



Etwall Neighbourhood Plan

2024-2041

Final
Submission Version
November 2025

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

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Common Abbreviations and Acronyms

Additionally, paragraph 55 includes a list of the specific abbreviations and acronyms used in the Etwall Neighbourhood Plan Design Guidance and Code 2024.

AECOM	Name of the national consultancy used to provide technical support through the Locality programme – AECOM produced the Etwall Housing Needs Assessment and the Etwall Neighbourhood Plan Design Guidance and Code 2024
ALS	Areas of Landscape Sensitivity
BOCC	Birds of Conservation Concern
CFA	Countryside Focus Area
DCC	Derbyshire County Council
DWT	Derbyshire Wildlife Trust
EMIP	East Midlands Intermodal Park (aka Freeport)
EPS	Etwall Primary School
Etwall Design Code	Etwall Neighbourhood Plan Design Guidance and Code 2024 produced by AECOM and commissioned by the Working Group
Etwall HNA	Etwall Housing Needs Assessment July 2024 produced by AECOM and commissioned by the Working Group
JPSA	John Port Spencer Academy
LCA	Derbyshire County Council's Landscape Character Assessment
LNR	Local Nature Recovery Strategy
LPP 1	Local Plan Part 1 (South Derbyshire District Council's)
LPP 2	Local Plan Part 2 (South Derbyshire District Council's)
NGO	Non-Governmental Organisations
NPPF	National Planning Policy Framework
RSPB	Royal Society for the Protection of Birds
SDDC	South Derbyshire District Council
SFA	Settlement Focus Area
SHELAA	Strategic Housing and Economic Land Availability Assessment
SPD	SDDC's Cycling Network Supplementary Planning Document (SPD) August 2024
SRFI	Strategic Rail Freight Interchange (Part of the East Midlands Intermodal Park)
SuDs	Sustainable Drainage Systems
TPO	Tree Protection Order
Working Group	The Etwall Neighbourhood Plan Working Group set up to develop the Neighbourhood Plan on behalf of Etwall Parish Council

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Foreword

The village of Etwall has changed significantly over the last 30 years, with housing developments, the A516 bypass and A50 trunk road, loss of the village Doctor's Surgery, the opening of a new Leisure Centre and significant expansion of both the Junior and Senior Schools as well as the creation of the Toyota Manufacturing Plant to the east of the village. All had a significant impact on some aspects of village life.

Etwall Parish Council recognised that considerable thought was needed as to how future development could be achieved while protecting the character and structure of the village. In 2022 Etwall Parish Council determined that a Neighbourhood Plan could provide the necessary guidance and protections against excessive or inappropriate development.

A volunteer Working Group, consisting of Etwall Parish Councillors and Etwall residents, was formed to produce the Etwall Neighbourhood Plan, with Etwall Parish Council being the responsible body.

Development of the Plan has been guided by consultation and reflects the consolidated views of residents and businesses who have an invested interest in their community.

Policies have been formulated covering key themes such as housing, education, amenities, leisure, environment, traffic and transport. Where Policies were not appropriate, the Plan includes aspirations to guide and advise opportunities for future development within Etwall.

The Plan also aims to protect local green spaces and access to the surrounding countryside, conserve local heritage, improve cycling and walking opportunities, address traffic and transport issues and protect or enhance areas of natural and environmental value.

This Plan is the result of an enormous amount of work by the small Working Group and demonstrates that, whilst we welcome new development, the size and nature must be carefully managed in order to ensure that it meets the needs of residents while protecting the rurality and charm of our village.

The Plan will become a statutory document, meaning that once it has been finalised, decisions on planning applications will be made using both the South Derbyshire Local Plan and the Etwall Neighbourhood Plan, and any other material considerations.

For convenience, the Working Group has produced a less formal Summary of the Plan for residents which can be accessed [here](#). The Summary includes references to the appropriate section of the Plan so that readers are directed to any specific areas of interest.

Sincere thanks to everyone who has attended Working Group meetings or assisted in gathering information or participated in consultations during the Plan preparation.

Doug Barlow
Chair – Etwall Neighbourhood Plan Working Group

Acknowledgements

The Working Group would like to acknowledge the invaluable assistance provided by Helen Metcalfe, (Director, Planning with People) and thank her for her help. Thanks, are also due to Central Government for funding Helen's work, and SDDC for their grant which has enabled the Working Group to develop the Plan and consult with the local community.

As at May 2025, the Etwall Neighbourhood Plan Working Group is made up of the following residents and Etwall Parish Councillors:

Doug Barlow (Chair of the Working Group and a resident), Lynda Cain (Vice Chair of the Working Group and a Parish Councillor), Ursula Towne (Parish Councillor), Anne Muller (Parish Councillor), Rhia Bate (Chair of the Parish Council), Chris Rowley (Parish Councillor), Alex Evans (resident) and Rex Bleakman (resident).

The Working Group would especially like to acknowledge the assistance of the following during the development of the Plan:

Ian Cain, Tim Bilbie, Mary Cockburn, Sandra Allbrook, Ian Bennett and Mick Guest (all residents) and Rachel Male, Clerk to Etwall Parish Council. