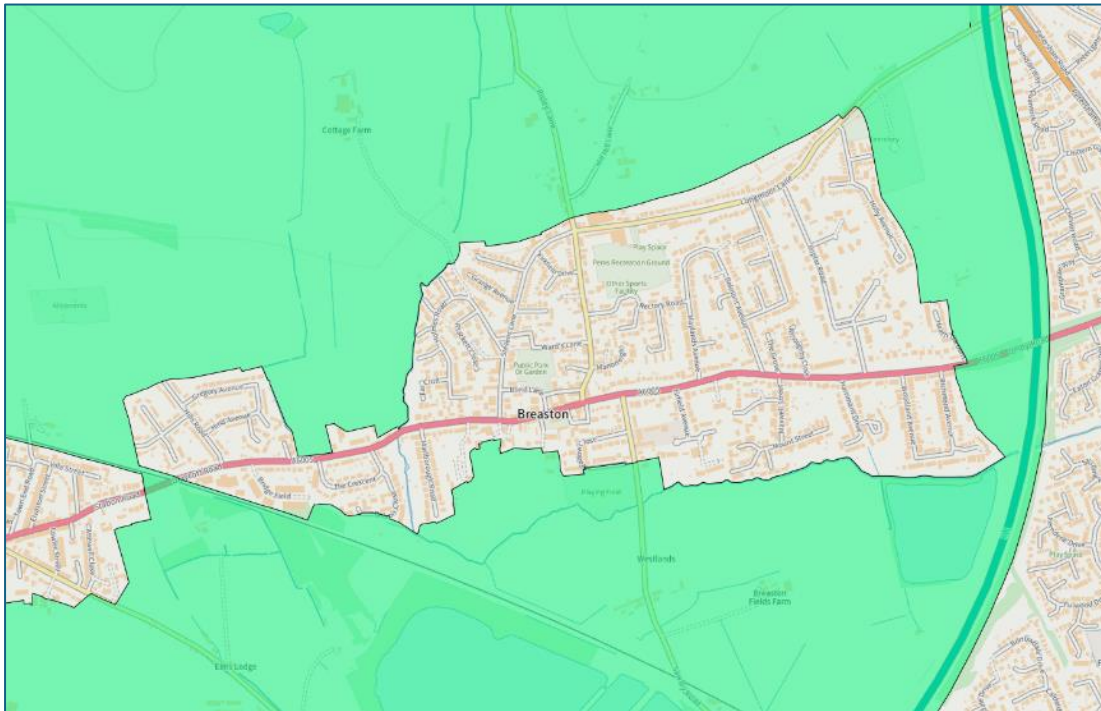
Plan of Areas A & B:



Conclusion:

Green Belt designation at **Areas A**, as identified above, has been assessed as making a limited contribution to checking the unrestricted sprawl of the Breadsall built-up area.

Breaston:



Location and setting:

The large village of Breaston is located just west of the Long Eaton urban area, separated from it by a narrow section of Green Belt designation which extends between residential properties situated south of Longmoor Lane and both north and south of Derby Road (A6005) and the western-most extent of Long Eaton at Wilsthorpe. The gap between the two areas at its narrowest point sees a width of designation of just 100m along the Golden Brook watercourse which runs between them.

East of Breaston, and forming a permanent and strongly defensible boundary to the Green Belt in this part of the Borough, is a section of M1 motorway south of Junction 25 which at village's south-eastern most inset point, further reduces the openness of land evident between Breaston and the neighbouring urban area. Green Belt land between the extent of the village and the motorway is primarily in use for equestrian purposes, although Longmoor Cemetery also forms a notable use within the designation located south of Longmoor Lane.

North of Breaston, beyond the route of the former Derby & Sandiacre Canal (now a recreational multi-user trail) is a combination of farmland and further areas which make provision for equestrianism.

Moving westwards, the Green Belt designation extends south of the former Canal and follows the alignment of the Golden Brook towards Draycott Road. To the west, derelict and recovering land where the former Western Mere Comprehensive School was once sited forms part of the Green Belt, and further farmland (with a small area of recreational land) surrounds the residential properties located beyond roads off Hills Road. A very narrow section of Green Belt, which spans the Nottingham to Derby section of railway line, provides separation between Breaston and the neighbouring village of Draycott.

South of Derby Road (A6005), Green Belt land adjoining the village which sits north of the railway line is largely grassland and associated with a Riverside Meadows landscape

character type. The Golden Brook flows throughout this area in a broadly west-east orientation. A large informal playing field forms a substantial part of designation to the south of Breaston close to Sawley Road. Moving eastwards in the direction of the M1 motorway, land within the designation comprises further farmland and land associated with equestrian uses. Finally, and before the motorway is reached Green Belt incorporates a large flood prevention lagoon which is located south of the Golden Brook.

Recent growth and development:

Green Belt has proven an effective policy instrument limiting any outward expansion of Breaston over recent decades. The permanent nature of boundaries defining the village, discussed further later in this assessment, has been influential in this regard. Development within the village has been limited to minor infill schemes or replacement dwellings, largely involving the re-use of land at small plots at several locations.

A notable number of new dwellings have been consented and subsequently developed at land within the south of Breaston over the last two decades. Several schemes occurring on land beyond the ends of Mount Street (Astill Pine Close & Goldenbrook Close) and Firfield Avenue (Holt Croft Close) have benefitted from the sizeable historic garden areas of properties on these roads, which have allowed for the intensification of these spaces. Plans to redevelop the former Secondary School site, accessed off Gregory Avenue, saw the Borough Council allocate this land for residential development as part of its 2005 Local Plan. The draft allocation was discontinued prior to the Plan's adoption. Interest in the development of this site has periodically continued at points since.

Analysis of surrounding Green Belt land:

As alluded to already, a sizeable proportion of the Green Belt boundary around Breaston already follows strong, defensible features on the ground.

Starting along the northern side of Breaston, a clearly defined and established boundary in the form of the former Derby & Sandiacre Canal (now multi-user recreation trail) helps provide a strong physical limit to the village. Land beyond this sees a number of irregularly shaped field enclosures, which in some instances are fairly large and extend as far as 200m away from the current boundary. The boundary stretches along the rear of all properties situated north of Longmoor Lane, some on Stevens Lane and likewise on Lawrence Avenue. At this point, the Green Belt picks up the Golden Brook, another strongly defining physical feature, all the way to Draycott Road. The boundary then tightly fringes residential properties on Draycott Road, before passing around the outer extent of the former school by following a minor watercourse which eventually meets the Golden Brook. A sizeable area of land connected with the former school sits within Green Belt and sees open land separate residential areas within Breaston. Watercourses which bookend this wider area result in the presence of land which falls within functional floodplain – substantially limiting the development uses such land can accommodate. Notwithstanding this, an opportunity to 'round off' the village boundary so that the existing line of development along Gregory Avenue continues, adjoining an area of Green Belt just west of Far Croft could be appropriate.

Further westwards, the Green Belt boundary continues to display a close relationship with properties around the Hills Road area of Breaston, with large agricultural fields forming the vast majority all the land between the current village limits and the route of the former Canal around 350m north. Whilst the most immediately adjoining fields are small in size, those beyond stretch a considerable distance back towards the multi-user route, with any expansion here resulting in a notable realignment of the extent that the village covers.

South of Breaston, the continuation of the Golden Brook through fields beyond the current extent of built-up development impacts heavily on flood risk across virtually all land south of the village. Field enclosures here are varied in size and shape, with Green Belt designation creating a small break in the profile of the inset area at land immediately east of a Mobile Home park. Field boundaries running along the southern edge of this land would enable this small area of Green Belt to be brought within the village boundary. Beyond this, flood data shows Green Belt to be consistent with the extent of functional floodplain. The Golden Brook navigates closer to the inset village, ultimately realigning with the rear of domestic properties mainly located along the southern side of Mount Street and Birchwood Avenue. The watercourse is felt to represent a strong physical feature which helps to define this part of Breaston.

Land east of Breaston, located between Longmoor Lane, Derby Road, M1 motorway and properties along Holly Avenue and Heath Gardens sits in-between the village and the Long Eaton urban area. This land, largely used for equine-related recreation purposes, provides an open setting for Breaston on its eastern side, although the development of homes at Heath Gardens has served to project the built-up area of Breaston on the north side of Derby Road outwards in the direction of the motorway leaving a notable area of Green Belt to its north, including Longmoor Cemetery at its northern-most end, recessed behind the line of development of the inset village.

Consideration of land not contributing to preventing sprawl:

In general, much of the Green Belt that surrounds Breaston continues to be effective in preventing any sprawl of the village. This is influenced by the presence of strong physical boundaries consisting of the former Canal route and the Golden Brook, north and south of the village respectively that have restricted growth in either direction.

In the west of Breaston, a notable area of Green Belt designation (**Area A**) around 7.5ha in size and which includes the former Western Mere School, creates an open area of land that serves to separate residential areas located north of Derby Road (A6005). A number of smaller enclosed fields exist within the area, with equine associated uses evident across much of the land. At its northern-most edge, a long and continuous field boundary divides the several paddocks from agricultural land which exist immediately north. The hedgerow, wooded in places where the boundary passes the derelict school, represents a clearly defined and defensible boundary to the identified land. The semi-urbanised character of land within **Area A**, particularly the derelict curtilage where school buildings once stood, also helps it form a close association with the surrounding residential areas immediately to the west and east.

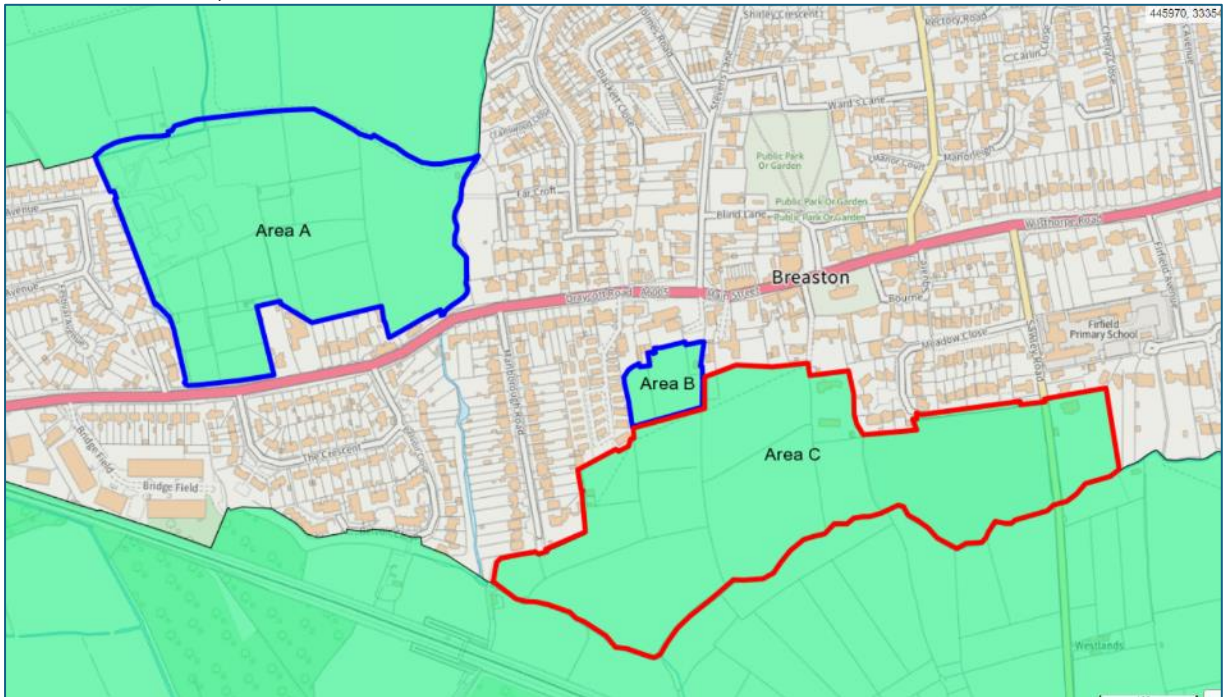
Its location, between different residential areas makes limited impact on other aspects of the Green Belt purposes assessed by this review. Land falls within **Corridor F** of its separation analysis, identifying a corridor of Green Belt between Derby and Long Eaton's urban areas. Despite the importance of continued separation between inset villages throughout the Corridor to preserve the overall wider separation of the two urban areas, land within **Area A** would not compromise that planning objective, nor would it encroach into the countryside for the reasons discussed above which describe the semi-urbanised character of the land within its extent.

Area B, measured at around 0.5ha in its size, is a small area of Green Belt more centrally located in Breaston that adjoins a Mobile Home park. Designation here sees a logical potential realignment of boundary to reflect the pattern of development in this part of the village. Appropriate boundary detailing, which exists in the form of fencing that clearly defines the extent of enclosure, would allow for a realignment of boundary to see land from part of the inset village. Consideration of a future deallocation of a much larger area of

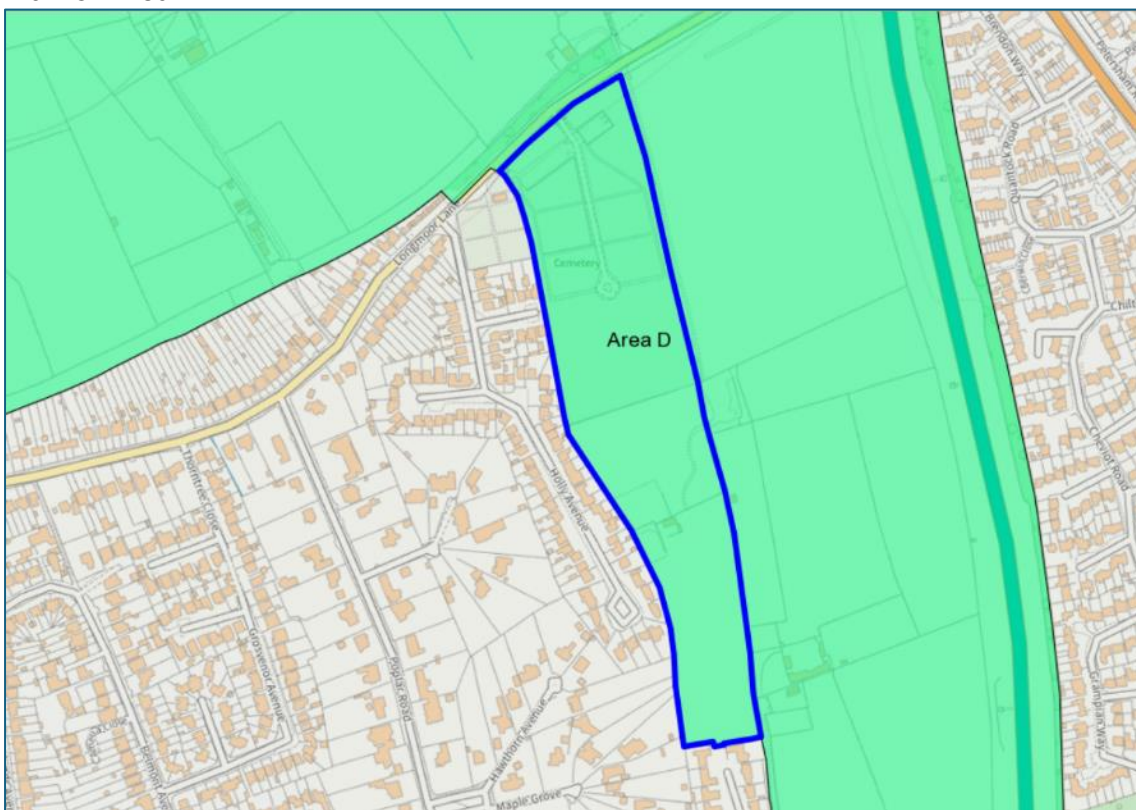
designation inseting all land north of the Golden Brook, which forms sections of the Green Belt boundary at points south of Breaston, has been made through this assessment. Land here is **Area C**, approximately 9.4ha in size. However, whilst the land would not compromise the separation between wider urban areas as part of **Corridor F**, it is felt that the alignment of Golden Brook as it passes through open land between 100-200m south of the current Green Belt boundary, would harm the ability of designation to safeguard countryside from encroachment. The potential growth of the village in this direction would also have a notable impact upon the current setting and character of Breaston's southern fringes and its relationship with surrounding countryside, with the scale of area within Area C considered of sufficient size to be considered as contributing to the sprawl of the village due to the inset area moving notably southwards.

A final area of designation at **Area D**, measuring approx. 6ha, is located within Green Belt to the east of Breaston. As referred to earlier, the location of residential properties at Heath Gardens has contributed to a historic realignment of the village's boundary to reflect the eastern-most point of built-up area north of Derby Road. As a consequence, the overall extent of inset village reverts back behind the current development line on the eastern side of Breaston. An opportunity therefore potentially exists to continue the Green Belt boundary along its existing alignment east of Heath Gardens and extend this northwards following a strongly defined mature tree-lined boundary that separates land within **Area D** from more open areas adjoining to the east. Land within Area D does not impact the ability of Green Belt to maintain separation between towns for the same reasons as explained for Areas A & B, with land not reducing the gap which currently exists between Breaston and the Long Eaton urban area, which by extension influences openness between the Derby and Long Eaton urban areas. Green Belt here also makes limited contribution to safeguarding countryside from encroachment, given the urbanising influence of the nearby M1 and narrowness of designation evident at this part of the Borough which reduces the sense of wider countryside. The sense of sprawl is also limited for the same reason, in that any potential future development would not project any further eastwards than existing properties on Heath Gardens.

Plan of Areas A, B & C:



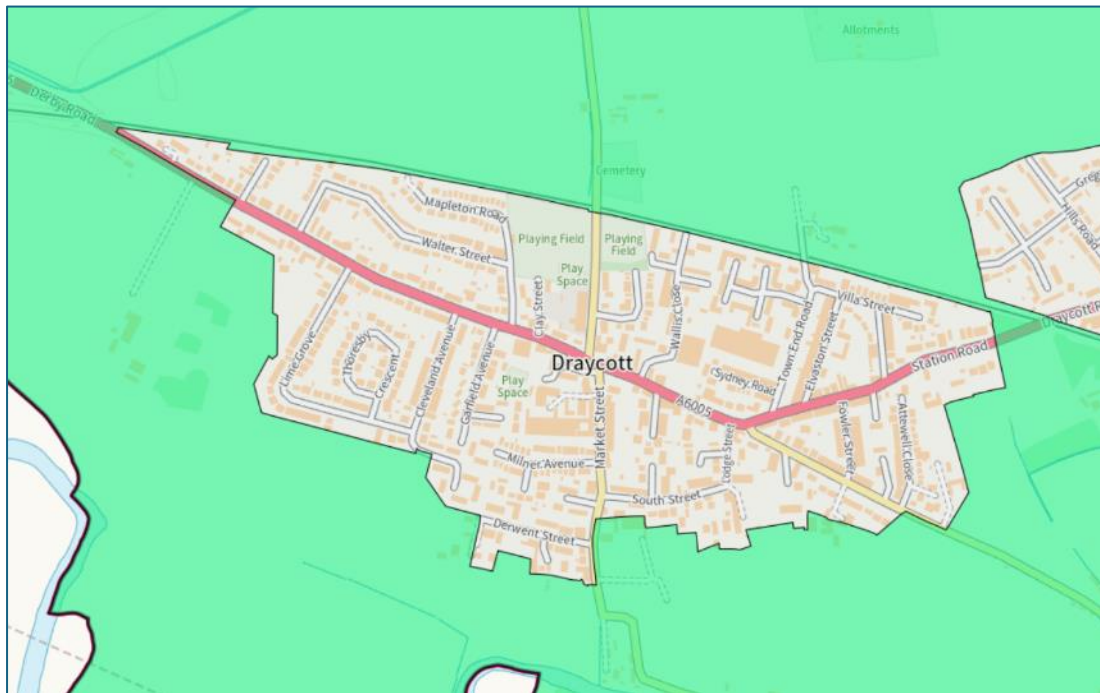
Plan of Area D:



Conclusion:

Green Belt designation at **Areas A, B & D**, as identified above, have been assessed as making a limited contribution to checking the unrestricted sprawl of the Breaston built-up area.

Draycott:



Location and setting:

The village of Draycott is located centrally within the south of the Borough, closely flanked to its east (Breaston) and west (Borrowash) by other large villages that extend along the A6005 between Nottingham and Derby. Notably, the northern extent of the inset settlement is strongly defined by a section of the Nottingham to Derby mainline railway which spans the entire width of the settlement in a broadly east-west orientation, with the line partially set within a cutting in places. To its south, the River Derwent meanders through a largely riverside meadow landscape, with the river as close as 150m from the inset part of the village. Only a very narrow section of Green Belt, which spans the railway line and a small stretch of Station Road/Draycott Road, separates Draycott from Breaston on the northern side of the A6005.

Recent growth and development:

Green Belt has been extremely effective in limiting the growth of Draycott over recent decades. Development within the village has largely been limited to minor infill schemes or replacement dwellings, mainly involving the re-use of land at small plots at several locations. However, some larger scale development has occurred – albeit within the village boundary, with the construction of 137 homes at Cowslip Meadow built on the site of a former factory in the early-2000s, whilst the conversion of the listed Victoria Mills on Town End Road created 73 new apartments. Green Belt around the village has been the subject of periodic interest, with land parcels north of the railway line and around Bankfield Farm to the west of Draycott being promoted through successive iterations of the Council's Strategic Housing Land Availability Assessment (SHLAA) since 2014, with promotion of the same areas of land also having occurred through the production of the Core Strategy Review.

Analysis of surrounding Green Belt land:

North of the railway line, Green Belt located east and west of Hopwell Road predominantly encompasses agricultural land as it extends northwards towards the route of the former

Derby and Sandiacre Canal – now a multi-user recreational trail. Other uses involve allotments, a cemetery and a boarding kennels and cattery facility.

At its western end, Green Belt also encompasses a number of diverse uses within its designation – influenced by activities at Bankfield Farm. Within the immediate curtilage of the Farm, a caravan storage yard and motor repair facility are present on-site. In its wider vicinity, agricultural land and areas for horse grazing extend outwards across the land that surrounds the Farm as far south as the River Derwent, with field sizes noticeable expanding upon closer approach to the river.

South of the village, the Green Belt includes a number of smaller, irregularly-shaped field enclosures. The domestic curtilages of some of the homes located furthest south in Draycott extend out into surrounding Green Belt, prompting a change of character as a result of notable rows of mature, imposing trees helping to delineate garden space. Moving eastwards of Wilne Road, fields immediately south of the built-up part of Draycott maintain their irregular pattern of enclosure, with many relating to the keeping of horses whilst several horse riding arenas have been constructed. Further east, Green Belt land evolves back into a largely agricultural use. North of Sawley Lane, further land for the keeping of horses exists, before designation moving around to the east of the village sees a large private residence (The Elms) set within spacious, semi-landscaped grounds. Green Belt here extends as far as the railway line, which transfers from the north to south of the A6005, with the inset village of Breaston located immediately beyond.

Consideration of land not contributing to preventing sprawl:

Green Belt designation, working in combination with areas of heightened flood risk and a strong, defensible boundary in the form of a mainline railway directly adjacent to the north of the village, have been effective in preventing any possibility of Draycott's sprawl across recent decades. Land to the south of the village largely falls within the more acute flood probability zones due to the presence of the River Derwent's flood plain. As well as Green Belt, the sensitivity of this general area has restricted any southward expansion historically.

Green Belt north of Draycott lays beyond the Nottingham to Derby mainline railway. The line represents a strong defensible boundary to the Green Belt, which if breached could see development extend the built-up area of Draycott as far as the former Derby and Sandiacre Canal, around 600m north of the current settlement limit. Across this land, enclosures are irregular in their shape and configuration, so a defensible extent of the village's expanded built-up area would be problematic to define, with pressure to realign the Green Belt boundary as far back as the line of the former Canal. Due to the extensive area of land between the railway and the former Canal, Green Belt here currently plays an important role in checking the northward sprawl of Draycott into largely open countryside. An additional consideration comes from land north of the railway running continuously further east, eventually adjoining directly to the adjacent village of Breaston. Whilst the Green Belt gap between the two villages as described earlier is already minimal, any expansion of Draycott north of the railway could heighten their coalescence. Notwithstanding this, land here is considered as not contributing to the need to maintain a gap between the Derby urban area and those of Ilkeston and Long Eaton. This is as a consequence of land between the former Canal and railway line not extending any further east or west than the extent of the current inset area) – although the potential coalescence of villages north of the railway is also a consideration in terms of maintaining the identities of each settlement. Green Belt north of Draycott does maintain a predominantly rural character across its entirety that if ever deallocated, would impact upon existing countryside to the north of the village. For these reasons, the current Green Belt boundary which follows the railway line to the north of Draycott is assessed to be fulfilling its purpose in preventing any sprawl of the village northwards.

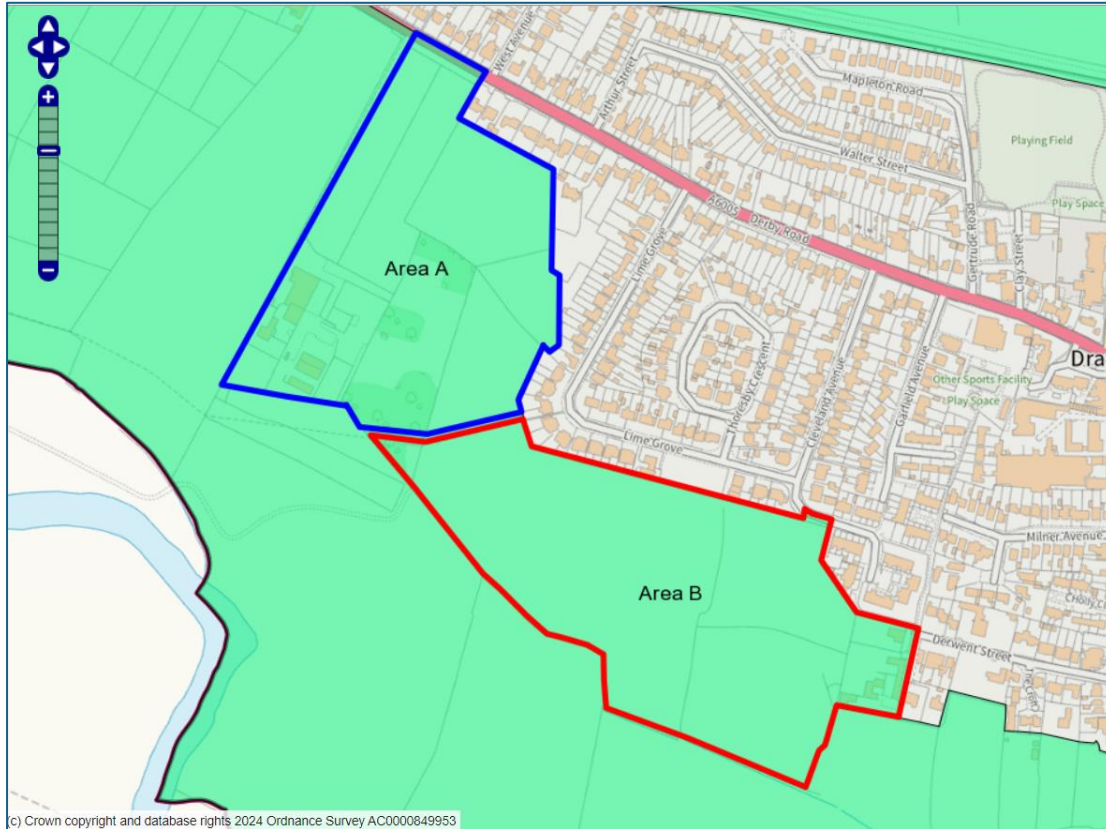
Area A located west of Draycott, encompasses 6.6ha of Green Belt that extends outwards along the southern side of Derby Road. As previously described, several commercial activities are based at Bankfield Farm, accessed off a short section of track from the A6005. The Farm's sizeable curtilage, incorporating a large area of outdoor storage, reduces the sense of countryside across a section of **Area A**. Generally, the land here forms a reasonably strong connection to surrounding areas set within the inset part of the village to the east. Residential properties on the northern side of Derby Road extend westwards, demonstrating that Green Belt located on the western fringe of the village around Bankfield Farm does not contribute strongly to the separation of urban areas as demonstrated by the identified corridor between the Derby and Long Eaton urban areas (**Corridor F**). In terms of the role Green Belt within **Area A** makes in safeguarding the countryside from encroachment, commercial activities at Bankfield Farm have contributed to a semi-urbanised environment across land here. Additionally, the streetscene as observed when travelling westwards along the A6005 provides the impression of a built-up area, with facing properties overlooking the land, and the property at 171 Derby Road (and its neighbouring stables) creating a focal reference point along the streetscape that further heightens the sense of an urbanised character. The vehicular access track serving Bankfield Farm can be considered to represent a robust defensible boundary which would contain development to its eastern side. The potential for the formation of a defensible boundary to Green Belt designation also continues around the southern extent of the Farm's curtilage, flanking a small plantation of trees before picking up the route of a public right of way which crosses farmland and joining Lime Grove – this also represents a potentially defensible boundary. It is assessed that Green Belt within Area A does not contribute to safeguarding the countryside from encroachment, nor does it contribute to the prevention of urban sprawl as a consequence of how the built form of Draycott extends westwards along Derby Road.

Area B directly adjoins Area A and encompasses an area of Green Belt approximately 7.7ha in size, extending around the south-west of Draycott and adjoining the rear of properties along Lime Grove and Cleveland Avenue. Whilst redrafting Green Belt boundary here would help to 'round off' the village's inset area, which in this part of Draycott is defined by the pattern of development at the ends of Cleveland Avenue and Derwent Street, it also sees land extend out into the open countryside across riverside meadow in the direction of the River Derwent without visual break. This helps to demonstrate that Green Belt designation within Area B plays an important role in safeguarding the surrounding countryside from encroachment. The lack of enclosing, containing opportunities due to the absence of realistic defensible boundary treatments within the west of Area B means that a larger section of Green Belt has been assessed here, expanding noticeably eastwards. Similarly to the role Green Belt makes in safeguarding surrounding countryside from encroachment, designation here also contributes towards checking the sprawl of Draycott given the broadly open countryside that expands southwards from the current edge of the settlement beyond mature hedgerow. The scale of land within Area B would also contribute to unacceptable sprawl of the village in the event Green Belt be de-designated here.

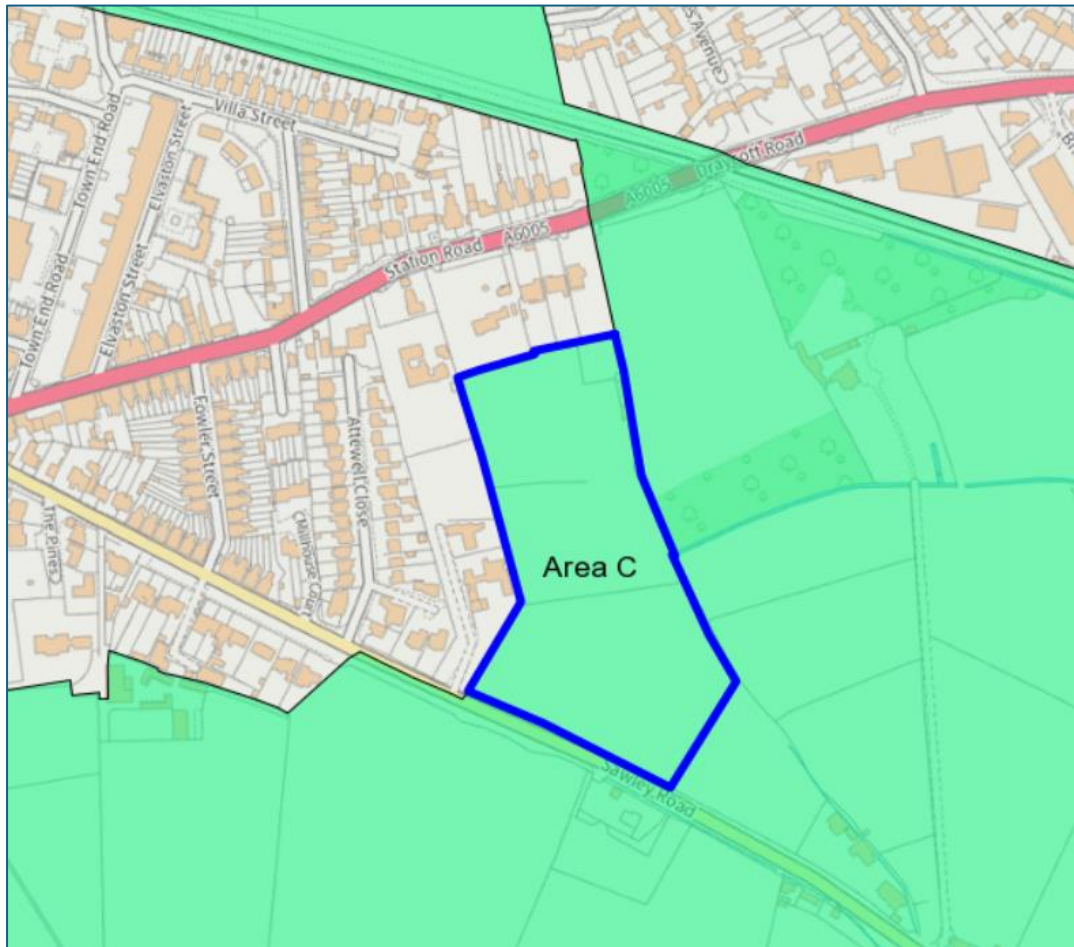
Area C to the south-east of the inset village consists of approximately 2.8ha of Green Belt north of Sawley Road. Its consideration as part of the Review stems in part from the pattern of fields and boundaries evident across land just beyond the edge of the inset village. The pattern of development along the A6005 to the north of this area sees properties within the village settlement boundary extend the inset part of Draycott as far eastwards as the residential property 118 Station Road. Following the eastern-most boundary of this property's curtilage in a southwards direction sees the sporadic tree coverage evolve into a denser line of smaller trees which help contribute to a notable and largely straight boundary which, despite the extent of Area C diverting from it to create a 'dog leg' shape, extends as far south-east as the property 'White Gates' on Sawley Road. Area C represents a 'rounding off' opportunity when viewed from the perspective of the pattern of development along

Station Road (A6005). It is evident that beyond the current limit of inseting on Sawley Road, a notable change in character is experienced on both sides of the highway, contributing to a strong sense of countryside. Despite this, there is an obvious area of land strongly enclosed by the established treeline which extends southwards from the eastern-most point of the village's inset area between a clearly defined form of boundary treatment and Sawley Road. The well-defined treeline's ability to contain ensures that growth here should not be considered to represent sprawl of Draycott.

Plan of areas A & B:



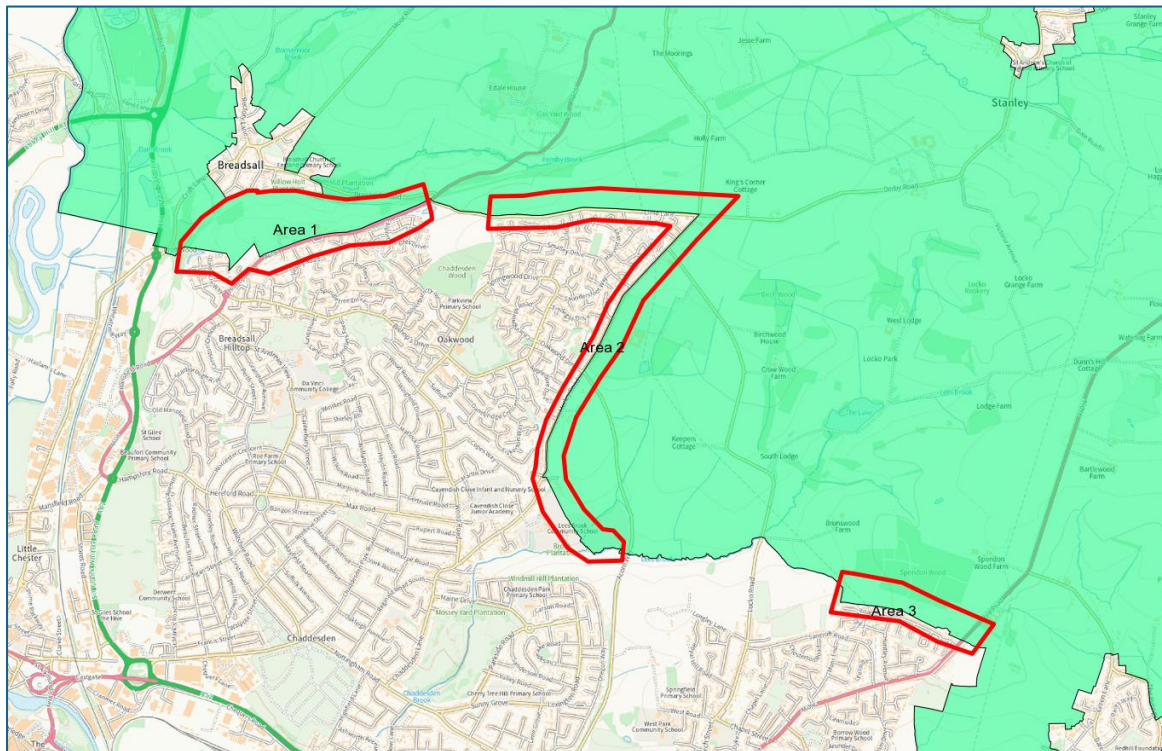
Plan of Area C:



Conclusion:

Green Belt designation at **Areas A & C**, as identified above, have been assessed as making a limited contribution to checking the unrestricted sprawl of the Draycott built-up area.

Edge of Derby urban area:



Assessment of the role Green Belt plays in checking unrestricted urban sprawl around the edge of the Derby urban area differs from appraisals carried out for the Ilkeston and Long Eaton urban areas. Whilst the two Erewash towns see all surrounding Green Belt subject to assessment, analysis here focuses only on where built-up parts of the Derby urban area directly adjoin Green Belt designation within Erewash. This has the effect of identifying three distinctive areas of assessment. These areas are separated by Chaddesden Wood and land directly to its north (plans have been submitted for housing development here), whilst further around the periphery of the Derby urban area, an area of Green Belt within the Derby City Council administrative area extending between Acorn Way and Deer Park View/Goldcrest Drive. The Derby urban area continues to adjoin Green Belt inside Erewash further west of Breadsall Hilltop and beyond the A61. However, this area supports employment uses before reverting to open land within the River Derwent flood plain. The absence of housing within this part of the Derby urban area removes the need for adjoining Green Belt to be subject to assessment.

Analysis of surrounding Green Belt land:

Area 1: Dale Acre Way, Breadsall Hilltop to Hare Edge Drive

A more detailed description of land-uses and the general environment across the area of Green Belt designation can be found in the assessment of Corridor A and Countryside Unit 3.

As previously described, assessment of Green Belt at this part of the Derby urban area commences at designation just north of Dale Acre Way, a modern and recent housing development accessed off Hill Top (A608). A notable visual presence at this part of Area 1 is a section of the Great Northern Greenway which runs between the edge of the urban area and the inset village of Breadsall beyond to its north. A dense belt of trees, following the line of the former railway, forms a strong physical break between the open fields adjoining the

new housing development and Breadsall to its north-east. The topography of land at the western end of Area 1 is undulating, with land rising towards the east which ultimately leads to a notable ridgeline which follows a broadly east-west orientation to the south of the village. The presence of several treelines and hedgerow trees help influence a fragmented landscape overall. Land here displays a strong sense of enclosure and privacy owing to its presence away from the main road (Hill Top) and being located in-between the edge of the urban area and the densely wooded area which has the multi-user recreation trail at its centre. South of Breadsall, an area of woodland extends southwards, away from the corridor of trees which follows the recreational trail, back towards Hill Top. This helps to reinforce the strong visual and physical break which exists between fields encompassed by Green Belt (in agricultural use) and the nearby village.

Further east, Manor Farm sits centrally within more open land which extends between Hill Top and the Great Northern Greenway. Enclosure here is more limited, with basic fencing establishing several fields which surround the Farm. In general, the land around Manor Farm forms a distinct area of landscape within Green Belt between the edge of the Derby urban area and the strong tree belt along the Greenway.

East of Manor Farm, a public right of way (Windmill Bridleway) crosses land between Hill Top and Brookside Road inside Breadsall. Lined by mature tree, the path displays further evidence of the enclosure of land situated between the urban area and the Greenway, separating land in the vicinity of Manor Farm from a narrowing corridor of open area moving eastwards. Beyond a grouping of buildings around The Lodge that includes The Windmill Inn, Green Belt land north of Hill Top is characterised by an incomplete pattern of enclosure from gappy and an irregular alignment of treeline. With modern housing to the south of Hill Top still fringing Area 1, land north of the road with a dense and heavy treeline following this section of the Great Northern Greenway, tapers to a point at the staggered and off-set road junction between the A609, Brookside Road and Lime Lane – the latter continuing to line the northern extent of the Derby urban area as it reaches Area 2 as described below.

Green Belt across Area 1 displays differing characteristics in landscape and also its function. North of Hill Top, land within the west of Area 1 has already altered in character as a result of modern housing development at Dale Acre Way. This has extended the built-up area of Derby as far as the Borough boundary. Green Belt designation here encompasses notably heavy treelines and wider areas of woodland plantation, enabling land to display a strong form of enclosure. Containment of any further development at this end of Area 1 north of Dale Acre Way could be achievable as a result of the widened area of woodland that separates the open land from the Great Northern Greenway and the village beyond that. This creates sufficient width between different inset areas, with the presence of the woodland and treeline south of the Greenway able to prevent development from being unrestricted or sprawl.

Moving eastwards throughout the area, the openness of land between Hill Top and the Great Northern Greenway increases at the widest point between the two, before narrowing further to the east. The ability to contain development within the more central parts of Area 1 would be slightly more challenging as a consequence of the lack of strong physical features evident on the ground – although the Great Northern Greenway does represent a narrow band of consistent treeline along its entirety as it extends through Area which could represent a robust containing feature in which any future development on its southern side could run as far to.

Finally, at its most easterly point beyond the Windmill Bridleway, Area 1 incorporates an area of Green Belt which demonstrates a strong sense of privacy and enclosure owing to boundary treatments along Hill Top heavily restricting views of the land. Topography throughout the land, sloping away to lower ground further north at Brookside Road, also

contributes to the strong enclosure which is evident here. With the inset part of Breadsall village ending at the Bridleway, Green Belt designation between Hill Top and the Great Northern Greenway does display a sense of isolation – resulting in a more limited role in separating the Derby urban area from the inset part of Breadsall. Similarly to its role at the western-most end of Area 1, the Greenway displays the ability to act as a containing feature which would effectively limit any further development northwards, and therefore removing any consideration for such development to be considered as unrestricted or sprawl.

Area 2: Oakdale Gardens to Lees Brook Community School

A more detailed description of land-uses and the general environment across the area of Green Belt designation can be found in the assessment of Corridors A, B & E and Countryside Unit 4.

The Derby urban area, which through the outward expansion of the Oakwood neighbourhood during the 1980s and 1980s, now abuts a sizeable section of Green Belt designation within Erewash around 3.8km of the outermost part of Derby City's administrative area.

Assessment of the Area can be broken down into two distinct sections. The first assesses Green Belt which extends northwards from Lime Lane, over farmland which gradually lowers before reaching Breadsall Cutting – notable for a dense corridor of trees which sees the Great Northern Greenway multi-user trail pass throughout it. The cutting is also an environmental asset being both a Local Nature Reserve (LNR) and Site of Special Scientific Interest (SSSI). The alignment of Breadsall Cutting diverges from Lime Lane moving eastwards, establishing a largely open area of Green Belt which widens from 200m to 600m at the eastern-most point of the first section within Area 2.

Green Belt at this location fulfils an important role in preventing sprawl outwards from the northern parts of the Oakwood area. The lack of enclosing features to contain development throughout this area of Green Belt would see no reasonable prospects for containment, other than to allow development to expand as far north as Breadsall Cutting. Not only would this see unrestricted sprawl occur, but would also result in a notable encroachment into the surrounding countryside as a consequence of an absence of defensible boundary limiting the extent of expansion from the current limits of the Derby urban area. As such, Lime Lane continues to represent a defensible boundary to Green Belt designation.

The second section of assessment involves Green Belt which directly adjoins the Derby urban area south of Kings Corner, with designation following Morley Lane in a south-westerly alignment as far south as Lees Brook Community School. An area of Green Belt between Derby Road and Locko Road encompasses farmland connected with Cross Roads Farm, with the location of field boundaries responsible for a distance of around 350m east of Morley Road. A dense tree line runs in parallel to Morley Road at about the same distance away, before further south, it recesses eastwards back towards Birch Wood extending the openness to approximately 500m – although the woodland sees a further realignment of its extent east, further lengthening the distance to where any expansion of the urban area might reasonably be expected to be contained within. Green Belt in this part of Area 2 continues to play an important role in checking the unrestricted sprawl of the Derby urban area.

South of this, Green Belt spans the extensive Derby County FC training complex at Moor Farm on land east of Morley Road. Its expansion has seen facilities over time extend across land almost all of the way east to Locko Road. Further south, agricultural land consisting of evenly sized fields with hedgerow enclosure form the majority of Green Belt between Acorn Way and Locko Road. A limited area of land adjoining Acorn Way is set out for horse riding and equine-related uses.

The role of Acorn Way in the how Green Belt designation functions east of the Derby urban area is important to consider as part of this assessment. A distributor road for the Oakwood housing estate, Acorn Way's alignment, which sees it gradually diverge away from Morley Road, leaves a sizeable area of largely open land situated in-between both roads. A significant amount of the Green Belt designation between Morley Road and Acorn Way has been allocated for housing development as part of the Council's Core Strategy Review. It is considered that Acorn Way represents a permanent and defensible boundary which is able to adequately contain the expansion of the Derby urban area further eastwards and restrict sprawl. South of allocated land are disused playing fields within the Lees Brook Community School campus. Whilst the School is set within the Derby urban area, the adjoining fields are located within Green Belt land inside Erewash. It is considered that identical reasons exist regarding the role Acorn Way can make in forming a defensible boundary to the east of Green Belt here.

Area 3: Deer Park View to Dale Road (A6096)

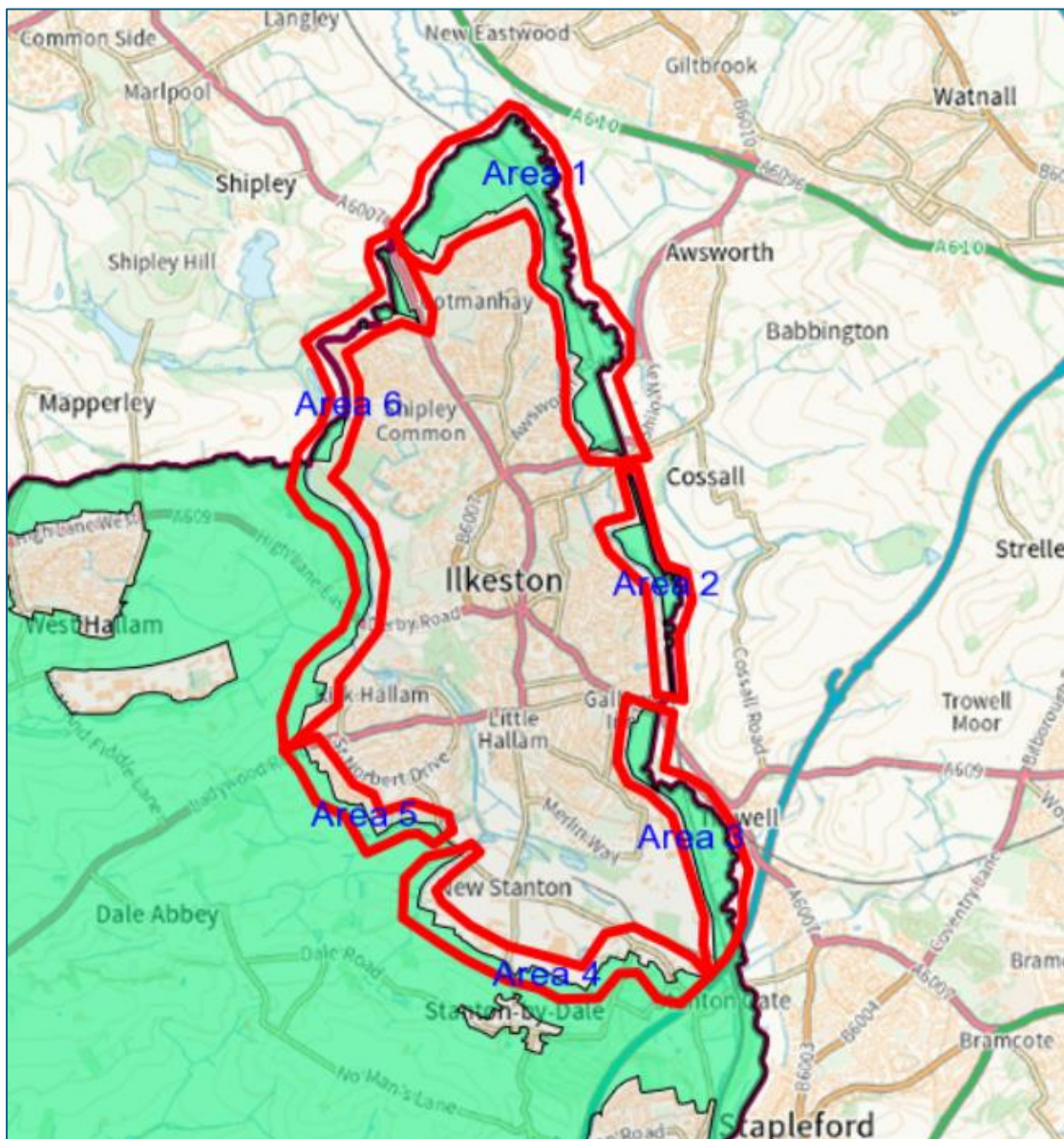
A more detailed description of land-uses and the general environment across the area of Green Belt designation can be found in the assessment of Countryside Unit 4.

The Derby urban area, which through Spondon's expansion northwards over recent decades, now abuts Green Belt designation within Erewash at the outermost extent of Derby City's administrative area. Green Belt adjoining Spondon has been allocated for housing development as part of a Core Strategy Review. A consideration of Green Belt here requires recognition that Spondon, as a suburb of Derby, is a large urban area whose sprawl should be restricted. However, this must not be conflated with the view that any extension to Spondon should constitute unrestricted sprawl, nor that any planned development would by definition not be unrestricted sprawl. The meaning of sprawl, by definition, is poorly contained development. Should a suitable defensible boundary exist, it can provide adequate restriction. Green Belt at this location encompasses two fields sited between the edge of Spondon (which also represents the edge of the Derby urban area) and Spondon Wood, which at its nearest point, is approximately 90m north. Together, the fields provide containment for development, preventing it from being considered as unrestricted or sprawl. Further strengthening the ability to contain development within this area of Green Belt is the A6096 Dale Road and associated Dunshill Shelterbelt, a dense line of mature trees, at the eastern-most end of designation that abuts the Derby urban area.

Conclusion:

Overall, Green Belt designation inside Erewash which adjoins the Derby urban area is assessed to contribute a more limited role in checking urban sprawl. For the most part, defensible boundaries are present at locations within abutting Green Belt designation that could, if required, play a role in effectively containing further growth of the urban area, removing any consideration that development at the locations described above could be considered as unrestricted or sprawl.

Ilkeston:



Analysis of surrounding Green Belt land:

Area 1: Heanor Road (A6007) to Ilkeston Junction

A more detailed description of land-uses and the general environment across the area of Green Belt designation inside Erewash can be found in the assessments of Corridors C and D and Countryside Unit 6. Green Belt throughout Area 1 also continues across the Erewash Borough boundary into Amber Valley and Broxtowe.

Designation around the northern tip of Ilkeston is initially narrow in its profile, with the extent of Green Belt limited in its width as a consequence of the close proximity between the edge of the urban area and the Borough's boundary with Amber Valley. A small section of Green Belt located within this area abuts the rear of properties on The Copse, a housing development just inside Erewash. North of homes here, housing continues northwards along Hassock Lane South (A609) with properties on both sides of the road extending a built-up character out into an area of Green Belt located just inside Amber Valley.

Extending outwards from a small parcel of agricultural land located within the urban area, several fields are positioned between housing at The Copse, Woodside Crescent, Langley Avenue and Beauvale Drive. Cotmanhay Wood directly adjoins the farmland to its north-east, with woodland spanning the entirety of Green Belt between the edge of the urban area and the Borough boundary. The Wood provides strong enclosure to the farmland described above, separating it from the agricultural land which lies beyond it to the north-east in an area of Green Belt which displays much greater openness owing to fewer visual breaks and a topography allowing for long-distance views across the land. Designation north-east of Cotmanhay Wood continues to adjoin the edge of the urban area with development within the Cotmanhay area of Ilkeston contained by the surrounding Green Belt encompassing agricultural land beyond strongly defining sections of hedgerow. The Green Belt boundary beyond Cotmanhay Playing Fields reaches the Erewash Canal which becomes forms a section of boundary 1.4km in lengthy as far south as Booths Playing Fields, where it realigns around an outdoor storage yard and Ilkeston Football Club's ground to before joining the River Erewash. Boundary continues along the river until Millership Way (A6096) where it diverts around industrial premises before reaching Ilkeston railway station in the Ilkeston Junction area.

As part of its Core Strategy Review, the Council has allocated land to the north of Cotmanhay (south-west of Cotmanhay Wood) for residential development. In terms of the impact development would have on Green Belt in checking the unrestricted sprawl of urban areas, the built-up character of the immediate area that adjoins the allocated land as described above helps to minimise the level of impact that development would have on Green Belt designation at this location. Of most relevance is the continuation of residential development along Hassock Lane South which sees housing extend into Green Belt beyond the Borough's boundary into Amber Valley. This provides content to the level of impact that any future development at the allocation site would be likely to have, with Cotmanhay Wood also providing a containing feature which would limit the expansion of the Ilkeston urban area into surrounding Green Belt.

South of this, the strongly defensible and permanent features of the Erewash Canal and the River Erewash watercourses help provide strong definition to the eastern extent of Ilkeston's urban area which have historically contained the built-up parts of the town to their west. These defensible boundaries, together with Green Belt designation beyond the watercourses, have and continue to make an effective contribution towards restricting growth of the urban area eastwards in the direction of Broxtowe Borough.

Area 2: Middleton Street to Furnace Road

A more detailed description of land-uses and the general environment across the area of Green Belt designation inside Erewash can be found in the assessment of Corridor D and Countryside Unit 7. Green Belt throughout Area 2 also continues across the Erewash Borough boundary into Broxtowe.

Green Belt within Area 2 initially begins with a very narrow section of designation spanning a corridor of land to the east of the Erewash Valley railway line. Beyond Digby Street Industrial Estate, the extent of designation widens, with the inner Green Belt boundary aligning with the Erewash Canal to create a strong defensible boundary. Moving southwards, the Green Belt boundary transfers from following the Canal to the railway line just to the north of Furnace Road Industrial Estate. The inner Green Belt boundary continues to follow the alignment of the railway, which at this point sees the River Erewash, the Borough boundary, run in parallel immediately to its east. Green Belt designation ends with the River Erewash passing beneath the railway line, reflecting the extent of the Industrial Estate towards its southern-most end.

Green Belt here, which for the majority of its length retains a narrow width, continues to be effective in controlling the unrestricted sprawl eastwards of Ilkeston. A combination of strong defensible boundaries and the close proximity of the Borough's boundary with Broxtowe sees the Ilkeston urban area continue to be effectively contained west of the Canal and River by Green Belt present within Area 2.

Area 3: Nottingham Road (A609) to M1 Motorway

A more detailed description of land-uses and the general environment across the area of Green Belt designation inside Erewash can be found in the assessment of Corridor D and Countryside Unit 8. Green Belt throughout Area 3 also continues across the Erewash Borough boundary into Broxtowe.

Commencing at the Gallows Inn Recreation Ground, except for a small area at the site of a former petrol filling station now redeveloped for housing, Green Belt throughout Area 3 as it extends southwards spans all land located in-between the Erewash Canal, which acts as the inner boundary of designation, and the River Erewash which forms the Borough's boundary. The Canal, a robust example of a strongly defensible boundary, has been effective in containing Ilkeston's urban area to its west throughout Area 3. Green Belt designation adjoining the town, including the presence of defensible boundary, continues to play an influential role in checking the unrestricted urban sprawl eastwards of Ilkeston towards the inset area of Trowell in the neighbouring Borough of Broxtowe. The overriding majority of Green Belt in this part of Erewash, all the way south to where Area 3 ends at the M1 motorway, is also at heightened sensitivity from flooding owing to the presence of watercourses at River Erewash and Erewash Canal. Whilst not a justification in its designation, Green Belt here assists with the keeping of largely open land (with the exception of essential infrastructure at the sizeable Hallam Fields Sewage Treatment Plant facility) to assist with flood management.

Area 4: M1 Motorway to Sowbrook Lane

A more detailed description of land-uses and the general environment across the area of Green Belt designation can be found in the assessment of Corridor E and Countryside Unit 15.

Green Belt extends westwards at a point where the Erewash Canal meets the M1 Motorway, ensuring a narrow corridor of designation no greater than 20m in its width separates the southernmost extent of Ilkeston urban area from directly abutting the motorway. Heading west, Green Belt widens to the south of new industrial development at West Way, before designation spans Low's Lane to encompass a golf driving range that forms part of wider facilities at the Erewash Valley Golf Club. Green Belt across Area 4 is notable for its rigid adherence to the extent of the former Stanton Ironworks along its southern boundary. A clear distinction in land-use and landscape is noticeable along the length of the Green Belt boundary as it follows the outer extent of the Ilkeston urban area within what now forms part of a regeneration allocation at Stanton South. Whilst the Green Belt boundary follows an irregular alignment around the edge of the urban area here, its boundaries are clear, robust and defensible, influencing a sharp contrast between the built-up, developed land within the urban area and the largely agricultural land which designation encompasses. The presence of strong defensible boundaries along the south of the allocation is important in containing the Ilkeston urban area. As shown within the assessment of Corridor E, the close proximity of Stanton-by-Dale village (around 150m south of the urban area) and the largely open land situated in-between, requires Green Belt designation to continue to strongly control any southward expansion of Ilkeston's built-up area.

Further west, beyond Littlewell Lane, the large Stanton Bonna facility sees dense treelines closely follow the alignment of Green Belt boundary, accentuating the marked change in character between land on both sides. This is further evidence of the robustness of defensible boundary which exists around this part of the urban area's outermost extent.

Generally, the Green Belt throughout Area 4 which abuts the Ilkeston urban area continues to play an important role in restricting the unrestricted sprawl of the built-up area southwards. Whilst little pressure has historically existed which would threaten Green Belt designation to the south of Ilkeston, the existence of strong containing boundary along the southern side of the Stanton Regeneration area lessens the risk of the urban area's sprawl.

Area 5: Sowbrook Lane to Ladywood Road (A6096)

A more detailed description of land-uses and the general environment across the area of Green Belt designation can be found in the assessment of Corridors B & E and Countryside Unit 15.

Green Belt designation here directly abuts Sowbrook Lane for a short distance, before realigning westwards along the course of the Sow Brook, flanking the Local Nature Reserve at Pioneer Meadows to its north. Beyond the nature reserve, Green Belt adjoins the extent of Kirk Hallam, with boundary running to the rear of newly-built properties at Maypole Close, before continuing along to the rear of homes along Wirksworth Road and eventually reaching Ladywood Road. Land encompassed by Green Belt designation around the periphery of the Ilkeston urban area is largely agricultural, farmed at Area 5's eastern end by Sowbrook Farm and by Ladywood Farm further west. The present Green Belt boundary represents a logical alignment and consists of clear and legible defensible boundary across its length.

A proposal to develop 1,000 homes and a new local retail centre on Green Belt land adjoining the Ilkeston urban area within Area 5 forms a draft allocation within the Erewash Core Strategy Review. This would result in an expansion of the Ilkeston urban area beyond its current extent around the edge of Kirk Hallam south of Ladywood Road. The scale of proposed development is strategic, requiring the provision of new infrastructure to support the day-to-day requirements of future residents. In addition to a Local Centre, the development will also support the construction of a new relief road running between Sowbrook Lane and Ladywood Road. Plans indicate that this, together with Local Centre at the Ladywood Road end of the route, would form the development's outer boundary with Green Belt designation.

The proposed size and scale of planned development south-west of Kirk Hallam on the Green Belt makes some impact on the designation within this part of Area 5 inevitable. In the event of the site's development, the resulting expansion of the Ilkeston urban area would represent a degree of sprawl, extending the built-up limit beyond the current development limits. However, the construction of a relief road enabling the site to connect effectively to the local road network while also contributing to the maintenance of acceptable traffic conditions across the wider area, offers an opportunity to mitigate the scale of unrestricted sprawl development would lead to. Indicative plans for the relief road show it following a gradual curving alignment, providing a more regularised profile of Green Belt boundary than that which currently exists around the edge of Kirk Hallam. Whilst the new road's alignment doesn't by itself eliminate sprawl that development would bring about, establishing a strong and defensible outer boundary to the urban area to Ilkeston's south-west clearly demonstrates its ability to be a permanent, long-term boundary that prevents any further outward growth in this general direction towards the centre of the Borough.

In conclusion, planned large-scale development within Green Belt in this part of the Borough would result in the sprawl of the Ilkeston urban area into the surrounding designation. The provision of a relief road as part of the development does help to mitigate the scale of impact on this Green Belt purpose however, with the opportunity to use the road to help establish a strong and defensible boundary to restrict further expansion of the urban area.

Area 6: Ladywood Road (A6096) to Heanor Road (A6007)

A more detailed description of land-uses and the general environment across the area of Green Belt designation inside Erewash can be found in the assessment of Corridors B and C and Countryside Units 4 and 5. Green Belt within Area 6 also continues across the Erewash Borough boundary into Amber Valley.

Green Belt that extends northwards from Ladywood Road initially forms a tight relationship with the built-up area in north Kirk Hallam, although designation does realign inwards to abut Wyndale Drive and incorporate a small, well enclosed area of amenity open space and play area. Green Belt reverts soon after to following the built-up extent of Kirk Hallam, with agricultural land surrounding Thacker Barn Farm (located 130 metres from the edge of the built-up area) characterising the environment within the designation just beyond the urban area. Continuing in a north-east direction, Green Belt continues to help provide clear delineation between land within the spacious campuses of the Saint John Houghton Academy and Kirk Hallam Community Academy schools, which is strengthened by a dense tree band which also establishes clear separation between land within the urban area and the farmlands beyond.

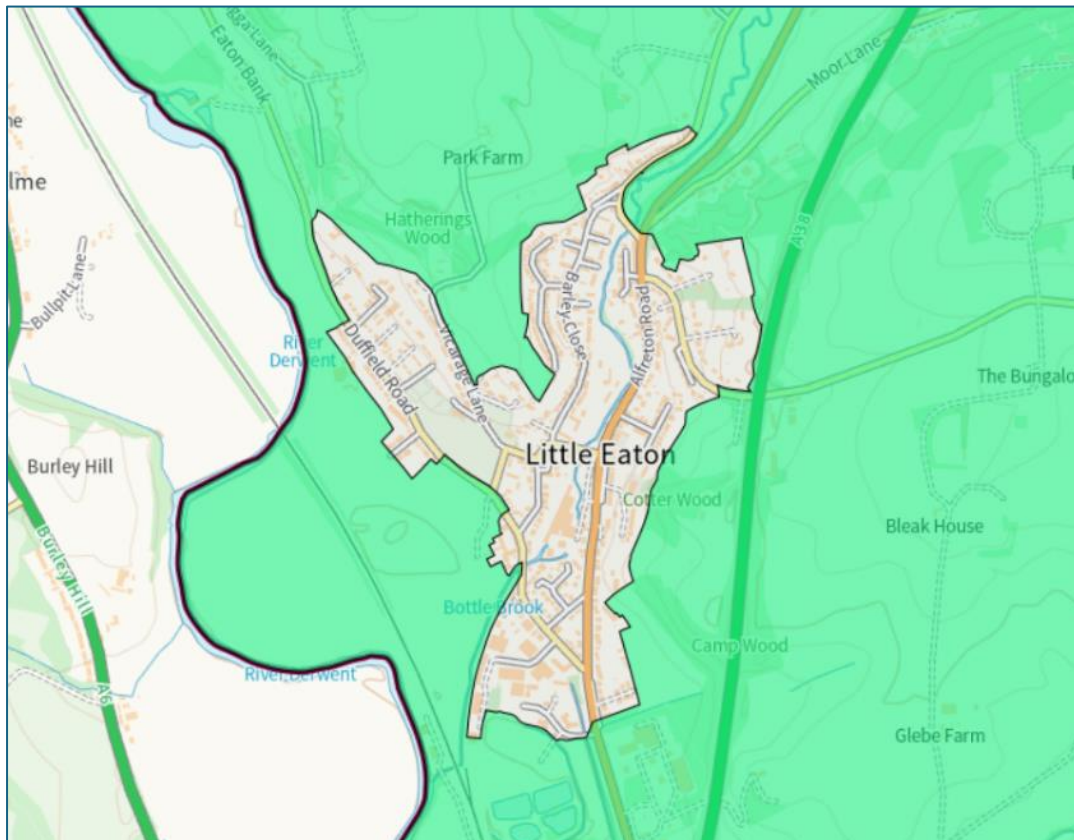
Designation north of High Lane East (A609) abuts a less densely developed area of Ilkeston. Adjoining urban area sees allotments and former golf course at Pewit (Coronation Meadows) currently undergoing a programme of rewilding as part of its designation as a Local Nature Reserve (LNR) form the town's urban fringe. Further land recognised for its environmental value continues northwards, with the large Manor Floods area also holding LNR status. Immediately north, a small area of Green Belt located in-between the Ilkeston urban area and the Borough boundary incorporates an agricultural field which associates with a much more extensive area of farmland beyond Erewash's boundary in Amber Valley. Continuing around the periphery of the urban area, the extensive Shipley View area of Ilkeston has expanded out to the Borough boundary. Green Belt beyond the built-up area is located within neighbouring Amber Valley. Around the northern edge of Shipley View, several small parcels of Green Belt designation sit between the extent of Ilkeston's urban area and the Borough boundary. Generally consisting of dense woodland on the edge of Shipley Wood and to the rear of Ilkeston Community Hospital, Green Belt here is peripheral to more significant pressures for growth that exist around other areas of Ilkeston in parts of the adjoining designation.

Green Belt abutting the Ilkeston urban area across Area F can be divided into two distinct sections. Within the south of the area, designation makes an important contribution to restricting the sprawl of Ilkeston out into surrounding areas of Green Belt, particularly with the inset West Hallam Storage Depot located just 600m from the current edge of Kirk Hallam. The current edge of the built-up area which follows a combination of the rear of properties in west and north-west Kirk Hallam with the extent of school grounds, continues to represent an effective defensible boundary and helps to contain the urban area. Further north, Green Belt plays a lesser role in controlling the unrestricted sprawl of Ilkeston. While the Nutbrook Canal represents a robust defensible boundary, an increasing amount of land within the urban area is now subject to statutory environment designation, lessening pressures on surrounding Green Belt at this part of Ilkeston. Notwithstanding, Green Belt continues to demonstrate its effectiveness in preventing sprawl from the town in a westerly direction.

Conclusion:

Overall, Green Belt designation which adjoins the Ilkeston urban area continues to be effective in checking the unrestricted urban sprawl of the town as a result of the presence of defensible boundaries helping to contain expansion into the surrounding designation. Green Belt at two locations around the edge of the urban area are subject to proposals for housing development. In the case of Green Belt south-west of Kirk Hallam, it is acknowledged that development would result in the sprawl of the urban area – however, by way of mitigation, the provision of a relief road would enable the setting of a strong defensible boundary to check any further expansion outwards along Ladywood Road. For Cotmanhay, the sprawl argument is weakened by the continuation of development along the A609 across into Amber Valley. Ribbon development, which pre-dates the introduction of Green Belt designation, extends the built-up form northwards of Green Belt south-west of Cotmanhay Wood. This demonstrates evidence of sprawl already existing within the Green Belt in an area just beyond Erewash that would not be worsened in the event of land being developed.

Little Eaton:



Location and setting:

The village of Little Eaton is located in the north-western corner of the Borough, just to the east of the River Derwent and on the fringes of the area covered by the wider Derwent Valley Mills World Heritage Site. Geographically situated north of the Derby City administrative area, but separated by river and a mainline railway, the Derby urban area within Allestree extends closely to the inset village with a band of Green Belt designation approximately 500m in width straddling the River Derwent and helping to form separation between the two. Little Eaton benefits from close connectivity with the strategic road network, with the major roads of the A38 and A61 passing just beyond the inset village. However, other than the inset village of Breadsall which is located around 0.8km south of Little Eaton, the village is relatively remotely placed within Erewash – although the local road network enables good accessibility to nearby settlements such as Duffield and the town of Belper further north (both within Amber Valley). The notably varied topography around Little Eaton, combined with the presence of major road, rail and watercourses have contributed to the village's evolution over the last century.

Recent growth and development:

The constraints evident around Little Eaton, as introduced above, have largely helped to restrict the village's growth over the last century. Until the construction of the A38 north of the road's junction with the A61 during the 1980s, traffic routed through the village along Alfreton Road, although the section of A38 which by-passes Little Eaton to its east, has provided significant relief to more local, minor roads through the village. The River Derwent floodplain has limited westward expansion, whilst substantial quarry workings on the higher ground to the north of Little Eaton has restricted growth in that direction. The A38 now forms a strong

physical feature limiting development of the village eastwards, and the major roads south of Little Eaton create a barrier to any growth towards the edges of Breadsall and Derby City. Historically, the form of development within the village has maintained a strong connection with the 'Y' alignment of roads which pass through Little Eaton. Exceptions to this are the 1990s housing development at Barley Close, whilst a large commercial and industrial area around Outram's Wharf has influenced an expansion of the village southwards. Little other new development has occurred in recent decades, with only relatively isolated examples of new housing taking place within Little Eaton. One such scheme, at Cotter Wood Close, saw permission granted in 2013 for six dwellings on land to the rear of properties on Alfreton Road.

Analysis of surrounding Green Belt land:

Land subject to Green Belt designation around the periphery of the village is generally quite diverse, both in its use and also its character.

West of Little Eaton, land largely takes the form of riverside meadow in the vicinity of the River Derwent which is open and low-lying within the floodplain. Farmland extends beyond the inset village into surrounding countryside, located on both sides of the Derby to Sheffield section of railway. The Borough's boundary with Amber Valley runs along the Derwent, with Green Belt designation continuing into the adjoining area.

Designation north of Green Belt spans land with dense groupings and bands of woodland (Hieron's Wood & Hatherings Wood) on restored quarry land which help to enclose an area of open land separating different parts of the village accessed from Duffield Road and Alfreton Road. Green Belt here creates a penetrating corridor which extends southwards towards the centre of Little Eaton, helping to maintain the distinctive Y-shaped form of the village's built-up, inset area. Moving eastwards past Park Farm, land here demonstrates a close relationship with a wooded slopes and valleys character type, with a notable screening of trees forming a strong separation between the inset, residential areas of Little Eaton from the farmlands further north. This band of wooded area extends as far around to reach Alfreton Road. Around 200m north from the existing edge of the inset village beyond Eaton Hill House and Lodge, an area of housing centred on The Leys (off Alfreton Road) sees a large number of residential properties washed over by Green Belt constructed before the designation's introduction. Whilst these homes form part of a wider Little Eaton, their physical separation makes any prospect of expanding the current inset village area difficult due to the nature of land which sits in-between.

The lengthy, elongated profile of Little Eaton results in a sizeable area of Green Belt flanking the west of the village that at its northern end sees designation span a large area of woodland on former quarry workings. This wooded area extends from the B6179 as far as the duelled A38, helping form tree-lined embankment to screen the road from both sides. The inset village abuts the A38 further south, with a low density residential area of Little Eaton at Morley Lane also notable for its presence of mature trees. Beyond the A38, Green Belt designation extends eastwards, incorporating pasture farmland. The severing influence of the road contributes to land to Green Belt beyond it feeling notably separate to the village, despite the proximity to an inset area of Little Eaton. Continuing south, further areas of pasture are situated between Cotter Wood and Camp Wood, with an extensive area of Green Belt land beyond Bermuda Avenue used for horse grazing.

South of Little Eaton, the alignment of the A38 curves westwards to converge with Alfreton Road. Within the Green Belt east of Alfreton Road, a long-established major water treatment works covers a significant area of land, adjoined by a large garden centre immediately to its south before the roundabout junction of Alfreton Road, the A38 and the A61 is reached. West of Alfreton Road, a narrow band of grassland used informally in recent years for storage with

sporadic areas of self-seeded shrub evident across it, exists between the road and the mainline railway. Northwards towards the edge of the inset village, a dense grouping of trees separates the pasture from several balancing ponds, with land beyond that which adjoins the built-up area currently accommodating a solar farm.

Consideration of land not contributing to preventing sprawl:

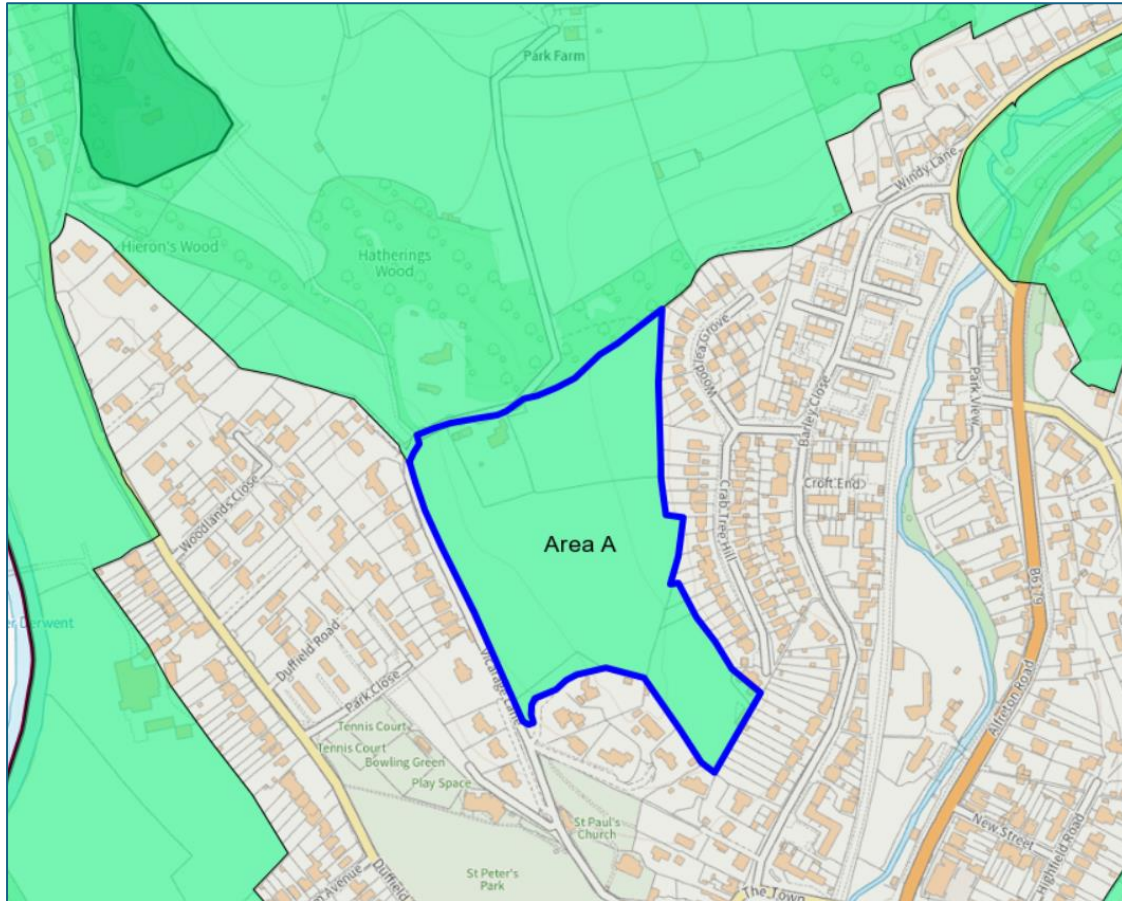
Area A consists of an area of Green Belt approximately 4.8ha in size which is located to the south and east of 52 Vicarage Lane. Forming a break in built-up area between two extending residential areas located on different sides of the village, land here is positioned across a sloping and elevated topography that makes a notable contribution to the setting of Little Eaton and its connection to countryside which extends northwards. The area displays a strong sense of enclosure, with views of development within the adjoining parts of the inset village almost totally obscured by a combination of undulating land levels and the presence of mature trees positioned around the perimeter of the area. Together, these create a strong sense of privacy across Area A and help to establish a notably rural character, despite land directly adjoining housing development both to the east and west. Notwithstanding the character derived from conditions at and around Area A, the identified area of Green Belt would represent a logical rounding off of Little Eaton's built form using Vicarage Lane as a realigned defensible Green Belt boundary along its northern-most edge. Land across Area A is well-contained by a combination the dense plantation of trees at Hathering's Wood and Vicarage Lane, both enclosing Green Belt designation at this location. Together, the Wood and the road come form a strongly defensible boundary that would effectively contain the sprawl northwards of the village out into surrounding countryside.

Area B located south-east of the inset village and approximately 3.2ha in size, sees a sloping area of land situated between housing on Alfreton Road and Bermuda Avenue and a densely wooded area (part of Camp Wood) that extends to one of several high points east of the village. Currently agricultural, the land here displays a strong sense of enclosure, with the visually dominant woodland on higher ground affording good visibility of the area from lower parts of the village around Alfreton Road. Area B does offer an opportunity to extend the inset of Little Eaton out to the edge of Camp Wood, with the woodland representing an extremely strong definable and defensible boundary to the Green Belt. Despite the containing influence of Camp Wood, a realignment of designation as described here would slightly alter the profile of inset area, with the village modestly extended in its width and overall extent at its southern-most point. Notwithstanding, a realigned boundary would represent a continuation of inseting from further north (which sweeps around the eastern side of Little Eaton) creating a consistent potential boundary inseting the village. The high visibility of land within Area B from different parts of the village does help to demonstrate its significance – particularly through the strong contribution made to the wooded slopes and valleys which help characterise the landscape to the east (and north) of Little Eaton, although the strong level of containment offered by Camp Wood represents a logical potential outer boundary to the built-up area of the village.

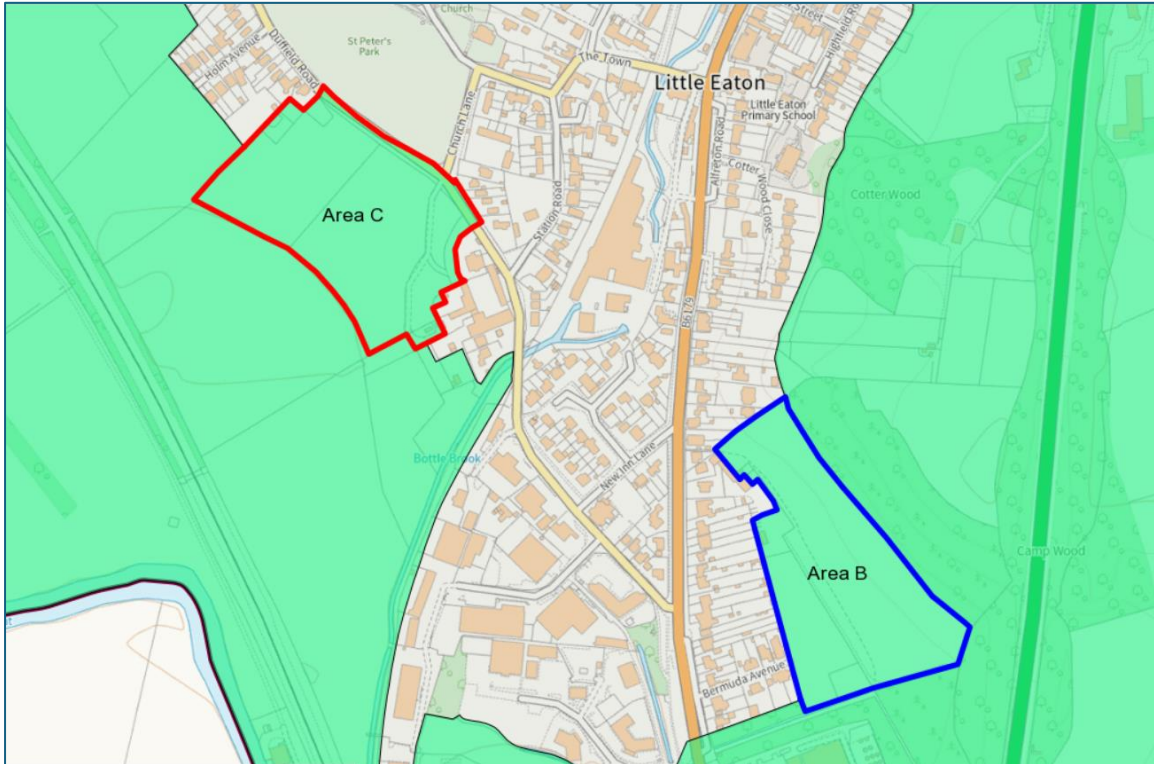
Area C located just west of the inset village sees approximately 3.5ha of Green Belt designation directly abutting Duffield Road. This has influenced the maintaining of an open gap around 200m in width within the built-up area in this part of Little Eaton, with development inset from the Green Belt flanking designation situated on both sides. The openness allows for unimpeded views from this part of the village, out into surrounding countryside in the direction of Allestree Park which sits on higher ground towards the west within the Derby City administrative area. Green Belt here spans an area of riverside meadow, with land generally in grazing use as far down to the railway line, and then further beyond to the River Derwent. Area C consists of two large fields which extend around 150m outwards in distance away from Duffield Road. Field hedgerow would allow for establishing a defensible boundary to follow the outer extent of the identified area, although its alignment

would see a slight protruding part of insetting which extends beyond the current built-up area west of Duffield Road, limiting the justification for 'rounding off'. Land within Area C contributes strongly to the village's rural setting, and despite land to the west of the inset area within Little Eaton being sensitive to heightened risk of river flooding which would heavily restrict the use of this land, Green Belt at this location plays a significant role in keeping land free and open of development. The link that land here provides between Little Eaton and the surrounding area of riverside meadow west of the village means Green Belt designation continues to make an important contribution to preventing sprawl in this direction.

Plan of Area A:



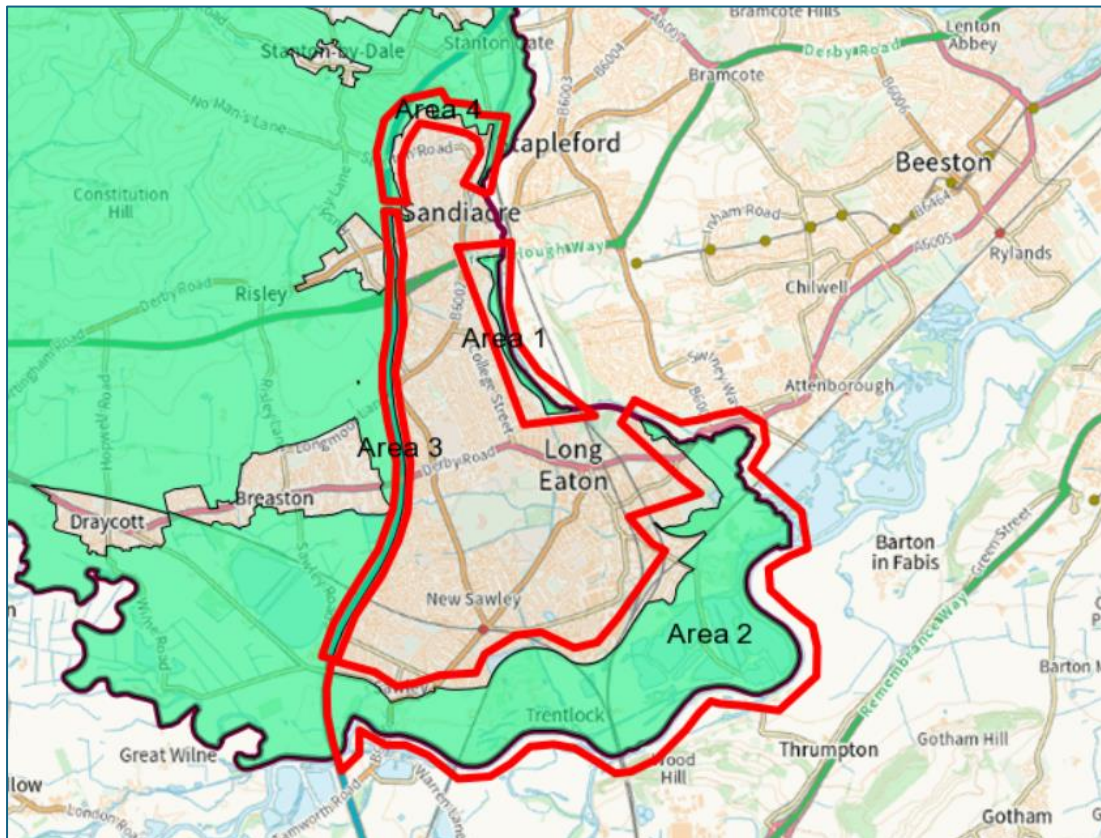
Plan of Areas B & C:



Conclusion:

Green Belt designation at **Areas A & C** as identified above, have been assessed as making a limited contribution to checking the unrestricted sprawl of the Little Eaton built-up area.

Long Eaton:



Analysis of surrounding Green Belt land:

Area 1: A52 to Royal Avenue

A more detailed description of land-uses and the general environment across the area of Green Belt designation inside Erewash can be found in the assessment of Corridor G (in Section A). Green Belt throughout Area 1 also continues across the Erewash Borough boundary into Broxtowe.

Designation in Area 1 is notable for its narrowness across its whole extent. Commencing immediately south of the A52, Green Belt follows a strongly defined and defensible boundary in the form of the Erewash Canal, which represents the eastern-most development limit of Long Eaton's urban area. Running in close proximity and in parallel to the Canal, the River Erewash also forms the Borough boundary which limits the extent of Green Belt designation inside Erewash. At its southern-most end, Area 1 flattens to accord with the built-up, inset urban area south of Royal Avenue, with designation tapering to a point adjoining the River Erewash.

As concluded within Corridor G's assessment, Green Belt throughout Area 1, in conjunction with the corresponding designation located within Broxtowe, plays a significant role in the continued separation of the Long Eaton and Nottingham (Toton) urban areas at a 'pinch point' between respective built-up areas. The presence of strong defensible boundary on the Erewash side in the form of the Erewash Canal and, at its southern-most end, Royal Avenue, demonstrates strong containment and emphasises the continued effectiveness of Green Belt throughout this area in preventing the sprawl of the Long Eaton urban area. As noted within Corridor G's commentary, the heightened sensitivity of land throughout Green Belt in Area 1, with the vast majority of land situated within Flood Zone 3a and functional

floodplain within Flood Zone 3b, whilst not justifying Green Belt designation, also contributes towards the maintaining of openness across land between the Erewash Canal and River Erewash to manage environmental conditions in this part of the Borough.

Green Belt throughout Area 1 continues to contribute towards the checking of urban sprawl outwards from the Long Eaton urban area.

Area 2: Doncaster Grove to M1 motorway (Sawley)

A more detailed description of land-uses and the general environment across this area of Green Belt designation inside Erewash as far south as the Golden Brook to the east of Long Eaton can be found in the assessment of Corridor G (in Sections B & C). Beyond this, a broader overview of conditions within the Green Belt can be found within commentary provided for Countryside Unit 11.

At its northern end, a narrow area of Green Belt designation extends across land between the edge of the Long Eaton urban area and the Borough boundary. A wider, yet still relatively modest width of designation exists beyond the boundary inside Broxtowe Borough. South of Nottingham Road, Green Belt boundary closely follows to the current edge of the built-up area within the east of Long Eaton. Diverting to align with the Golden Brook, Green Belt boundary then follows railway track which has acted as a barrier to expansion of the urban area into flood plain beyond. A small area of 1950s and 1960s housing at Newbery Avenue and Owen Avenue sees boundary briefly orientate south of railway line, although this reverts back to following rail track shortly west. From here, Green Belt boundary aligns with a section of railway across the southernmost extent of the Long Eaton urban area as far as Lock Lane in Sawley, where boundary then follows the limit of the built-up area. Keeping the more recent area of Sawley to its north, Green Belt boundary follows Tamworth Road (B6540) before realigning along Wilne Road, still following the southern-most extent of the urban area, to eventually reach the M1 motorway.

Throughout Area 2, Green Belt boundary follows a succession of strongly defensible boundaries, largely consisting of railway, with smaller sections closely aligning to the edge of Long Eaton's urban area. Collectively, the boundaries have proven effective in limiting the south-eastern/southern expansion of the town. As a consequence of the nearby major watercourse of the River Trent which meanders south of Long Eaton and Sawley, almost all land beyond the Green Belt boundary within the designation forms part of the Trent's flood plain, which at Area 2's eastern most point, also combines with the flood plain of the River Erewash and, to a lesser extent, that of the Golden Brook. Consequently, the environmental sensitivity of land throughout Green Belt which abuts the urban area is high and reduces pressure for growth in this part of the Borough. Notwithstanding this, the strong legibility of defensible boundary (some of which in the case of small sections of railway, acts as formal flood defence) throughout Area 2 strongly restricts any realistic possibility for urban sprawl which would see Long Eaton expand into adjacent Green Belt.

Green Belt throughout Area 2 continues to contribute towards the checking of urban sprawl outwards from the Long Eaton urban area.

Area 3: M1 motorway (Sawley) to Daniel Mews (Sandiacre)

Area 3 sees Green Belt designation in this part of the Borough reflect and follow the alignment of the M1 motorway, with its boundary set just east of the road. The presence of the motorway, a strong and permanent defensible boundary, has limited the westward expansion of Long Eaton's urban area, restricting its growth to the east of the road. The built-up area within Sawley, Long Eaton and part of Sandiacre has now extended out to the

M1 demonstrating the effectiveness of the motorway as a defensible boundary that prevents the urban sprawl of these areas into adjacent Green Belt designation throughout Area 3.

Area 4: Daniel Mews (Sandiacre) to Orchard Business Park (Sandiacre)

A more detailed description of land-uses and the general environment across this area of Green Belt designation can be found in the assessment of Countryside Unit 9, with supplementing commentary also found within the analysis of Corridor E.

North of Daniel Mews, Green Belt boundary shifts eastwards away from the M1 to include an area of land (Area A6 in Corridor E) notable for its dense tree coverage which serves to separate residential properties along Hart Avenue and Goodwin Close from the nearby motorway. Further north, the Green Belt boundary once again realigns itself westward to rejoin and then follow the M1 where Stanton Road crosses the motorway. Beyond this, designation gradually diverges away from the motorway, increasing the area of land subject to Green Belt on the Sandiacre side of the road. Boundary closely follows the rear of properties along Chestnut Grove, Cloudside Road and Larch Drive, creating a widening area of land within the Green Belt situated between the housing and the motorway that is set out for equine uses. The extent of built-up area at the northern-most tip of Sandiacre results in a notable alteration in the Green Belt boundary's course, with designation encompassing Stoney Clouds Local Nature Reserve (LNR) before the extent of urban area in the north of Sandiacre recesses yet further eastwards in the direction of Ilkeston Road. Beyond Ilkeston Road, Green Belt runs along the eastern edge of the Erewash Canal, with the Erewash Valley mainline railway located just beyond, as the extent of designation reaches Orchard Business Park.

The majority of Green Belt throughout Area 4 continues to play an effective role in checking urban sprawl at the northern-most end of the Long Eaton urban area. Similarly to Area 3, the M1 motorway makes a strong contribution in this regard. However, this weakens further around the Green Belt boundary when travelling clockwise around the edge of built-up area. Ultimately, the presence of the motorway serves to act as a strong physical barrier which helps to contain the growth/sprawl of the urban area to the west/north-west. A separate Green Belt objective, which sees a need to maintain separation between the Long Eaton and Ilkeston urban areas, is also of relevance when considering the effectiveness of Green Belt in preventing sprawl. With the Ilkeston urban area located just beyond the M1 when accessed along Ilkeston Road, Green Belt is important in checking the sprawl of development in this direction. Despite not a direct consideration in the purposes of Green Belt, a sizeable area of LNR at Stoney Clouds serves to act as a constraining environmental barrier, limiting the potential for any future development which would reduce the current gap between urban areas.

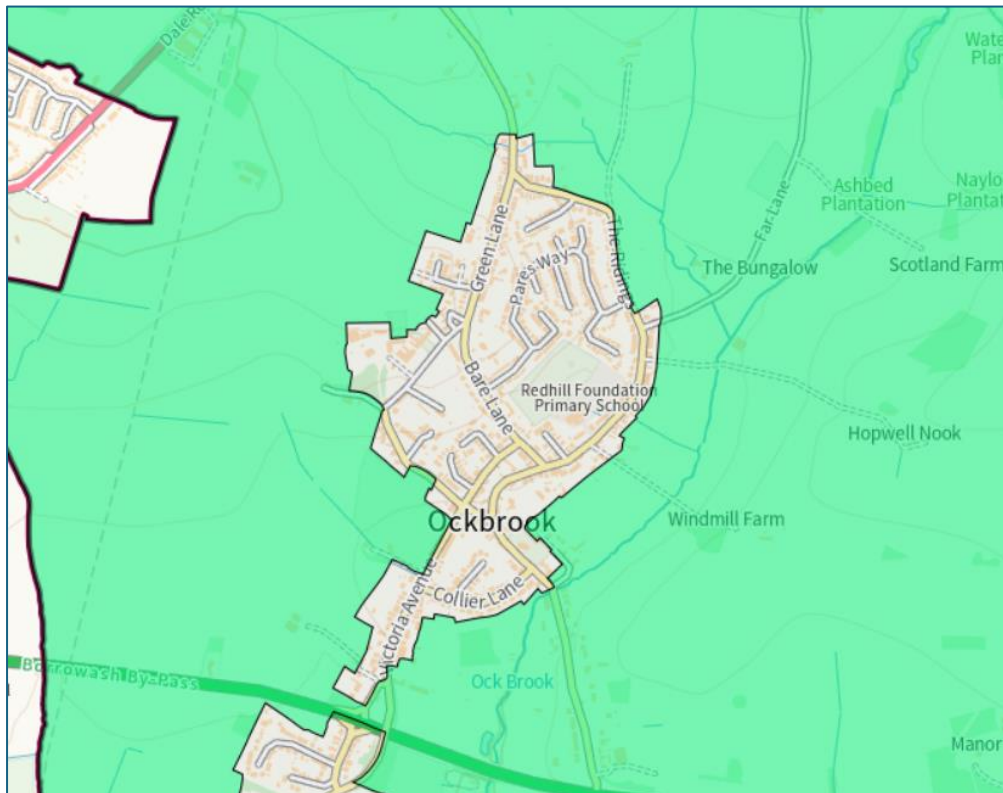
East of the Erewash Canal, Green Belt continues to prevent urban sprawl in the direction of Stapleford (in Broxtowe Borough), with the Canal forming an effective and strong defensible boundary restricting Sandiacre's expansion eastwards.

Green Belt throughout Area 4 mostly contributes towards the checking of urban sprawl outwards from the Long Eaton urban area within the Sandiacre area.

Conclusion:

Overall, Green Belt designation which adjoins the Long Eaton urban area continues to be effective in checking urban sprawl as a result of the presence of defensible boundaries helping to contain expansion into the surrounding designation.

Ockbrook:



Location and setting:

The village of Ockbrook is located within the west of the Borough, separated from the Derby urban area to its west by a 600m wide section of Green Belt spanning both sides of the administrative boundary between Derby City and Erewash Borough. Ockbrook is also immediately adjacent to the larger village of Borrowwash to its south. Separated by the dual carriageway A52 Brian Clough Way, the inset part of Ockbrook at its southern-most point is only approximately 35m away from the northern-most inset point of Borrowwash – with Victoria Avenue crossing the A52 to directly connect the two villages. Ockbrook connects to the passing A52 at two points north of the road, with eastbound access from Cole Lane and Victoria Avenue – whilst westbound access can also be achieved, also from Victoria Avenue, by crossing the road bridge from north to south. Access north of the village, via Moor Lane, allows access to the A6096 road which links Spondon and Ilkeston.

Recent growth and development:

Green Belt has proven effective in limiting the growth of Ockbrook across recent decades. Few examples of new housing developments of any meaningful scale have occurred over this time, with the form and profile of the village's localised road network having played a strong role in influencing the pattern of how Ockbrook has broadly maintained its built-up extent across the last several decades. The exterior roads of Green Lane, The Ridings and to a lesser degree, Bakehouse Lane and The Settlement, have since the 1950s, seen growth occur inwardly across the open area located between them. The development of housing at Pares Way during the 1970s completed the inward growth of the village. In the south of the village, Collier Lane has also contributed the same role in helping to shape the extent of Ockbrook. These roads have, over subsequent decades, continued to form the majority of the outer part of the settlement which, together with restrictive Green Belt designation, limited Ockbrook's expansion. In recent decades, growth has been limited

largely to the intensification of housing plots and backland development within spacious domestic curtilages. Pressure for development on surrounding Green Belt land exists, although more modest than other villages, with smaller sites on the fringe of Ockbrook promoted to the Council for consideration via 2024's Call for Housing Sites consultation.

Analysis of surrounding Green Belt land:

Green Belt surrounding Ockbrook largely consists of agricultural land which supports arable farming. Closer to the fringes of the inset village, and particularly around the east of Ockbrook, several enclosures for the grazing of horses are located in close proximity to residential properties on the edge of the built-up area.

West of Ockbrook within Green Belt which extends between the edge of the inset village and the Derby urban area (set within Derby City), extensive agricultural land consisting of a network of irregularly shaped fields with strongly defining hedgerow is found. Fields flanking the edge of the Derby urban area and those closer to Ockbrook are generally smaller in size, with the fields located in-between more open in their character. Farmland extends all the way south around the western edge of the village, flanking the built-up area and providing an appropriately open setting for the Moravian Settlement. The agricultural character which prevails across Green Belt west of the village is slightly lessened by the presence of Ockbrook & Borrowwash Cricket Club which sees Green Belt abut sections of Bakehouse Lane and Victoria Avenue, with designation washing over the cricket ground.

Green Belt south of the village is limited to designation located in-between Victoria Avenue, Cole Lane, Collier Lane and north of the A52. The character throughout this part of Green Belt is notably different from that west of Ockbrook, with more regular forms of enclosure evident across the area. A sizeable proportion of land to the south of Ockbrook has been utilised for the keeping and riding of horses, with stables and outdoor riding arena also present. The Ock Brook, heavily tree-lined, runs in a north-south orientation throughout Green Belt here, and to its east, further stables and land for the purposes of horse grazing exist to the rear of properties west of Cole Lane. Cole Lane, running between the centre of Ockbrook and the B5010 in Borrowwash, although divided by the A52, sees a collection of low density housing washed over by Green Belt along both sides north of the A52. This helps to establish a semi-urbanised environment within this part of designation between the dual carriageway and the edge of the inset village.

East of the village, the fringe area adjoining the inset part of Ockbrook is characterised by a number of small grassland enclosures, defined by strong treeline boundaries. The Ock Brook continues to flow from the south of the village, now heading in a north-easterly direction, along the southern edge of the grassed enclosures positioned to the rear of Church Street and All Saint's Church. East of the Ock Brook, land reverts to an agricultural use with arable farmland extending out into the open countryside in the direction of Hopwell Hall which sits around 1.2km east of the inset village. Windmill Farm and Scotland Farm are located within countryside between Ockbrook and Hopwell Hall, with occasional dense pockets of woodland interspersed across land here. Green Belt boundary to the east of the village maintains a regular curved alignment following the rear of properties located along The Ridings.

North of Ockbrook, the Ock Brook once again runs through surrounding countryside away from the village. Green Belt designation directly abuts The Ridings as it passes northwards, although dense hedgerow and hedgerow trees prevent open views of countryside looking eastwards from the road. Remaining a largely agricultural environment, an allotment facility is located around 400m from the inset part of Ockbrook along Far Lane. Set amongst a network of differently sized fields, and distinctive for the curved nature of enclosing hedgerow, Fields Farm sits directly north of the village with a number of minor watercourses

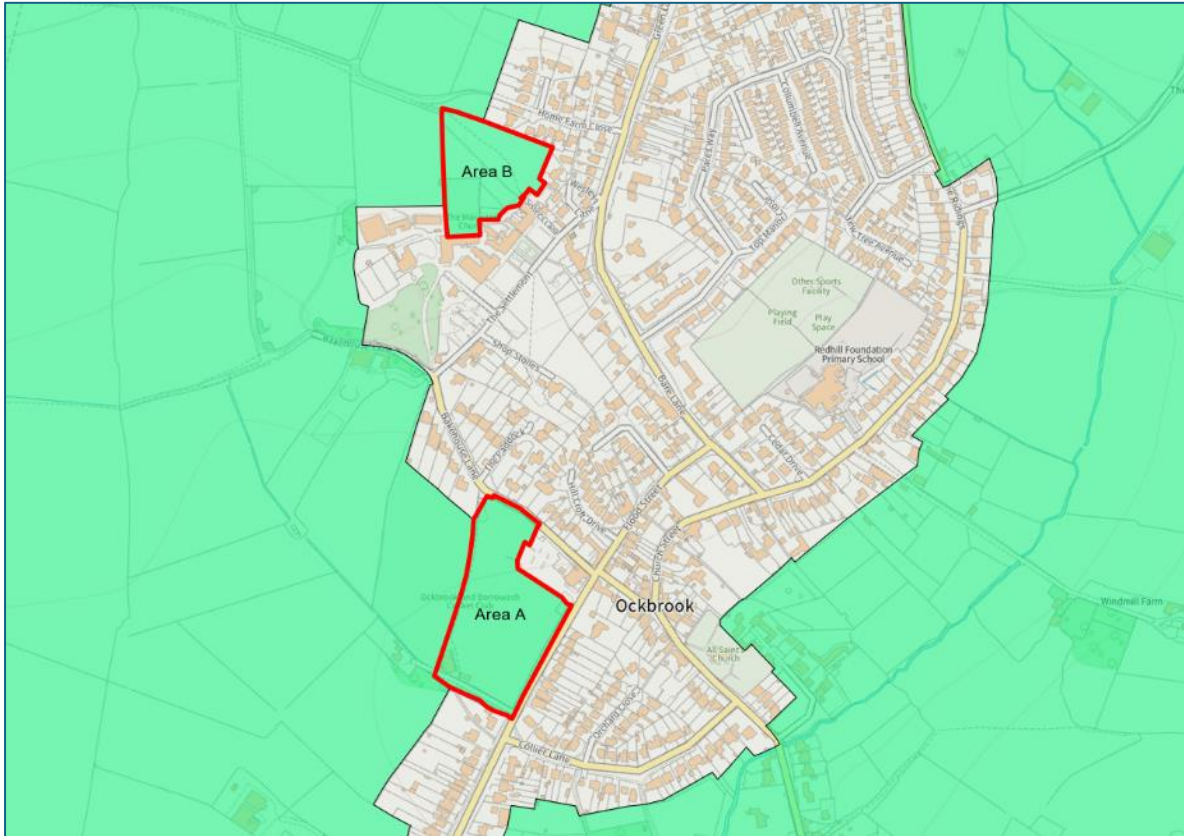
in the form of ditches and streams running between the area and the Ock Brook. Moving westwards, several buildings, but most notably Poplars Farm, can be found along Moor Lane which eventually reaches the A6096. Farmland here displays a stronger sense of enclosure with smaller fields set to the rear of the properties lining Moor Lane. Further evidence of land in use for horse riding and grazing can be found in fields west of the road.

Consideration of land not contributing to preventing sprawl:

Area A includes the ground of Ockbrook and Borrowash Cricket Club located between Victoria Avenue and Bakehouse Lane. Approximately 2.1ha in size, the Green Belt here influences a wedge in the village's extent of inset and helps maintain an open break in development between homes located along Victoria Avenue to the south and those to the north-west along Bakehouse Lane. Area A represents an opportunity to 'round off' the inset boundary at this part of Ockbrook, which would remove Green Belt from abutting the two aforementioned roads. However, the cricket facility within Area A is only one of two cricket pitches within the wider sporting complex. The potential to inset land containing the main pitch with more advanced facilities, whilst leaving the secondary pitch within Green Belt would not be desirable as it would subject different parts of the same cricket facility to different planning policies. Green Belt within Area A forms a strong visual connection to the adjacent cricket pitch which lies just beyond the extent of its outer boundary. From Victoria Avenue, a vista looking broadly westwards across the cricketing facility enable views beyond the second pitch extending out into the gently rising countryside beyond. To omit land within Area A from Green Belt designation would leave this part of Ockbrook vulnerable to development, and whilst a defensible boundary exists in the form of hedgerow with occasional trees and a public right of way along the outer extent of Area A, the realignment of boundary could subject this area of Ockbrook to further development pressures seeing sprawl of the village at this location. Whilst not a specific consideration in the context of preventing urban sprawl, national planning guidance requires local planning authorities to plan positively to enhance the Green Belt's beneficial use by, amongst other objectives, providing opportunities for outdoor sport and recreation. To remove an important local sporting facility from Green Belt by inseting it from the designation is therefore inappropriate, and alongside other justifications set out above, determines that Green Belt here continues to contribute to checking the unrestricted sprawl of the village.

Area B adjoins the Moravian Settlement in the west of the village and is approximately 1.2ha in size. Accessed via Sisters Lane, this short lane ends at the boundary of Area B, before continuing as a public right of way through the centre of land. To the north of the path is a small field supporting arable crop. The land, despite being limited in size, is open across it before tapering to a narrow point within the northern-most point of Area B. A strong, mature treeline follows the right of way immediately to its south which creates enclosure within the area under consideration. The area beyond this is notable for its tree coverage, and whilst not dense, does divide the land up into distinct parcels. These small parcels of land are associated with the adjacent Moravian Church buildings, including part of Area B which is used as a burial ground. Consideration of this land has been made as a result of the alignment of Green Belt boundary inseting this part of Ockbrook. The extending curtilage of buildings connected to the former Ockbrook School projects the inset village outwards, as does the small residential development at Home Farm Close. The land being assessed here represents a Green Belt 'wedge' which creates a break in built development. However, despite the capability of forming a defensible boundary along the outer extent of Area B's boundary due to the strong treeline passing around the perimeter of the site, some of the land-uses present, such as the burial grounds, ensure that a continuation of land as Green Belt designation is appropriate – preventing the sprawl of Ockbrook in a sensitive location with a number of directly adjacent listed buildings.

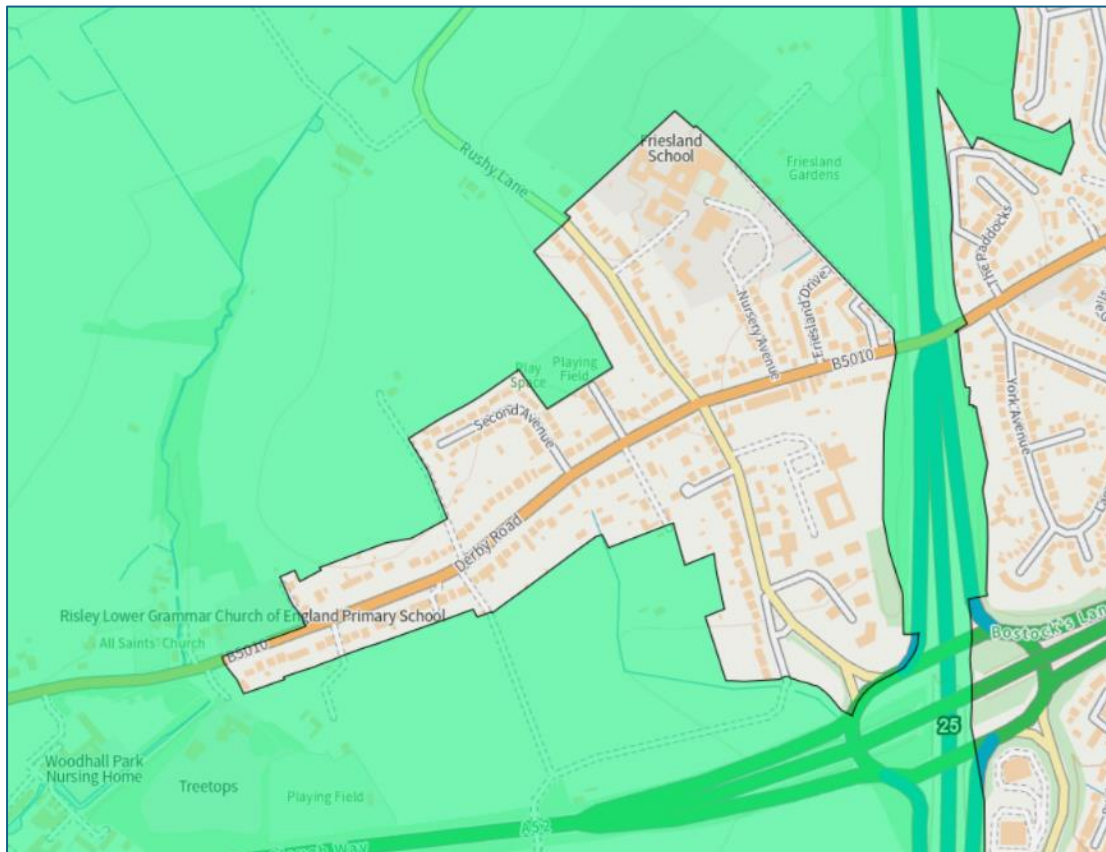
Plan of Areas A & B:



Conclusion:

Green Belt designation at **Areas A & B**, as identified above, have both been assessed as making a limited contribution to checking the unrestricted sprawl of the Ockbrook built-up area.

Risley:



Location and setting:

The village of Risley sits just west of the Long Eaton urban area, separated by a narrow area of Green Belt designation approximately 100m in width which spans the M1 motorway just north of Junction 25. Beyond the motorway to Risley's east is the built-up area of Sandiacre, whilst road links out of the village along Bostock's Lane enables access to the M1/A52 intersection. The B5010 runs centrally through Risley, travelling between Bramcote (in Broxtowe Borough) and Borrowash. Rushy Lane, a country lane, exits the village to the north and provides access to the villages of Stanton-by-Dale and Dale Abbey. The inset, more recently developed area of Risley is centred on the crossroads between the B5010, Rushy Lane and Bostock's Lane - although the historic part of the village which sees a much lower density and dispersed pattern of development, expands westwards in linear form along the B5010 for around 0.7km. This part of the village sits beyond the inset boundary and is washed over by Green Belt designation.

Recent growth and development:

Green Belt has proven an effective policy instrument limiting the growth of Risley over recent decades. Development within the village has been limited to minor infill schemes or replacement dwellings, largely involving the re-use of land at small plots at several locations. The distinct crossroad configuration of roads within the inset part of the village has limited development to the main roads that pass through Risley, with exceptions being First Avenue, Second Avenue, Friesland Drive and Nursery Avenue – although the latter provides a main point of access to the Friesland School and Leisure Centre. Major development in Risley has been extremely limited, although the recent approval of the conversion of the Risley Hall Hotel (in the washed over part of the village) to private apartments has led to the creation of

new accommodation within the village. Pressure for new development on Green Belt land surrounding Risley continues to exist. Large areas of land for major new housing developments have been promoted to the Borough Council over recent years, with land north and south of the village being considered through the Core Strategy Review - in addition to submissions made to the recent Call for Housing Sites exercise.

Analysis of surrounding Green Belt land:

Starting with Green Belt to the east of Risley, the extent of designation is impacted by the close proximity to the M1 and the Long Eaton urban area beyond. North of Junction 25, Green Belt on the Risley side of the motorway incorporates a wide tree belt which forms the embankment to the M1 and separates the Interchange 25 business park and Hotel complex, both accessed from Bostock's Lane, from the motorway. Still east of Risley, but further north past Derby Road (B5010), designation encompasses Friesland Gardens, a large area of private garden enclosures notable for several small-scale polytunnels, with gardens enclosed by rows of mature trees. North of the Gardens sees arable farmland connected to Friesland Farm, and closer to the inset part of the village, outdoor sports facilities which adjoin Friesland School and Leisure Centre. Whilst the School campus forms part of the inset area of Risley, the sporting pitches are located within surrounding Green Belt.

North of Risley, a recreation ground and children's play area accessed beyond First Avenue sit in Green Belt directly adjoining the village. Beyond this, land is notable for its equine use, with stables located on Rushy Lane having a sizeable area to its rear set out for horse riding purposes, with grazing land and several outdoor riding arenas. Further west of this land sees several large fields which support arable agriculture. Beyond the Risley Brook and further to the north is the disused Maywood Golf Course which extends in the direction of Stanton-by-Dale.

To the west of the village, Green Belt washes over the older, historic part of Risley. A diverse range of facilities and land-uses can be found within this area – although south of Derby Road, several large buildings sit within spacious grounds extending as far as Breaston Lane, including a nursing home, hospice, the former Risley Park Hotel (now apartments) and a collection of private retirement residences at Maple, Bridge, Primrose and Yew Tree Cottages.

South of Risley, Green Belt designation extends between the inset village boundary to the nearby A52 Brian Clough Way which by-passes Risley in an east-west alignment, running broadly parallel to the B5010 – although the two roads diverge as they head eastwards. Green Belt designation extends southwards beyond the A52, but the dual carriageway marks the functional southern extent of Risley and as a consequence, commentary here only includes this area of Green Belt. Starting furthest-most west, Risley cricket ground forms a large area of designation south of the village. Adjoining the facility, Goldenbrook Farm with stables and sizeable paddock area extending eastwards, maintains a large arable field. Beyond this, and completing the area of Green Belt designation back to Junction 25, several small fields with irregular enclosure patterns and lined by varying sizes of hedgerow tree, form the majority of land between the Farm and properties along Bostock's Lane and Derby Road. Directly south, a large field accessed from Bostock's Lane and which adjoins the A52 along its southern boundary has been set out for the grazing of horses.

Consideration of land not contributing to preventing sprawl:

In general, the Green Belt that surrounds Risley continues to be effective in preventing any sprawl of the village. Much broader in its north-south extent at its eastern-most end, the village tapers in its inset area heading in a westerly direction towards the historic area of Risley. This has been influenced by the presence of Friesland School & Leisure Centre at

the village's north-east, and the Interchange 25 Employment Park at its south-eastern most point. As a result, Risley displays a rather heavy eastern bias to its overall built-up area, ensuring that rounding off opportunities lay west of Bostock's Lane and Rushy Lane.

Area A is an area of Green Belt designation approximately 3.7ha in size. Designation here encompasses the village's recreation ground and play area. Immediately adjacent to its north is a large, rectangular shaped field which adjoins Rushy Lane at its east, and properties along the north side of Second Avenue. Furthest west within Area A is the property The Nook which takes its vehicular access from Derby Road. Green Belt here directly adjoins the village's inset area and includes a use (recreational ground) that could be located within the built-up environment. The land beyond Area A to the west and north-west sees a notably sudden evolvement into the open countryside, but the existence of a defensible Green Belt boundary orientating across the northern-most extent of Area A that consists of hedgerow with gappy hedgerow tree coverage (and also following the course of a public right of way) would assist with the containment of the village's growth in this direction, limiting any further expansion. As such, the presence of a strongly defined boundary across the northern edge of Green Belt land within Area A could create a legible and justified boundary to designation without resulting in sprawl of Risley's built-up area, rounding off the present alignment of Green Belt boundary between inset areas at Rushy Lane and Second Avenue.

