



# Etwall Neighbourhood Plan 2024-2041

Final  
Submission Version  
Appendices

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*Produced by the Etwall Neighbourhood Plan Working Group on  
behalf of the residents of Etwall and Etwall Parish Council*

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## **APPENDIX A: COMMUNITY ASPIRATIONS**

Appendix A contains a number of Community Aspirations. Some take the form of projects which will be pursued by Etwall Parish Council, others take the form of actions where Etwall Parish Council will seek to work alongside other organisations and landowners whilst some are expressions of the local community's vision and ambitions for the future of the Plan Area.

All of the Community Aspirations have resulted from work carried out during the production of the Neighbourhood Plan but are not all subject to planning policies. This appendix therefore does not form part of the statutory development plan but nevertheless is an important element for the community in achieving the Vision set out in the Plan.

The Community Aspirations are shown in the following table:

**Table A1 Summary of Community Aspirations**

This is an extract from the Plan which lists out the actions which Etwall Parish Council (EPC) needs to take forward. These are in addition to the Policies included in the Plan. Some actions will be for EPC to adopt as everyday Business as Usual actions – shown as BAU in the table below. The other actions will be specific tasks or projects, and a nominated Etwall Parish Councillor should be delegated to champion the action or task.

Para	Aspiration	Parish Council Action
34	<p>The key principle set out below is a voluntary process and is intended to encourage applicants who are submitting planning applications (other than householder extensions) to talk to Etwall Parish Council prior to a scheme being submitted for planning permission. This process should result in a scheme that is more acceptable to the community and, provided it meets the requirements of District policy, is more likely to secure approval by SDDC.</p> <p><b>Key Principle: Pre-Application Community Engagement</b></p> <ol style="list-style-type: none"> <li>1) Applicants submitting planning applications (excluding householder extensions) are encouraged to actively engage with Etwall Parish Council as part of the design process at the pre-application stage.</li> <li>2) Applicants are encouraged to provide a short document with the planning application to explain: <ol style="list-style-type: none"> <li>a) how the developer has consulted with the community; and</li> <li>b) how issues of concern raised by local people and Etwall Parish Council have been taken into account; and</li> <li>c) how the layout, boundary treatment and design of the proposal respond to and reinforce local character as detailed in the Etwall Neighbourhood Plan Design Guidance and Code 2024 or equivalent; and#</li> <li>d) where the proposals are for housing development, how this meets local housing need.</li> </ol> </li> </ol>	EPC to support this principle when considering Planning Applications (BAU)
71	<p>The Etwall Housing Needs Assessment (Etwall HNA) evidenced a local need for smaller market properties for downsizing for an ageing population<sup>1</sup>. It is likely that infill sites will be more centrally located near amenities. Smaller dwellings on infill sites suitable for older people or those with mobility issues will be particularly supported. Equally, smaller properties near the centre of Etwall village would also be suitable for young people looking to own or rent their first property.</p>	EPC to support this principle when considering Planning Applications (BAU)
77	<p>To ensure long term and successful establishment of planted trees, appropriate species should be selected based upon their characteristics and abilities to cope with the site conditions present.</p>	EPC to apply this principle when considering Planning Applications (BAU)

<sup>1</sup> More detail is provided on this in section 18

Para	Aspiration	Parish Council Action
129	A Local Nature Recovery Strategy (LNR) is being prepared by DCC. This will agree priorities for nature recovery and propose actions in the locations where it would make a particular contribution to achieving those priorities. Etwall Parish Council should liaise with DCC to ensure that the analysis supporting the LNR is informed by the local evidence of the biodiversity status of the Parish.	EPC to make contact with DCC to feed in the needs of Etwall Parish
136	<p>In accordance with the NPPF paragraph 192, policies and decisions should incorporate features that support priority or threatened species such as swifts, bats and hedgehogs, and plans should ‘safeguard components of local wildlife-rich habitats’. NPPF paragraph 193 notes that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort compensated for, then planning permission should be refused.</p> <p>Developers will need to demonstrate that the <a href="#">Priority Mitigation Hierarchy</a> has been applied as follows:</p> <ul style="list-style-type: none"> <li>● Avoid (Where possible avoid habitat loss or damage)</li> <li>● Minimise (Where possible minimise habitat loss or damage)</li> <li>● Remediate (Where possible restore any lost or damaged habitat)</li> <li>● Compensate (Damaged or lost habitats should be compensated for as a last resort)</li> </ul>	EPC to support this principle when considering Planning Applications (BAU)
167	SDDC will require applicants to undertake site specific flood risk assessment for all development in Flood Zones 2 and 3 and for major development in Flood Zone 1.	EPC to apply this principle when considering Planning Applications (BAU)
182	Work with the schools to set up a park and stride scheme (for the primary school) and to encourage more pupils to use the school bus, cycle or walk at JPSA. Work with JPSA and DCC Highways to introduce engineering measures to discourage car use by reducing the opportunity for car drivers to park inconsiderately/illegally or carry out inappropriate manoeuvres. The Academy has considered the use of the field north of the road between the railway bridge and the A516 for parking, but the costs involved were too great. The Working Group believes that the Academy, SDDC and DCC should consider provision of parking which allows pupils to access the school off the A516 without the need to enter the village.	EPC to liaise with JPSA, SDDC and DCC to deliver these improvements
192	Introduce engineering measures to reduce the usable road width on Main Street/Hilton Road, using build outs to introduce formal parking spaces, and introduce traffic calming measures that remove the perception that the road is suitable for speeds above 30mph and, in doing so, address some of the issues associated with school traffic.	EPC to liaise with JPSA, SDDC and DCC to deliver these improvements

Para	Aspiration	Parish Council Action
193	Consider a roundabout at the junction of Egginton Road, Hilton Road and Main Street – this would remove the disadvantage for traffic using Egginton Road, prevent cars from stopping, parking and doing ‘U’ turns around the junction, reduce traffic speeds and improve pedestrian safety. Planting could also be used to reduce forward visibility around the junction.	EPC to liaise with DCC to deliver these improvements where possible
196	Introduce formal parking spaces on Main Street between the bus stop and Willington Road as part of the measures to address speeding and inconsiderate parking. Consider making Willington Road a ‘priority right of way’ for traffic travelling up the road. Consider whether engineering measures could reduce the opportunity to park close to the corner.	EPC to liaise with DCC to deliver these improvements where possible
197	Erect signage to promote safer driver behaviour. Introduce bollards and/or planters to control pavement parking and improve safety for pedestrians.	EPC to liaise with DCC to deliver these improvements where possible
202	Adjustments to Main Street (including its width and junction with Egginton Road) remain an aspiration. These would require infrastructure investment. Reducing the impact of school drop off and pick up traffic on the functioning of the village centre will require partnership working and creative solutions and as such is also an aspiration	EPC to liaise with JPSA, SDDC and DCC to deliver these improvements
214	Ensure walking and cycling routes are integrated into any new development. The wide verge outside JPSA bus park would accommodate a shared cycle/footpath and the generous width of Main Street may allow for a cycle lane but would need to be segregated by raised kerbs to prevent inconsiderate drivers parking on it. ‘Hoop Style’ cycle racks, installed close to amenities, would encourage the use of cycles, rather than cars, for short journeys.	EPC to liaise with JPSA, SDDC and DCC to deliver these improvements
215	An aspiration is to work with the adjoining parish of Willington to establish a pedestrian/cycleway to its train station.	EPC to liaise with other relevant Councils
230	Currently, there is no nursery or all-year round, all-day provision for pre-school children which would allow working parents to work full time whilst children are cared for. Etwall residents have to use similar provisions within surrounding villages. DCC is actively working with Etwall Primary School to explore options to deliver future nursery provision	EPC to work with DCC, the Primary School and the owners of the vacant building (Sir John Port’s Charity)
231	There is a vacant building attached to Etwall Primary School which could potentially be used for pre-school nursery children. The Head Teacher is keen to develop this facility to become a nursery. The Working Group has an aspiration to work with the Head Teacher to achieve this nursery provision.	EPC to work with DCC, the Primary School and the owners of the vacant building (Sir John Port’s Charity)
236	Etwall Parish Council will press SDDC to ensure that any new development which increases the population of the Parish includes provision to fund any extra medical capacity needed.	EPC to support this principle when considering Planning Applications (BAU)

Para	Aspiration	Parish Council Action
237	It is understood that there will be limited capacity at Etwall Cemetery in the future. SDDC manages the cemetery and Etwall Parish Council will liaise with SDDC regarding future sites.	EPC will liaise with SDDC regarding future sites
275	Etwall Parish Council would support a package of measures which include contributions towards relevant projects listed in this Appendix A. In the event that SDDC introduces a Community Infrastructure Levy in the future, the policy could be reviewed to take account of its contents.	EPC to support this principle when considering Planning Applications (BAU)
301	Etwall and Egginton Common is a large and slightly sloping area of ancient Common, restored after gravel extraction and is now greenfield and open countryside recovered to agricultural and local recreational use. Common rights exist over this land, which is regularly used by dog walkers, cyclists and for general recreation.	EPC to continue to engage with SDDC and developers and to assess applications against these criteria
310	<p>Key criteria for the development of the East Midlands Intermodal Park and the SRFI</p> <p>It is the community’s aspiration in accordance with LPP 1 Policy INF3 that any proposals:</p> <ul style="list-style-type: none"> <li>● Are well designed and take into account the Etwall Design Guidance and Code 2024;</li> <li>● Include open spaces, green corridors and networks for wildlife to create a smooth transition between new development, open countryside and the existing village;</li> <li>● Provide direct and safe access points for pedestrians and cyclists to Etwall village (recognising that the Freeport will provide some local employment);</li> <li>● Protect mature trees and hedgerows to provide wildlife corridors to the open countryside where practicable;</li> <li>● Protect the existing areas of woodland and areas of priority habitat by incorporating appropriate landscape buffers that enhance existing habitats with sympathetic use of species appropriate to the locale and soil conditions;</li> <li>● Incorporate landscaping as an integral part of the scheme including but not limited to tree planting along streets and pavements (where practicable and viable) and the use of native hedgerows and trees for boundary treatments to create the habitats for wildlife and visual screening and should be shielded from Etwall village and Egginton Road;</li> <li>● Carefully consider the location, form, scale, massing, density, height, layout, roofscape, use and external appearance of buildings to ensure that they integrate well into this semi-rural setting;</li> <li>● Support developments of the local road network to mitigate traffic generated by the development and provide safe active travel routes to and from the site;</li> <li>● Incorporate renewable energy initiatives, such as solar panels on all south facing roofs, small wind turbines, rain water harvesting and EVC points for employees;</li> </ul>	EPC to facilitate the involvement of DWT in the development of the SRFI

Para	Aspiration	Parish Council Action
	<ul style="list-style-type: none"> <li>● Consider adequate flood defences to protect local residents, particularly those in Flood Zones 2 and 3;</li> <li>● Incorporate LED lighting with modern, low-level fittings to minimise light leakage, glare and visibility from outside the development area;</li> <li>● Minimise noise levels to conform at all times with the Environmental Protection Act. Residents will expect SDDC officials to carry out regular checks to ensure noise levels are not being exceeded;</li> <li>● Include provision of a rail connection which allows goods to be moved in and out of the site before any new facility on the site is commissioned;</li> <li>● Ensure that waiting times for road traffic at Egginton Level Crossing are not increased compared to levels pre-opening of the EMIP;</li> <li>● Should include provision of a new station on the Crewe-Derby railway line to provide at least an hourly train service (when train passenger services are operating) for employees travelling to and from the EMIP.</li> </ul>	<p style="text-align: center;">Liaise with Network Rail</p> <p style="text-align: center;">Liaise with Network Rail and East Midlands Railway and developers</p>
311	The Working Group recommends that Derbyshire Wildlife Trust are engaged to manage the biodiversity net gain of the SRFI site.	EPC to press developers to engage DWT
313	Etwall Parish Council will continue to engage with the consultation process on the development of the SRFI including seeking to input into the Trent Valley Vision, feeding in local knowledge that has been used to support Policies in the Plan, i.e. Policy 3 Protecting Landscape Character and Policy 4 Protecting and Enhancing the Natural Environment.	EPC to press developers to achieve this
317	If it is apparent that any Policy in the Plan has unintended consequences or is ineffective, it will be reviewed. It is the expectation of the Working Group that there will be a review of the Plan 5 years after it has been made.	EPC Chair in 5 years after Plan had been made
318	Any amendments to the Plan will only be made following consultation with SDDC, local residents and other statutory stakeholders as required by legislation.	EPC Chair in 5 years after Plan had been made
APP K Para 2	There are currently no public electric vehicle (EV) charging points in Etwall village centre.	EPC to discuss with SDDC. EV charging points are available at the Seven Wells and at Aldi (Hilton). These are available for public use.
APP K Para 3	Mobile phone reception on the southern and western sides of the village is very poor. It was highlighted in 26% of the responses to the questionnaire as being a concern. The Working Group has identified suitable locations for the provision of a new mast and will work with the Mobile Phone companies to improve the current signal provision.	EPC to encourage all residents to contact their mobile phone provider to improve coverage

Para	Aspiration	Parish Council Action
APP K Para 4	Excellent broadband provision is essential for the community; the Working Group supports the provision of new facilities which improve the provision of this service. However, it is a Community Aspiration that any new cabling should be provided underground not as unsightly new overhead wiring.	EPC to support this provision whenever plans are put forward (BAU)
APP K Para 5	SDDC owns the disused toilet block off Egginton Road. The building is currently not in use and has become an eyesore. It is a Community Aspiration that the block is either refurbished or repurposed and brought back into use in some form.	EPC to work with SDDC to find a suitable use for the building
APP K Para 7	A number of residents have expressed concern over the reliability and frequency of the bus service provided by Trent Barton to Burton and Derby. Reliable and frequent public transport services are essential for employment and leisure travel. The Working Group supports SDDC and Etwall Parish Council in their discussions to improve the bus services to Etwall.	EPC to feed in concerns to Trent Barton, in conjunction with SDDC and DCC

## APPENDIX B: KEY VIEWS

These photos relate to the Key Views described in paragraphs 105 to 111 and shown on Map 4d in the Plan.

### 1. From Sutton Lane looking north-east towards Main Street

An example of the connections from the village into the surrounding countryside which residents want to see protected. A view that leads to the conservation area of Etwall.



### 2. From Burnaston Lane on junction of Lawnwood Close looking north-east towards Burnaston

Residents have made clear that a priority for the Plan is for an area of rural separation to be retained between Etwall and surrounding villages. This view demonstrates the sense of openness across the countryside from this part of the Parish. It also shows how our village is connected to the neighbouring village of Burnaston.



**3. From Willington Road looking north-west towards the village**

Residents are keen for any new development to retain as much of the rural character of the village as possible. This view shows the importance of protecting mature trees and hedgerows and using green boundaries (rather than high fences) to allow a soft transition between new development and countryside. The image shows how the two can co-exist with the right mitigation.

**4. From Willington Road looking east towards Sandypits Lane**

Residents have made clear that a priority for the Plan is for an area of rural separation to be retained between Etwall and surrounding village. This view across a significant community focal point at Sandypits Lane shows how important it is to keep this sense of rurality and openness within this area.



**5. From Egginton Road looking north from A50 bridge towards village**

Shows how important trees and dense woodlands are in screening major infrastructure from Etwall village. The trees lining the A50 not only provide a visible screen but help to clean the air and provide a pollution barrier for the village.

**6. From Old Station Close looking south over Appletree Meadow**

An example of the connections from the village into the surrounding countryside which residents want to see protected. A key area of nature and biodiversity. A place to educate the young children of the village that is accessible for both schools and provides an important green space within the built environment of the village.



**7. From an access point on Old Station Close looking north on the Great Northern Greenway**

An example of the connections from the village into the surrounding countryside which residents want to see protected. This is an example of the cycle routes which connect through Etwall and which provide essential connectivity for pedestrians and cyclists to the surrounding countryside.

**8. From an access point on Old Station Close looking south on Great Northern Greenway**

An example of the connections from the village into the surrounding countryside which residents want to see protected. This is an example of the cycle routes which connect through Etwall and which provide essential connectivity for pedestrians and cyclists to the surrounding countryside. Note the deciduous woodland that lines the former railway line is on the priority habitat inventory (Refer to Design Code Figure 23).



**9. View from the bridge on Hilton Road looking east towards Etwall village**

An example of the rural surroundings with attractive trees which residents want to retain to keep the rural feel of the village. An important view to show the difference between the environment of the neighbouring A516 and the village.

**10. From Footpath No.7 on Sandypits Lane looking north-east towards Burnaston**

Residents have made clear that the priority for the Plan should be the separation of Etwall from the surrounding villages. This historic long view includes field boundaries that have been largely unchanged.



**11. From Boundary Road looking north-west over Etwall Common**

This area is currently popular with walkers, dog walkers, horse riders, runners and cyclists. It is an area popular for people who want to enjoy exercising outside, in close proximity to the village but away from the busy roads and highways. The views of the established woodland with many mature trees must be protected when development takes place around the woodland.

**12. From Main Street looking north-east towards the Seven Wells roundabout**

Photo 1 – This is a key view when exiting the village. It is important to preserve this open view looking out from the Conservation Area. It gives a sense of openness and access to the countryside for the Parish and provides a green boundary between the village and the A516 which connects us to much larger communities such as Mickleover and Hilton.



**12. From Main Street entering the village and looking towards the Conservation Area**

Photo 2 – Is taken from the opposite direction, looking towards the Conservation Area of the village, putting it into context as a gateway to the village, edged on both sides by open fields which are a buffer between the A516 and the conservation area.



## APPENDIX C: ETWALL NEIGHBOURHOOD PLAN DESIGN GUIDANCE AND CODE 2024 MATRIX

### C1 Table of guidance used in the writing of the Policies within the Etwall Neighbourhood Plan

It shows which Codes are relevant to the Countryside and Settlement Focus Areas (CFA/SFA) that allows for more nuanced application in response to the development pressures within each Area.

Design Guidance and Codes		Design Code abbr.	Design Code applied to Settlement Focus Areas	Design Code applied to Countryside Focus Areas
Heritage Assets	Conservation Area and Listed Buildings	CALB	1,2	B,C
	Other Heritage Assets	OHA	1,2,3	A,B,C
Village Structure and Forms	Block Structure and Building Line	BL-F	3	/
		BL-I	1,2,3,4	B,C
	Building Heights and Roofline	BH-UR	1	/
		BH-VR	1,2,3,4	B,C
	Terraced Building	TB	1	/
	Semi-detached Building	SDB	1,2,3,4	/
	Detached Building	DB	1,2,3,4	B,C
	Density	DNST	1,2,3,4	B,C
Infill Development	ID	1,2,3,4	/	
Materials and Design		AM	1,2,3,4	B,C
Streets and Cycle Routes	General street	GS	1,2,3,4	B,C
Natural environment features	Environmental Designations	ED	1,2,3,4	A,B,C
	Green Infrastructure	GI	1,2,3,4	A,B,C
	Woodlands, Trees and Hedgerow	WTH	1,2,3,4	A,B,C
	View Corridors and Areas of Landscape Sensitivity	VCALS	1,2,3,4	A,B,C
Sustainable Design	Low Carbon Energy Generation	LCEG	1,2,3,4	B,C
	Energy Efficiency	EE	1,2,3,4	B,C
	Resilience to Climate Change	RCC	1,2,3,4	A,B,C
	Electric Vehicle Charging	EVC	1,2,3,4	B,C
	Net Zero Carbon	NZC	1,2,3,4	B,C

Source: Table 07 Etwall Design Code Matrix

## APPENDIX D: NON-DESIGNATED HERITAGE ASSETS

### D1 Historic England Advice Note

*Historic England Advice Note 7: Local Heritage Listing: Identifying and Conserving Local Heritage (Historic England, 2021)*

4.35 Historic England's Advice Note for Local Heritage Listing provides criteria for the inclusion of non-designated buildings on Local Heritage Lists, as follows:

Criterion	Description
Asset type	Although local heritage lists have long been developed successfully for buildings, all heritage asset types, including monuments, sites, places, areas, parks, gardens and designed landscapes may be considered for inclusion.
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.
Rarity	Appropriate for all assets, as judged against local characteristics.
Architectural and Artistic Interest	The intrinsic design and aesthetic value of an asset relating to local and/or national styles, materials, construction and craft techniques, or any other distinctive characteristics.
Group Value	Groupings of assets with a clear visual design or historic relationship.
Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be in the form of buried remains, but may also be revealed in the structure of buildings or in a designed landscape, for instance. Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them.
Historic Interest	A significant historical association of local or national note, including links to important local figures, may enhance the significance of a heritage asset. Blue Plaque and similar schemes may be relevant. Social and communal interest may be regarded as a sub-set of historic interest but has special value in local listing. As noted in the PPG: 'Heritage assets ... can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity'. It therefore relates to places perceived as a source of local identity, distinctiveness, social interaction and coherence, contributing to the 'collective memory' of a place
Landmark Status	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

## D2 Additional guidance note used

There was useful guidance available on Bassetlaw District Council's web site that the Working Group also used – see below.

### What is a non-designated heritage asset?

The diagram below shows the relationship between 'interest' and 'significance'. In order for a building/structure to be considered a non-designated heritage asset, it must have at least one element of interest and one element of significance.

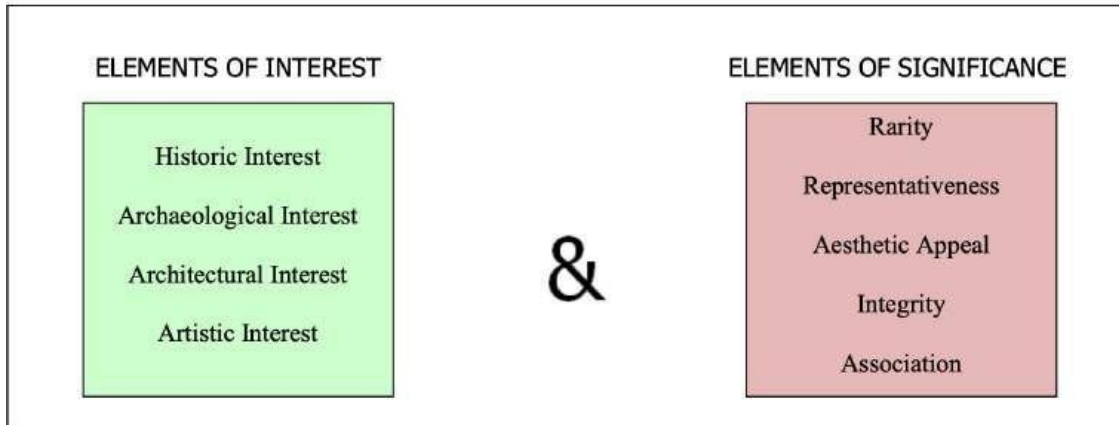


Figure 5.1: Diagram showing the relationship between interest and significance.

**D3 Buildings Nominated as Non-Designated Heritage Assets – Justification**

At least **ONE** justification is needed from the HISTORIC, ARCHAEOLOGICAL AND ARCHITECTURAL INTEREST headings and **ONE** from the REPRESENTATIVENESS AND RARITY, AESTHETIC APPEAL AND ASSOCIATION headings

MAP 7B REF	ADDRESS LOCATION	HISTORIC AND ARCHAEOLOGICAL INTEREST	ARCHITECTURAL INTEREST	REPRESENTATIVENESS AND RARITY	AESTHETIC APPEAL AND ASSOCIATION
<b>A</b>	<b>The Old Lodge Nursing Home Sandypits Lane</b>	Previously an Isolation Hospital and later a Rehabilitation Hospital (1902)	A building of character and of its time. Part of historical fabric of Etwall	<b>REPRESENTATIVENESS AND RARITY:</b> Good example of Victorian architecture; the frontage has been preserved	<b>ASSOCIATION:</b> Repton Isolation Hospital run by Repton Rural District Council. The hospital was built at Etwall and opened in autumn of 1903. It was taken over by the Ministry of Health in 1948
<b>B</b>	<b>Etwall Primary Schoolhouse Egginton Road</b>	Opened in 1870 following a special Act of Parliament in 1867 promoted by the Sir John Port's Charity	A building of character and of its time. Part of historical fabric of Etwall		Ornate Gable Trims, Stone Cills, High Pitched Roofs, Decorative Chimneys
<b>C</b>	<b>Euonymus Cottage</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing.	A building of character and of its time. Part of historical fabric of Etwall		Ornate Gable Trims, Stone Cills, High Pitched Roofs, Decorative Chimneys
<b>D</b>	<b>79 Egginton Road</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Flemish Bond Brickwork, Arch Window Lintels, Blue Brick Path, Decorative Brickwork
<b>E</b>	<b>81 Egginton Road (Penny Willows)</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Ornate Gable Trims, Stone Cills, High Pitched Roofs, Bay Windows, Brick Banding in Flush Blue Bricks, Ornate Scrollwork, Stone Lintels, Cills and Risers, Decorative Timber Bargeboards. Evidence of original (cast iron) railings, assumed to have been removed during the World War
<b>F</b>	<b>83 Egginton Road (The Hollies)</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Ornate Gable Trims, Stone Cills, High Pitched Roofs, Bay Windows, Brick Banding in Flush Blue Bricks, Ornate Scrollwork Stone Lintels, Cills and Risers, Decorative Timber Bargeboards

MAP 7B REF	ADDRESS LOCATION	HISTORIC AND ARCHAEOLOGICAL INTEREST	ARCHITECTURAL INTEREST	REPRESENTATIVENESS AND RARITY	AESTHETIC APPEAL AND ASSOCIATION
<b>G</b>	<b>87 Egginton Road</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Ornate Gable Trims, Stone Cills and Lintels, High Pitched Roofs, Brick Banding In Flush Blue Bricks
<b>H</b>	<b>89 Egginton Road</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Stone Cills And Lintels, Ornate Stonework, High Pitched Roofs, Bay Windows, Brick Banding in Flush Blue Bricks, Decorative Roof Finials, Ornate Stonework around rooflight window, Flemish Bond Brickwork, Decorative Timber Bargeboards
<b>I</b>	<b>93 Egginton Road (Spring Banks)</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Stone Cills And Lintels, Ornate Stonework, High Pitched Roofs, Bay Windows, Brick Banding In Flush Blue Bricks, Decorative Roof Finials, Ornate Stonework around rooflight window, Flemish Bond Brickwork , Decorative Timber Bargeboard
<b>J</b>	<b>95 Egginton Road</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Flemish Brickwork, Arched and Decorative Stone Lintels and Cills, Railings, Slate Roof, Decorative Chimneys, Moulded Brick Roof Verge Ornate Gable Trims, Bay Windows, Stained Glass Windows, Square Section Wrought-Iron Spike-Headed Railings, Brick Banding in Flush Blue Bricks
<b>K</b>	<b>86 Egginton Road</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Ornate Gable Trims, Stone Cills Bay Windows, Decorative Brickwork, Ornate Stonework, Brick Banding in Flush Blue Bricks
<b>L</b>	<b>88 Egginton Road</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Stone Cills and Ornate Lintels, Bay Windows Wedged Lintels Stonework, Decorative Stone Banding, Brick Banding in Flush Blue Bricks, Ornate Decorative Terracotta Banding at Eaves Level, Stained

MAP 7B REF	ADDRESS LOCATION	HISTORIC AND ARCHAEOLOGICAL INTEREST	ARCHITECTURAL INTEREST	REPRESENTATIVENESS AND RARITY	AESTHETIC APPEAL AND ASSOCIATION
					Glass Window, Cast Iron Gate and Railings, Flemish Bond Brickwork, Stone Wedge Lintels and Cills, Stone Arched Doorway, Slate Tiled Roof
<b>M</b>	<b>110 Egginton Road (Blakely Villas)</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Stone Cills and Ornate Lintels, Bay Windows Wedged Lintels Stonework, Decorative Stone Banding, Brick Banding in Flush Blue Bricks, Ornate Decorative Terracotta Banding at Eaves Level, Stained Glass Window, Cast Iron Gate and Railings, Flemish Bond Brickwork, Stone Wedge Lintels and Cills, Stone Arched Doorway, Slate Tiled Roof
<b>N</b>	<b>112 Egginton Road (Blakely Villas)</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Stone Cills, Bay Windows, Stone Wedged Lintels, Decorative Stone Banding, Brick Banding in Flush Blue Bricks, Decorative Terracotta Banding, Stained Glass Windows, Flemish Bond Brickwork (alternate stretchers and headers).
<b>O</b>	<b>The Grove</b>	A visible indicator of a domestic property and an example of the timeline of Etwall housing	A building of character and of its time. Part of historical fabric of Etwall		Stone Cills, Bay Windows, Stone Wedged Lintels, Decorative Stone Banding, Brick Banding in Flush Blue Bricks, Decorative Terracotta Banding, Stained Glass Windows, Flemish Bond Brickwork (alternate stretchers and headers).
<b>P</b>	<b>Oakington Pillbox Type Etwall Common</b>	Mushroom pillbox built to protect Derby Airfield (now Toyota) in World War 2	A small and significant remnant of airfield perimeter defences in World War 2	<b>RARITY:</b> One of only c50 mushroom pillboxes believed to be left in UK and possibly the only one of its type surviving in Derbyshire	

MAP 7B REF	ADDRESS LOCATION	HISTORIC AND ARCHAEOLOGICAL INTEREST	ARCHITECTURAL INTEREST	REPRESENTATIVENESS AND RARITY	AESTHETIC APPEAL AND ASSOCIATION
Q	<b>Osier Tank on Etwall Common</b>	The tank was used to soak willow branches before being used for weaving and is over 125 years old		<b>RARITY:</b> A rare example of its type	Woven basket-ware was made locally; several men were employed as osier strippers, especially on the sewage farm around Blakely Lodge
R	<b>Pillbox Type FW3/22 The Marsh, south of A516</b>	Western Command Stop Line No.5 Constructed in the period 1941-1942 <b>ARCHAEOLOGICAL INTEREST:</b> Hexagonal 'pillbox', Clay Brick, Concrete, Entrance on SE face (Defence of Britain site reference S0013579)		Typical example of its type but should be protected	

**D4 Further background information on some of buildings proposed for designation**

MAP 7B REF	ADDRESS/LOCATION	FURTHER DETAILS AND DESCRIPTION
A	<b>The Old Lodge Nursing Home Sandypits Lane</b>	Repton Isolation Hospital was run by Repton Rural District Council. The hospital was built at Etwall and opened in the Autumn of 1903. It was taken over by the Ministry of Health in 1948. Old Lodge Nursing Home was Etwall Hospital before the site's redevelopment in the 1980s. The frontage of the main building has not been much modified. The south facing site would have facilitated the fresh air treatments then in vogue. Later it offered physiotherapy and care for the terminally ill. It was closed gradually between 1980 and 1988. Risborrow Close is on the site of the hospital grounds and named after the Risborrow fields, identified in the thirteenth century records of Welbeck Abbey and in the 1798 Enclosure Survey. 'Risborrow' is thought to mean 'sandy rise pastures'.
B	<b>Etwall Primary Schoolhouse</b>	Etwall Primary School was opened in 1870 following a special Act of Parliament in 1867 promoted by the Sir John Port's Charity. The school and headmaster's house, which was until recently occupied by the caretaker, were built on land belonging to the Charity and financed jointly by the Charity and a Government grant. By 1874 it was educating infants, girls and boys up to the age of 14 for fees of not more than nine pence a week. Fees were abolished in 1891 and the school was transferred to the new Derbyshire Local Education Authority in 1904. It took pupils from Ash, Bearwardcote, Burnaston and Egginton as well as Etwall. <b>Unique Features:</b> Ornate Gable Trims, Stone Cills, High Pitched Roofs, Decorative Chimneys
P	<b>Oakington Pillbox Type Etwall Common</b>	Derbyshire Historic Environment Record Building record MDR7874 - Pillbox near the Toyota factory, Etwall - Oakington Type Pillbox Type Etwall Common (Second World War 1939 – 1945) One of a number of pill boxes designed and constructed in various parts of the country at the beginning of the last war by F C Construction Co. Ltd (A company in Derby). This may be the only one of this type surviving in Derbyshire. They were of unique design, giving a 360-degree field of fire without any obstruction. This cantilever-type pillbox is one of the last remainders of the defences of RAF Burnaston airfield, just outside Derby. The airfield was destroyed to build the Toyota factory and this pillbox is believed to be the only one left out of ten or so that were originally situated around the airfield. The cantilevered pillbox is circular in shape, and comprises a roof that is detached from the walls, and is instead supported by a central pillar. This leaves an embrasure that allows a 360-degree field of fire. Below the embrasure is a curved rail on which machine guns would have been mounted. The pillbox can be seen on Bing Maps aerial photographs within a strip of rough grassland running parallel with the A50, which sits within a field currently used for arable farming. An application for Listed Building status was submitted to English Heritage in 2013, but it was rejected. The pill box was identified as an Oakington model, which are only generally assessed for designation when displaying group value. However, English Heritage does recognise the pillbox's local historic importance, by demonstrating the utilisation of this defence circuit method outside of RAF Oakington, and because the Oakington pillbox is a relatively rare design in England
Q	<b>Osier Tank Etwall Common</b>	Woven basketware was made locally, several men were employed as osier strippers, especially on the sewage farm around Blakely Lodge. Alongside the Etwall Brook were osier beds where willows were managed to produce growths suitable for wicker work, especially basket making. Although willows are still much in evidence in the trackside vegetation, the original beds were lost with the construction of the railway along the line of the floodplain. This also involved straightening the brook and putting parts of it into culverts.
R	<b>Pillbox Type FW3/22 (The Marsh, south of A516)</b>	The Marsh, S of the A 516(T) road, on rise overlooking junction, opposite public house. Typical hexagonal pillbox; Clay Brick, Reinforced Concrete, Entrance on SE face (Defence of Britain site reference S0013579)



Photo A: The Old Lodge Nursing Home, Sandypits Lane



Photo B: Etwall Primary School, Egginton Road



**Photo C: Euonymus Cottage, Common End**



**Photo D: 79 Egginton Road**



**Photo E: 81 Egginton Road (Penny Willows)**



**Photo F: 83 Egginton Road (The Hollies)**



**Photo G: 87 Egginton Road (The Laurels)**



**Photo H: 89 Egginton Road**



**Photo I: 93 Egginton Road (Spring Bank)**



**Photo J: 95 Egginton Road (Ashleigh)**



**Photo K & L (1): 86-88 Egginton Road, Blakely Cottages**



**Photo K and L (2): 86-88 Egginton Road, Blakely Cottages**



**Photo M & N: 110 Egginton Road & 112 Egginton Road (Blakely Villas)**



**Photo O: The Grove**



**Photo P: Oakington Pillbox, Etwall Common**



**Photo Q: Osier Tank, Etwall Common**



**Photo R: Pillbox Type FW3/22 (The Marsh, south of A516)**

**APPENDIX E: LOCAL GREEN SPACES PROPOSED FOR DESIGNATION****E1 Table of Local Green Spaces proposed for designation**

Site Ref	Name	Proximity to community	Beauty	History	Recreational Value	Tranquillity	Wildlife	Extensive tract of land	Owner	Public access (not essential)
LGS1	Allotments	Yes	No	Yes	Yes	Yes	Yes	No	Severn Trent	No
LGS2	Egginton Road A50	Yes	Yes	No	No	Yes	No	No	Highways Authority	Yes
LGS3	Egginton Road Junction	Yes	Yes	No	No	No	No	No	Highways Authority	Yes
LGS4	King George V Playing Field	Yes	Yes	No	Yes	Yes	No	No	The King George V Playing Field, Etwall (Charity No. 1087534)	Yes
LGS5	Gerrard's Grove	Yes	Yes	No	No	Yes	Yes	No	SDDC	Yes
LGS6	Alms Meadow Recreation Area	Yes	No	No	Yes	No	Yes	No	Alms Meadow (Etwall) Management Limited	Yes
LGS7	Alms Meadow Perimeter	Yes	Yes	No	Yes	Yes	Yes	No	Alms Meadow (Etwall) Management Limited	Yes

## E2 Photos and descriptions of the Local Green Spaces proposed for designation

### LGS1: Etwall Allotments, Ownership: Severn Trent Land, Area: 0.61ha



There are around 40 individual allotments on the site that have been used for this purpose for around a century.

Access to the allotments is via Common End.

This photo is taken at the access gate to the allotments, at the end of Common End.

In addition to supporting wildlife, these allotments are a tranquil area that offers activity, recreation and relaxation to village residents.

Their value to gardeners has increased due to modern houses having insufficient garden space for a vegetable patch. So much so that there is a long waiting list for allotments on this site.



### LGS2: Egginton Road (A50), Ownership: Highways England, Area: approximately 0.9ha

Egginton Road is between the village centre and Egginton, Willington, Repton and Burton-on-Trent. It is the busiest road in the village, currently averaging over 400 vehicles an hour during daytime.

This proposed Local Green Space is, effectively, an extension of a Local Green Space designated by SDDC as Site Ref. 37, being located along the eastern side of Egginton Road between Site Ref 37 and the A50.

Building of the A50, in the mid-1990s, required a bridge to take the Egginton Road over the A50. This bridge was built alongside the original Egginton Road with the road then realigned to the bridge, leaving a narrow strip of land, 40 metres at its maximum, between the 'old' and 'new' roads. A link between the 'new' and 'old' Egginton Roads was included for access to Common End, Hollies Court,

Grove Park, Jacksons Lane, a few houses on Egginton Road, and now, the Nook development. This access road divides the strip of land into two tracts.

The land has been, largely, unattended and has become a wildlife haven, accommodating many maturing trees.



This area, along with Site Ref 37 presents an attractive, green visage on the approach to the village maintaining a sense of rurality to this increasingly busy area.

The photo on the right is taken from the Egginton Road at the A50 bridge, looking towards the village, and shows the southernmost tract of land.



The photo on the left was taken from the Egginton Road, looking towards the village, and shows the northern of the two additional areas. The access to the old Egginton Road can be seen on the right.

This photo is of the same tract, taken from the old Egginton Road at the junction with Common End, looking away from the village. There is a footpath linking this area to Egginton Road.

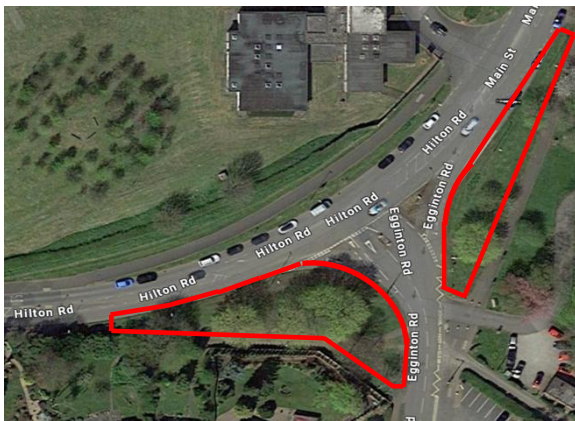
Pedestrians and dog walkers enjoy the quieter ‘old’ Egginton Road in preference to using the footpath on the ‘new’ Egginton Road.



This area is highly valued by residents as it presents an attractive green visage along the busiest road into the village and, most importantly, maintains a sense of space and rurality along this increasingly busy road in an area that is at risk of losing its ‘village feel’.

**LGS3: Egginton Road – Junction with Main Street, Ownership: Highways England, Area: 0.18ha**

In the 1960’s Main Street / Hilton Road was realigned and widened to improve traffic flow through the village on, what was then, the A516 Trunk Road. At the junction with Egginton Road, realignment involved a sharp bend between Main Street and Hilton Road being modified to a long gentle curve.



This alteration resulted in a section of the old road, adjacent to the junction, being removed from the carriageway. The area was banked, grassed over and planted with trees.

The two tracts of land, one each side of the junction, now accommodate mature trees,

young trees and saplings, and are valued by residents for their beauty as they add a softness and rurality to the village and they are in keeping with the general vista around the village centre.



This photo of the tract to the west of the junction is taken from the junction looking towards Hilton.



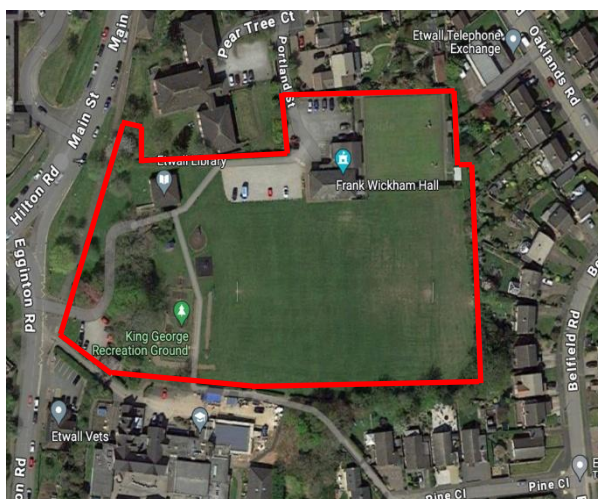
The photo on the right is taken from the junction looking towards the village centre showing the northern tract alongside Main Street



The photo on the left, taken near the Leisure Centre entrance looking towards the village centre, demonstrates the contribution that the proposed LGS has on the vista as you approach the village centre from the Hilton direction.

**LGS4: King George V Playing Field, Owners: The King George V Playing Field, Etwall (Charity No. 1087534), Area: approximately 1.61ha**

This proposed Local Green Space, located centrally to the village, consists of the Playing Field, Crown Bowling Green, the land around the Village Library, a wooded slope from the Playing Field down to the footpath on Main Street and a small adjacent raised garden between Main Street footpath and the rear of Peartree Court grounds.



The Playing Field, including the Crown Bowling Green, is a Field in Trust, owned by the The King George V Playing Field, Etwall (Charity No. 1087534 and is maintained by Etwall Parish Council.

The Village Library and Frank Wickham (Village) Hall are sited within the proposed LGS.

The playing field includes a full-size football pitch, swings, zip wire, climbing net, a small covered shelter, a fenced play area for children under 12 and a number of bench seats. There is a tarmac carpark adjacent to the Frank Wickham (Village) Hall and a gravelled area adjacent to the football pitch used for parking cars.

In 2023 around 15 saplings were planted along the southern boundary of the field and the wooded slope, which already includes 9 mature trees plus several maturing trees.

The small, raised garden, in the north-eastern corner has a bench seat and includes 3 mature trees and is owned by SDDC but maintained by Etwall Parish Council.



This photo is taken from near the Primary School, showing the children's play area in the foreground.

The Playing Field is easily accessed from all directions, being adjacent to the Primary School and a public footpath from Main Street through to Belfield Road and Gerrards Close and from Willington Road via Portland Street. The field is extensively used as a recreation area that is highly valued by residents.

The children's play area is used by Primary School pupils both before and after school and younger children during the day.

The football pitch is used by local teams and, informally, by primary children before and after school and older children/teenagers in the evenings.

There are bench seats for relaxation and a shelter used as a meeting place by teenagers, particularly in inclement weather.

The Crown Bowling Green is home to the Etwall Bowls Club. The Green opens early April and during the season matches are played most afternoons Monday to Saturday and each evening Monday to Friday. The Club has 16 teams, and members of all ages.

The wooded slope presents a green visage along Main Street and gives a feel of rurality to this busy area.

In addition to organised and informal games, the field is used for children's football training sessions, by residents to exercise their dogs and for various other activities, particularly during the annual Well Dressing festival.

The photo on the right, taken from Main Street, shows the raised garden adjacent to the Playing Field. It is a tranquil area that has a bench seat used by residents and visitors.

There are three mature trees on the plot.



**LGS5: Gerrards Grove Land, Ownership: SDDC, Area: 0.0075ha**

This small tract of land lies between the houses on Willington Road and Gerrards Grove and includes a mature tree and a bench seat.



The photo on the left is taken from the junction of Willington Road and Oaklands Road. The trees to the right are in private gardens but overhang the space.

This space adds to the beauty of the area and has a sense of tranquillity where residents can sit and enjoy the view.



**LGS6: Alms Meadow Recreation Area, Owner: Alms Meadow (Etwall) Management Limited, Area: approximately 0.82ha**

This housing development, completed in August 2020, consists of around 200 houses. As modern houses have relatively small gardens this grassed area, located in the middle of the estate, is a valued recreation area, much used by residents.

The land is divided into three sections by the original mature hedgerows, which have been retained. It is situated immediately to the north of an Attenuation Pond, which adds to the openness, and attractiveness of the area.

Two children’s play areas are included in this space, one for infants and one for older children.

This Google earth screenshot predates completion of the play areas.



The section to the east includes an adventure play area at its southern end. The north-western section includes children’s play apparatus. The centre area is now grassed over and is separated from the other areas by original hedgerows.

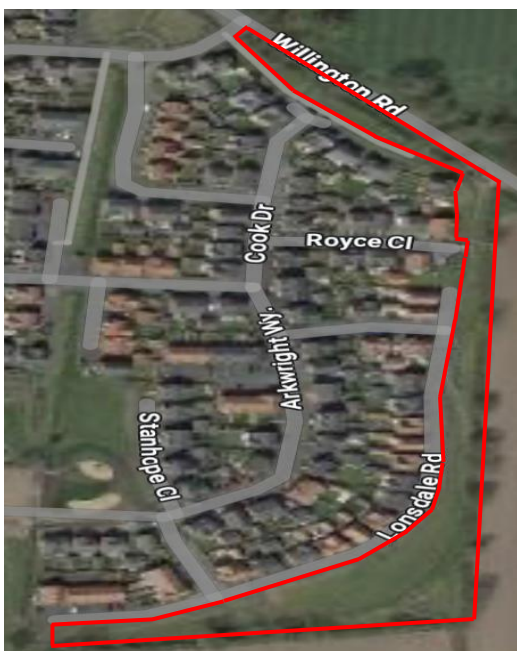


The photo on the left shows the adventure play area in the south-east of the area with an original hedgerow to the left

The photo on the right is taken from the north-western corner of the area and shows several saplings.



**LGS7: Alms Meadow Perimeter, Ownership: Alms Meadow (Etwall) Management Limited, Area: approximately 1Ha**



This tract of grassed land runs along the northern, eastern & southern boundaries of the Alms Meadow development.

The boundary hedgerows form part of a valuable wildlife corridor, and the grassed area has a well-used tarmac footpath alongside Willington Road and the full length of Lonsdale Close. The path continues past the SuDS pond and through to the recreation area. This allows pedestrians of all mobility levels to enjoy this quiet and tranquil area that is much valued by all residents.

The natural beauty, and value to residents, of this space will be further enhanced as the many saplings mature.

This photo is taken looking south from the footpath where it starts to curve around from the eastern boundary hedge to the southern boundary edge. Sapling trees can be seen on both sides of the path.



**APPENDIX F: COMMUNITY FACILITIES, SERVICES AND BUSINESSES****F1 Table valid as of August 2025 (see also Map 10)**

<b>Number</b>	<b>Business</b>	<b>Address – Etwall Parish</b>
1	Frangipani Tree	56-58 Main Street
2	Hawk & Buckle	46 Main Street
3	Etwall Dental Practice	44 Main Street
4	Londis	34 Main Street
5	Nadee's Kitchen	30a Main Street
6	Steves @ Etwall	30 Main Street
7	Spread Eagle	28 Main Street
8	Halo Hair Design	24 Main Street
9	Platts Bonson	22 Main Street
10	Post Office	1a Willington Road
11	Etwall Vets	Egginton Road
12	Etwall Stores	2 Chestnut Grove
13	Etwall Pharmacy	4-6 Chestnut Grove
14	Heavenly Dog Grooming School and Spa	6b Chestnut Grove
15	Etwall Balti	135 Springfield Road
16	Repair Shop	137 Springfield Road
17	Seven Wells	Heage Lane
18	Blenheim Hotel	Main Street
19	Sarah Smith Cardiology	Ivy Court, 7 Willington Road
20	Wags, Pet Grooming (now closed)	Willington Road
21	Westmead Kennels	Willington Road
22	Mickleover Removals	Lodge Farm, Willington Road
23	Tynefield Court & Mews	Egginton Road
24	The Old Lodge Nursing Home	Sandypits Lane
25	Peartree Court	Portland Street
26	Hope City Furniture	Barn 4, Hope Farm, Heage Lane
27	Hanson Auctioneers	Heage Lane
28	Talbot Group	2A-4 Brookfields Business Park, Heage Lane
29	Midbrook Steel Buildings	Units 5&6 Brookfields Business Park, Heage Lane
30	Bearwardcote Hall Residential Home	Heage Lane
31	Etwall Motors	Derby Road
32	Infinity Car & Van Hire	Derby Road
33	Etwall Alpacas	Heage Lane
34	John Port Spencer Academy	Main Street
35	Etwall Leisure Centre	Hilton Road
36	Etwall Children Centre	Hilton Road
37	Etwall Library	Hilton Road
38	Primary School	Egginton Road
39	Etwall Baby & Toddler Group	Etwall Scout Hut, Sandypits Lane
40	Etwall Preschool	Frank Wickham Hall, Portland Street
41	Frank Wickham Hall	Portland Street
42	Scouts Hut	7-8 Sandypits Lane
43	Army Cadets	Sandypits Lane
44	Ivy Lodge	Heage Lane
45	Hope Farm	Heage Lane
46	Lodge Farm	Willington Road