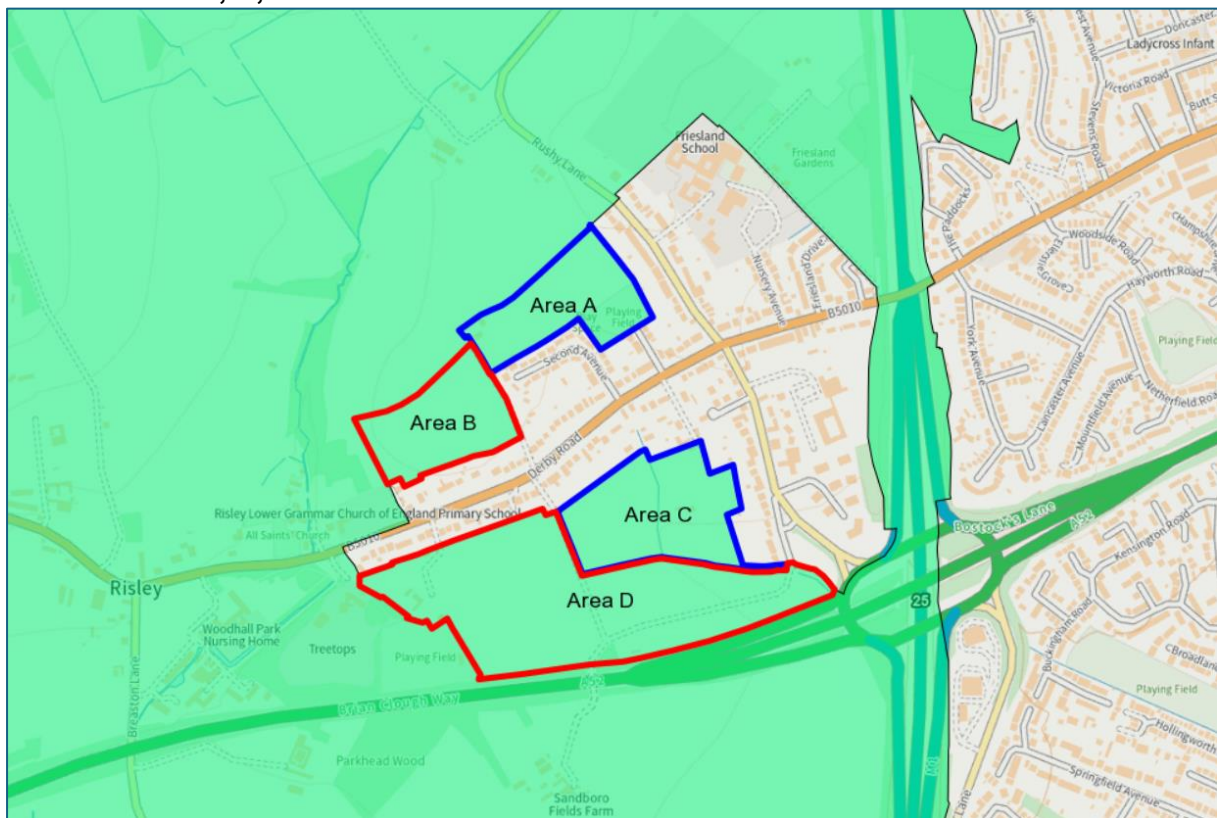
Area B, directly adjoining Area A to its west, is an area of Green Belt approximately 3.6ha in size. The majority of land here is comprised of farmland, with a sizeable field set to the rear of properties along the north side of Derby Road, as well as the properties of 'Tignarosán' and 'Vivod' which overlook from its east located beyond an access track. Beyond the western boundary of the field, land within Area B becomes densely wooded, with trees enclosing smaller parcels of land closely associated with properties located along Derby Road and those on Austin Drive. The relationship between land across Area B and the adjoining inset village justifies Green Belt designation at this location being assessed for its role in preventing Risley's sprawl. The spaciouly-sized field extends, at its maximum, 180m northwards from the current inset boundary set to the rear of homes on Derby Road, extending beyond the extent of the built-up area of properties sited along Second Avenue. Designation here is therefore playing an important role in preventing the northward and western sprawl of Risley, the latter protecting the setting of the village's Conservation Area located less than 100 metres west of Area B. Together with land immediately north, Green Belt helps to check the village's growth towards Risley Brook and beyond into the open countryside that extends into the centre of the Borough. Another consideration as to whether land here would constitute the sprawl of the built-up area is the conclusion reached in respect of the role and purpose played by Green Belt which encompasses Area A. In combination, potential development of the two areas of designation located on the northern side of Risley and a realignment of boundary to the north of Areas A and B would see a substantial growth in the extent of Risley's inset area. The potential deallocation of nearly 7.5ha of Green Belt designation would result in an inappropriate scale of the village's expansion north of the B5010 Nottingham Road, consistent with that which would be considered to be sprawl.

Area C, sized at around 5ha, forms part of Green Belt designation south of Risley's inset village. With several fields of varying size enclosed by a mixture of hedgerow and hedgerow tree, much of the land here is utilised for equine-related purposes with stables central to Area C with horse grazing evident across the area. Forming part of Green Belt which directly adjoins the rear of properties along Bostock's Lane and Derby Road, land displays a strong sense of internal enclosure as a result of the boundary treatments which line the fields within Area C. The nature of boundaries around the periphery of Area C creates a suitably well-enclosed area of land. A strong treeline along its southern-most boundary, which meets a track serving Sandborough Fields Farm helps to give robust definition to the area of land to

its north and east. The extent of insetting around the village to its south sees a recessing of built form due to the alignment of Derby Road. Backland residential development to the rear of properties on Derby Road and at Cherry Tree Close have limited this to a degree, although the profile of the inset village means the outer boundary of Area C could realistically represent a logical 'rounding off' of Green Belt south of Risley with sprawl largely minimised.

Area D, which directly adjoins Area C, is the largest area in Risley under consideration, sized at approximately 12ha. With Area C located to its north, Green Belt designation here is more peripheral to the built-up, inset part of the village. It directly adjoins the inset area at its south-eastern (Bostock's Lane) and north-west (Derby Road) corners, although the adjacent Area C provides connectivity through to the more centrally inset area of Risley. As such, Green Belt within Area D must be looked at in conjunction with designation within the neighbouring area so as not to leave a remaining 'island' of Green Belt beyond any potential insetting of Area D. In reality, designation within Area D is seen as an extending option of Area C, with notable separation evident as a result of a dense treeline which runs along the majority of shared boundary until a track which serves Sandborough Fields Farm is reached. Land across Area D differs both sides of the aforementioned track which separates it into two parcels. To its east, land is almost exclusively used for equine purposes with informal fencing used to divide into several paddocks and stables sited close to the access point from Bostock's Lane. West of the farm access track, land is divided into a small and well enclosed area of grassland surrounded by a screen of mature trees, while the remainder of Area D consists of arable farmland and furthest west, Goldenbrook Farm and its outbuildings. The extent of Green Belt here is sizeable, and whilst it forms a logical extension of Area C, the scale of area would result in a substantial increase in Risley's size as a village. Whilst a further variant of area might involve limiting the extent of Area D at the track serving Sandborough Fields Farm, this in itself would create a notable distortion to the inset area, with a severe change in profile as a result of limiting insetting to the east of the track.

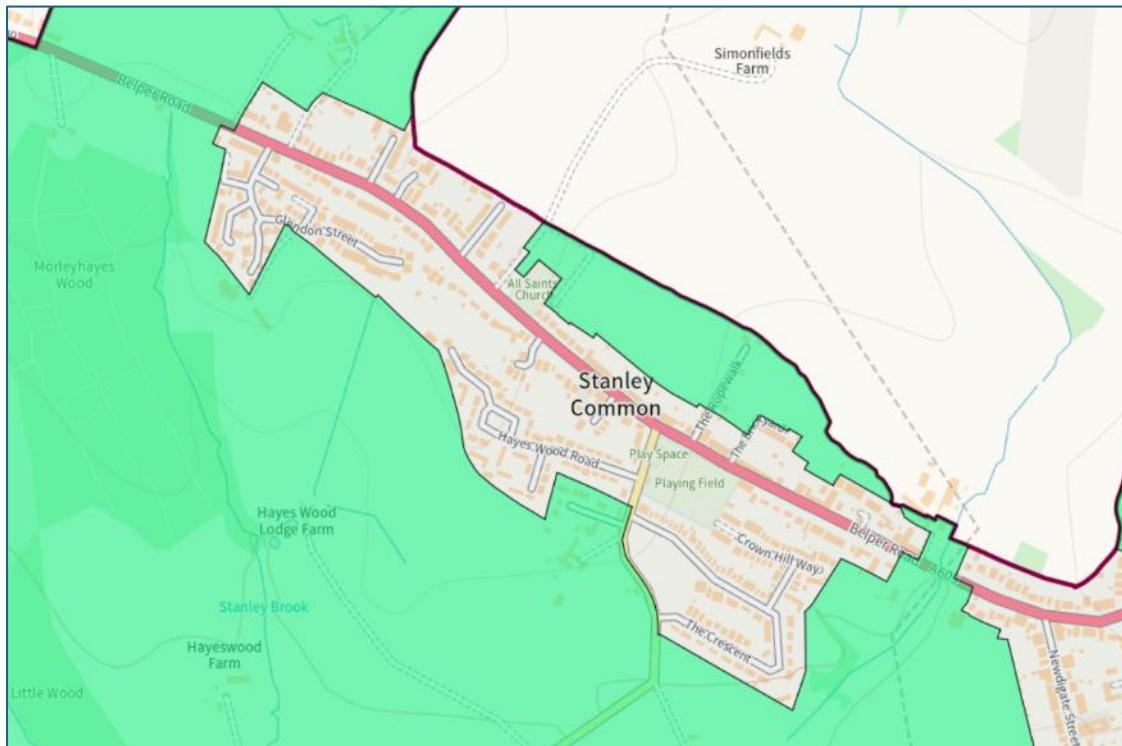
Plan of Areas A, B, C & D:



Conclusion:

Green Belt designation at **Areas A & C**, as identified above, has been assessed as making a limited contribution to checking the unrestricted sprawl of the Risley built-up area.

Stanley Common:



Location and setting:

The small village of Stanley Common is located centrally within the north of the Borough, with its inset area from surrounding Green Belt directly adjoining the administrative boundary with the neighbouring local authority of Amber Valley where designation continues to extend across. Linear in its extent, the built-up area of Stanley Common is historically centred along Belper Road (A609) which links the two towns of Belper (also in Amber Valley) and Ilkeston – the latter approximately 3.5km east. Far closer east is the adjacent and larger village of West Hallam, which at its narrowest point to the north of Belper Road, is separated by a small area of Green Belt designation around 60m in width. Common Lane, which beyond the inset part of the village becomes a country lane, eventually reaches the settlement of Stanley located approximately 1.5km to the south. Development to the east and west of Common Lane has seen the built-up area of the village expand southwards away from Belper Road.

Recent growth and development:

Green Belt surrounding Stanley Common has proven effective in limiting any growth of the village over recent decades. As explained above, the settlement has historically existed along Belper Road, although it experienced notable growth in the 1950s and 1960s with new housing estates developed firstly at The Crescent and subsequently at Hayes Wood Road. More recently, the construction of new housing at Glendon Street during the 1990s intensified the density of development at the western end of the village. Other development since this time has been more modest in its scale, although several small housing schemes (Arella Fields Close and Simon Fields Close) have benefitted from large curtilages of properties along the northern side of Belper Road, with land here inset from the Green Belt. Most recently, a scheme at Naggle Gate Close for 12 homes on land within the Green Belt directly adjoining the inset village was approved on appeal, with the scheme brought forwards as a rural exception site. Pressure for housing development continues, with interest

in delivering new homes at sites of substantially differing scale at each end of Stanley Common recently promoted to the Borough Council.

Analysis of surrounding Green Belt land:

The inset part of the village abuts the Borough's boundary with Amber Valley at two separate locations around Stanley Common. Green Belt designation continues immediately beyond this within the neighbouring Borough of Amber Valley.

North-west of Stanley Common, Club Room Farm and its associated outbuildings is located within Green Belt at a point where the extent of the Borough projects northwards. Fields around the Farm are sizeable and benefit from strong enclosure with established hedgerow with some sections displaying hedgerow trees. Agricultural land extends westwards on the north side of Belper Road (A609) for a short distance before the Borough boundary is reached. South of Belper Road, to the rear of a couple of domestic properties, the densely wooded Morleyhayes Wood extends southwards, covering a large area around 0.7km in length as it passes to the west of the village. With the Stanley Brook running along its eastern side, the Wood creates a strong visual break that provides a physical barrier separating Stanley Common from the Morley Hayes Golf Course facility which exists beyond it to its west. Whilst this could contribute to any future containment of growth, the presence of physical boundaries and features on the ground would complicate understanding where an inset boundary of Green Belt designation would run, with the extent of inset village notably projecting away from boundaries which extend away from the rear of properties along Glendon Street. The location of the Wood, which see it almost reach the inset area of the village at Spencer Street, follows a broadly consistent alignment as it travels southwards, diverging slightly from the extent of inset boundary. This leaves a section of farmland maintained by Hayes Wood Farm which displays an irregular profile of enclosure across land located between the edge of the built-up part of Stanley Common and the edge of the Wood spanning an area around 250-300m in width.

Moving around to the south of the village, Green Belt here continues to encompass agricultural land which is arable in its type. Field enclosures are generally larger than those evident further to the west, with several large fields situated to the south of buildings clustered around Stanley Lodge – itself located within the Green Belt. To the north of Stanley Lodge, formerly open land which gained planning consent for a rural exception affordable housing scheme consisting of 12 homes is also washed over by Green Belt. Passing across Common Lane, a country lane which links the village to Stanley to the south, further agricultural land flanks Stanley Common's inset area – although fields here are generally smaller with their enclosure influenced by the presence of a minor watercourse which flows eventually to the Stanley Brook and runs amongst trees in a north-east direction. An industrial unit with outdoor yard is located within Green Belt adjoining Valley Cottage south of the village along an access track to Hilltop Farm.

Green Belt designation which extends around to the rear of properties located on The Crescent and Crown Hill Way displays notably less agriculture character, with land fringing the inset area much closely associated with domestic curtilage, with some land given over to horse grazing. Further east from here, Green Belt encompasses agricultural land within the management of Brough Farm which forms all land located between Stanley Common and West Hallam.

North of Belper Road, a small section of Green Belt spanning a car park (serving Oakfield Farm which sits immediately beyond the Borough boundary) and part of a larger area of grassland which is used for the grazing of horses provides separation between Stanley Common and West Hallam. Almost immediately west of this point, a narrow section of Green Belt which never exceeds 150m in its width, encompasses all land between the rear of

properties on the north side of Belper Road (including those at The Brickyard) and the Borough boundary, which sees designation extend into Amber Valley and out into open countryside towards Simonfields Farm and Park Hall Farm. Land extending across this narrow corridor of Green Belt sees a mixture of small and larger grassed enclosures. The openness of this area is broken by The Ropewalk, a small road off Belper Road which serves several properties within a parcel of larger land which displays notable tree coverage at its northern-most point where it adjoins the Borough boundary. Further west, two large rectangular field enclosures run horizontally to adjacent properties, before a modern dwelling and its curtilage is reached. Beyond this, a small grass enclosure immediately to the rear of the All Saints' Church completes this section of Green Belt designation before the village's inset area then runs coterminously with the Borough boundary.

Consideration of land not contributing to preventing sprawl:

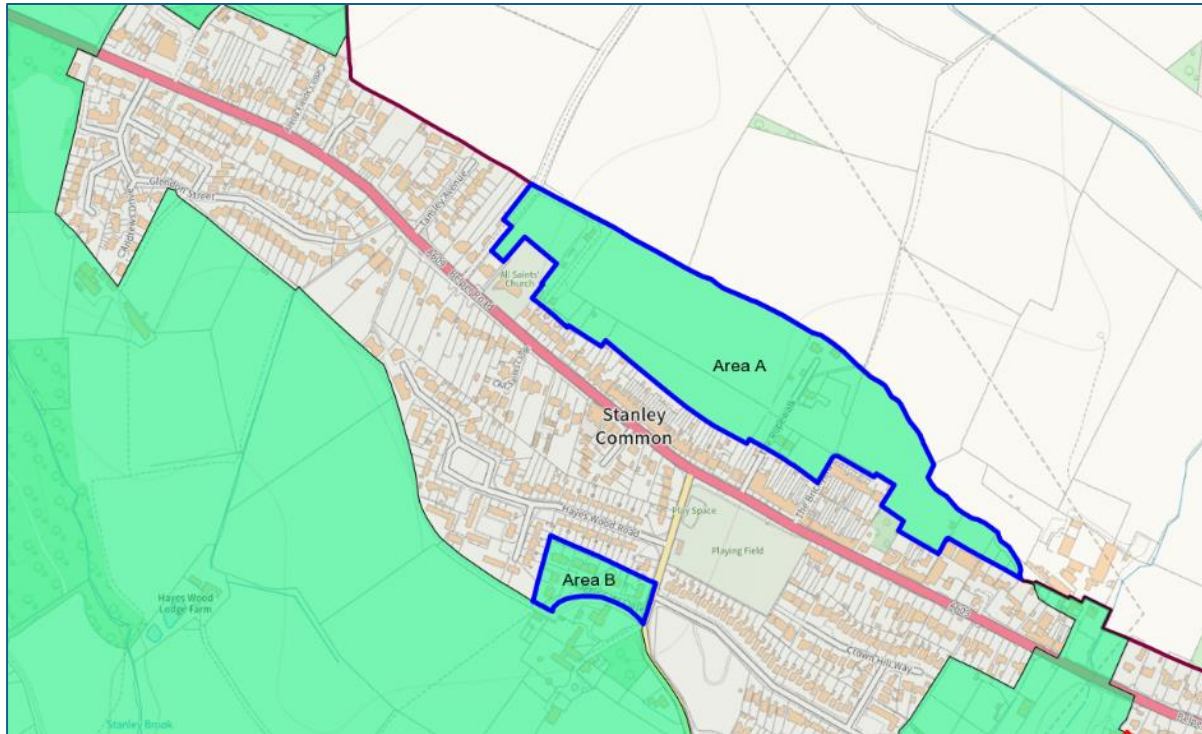
Area A, approximately 6.4ha in size, is described above as forming a long, yet narrow section of Green Belt which passes to the rear of properties on Belper Road. The land, which for the most part is relatively private owing to its location behind built development and therefore largely obscured from view except for when passing along accesses to homes off Belper Road, displays a strong sense of enclosure. This is as a consequence of a strongly definable outer boundary to Area A, also coterminous with the Borough boundary, which follows the entirety of the northern-most extent of Green Belt land within the area. Consisting of mature tree, the densely vegetated boundary which forms the outer extent of Area A extends beyond the area, both to the east and west, and forms part of a clearly definable boundary that contributes to a clear division between differing landscapes on both sides - with agricultural land extending northwards within Amber Valley beyond the treeline. Such an established boundary could clearly constitute a future defensible boundary, providing a sufficient degree of containment that prevents any further growth northwards – albeit this would represent an extension into a neighbouring local planning authority. The boundary's ability to maintain containment of any future development and also limit the connectivity between land inside and that which lies beyond Area A demonstrates that the purpose of Green Belt at this location to check the sprawl of growth is limited. This accentuated by the pattern of the village's built-up form flanking Area A on each side which has seen development reach the same boundary as that which is described above. To conclude, Green Belt designation considered here makes only a weak contribution to the purpose of checking the sprawl of Stanley Common.

Area B, approximately 0.6ha in size, comprises a small area of Green Belt designation just to the south of Stanley Common which until the development of 12 affordable homes during the early 2010s formed part of open land connected to the neighbouring Stanley Lodge. Post-construction, this small area of housing at Naggle Gate Close remains washed over by Green Belt. Differently to all other areas of Green Belt considered within this section of Green Belt Review, designation here is viewed against whether or not it is appropriate, given the current land-use, for a development which directly abuts the inset area of the village to continue being washed over by Green Belt. Adjoining the built-up part of Stanley Common to the west, north and east, the modern housing development has formed a strong connection with its immediate surrounds as part of an enlarged urban environment. The shape and extent of Area B contributes towards a wedge of Green Belt designation which penetrates the wider inset part of the village on both sides, which until the construction of housing had been open. Of note are buildings located immediately south of Area B around Stanley Lodge and Stanley Lodge Farm, also washed over by Green Belt. The siting of these buildings spread across spacious grounds, help to extend the built-up area beyond its current development limit. For this reason, Green Belt here still makes a contribution to the prevention of sprawl outwards from the village. Buildings here, while not enjoying the same link to agriculture as they would in past decades, retain a connection with the farmland land immediately beyond the cluster of development. Farmland at this location extends out into

the countryside, helping to confirm the association between any remaining agricultural buildings and open Green Belt land beyond.

The level of enclosure and strong boundary treatment that has been established through the construction of modern houses at Naggle Gate Close on its southern-side enables a potential realignment of Green Belt in order for designation to follow a defensible boundary. Any future realignment of Green Belt boundary would contribute to establishing a more logical and robust boundary that more accurately reflects the built-up form of Stanley Common. Green Belt within Area B contributes a limited role in checking the sprawl of the village.

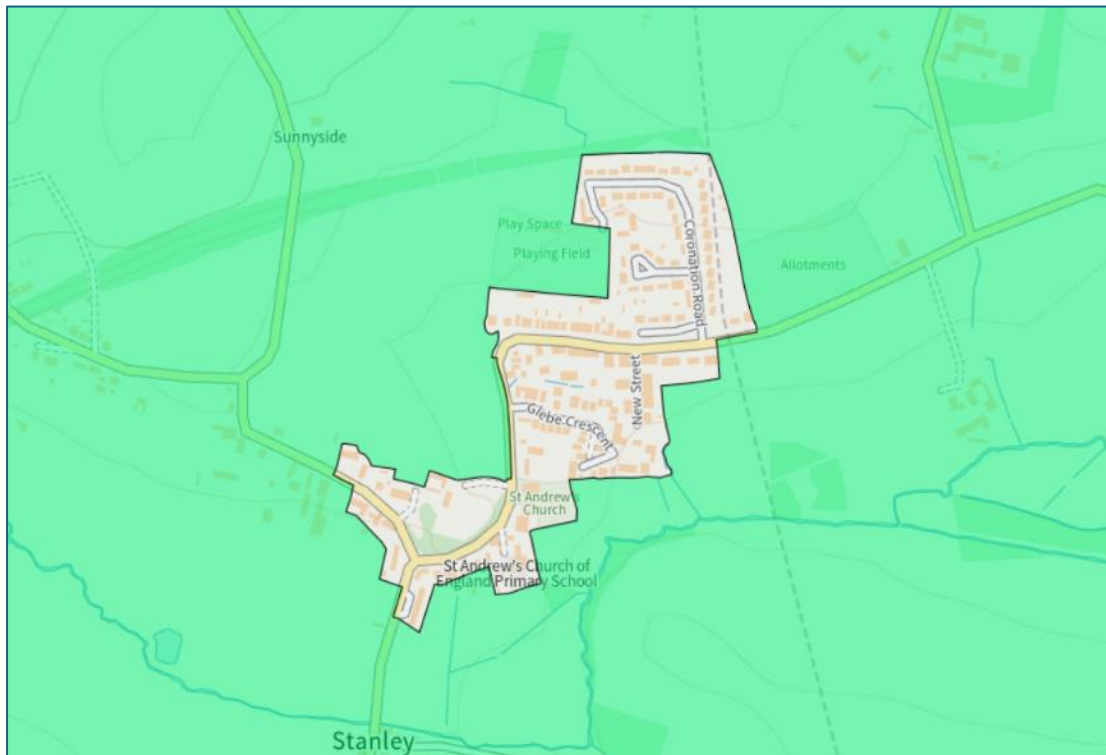
Plan of Areas A & B:



Conclusion:

Green Belt designation at **Areas A & B**, as identified above, has been assessed as making a limited contribution to checking the unrestricted sprawl of the Stanley Common built-up area.

Stanley:



Location and setting:

The small village of Stanley is located centrally towards the north of the Borough. Largely centred on the winding Station Road, which at each end continues beyond the village to access the settlement of West Hallam and the Oakwood area of Derby at Kings Corner, the extent of inset village displays an irregular form that sees its built-up area extend away from Station Road at several points along both sides. Most notably, the 1950's expansion of the village resulted in a northwards expansion at Coronation Road. To its south, the Stanley Brook watercourse separates the inset village from a small cluster of residential properties located around Derby Road, with these homes washed over by Green Belt. Another grouping of properties also washed over by Green Belt that includes several farms, extends outwards in a westerly direction along Morley Lane to the west of the village. The latter area sees a far more dispersed pattern of development than the former, with buildings as far as 600m away from the inset area of Stanley.

Recent growth and development:

Minimal new development has occurred within the inset part of Stanley over recent decades. Examples of new housebuilding are extremely limited, largely owing to the relatively high density of built development across the newer parts of the village that has left smaller parcels of land to explore opportunities for infill or backland housebuilding. The relative lack of new development in Stanley is further influenced by much of the southern part of the village being subject to extensive Conservation Area designation.

Pressure for housing development within the Green Belt on land surrounding around Stanley currently exists. Two site submissions were made in the 2024 Call for Sites consultation promoting land that adjoins the inset part of the village.

Analysis of surrounding Green Belt land:

Whilst Green Belt at Stanley has been successful in limiting the growth of the inset village, as described above, the settlement is more dispersed with small pockets of residential development beyond the built-up area both to the south (Derby Road and Dale Road) and the west (Morley Lane). However, the dispersed pattern of outlying development reflects the more industrialised countryside within this part of Erewash, with coal mining and quarrying occurring close to the historic village, which saw development occur close to these facilities. Nearly all such examples pre-date the introduction of Green Belt designation.

Starting north of Stanley, the linear and narrow profile of the inset village here results in a limited area of Green Belt designation. The 1950s extension of the village saw its expansion reach as far as what was then the Great Northern railway line which operated between Derby and Ilkeston. Now, much of the route (which Green Belt encompasses as it passes Stanley) forms part of a multi-user recreation trail maintained by Derbyshire County Council. To the north of Stanley, the trail is incomplete, with a section impassible as a consequence of notably dense groupings of trees. The route of the former railway line in a general sense represents a strong defensible boundary which prevents any northward sprawl.

The wider extent of inset village to the south of Stanley provides greater interaction with surrounding Green Belt. The inset area around the south and south-east edges of the village is somewhat irregular in its alignment, owing to the presence of the Stanley Brook watercourse with dense tree coverage along its length as it passes through the village. Land within the Green Belt demonstrates a close resemblance to the assessed landscape area of coalfield village farmlands, landscape which extends beyond the Stanley Brook, with notable pasture lands displaying few enclosing boundaries. These extend around to the southern side of the village and contribute to the separation of the inset area of Stanley from an aforementioned grouping of houses clustered around the junction of Dale Road and Derby Road.

Similarly to Green Belt land south-east of the village as described above, farmlands extend eastwards within a corridor that sits between the alignments of the Great Northern Greenway and the Stanley Brook. A large area of allotments alongside Station Road occupies an area of Green Belt which directly abuts the inset village, with the road running centrally through the identified corridor described above.

West of the village, and south of the Great Northern Greenway, Green Belt spans a diverse range of land-use. Largely typical of the assessed landscape area of coalfield village farmlands, much of the land surrounding Stanley on its western side is set within an agricultural use, with fields largely pasture with occasional arable farmlands. Towards the northern end of Stanley, the village recreation ground forms part of the Green Belt and provides a break in development between housing towards the end of Coronation Road/Park Avenue and that on the northern side of Station Road. Designation west of Station Road encompasses several fields with rectangular profile that are adjacent to the inset village, and which are associated with The Hall and Stanley Hall Barn. Here, Green Belt extends right up to the highway to create an open aspect looking westwards out into the surrounding countryside. Moving further around the western side of the village, Green Belt washes over a number of properties located along both sides of Morley Lane, with sporadic development extending outwards back towards the Great Northern Greenway. South of these properties, further arable farmland and pasture extend back around towards Station Road, with horse riding stables combining with land towards the south-west of the village to be used for grazing purposes.

Consideration of land not contributing to preventing sprawl:

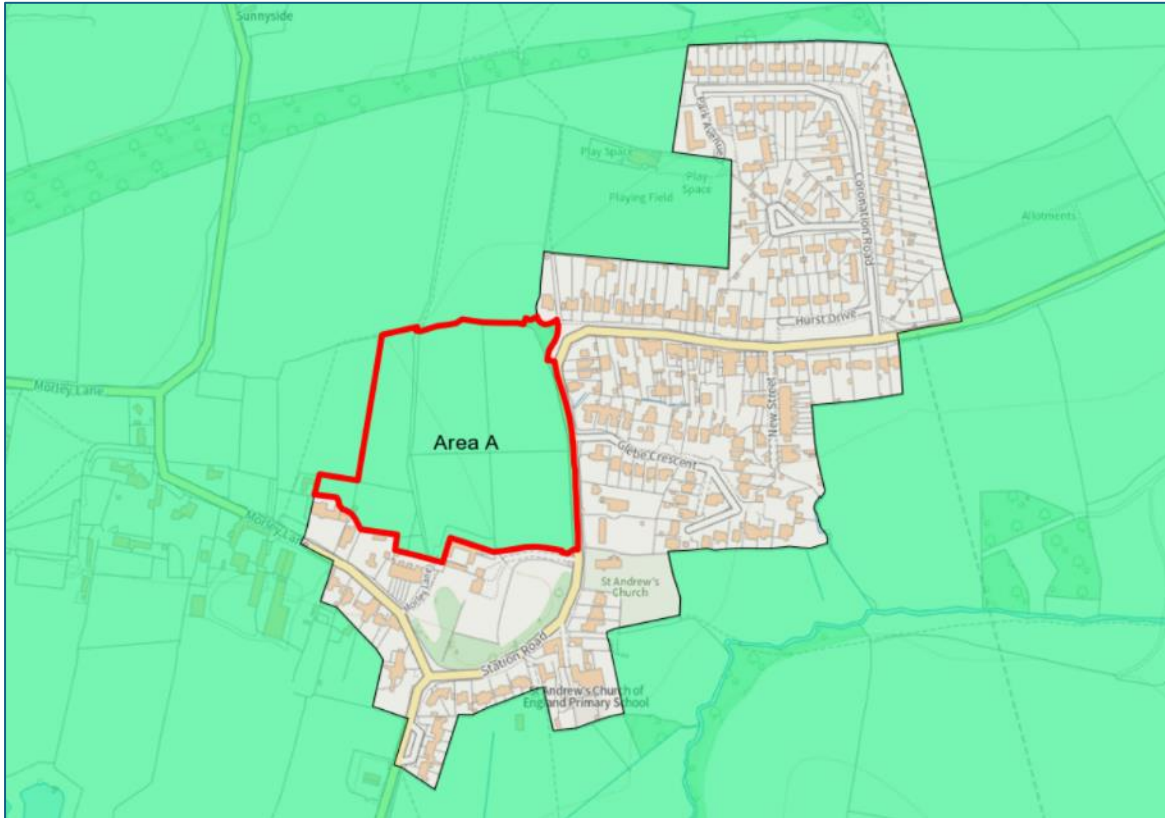
As a result of the extent and profile of Stanley's inset area, few opportunities exist throughout the village which could potentially round off Green Belt designation without impacting on causing Stanley's sprawl out into surrounding countryside. This is influenced by the presence of physical features on the ground which could act as defensible boundaries to Green Belt. Only one such potential area warrants assessment.

Area A, measuring approximately 3.6ha, directly abuts Station Road at a location within the village where Green Belt designation adjoins the main village road for around 200m. The break in built development along Station Road enables clear and unimpeded views looking westwards, with nearly the full extent of land within Area A visible – only land at its furthest western point and located beyond a tree-lined track which runs in a north-south alignment across Green Belt land is obscured from view from Station Road. Across the land, which passes along the northern side of Stanley Hall and Stanley Hall Barn before running to the rear of properties north of Morley Lane, fields are enclosed into broadly even-sized enclosures through developing and maturing hedgerow set to timber fencing, with occasional hedgerow trees. Land here is largely agricultural, although the enclosure furthest west appears to see the domestic curtilage of a property located on Morley Lane extend out into adjacent Green Belt. The depth of the enclosure is consistent with the northern-most extent of Area A. Despite the boundary treatments which help to enclose the land within Area A closest to Derby Road, the undeveloped area that extends in a westerly direction from the road provides a strong sense of immediate countryside and rural character at this location. The distant views across the gently rising land, with the densely wooded area in which the Great Northern Greenway is set with visible to the north-west, accentuates a rural environment with any potential realignment of inset boundary at this part of Stanley risking seeing future development expand the village out into the adjoining countryside.

A smaller configuration of Area A, to recess the furthest boundary from Station Road back eastwards, is possible due to the presence of what would represent defensible boundaries to locate Green Belt designation along. However, through doing this, a notably sharp right-angle in a redefined inset boundary would be established which would lead to an irregular extent of inseting, substantially altering the profile of the built-up area.

Regardless of the various configurations available as a result of physical features which boundaries could be run along, development outwards from Station Road would constitute the village's sprawl into countryside to the west and north-west of Stanley.

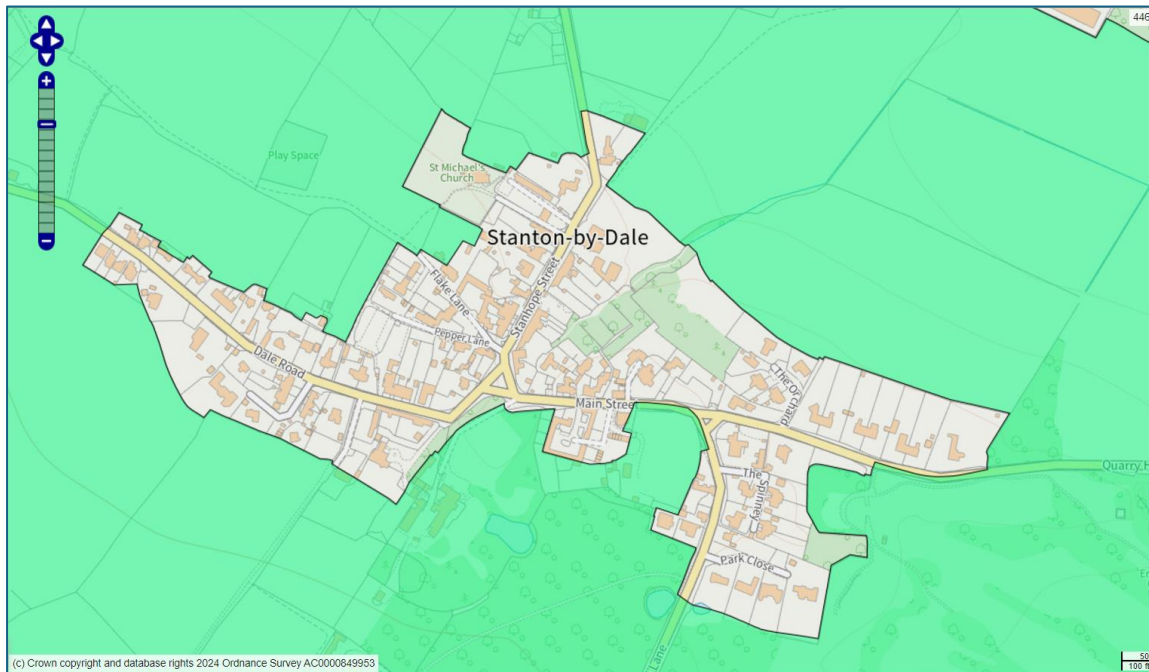
Plan of Area A:



Conclusion:

Green Belt designation at **Area A**, as identified above, has been assessed as making an important contribution to checking the unrestricted sprawl of the Stanley built-up area.

Stanton-by-Dale:



Location and setting:

The village of Stanton-by-Dale is located just south of the Ilkeston urban area, separated from it by a narrow 150m section of Green Belt located between the northern-most inset point of the village adjacent to the residential property of 38 Littlewell Lane and the southern extent of the Stanton regeneration site. To its south-east, the M1 motorway forms a physical barrier separating Stanton-by-Dale from the Long Eaton urban area, which at its nearest point (approx. 0.7km) is situated within the north-west of Sandiacre. South of Stanton-by-Dale, School Lane (which becomes Rushy Lane) runs parallel to the west of the M1 through countryside for around 1.5km before the inset village of Risley is reached. Open countryside extends westwards away from the village, with the washed over settlement of Dale Abbey reached, initially along Dale Road, around 2.7km to the west.

Recent growth and development:

Green Belt has proven an effective policy instrument limiting any growth of Stanton-by-Dale over recent decades. Development within the village has been limited to minor infill schemes or replacement dwellings, largely involving the re-use of land at small plots at several locations. Outline permission for 10 homes at land north of Main Street was granted back in 2017 (ERE/1117/0036), although this site sits within the village settlement boundary. New information submitted to the Council recently suggests that a reserved matters application is imminent. This would represent the largest new development for several decades in the village. Within the Green Belt directly adjoining the inset part of Stanton-by-Dale, a permission to change the use of Stanton Hall from a closed nursing home to several private apartments is currently being implemented – although this does not involve the construction of new buildings.

Analysis of surrounding Green Belt land:

For the most part, the pattern of land enclosure around the village sees large open fields adjoin the current settlement boundary.

To the south-east, the extensive area covered by the Erewash Valley Golf Course abuts a significant area of the village's boundary, with the long-established use of this land and the mature and dense landscaping evident around its edge contributing to a strong and legible separation evident between the inset built-up area and that which is situated beyond within the Green Belt.

South of the village, the aforementioned Grade II listed Stanton Hall and the spacious parkland it is set within provides a large, enclosed area which extends out as far as the cricket ground. Green Belt designation runs right to Main Street either side of Hall Farm Court, and land within the designation east of Hall Farm Court falls within an area in-between residential properties located off Main Street and School Lane. Immediately west of Stanton Hall to the rear of Manor Farm are several smaller paddock areas, although these project southwards out into the surrounding countryside. Adjoining the village further west are large agricultural fields which extend a notable distance south somewhat (approx. 250m) beyond the current extent of the built-up area, whilst also projecting westwards past the end of residential development located along Dale Road. This is also the case, but to a more limited degree, north of Dale Road where a smaller enclosed field extends to the rear of residential properties.

Travelling east/north-east back towards the centre of the village, field enclosures notably reduce in size, resulting in several smaller fields beyond Pepper Lane. Currently, this land is used for horse grazing. The Green Belt boundary here follows a largely regular alignment to the rear of properties north of Dale Road, before turning northwards. Land beyond Flake Lane sees a large field within surrounding Green Belt with a Children's Play Area located at its furthest, western-most end. This field extends both westwards and northwards, sweeping around and immediately adjoining the grounds of St Michael's Church, a Grade II* listed building. West of Littlewell Lane and to the north of the Church, land with stables and used for horse grazing extends beyond the northern-most inset point of the village. Land north-east of Stanton-by-Dale sees several large agricultural fields enclosed by hedgerow extend away from the village. This forms an area of countryside which eventually reaches the southern boundary of the Stanton Regeneration site on lower ground around 150m away.

Consideration of land not contributing to preventing sprawl:

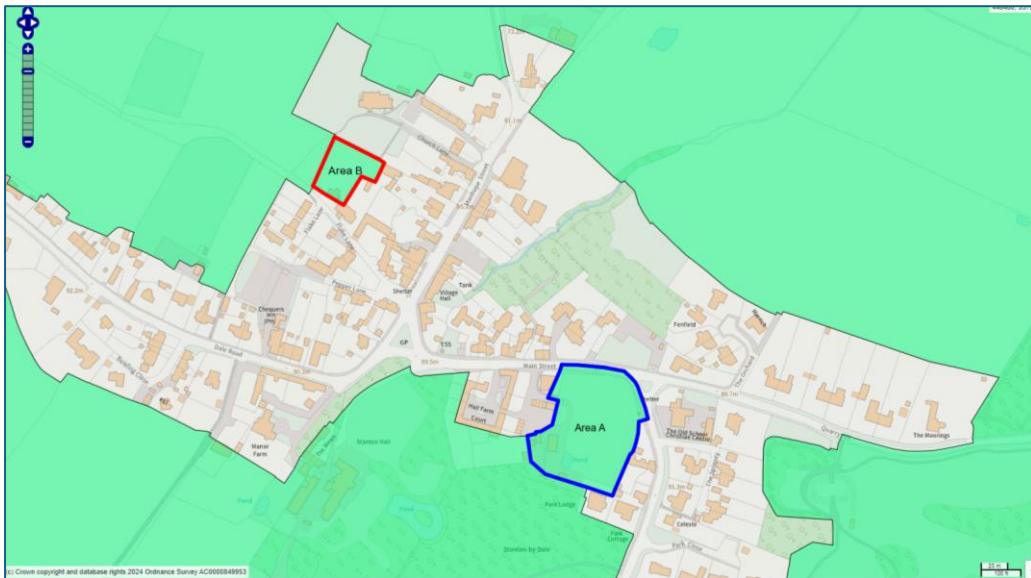
In general, much of the Green Belt that surrounds Stanton-by-Dale continues to be effective in preventing any sprawl of the village. The golf course which adjoins to the east, south-east and south is an effective and controlling land-use 'barrier' that helps to contain the village around a sizeable section of its boundary with the Green Belt. A large area of land set within the grounds of Stanton Hall also extends some distance away from Stanton-by-Dale's current extent of village area and thus would not be suitable to be inset. The one part of Green Belt assessed as not contributing to the prevention of sprawl is **Area A** (see map below), on land east of 2 Main Street. This parcel of land is of very different character and appearance to Green Belt which it adjoins further south and south-west, being physically separated from neighbouring parkland associated with Stanton Hall. Land here is somewhat isolated from wider designation, and its possible inseting would have little effect on promoting the sprawl of the village at this location.

The smaller enclosures south of Manor Farm are more consistent with a minor scale of expansion, although these also project southwards out into surrounding countryside and their possible inseting would disproportionately alter the profile of boundary at this part of the village. Adjoining the western side of the village on both sides of Dale Road are large fields, which due to their size would represent a significant outward expansion into adjacent countryside. More centrally to the village, enclosures to the rear of residential properties are generally smaller, but the removal of this land from Green Belt would expand the inset village

and create a more notable corridor of designation between the path that continues beyond the end of Flake Lane and the grounds of St Michael's Church. As part of land in this area of the village, **Area B** could potentially also be inset from Green Belt, but the designation here spans a spacious garden land of a property located on Flake Lane. De-designation of Green Belt at this location would therefore not be appropriate.

Land north of Stanton-by-Dale is agricultural in use, and the large fields which form the adjoining land to the village boundary extend someway out from the current settlement edge. As described already, the narrow width of Green Belt separation that is evident to the north of Stanton-by-Dale, passing between the village and the Ilkeston urban area makes the retention of open land throughout this area of designation an important planning objective. Any future northward expansion of the village would prejudice this. Designation north of the village is located within two of the corridors identified elsewhere within this Review, with Green Belt here forming part of the Derby urban area to Ilkeston urban area corridor (**B**), and the Long Eaton urban area to Ilkeston urban area corridor (**E**). The identification of both corridors and their relationship to the area of designation north of the village demonstrates the significance of Green Belt to maintaining separation between a number of towns.

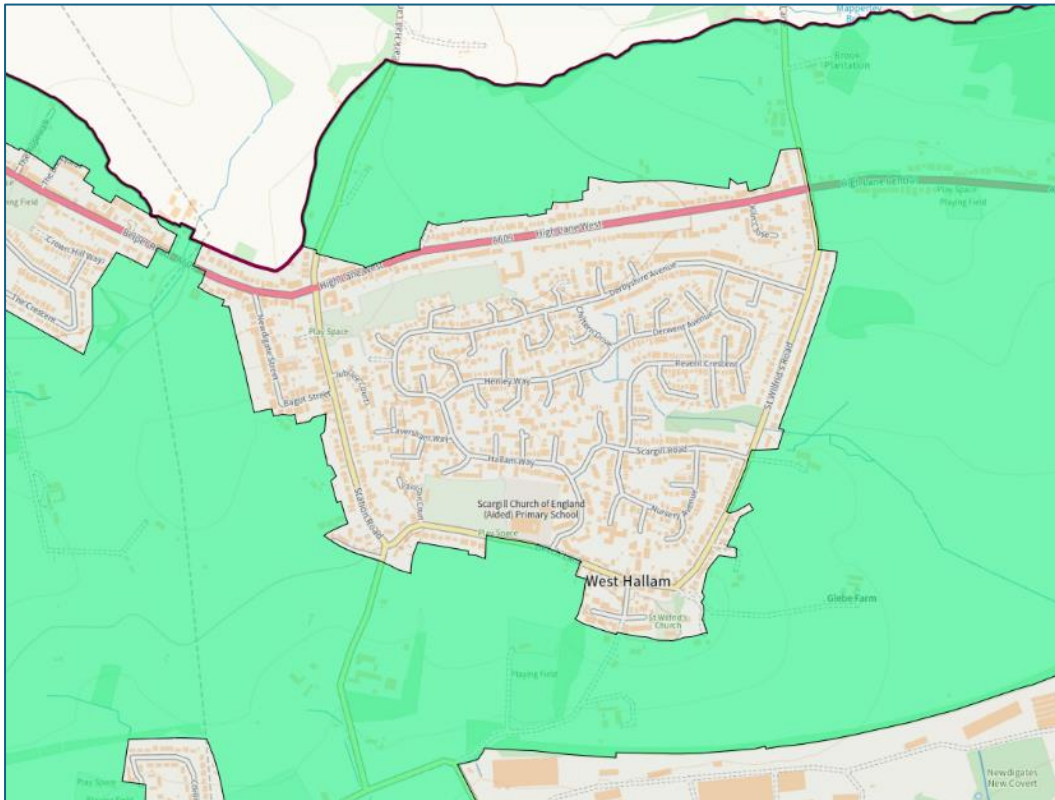
Plan of Areas A & B:



Conclusion:

Green Belt designation at **Area A**, as identified above, has been assessed as making a limited contribution to checking the unrestricted sprawl of the Stanton-by-Dale built-up area.

West Hallam:



Location and setting:

The large village of West Hallam is located centrally within the north of the Borough, and in relatively close proximity to the other inset villages of Stanley and Stanley Common. The latter is separated from West Hallam by a very narrow section of Green Belt north of Belper Road (A609) just 60m in its width. Eastwards, residential development lining the A609 heading in the direction of Ilkeston has seen ribbon development expand the village at its northern end. Further south, but still east of West Hallam, Green Belt encompasses a wider area of farmland between the inset village, the route of the Great Northern Greenway (a former section of railway line running between Derby and Ilkeston) and the West Hallam Storage Depot facility that is inset from Green Belt designation. South of West Hallam, arable farmland and a cricket ground form much of the narrow section of Green Belt which extends between the inset settlement and the Storage Depot. West of Station Road, which exits West Hallam to the south, the majority of land encompassed by Green Belt which extends around the west of the village is farmland, with horse riding and horse grazing facilities set closer to the current edge of the built-up area. North of West Hallam and beyond homes situated on the north side of High Lane West, Green Belt consists largely of farmland which extends outwards towards the Borough boundary with Amber Valley, with designation continuing into the neighbouring authority.

Recent growth and development:

Green Belt has helped limit the growth of West Hallam over recent decades. The morphology of the village historically has largely been influenced by the pattern of the local road network. This arrangement of Station Road, Beech Lane, St. Wilfrid's Lane and High Lane West (A609), provides an outer 'ring' to the settlement, which has led to the growth of West Hallam being inverted, seeing land between these roads utilised for widescale housing development during the 1970s and 1980s.

More recent development within West Hallam has largely been limited to minor infill schemes or replacement dwellings, mainly involving the re-use of land at small plots at several locations. Only limited examples of larger housing developments have occurred during recent years, with a number of homes built on the former site of the White Hart public house over the last couple of years, while further back in the mid-2000s, 14 homes were constructed at Pavilion Court. Both sites are located within the existing village settlement boundary. Some pressure for housing on Green Belt land immediately adjacent to the inset village exists, with land both to the north and south of West Hallam promoted through the Core Strategy Review process. Further land was submitted for consideration through the Council's 2024 call for sites consultation.

Analysis of surrounding Green Belt land:

Beginning south of the village, Green Belt designation spans agricultural land which extends between Beech Lane and Station Road. The extent of agricultural land has reduced slightly in more recent years as a consequence of the development of a cricket ground between the inset part of West Hallam and the Storage Depot facility further south. Green Belt here extends right to Beech Lane, ensuring a break in development along the road between residential areas located within the south of the village. Several notable wooded areas can be seen around the Green Belt in this general area, potentially as a legacy from the changing character of land beyond the closure of Stanley Colliery.