47	Marsh Cottage Farm	Main Street
48	Marsh Farm	Adjacent A516
49	Oakdene Farm	Off Burnaston Lane
50	Sandypits Lane Farm	Sandypits Lane
51	Empty Business	Tynefield Court
52	Empty Business	135B Springfield Road
53	Empty Business (now Slades Barbers)	Chestnut Grove
54	Empty Business	17 Willington Road
55	St Helen's Church	Main Street
56	Methodist Church	Willington Road
57	Linjoy Wildlife Sanctuary (Unoccupied)	Egginton Road

**APPENDIX G: AREAS OF LANDSCAPE SENSITIVITY****G1 Table of Areas of Landscape Sensitivity**

#	Clockwise from A516 bypass	Affects views on approach to village	Affects views from the village	Impacts on conservation area	Affects separation from surroundings	Check if biodiversity is affected	Number of yes	Ranking: lowest number denotes most important ALS to retain
ALS 2	From A516 to Main Street	YES	YES	YES	YES	NO	4	2
ALS 1	From Main Street to Burnaston Lane (SHELAA 121)	YES X 2	YES	YES	YES	NO	5	1
ALS 3a	From Burnaston Lane to Sandypits Lane	NO	YES but few people so count as 0.5	NO	YES	NO	1.5	3=
ALS 3b	From Sandypits Lane to Willington Road	NO	YES but few people so count as 0.5	YES	NO	NO	1.5	3=
ALS 3c	Land north-east of Willington Road (north of Westmead Kennels)	NO	YES but few people so count as 0.5	NO	YES	NO	1.5	3=
ALS 3d	Land south-east of Lonsdale Road and south-west of Willington Road	NO	YES but few people so count as 0.5	NO	NO	NO	0.5	7
ALS 4	Land south of The Bancroft and west of Egginton Road (including Severn Trent Sewage Site) <sup>2</sup>	YES	NO	NO	NO	NO	1	6
ALS 5	Wooded landscape areas along strategic cycle/footpath on the Great Northern Greenway	Suggested by AECOM and based on key views and natural designation. ALS 5 was removed following responses during the consultation period for the Pre-Submission version of the Plan.						
ALS 6	Screening landscape areas reduce impact from Toyota car factory	Suggested by AECOM and based on key views and natural designation. ALS 6 was amended following responses during the consultation period for the Pre-Submission version of the Plan. ALS 6, as originally proposed by AECOM, did not follow field boundaries. As now proposed, ALS 6 follows clearly defined field boundaries whilst still covering a smaller but similar area.						

<sup>2</sup> There should be a sensitive, no development, fringe along Etwall Brook in this very low, boggy area to help wildlife

**G2 Additional criteria relevant to Areas of Landscape Sensitivity**

ALS	Topography Landscape & Visual Characteristic	Visible from the Conservation area	Visible from within Settlement	Within Heartwood Community Forest	Separation or Buffer Zone	Flood Risk or Mitigation
1	Yes	Yes	Yes	No	Yes	No
2	Yes	Yes	Yes	No	Yes	Yes
3a	Yes	No	Yes	No	Yes	No
3b	Yes	No	Yes	Yes	No	No
3c	Yes	No	Yes	Yes	No	No
3d	Yes	No	Limited	Yes	No	Yes
4	Yes	No	Limited	Yes	Yes	Yes
5	N/A	N/A	N/A	N/A	N/A	N/A
6	Yes	No	No	Yes	No	Yes

**NOTE:** ALS 5 has been removed from the Submission Version of the Plan, it is no longer designated as an ALS and does not appear on map 4c.

## APPENDIX H: AECOM ANALYSIS REGARDING NUMBERS OF NEW HOMES NEEDED IN ETWALL

### H1 AECOM Analysis

Up to the year 2040, the Etwall Neighbourhood Plan Area, is likely to need land for 206 – 310 dwellings, as a minimum (248 – 352 net need minus 42 units on committed land).

It is reasonable to suppose, for instance, that Neighbourhood Plan housing requirements to 2040 would reflect the fact that needs have been met at least to 2028, meaning that only 12 years' worth of housing growth (2028-2040) needs to be accounted for – rather than 16 years' worth (2024-2040).

South Derbyshire's strong housing supply position could well influence SDDC's approach to distributing future housing need or requirement figures to Neighbourhood Planning areas (including Etwall Parish).

Estimating the future need in Etwall suggests a range of 90 to 117 specialist accommodation units might be required during the Plan period.

Source for above figures: [AECOM Etwall Housing Needs Assessment](#)

The Working Group believes that this increase does not necessarily require one or more large development(s) as this would attract additional residents – what is **primarily** required are a number of small developments spread over the plan period to meet the changing requirements of existing village residents, whilst accommodating sustainable growth.

## APPENDIX I: CRIME AND ANTI SOCIAL BEHAVIOUR

**Table 11 – Crime statistics**

This table lists the reported crime rates for Etwall, by crime type, for 2024. Data was obtained from [data.police.uk](https://data.police.uk) by crystalroof.co.uk.

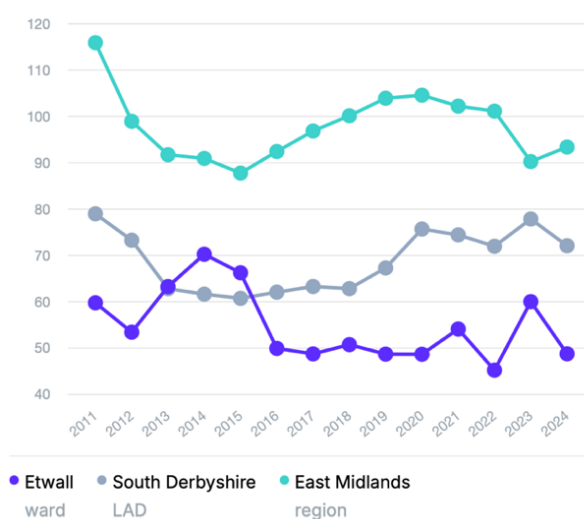
The first figure represents the number of crimes, for that category, per thousand residents in Etwall. The second figures indicate the crime rating for that specific category compared to other areas of England and Wales. Crime incidence is rated between 1/10 and 10/10 - higher ratings correspond to higher crime rates.

Table 11 Crime & Anti-social behaviour			
Type of Crime	Incidence/1000 pop	Crime Rating	Approximate Total
Violence and sexual offence	23.4	3/10	70
Public order	4.59	3/10	15
Anti-social behaviour	4.55	2/10	15
Other theft	3.94	2/10	14
Criminal damage and arson	2.84	3/10	9
Burglary	2.66	2/10	8
Vehicle crime	2.56	3/10	8
Other crime	1.70	1/10	6
Drugs	0.87	2/10	5
Shoplifting	0.55	2/10	2
Theft from the person	0.42	2/10	2
Possession of weapons	0.41	2/10	2
Robbery	0.28	1/10	1
Bicycle theft	0.00	1/10	0

The 2024 total crime rate in South Derbyshire was 72.1 crimes per 1000 resident population, rated as 3 out of 10, or low crime level compared to other local authority districts in England and Wales.

**Table 12 – overall crime rates**

Number of crimes per 1000 resident population



The chart compares the overall crime rates for Etwall against those of South Derbyshire and the East Midlands for the period 2011 to 2024.