Green Belt further to the west of West Hallam largely sees agricultural land extend across this area. Directly adjoining the inset village, land around Bagot Farm has seen diversification in recent decades, with land set out for horse riding and the construction of a horse riding arena directly south-west of the Farm. Grazing land at this location, enclosed into several fields, now forms the fringe between farmland further outwards within the Green Belt and the inset part of West Hallam. Further north, Green Belt encompasses farmland associated with Brough Farm at the north-western most point of the village.

Designation to the north of the village is located beyond residential properties north of High Lane West. At the Green Belt's fringe with homes along a section of this road, extensions of some domestic curtilages into Green Belt designation appears to have occurred, although this is more noticeable at properties towards the western end of High Lane West. Further east, around Plantation Farm, stronger legibility appears in the relationship between domestic gardens and the Green Belt boundary, with the demarcation of area between domestic curtilages and the farmland situated beyond far clearer as a result of the presence of more effective and legible boundary treatment.

To the east, Green Belt designation directly adjoins St. Wilfrid's Road at several locations along the road's eastern side. Housing within the inset village area also intermittently stretches along this road with Green Belt realigning around the rear of domestic curtilages. Extending away from West Hallam to the east, a large area of farmland connected to Glebe Farm and Whitefurrows Farm displays strong conformity to the characteristics of coalfield village farmland landscape type, something that is evident across a sizeable area of the Green Belt designation between West Hallam and Ilkeston.

Consideration of land not contributing to preventing sprawl:

As described above, the road network within West Hallam which has seen an inverted direction of growth over its history that, combined with Green Belt designation, has heavily influenced the extent of the settlement's built-up area. This has seen development largely limited to a fairly regularised pattern, broadly based upon the alignment of perimeter roads, which in turn has maintained a settled geographic profile of the village. However, there are

several sections of surrounding Green Belt where it is necessary to assess the role that designation around West Hallam continues to make in preventing its sprawl.

Area A sees an area of Green Belt approximately 6.1ha in size south of West Hallam. Designation here extends directly to Beech Lane, creating a width of around 200m, before Green Belt continues follow the rear of properties situated on Beech Lane to the north-west of the site, whilst designation passes to the rear of Poplars Farm before continuing around the rear of homes located at the end of Orchard Close. Green Belt south of West Hallam is notable for maintaining an open gap in the built-up area in-between the residential property 48 Beech Lane and Poplars Farm. As described, residential areas both to the west (including homes on the eastern side of Station Road), but more notably to the east of Area A see a pronounced break in West Hallam's urban form and a distinctive course taken by the Green Belt boundary - which appears to conflict with the pattern of built-up area flanking each side. Land within Area A is agricultural, with the area located beyond to the south having formed part of mine workings and the spoil heap connected to Stanley Colliery which closed in 1961. A strong degree of enclosure is evident within Area A, with hedgerow running across the majority of its southern extent. Additionally, a small section of the southern boundary shown in the Plan of Area A at its eastern-most end sees land directly adjoin West Hallam White Rose cricket club. Whilst the overall defined area of Area A sees a slight advance in projection beyond the current alignment of the inset village directly to its east and west, a realigned Green Belt boundary following the outer extent has the potential to establish a more consistent area of inseting south of West Hallam which provides a more effective rounding off of the existing settlement pattern. The designation within Area A is considered to make only minimal contribution to the Green Belt's ability to prevent outward sprawl of the village. This is largely as a consequence of the extending built-up form which flanks the Green Belt at this location which would limit the impact against this purpose. Additionally, the strong form of enclosure provided also demonstrates the self-containment Area A would be able to achieve. This is aided by the neighbouring cricket ground, before a defensible boundary continues in the direction of Station Road on an east-west alignment which then follows a line of mature trees that diverts the boundary back to an inset part of the village at the rear of properties close to the junction of Beech Lane and Station Road.

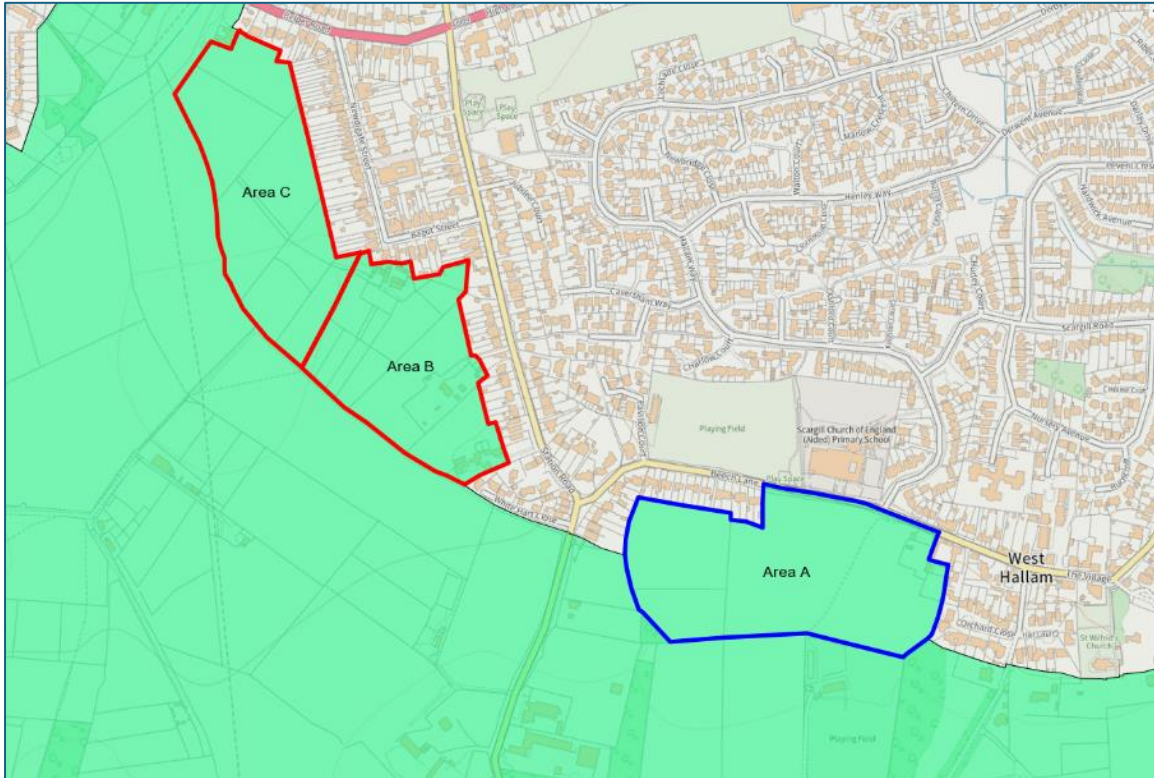
Areas B & C form a sizeable area of Green Belt to the south-west and west of West Hallam. Collectively sized at approximately 8.9ha (**Area B** – 4.1ha and **Area C** – 4.8ha), the combined area is influenced by the form of inseting boundary which runs to the south of White Hart Close in the south-western corner of the village. Beyond West Hallam's inset area, a clearly defined boundary, following a track that is flanked by sections of informal hedgerow interspersed with intermittent and sometimes dense groupings of hedgerow trees, displays a consistent alignment which gently arcs northwards and maintains a consistent width of approximately 150m from the current inseting boundary. However, beyond White Hart Close, the Green Belt boundary makes a pronounced realignment eastwards in order to closely follow the rear of properties located along the western side of Station Road, southern side of Bagot Street and finally the western side of Newdigate Street. The consistency of alignment in the outer boundary of Areas B & C has influenced the identification of the wider area of Green Belt, although an opportunity to divide the two areas is evident due to the presence of a track flanked by basic hedgerow on its south-eastern side which connects the outer boundary with the corner of properties along Bagot Street and Newdigate Street. Green Belt within Area B largely consists of land set out for the horse riding activities with enclosed horse grazing paddocks and an outdoor riding area south-west of Bagot Farm. The property of 49 Station Road and its notably wooded domestic curtilage completes the uses within Area B. Area C largely comprises agricultural land and sees some enclosure of fields within its wider extent, with Brough Farm located just beyond the identified area of assessment. Overall, land within the Green Belt here is assessed to form a functional part of the wider countryside which extends outwards in the direction of Stanley approximately 0.7km south. Whilst the outer boundary of Areas B & C would represent a rounding off of the

settlement's form to the south-west and west of West Hallam, the large extent of land across the combined area would create sprawl from the current limits of the village. A defensible boundary with a broad alignment running from the end of White Hart Close to just west of buildings at Bagot Farm would represent a more logical rounding off, also limiting the sense of sprawl into surrounding countryside. However, the lack of physical features here to create a defensible boundary prevents this from occurring. Towards the northern end of Area C, Green Belt serves to restrict the sprawl of West Hallam in the direction of Stanley Common, and while the outer extent of Area C does not reduce the current gap between the two villages, the revised form of West Hallam would see a reduction in openness within the remaining Green Belt designation.

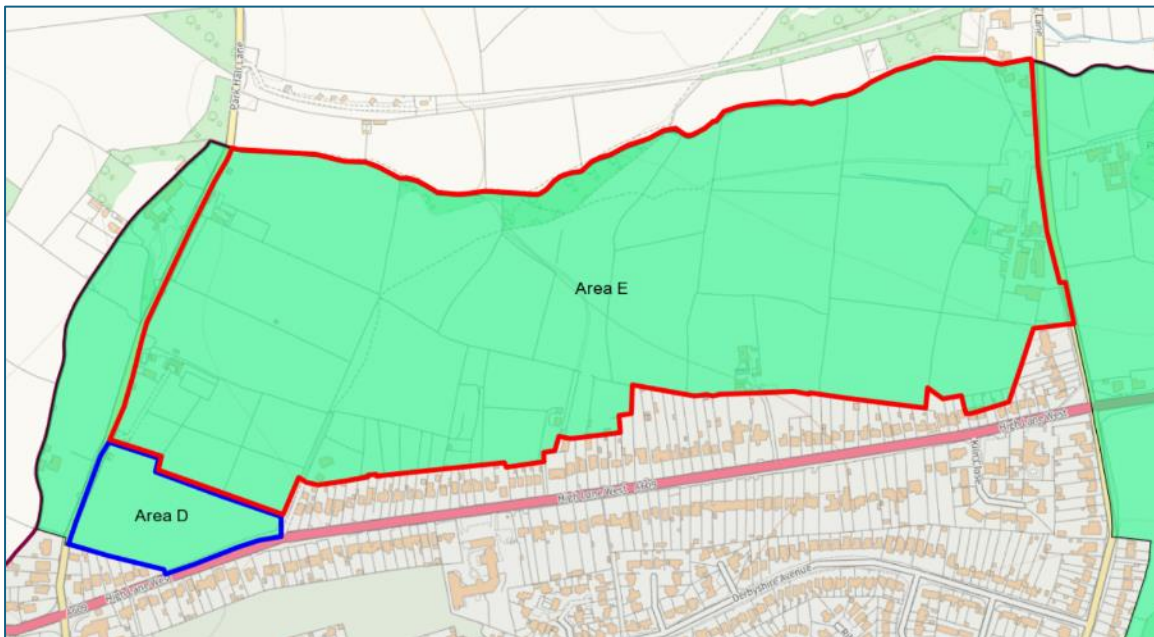
Similarly to the approach taken to assessing Areas B & C elsewhere within West Hallam, Areas D & E are also appraised as a singular entity for the purposes of this assessment. Both located to the north of High Lane West, the contrastingly sized areas of Green Belt designation, Area D being 1.8ha in size, while Area E significantly overshadows this, totalling 31ha of land, form the majority of Green Belt designation to the north of West Hallam. **Area D** forms a small break of approximately 120m in the built-up road frontage along High Lane West between numbers 13 and 49. Green Belt here incorporates a single field, used as grazing land for horses, and strongly defined by hedgerow trees separating it from adjoining land that is accessed further along Park Hall Lane. Neighbouring land, within Area E, sees formal facilities for horse riding including an outdoor arena. With housing inset from Green Belt flanking Area D to both sides, and the designation extending only a short distance between High Lane West and Park Hall Lane, Green Belt here is not assessed as contributing to checking the village's sprawl. A realigned boundary would provide a form of 'rounding off' by removing the only section of open frontage along the entire section of High Lane West as it passes through the inset village, but would result in a slight expansion of inset area northwards. The impact of this however is minimised by Park Hall Lane preventing further extension westwards, while the strongly legible boundary treatment evident along the northern edge of Area D is assessed as appropriate to limit any further growth northwards.

Area E spans a large area of Green Belt approximately 31 hectares in size located to the north of the inset area of village. Area D directly adjoins to its south-west, and provides physical connectivity through to High Lane West – although Area E is sufficiently large in its width that it links to Park Hall Lane and Mapperley Lane at each end. The character of the wider area throughout Green Belt here markedly differs from west to east. Land-use within the west of Area E is heavily influenced by horse riding uses, with stables, grazing land and outdoor riding arenas spanning several field enclosures immediately adjoining Park Hall Lane. Beyond these fields, landscape strongly accords with characteristics associated with Coalfield Village Farmlands, with field patterns enclosed by dense hedgerow trees which occasionally broaden out into larger groupings. This extends eastwards right through to Coppice Farm located on Mapperley Lane. The northern boundary of Area E, following a small tree-lined watercourse, also forms the administrative Borough boundary with Amber Valley. Countryside continues beyond this, albeit with a change of landscape character into Coalfield Estatelands. Whilst the Green Belt at the southern end of Area E occasionally intersperses with domestic curtilages of properties along High Lane West, the majority of land across the area forms a strong setting to West Hallam from its northern edge. The somewhat irregular pattern of field enclosure evident throughout Area E creates a strong sense of countryside immediately north of the village. At Area E's northern-most extent, the presence of a tree-lined watercourse establishes the opportunity to create a defensible boundary in which the Green Belt boundary could be aligned along. However, as this boundary runs consistently around 350m in parallel with the village's current inset boundary, the sizeable extent of land between the two is assessed to represent a significant area, making a strong contribution to preventing the sprawl of West Hallam northwards into open countryside in the direction of Mapperley Village.

Plan of areas A, B & C:



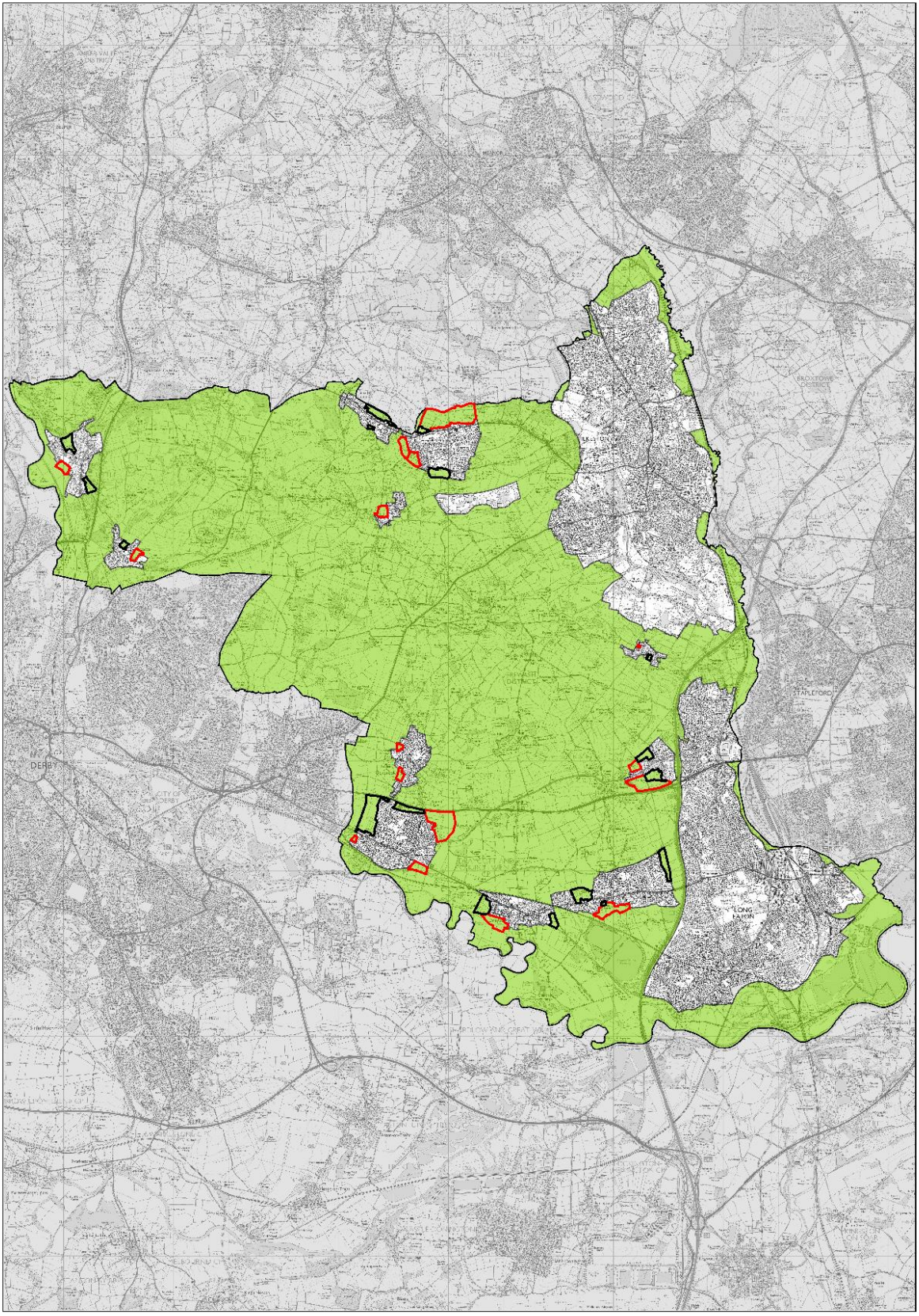
Plan of areas D & E:



Conclusion:

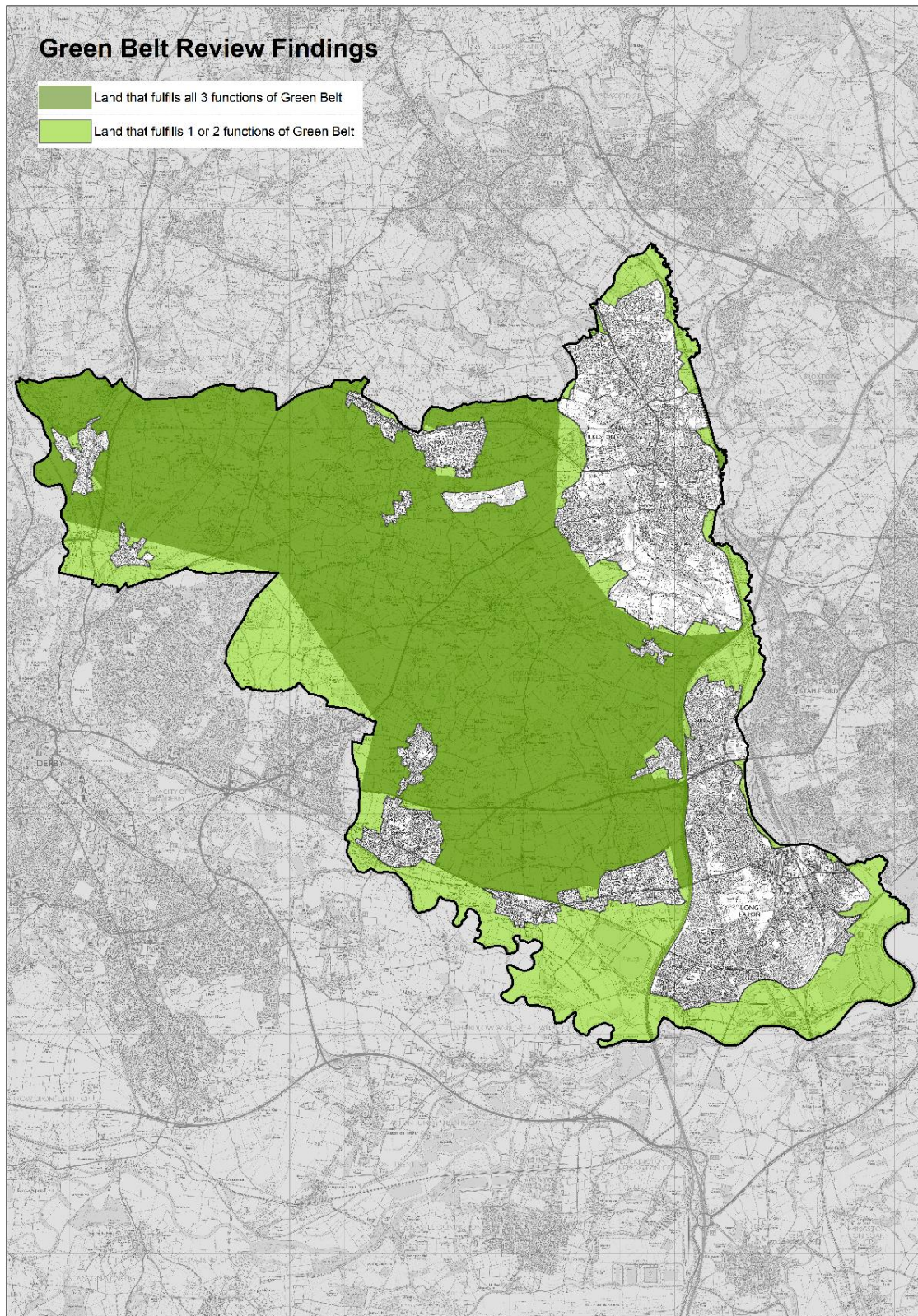
Green Belt designation at **Areas A & D**, as identified above, have been assessed as making a limited contribution to checking the unrestricted sprawl of the West Hallam built-up area.

Map showing all areas assessed for sprawl:



5. Section Five – Conclusions of Review

Map of Green Belt review findings:



Interpretation of findings map:

The map shown on the previous page brings together all mapping data produced and presented throughout this GBR document. It reflects the conclusions reached by individual assessments made in respect of the three main sections of the GBR which test the purposes of Green Belt.

Further to the map's legend, it is necessary to describe the map in more detail, explaining its content whilst also providing a brief summary of what it concludes.

The map's dark green layer indicates where current Green Belt has been assessed as making an important contribution to all three of the designation's purposes appraised by this GBR, relating to the Green Belt's function in protecting the countryside from encroachment, preventing neighbouring towns from merging and checking the unrestricted sprawl of built-up areas. This zone of Green Belt, largely situated as a belt throughout the central area of the Borough, forms the most effective part of the designation within Erewash in terms of its strategic function.

The light green layer of current Green Belt shown on the map indicates where assessment has concluded that designation makes an important contribution to only one or two of the above-mentioned purposes. In contrast to the Green Belt shown by the area of dark green, the GBR concludes this zone of designation located within Erewash fails to meet all of the three functions that Green Belt has been assessed against.

In relation to those areas of Green Belt designation which have been considered for their role in checking the unrestricted sprawl of built-up areas, the mapping presented throughout Section Three provides the greatest level of detail insofar as identifying each area's location. Several of the areas assessed as part of this Section's work are small in size and scale, so reference should be made to the mapping carried out of individual Erewash settlements in order to understand the extent of such locations with more accuracy. Notwithstanding these instructions, the conclusions reached in respect of the role parts of the Green Belt designation play in checking unrestricted urban sprawl is fully reflected within the findings map on the previous page.

As explained by the introduction to this GBR, the findings of this Review will now be afforded wider consideration by the Council as it produces a Site Selection Paper. The contents of the GBR and the conclusions formed in response to a systematic review of the Green Belt's function in Erewash will enable, alongside other parts of the Council's evidence base which influence decisions concerning the location of growth, a comprehensive understanding of the implications of allocating specific housing sites that are necessary through the Council's ongoing work to plan effectively for meeting the Borough's housing requirements.