Apart from a spate of crime between 2013 and 2015, the crime rate in Etwall is consistently 30% lower than South Derbyshire and around half the average for the East Midlands.

## APPENDIX J: DEVELOPMENT CONTRIBUTION PROTOCOL

In 2023 Derbyshire County Council produced a Developer Contributions Protocol, to set out the expectations of the County Council and Local Planning Authority regarding contributions towards infrastructure and services. The Protocol can be accessed [here](#).

Below is a brief explanation of the various routes that a Local Authority can use to obtain contributions from a developer.

**Section 106** – Sometimes referred to as planning obligations under the Town & Country Planning Act 1990, it is intended to mitigate the impacts of a development proposal to make it acceptable in planning terms.

This mechanism can also allow the Highway Authority to seek contributions towards Travel Planning, Public Transport services, sustainable travel and pedestrian and cycle infrastructure.

**Section 278** – While most highway and transport infrastructure improvements are secured by planning conditions, where highway objections to proposals can be overcome by improvements to the existing highway, a Section 278 agreement under the Highways Act 1980 enables the developer to enter into an Agreement with the Highway Authority to pay for or undertake such works.

These works may include minor highway realignments, provision of footways, roundabouts, traffic signals, right-turning lanes, passing bays and cycle lanes, together with signage, lighting, drainage and other works.

**Section 38** – Where planning applications for residential development involve the creation of new streets, these should be designed to meet the recommendations contained in the relevant Derbyshire County Council highways guidance and appropriate reference to Manual for Streets.

**Community Infrastructure Levy (CIL)** – This is another form of planning obligation, or charge, introduced by the Planning Act 2008 as a tool for Local Authorities to help deliver infrastructure to support the development of their area. It is calculated on a £/sqm basis and can now be ‘pooled’ to support development of the area.

The Local Planning Authority has the ultimate responsibility in determining whether the infrastructure contributions sought are reasonable and accord with the requirements of the CIL Regulations, in addition to balancing the viability of the development against the infrastructure requirements CIL receipts are placed into a centralised pot for the purpose of supporting the delivery of strategic and local infrastructure improvements on an Authority wide basis and as identified in an approved priority infrastructure list.

Developer contributions should be set at a level that takes account of affordable housing and infrastructure needs, and allows for the planned types of sites and development to be deliverable

**Transport Assessment** – In addition to the assessment of safe and satisfactory access and design by the Highway Development Management team, developments of a sufficient size also require assessment of the local highway and transport network in terms of capacity and sustainable operation.

This is usually carried out by means of a Transport Assessment or Statement. The contents of these documents help inform the need for and nature of off-site Highway and Transportation mitigation works of all kinds.

Transport Assessments often include a Travel Plan which identifies how the developer intends to reduce reliance upon private car use and introduce sustainable travel initiatives to limit trip generation. The Transport Assessment can also include the developer's proposals to improve pedestrian and cycle connectivity and manage private car use by the introduction or enhancement of public transport services.

An annual monitoring report will need to be submitted showing how many trips are generated by each mode, and where targets are being missed, what measures will be provided to correct this. Annual monitoring is to continue for 1 year post full occupation.

The County Council will look to hold a trip management bond, to the equivalent value of the "traditional" engineered solutions, which could be used to intervene should the applicant's proposal not achieve the agreed outcomes.

**Travel Plan Monitoring Fee and Bond** – The Travel Plan monitoring contribution should be accompanied by a Travel Plan bond payable by the developer to Derbyshire County Council - Residential Dwelling Bond costs £570 per dwelling. The monitoring requirement for a travel plan for development up to 200 dwellings will be for a minimum of 5 years at £2,000 per annum.

The definition of a Major Residential Development is where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.

**EV Infrastructure** – Ensuring the houses we build in the coming years are electric vehicle ready. It is our intention that all new homes, where appropriate, should have a charge-point available.

**Active Travel** - New development should safeguard existing routes, but also provide an opportunity to improve traffic free connectivity to encourage the use of healthier and more sustainable travel options.... seek to secure the following provision/contributions from developers:

- On site provision of new sections of route and links to the surrounding network,
- On site improvement of existing routes to adoptable standards
- Contribution towards off site provision of new sections of route and links to the surrounding network
- Contribution towards the improvement of off-site existing routes, situated adjacent or nearby, due to additional demand/usage generated by the development

New development should also be designed to ensure continuous off highway connectivity

**Library Provision** – The need for a contribution will be established by comparing the current capacity of the library and population it serves against the number of people likely to be generated by the new development including:

- Residential accommodation of over 50 dwellings
- Where new development generates a need for additional library provision
- Where the existing library's capacity is exceeded

The Arts Council England recommended benchmark is 30m<sup>2</sup> per 1000 population. This equates to around 100m<sup>2</sup> for Etwall, the current Library appears to be around 100m<sup>2</sup>.

### ***Broadband***

In December 2022, the Government amended the building regulations 2010 to mandate the installation of gigabit-ready infrastructure and gigabit-capable connections to new builds – therefore, all developers proposing housing developments should look to provide for NGA (next generation access) broadband infrastructure and services as part of the design of their development schemes at the outset.

### ***Biodiversity Net Gain (BNG)***

The Environment Act 2021 requires all development schemes in England (unless exempt) to deliver a mandatory minimum 10% biodiversity net gain.

The BNG requirement will only apply to applications which are submitted after the BNG takes effect in January 2024 (or April 2024 for small sites). A monitoring fee will be secured to ensure biodiversity net gain is being achieved in line with the Biodiversity Net Gain Plan.

## APPENDIX K: GENERAL ISSUES AND RESIDENTS' CONCERNS

This is a list of general issues and concerns raised by residents during the development of the Plan. The issues may not relate directly to Planning concerns, but the Working Group wanted to record these as being important to residents.

1. Some respondents to the consultation stated that crime, and particularly vandalism, is an area of concern. While any level of vandalism is frustrating, and a drain of Etwall Parish Council's funds, in 2024 Etwall, at 48.8 crimes committed per thousand resident population is classified as a low crime area, rated at 2 of 10, when compared to other areas of England and Wales. Appendix I shows detail of the crime statistics for Etwall.
2. There are currently no public electric vehicle charging points in Etwall village centre, although these are available at Aldi in Hilton. The Working Group has an aspiration to work with SDDC and private suppliers to provide a rapid charging facility in the village centre. Six electric vehicle charging points have been installed in the Seven Wells car park, but this is away from the village centre. These are available for public use.
3. Mobile phone reception on the southern and western sides of the village is very poor. It was highlighted in 26% of the responses to the questionnaire as being a concern. The Working Group has identified suitable locations for the provision of a new mast, and will work with the Mobile Phone companies to improve the current signal provision.
4. Excellent broadband provision is essential for the community; the Working Group supports the provision of new facilities which improve the provision of this service. However, it is a Community Aspiration that any new cabling should be provided underground not as unsightly new overhead wiring.
5. SDDC owns the disused toilet block off Egginton Road. The building is currently not in use and has become an eyesore. It is a Community Aspiration that the block is either refurbished or repurposed and brought back into use in some form.
6. The NPPF (paragraph 97) is clear that planning policies should enable the retention and development of 'accessible local services and community facilities' such as local shops and meeting places, sports venues, open spaces, cultural buildings, public houses and places of worship.
7. A number of residents have expressed concern over the reliability and frequency of the bus service provided by Trent Barton to Burton and Derby. Reliable and frequent public transport services are essential for employment and leisure travel. The Working Group supports SDDC and Etwall Parish Council in their discussions to improve the bus services to Etwall.
8. A number of residents have expressed concern about the increase in littering around the village. Etwall Parish Council pays for two groundsmen who maintain the community areas in the village. They also pick up litter, and SDDC arranges for litter picking, but the problem does seem to be getting worse as the village residents and the local schools expand in numbers. There are also volunteer groups who collect litter. Any further increase in the number of residents and pupils will increase the risk of greater littering.
9. Noise from the A50 is considered excessive by some residents. This is outside the Parish Council's and SDDC's control as major roads are the responsibility of National Highways. On their website, National Highways state that they now use a low-noise surface when existing roads require re-surfacing and that major roads are resurfaced, typically, every 10-12 years, depending on traffic volume, weather, etc. This issue, therefore, should be resolved when the road is next resurfaced.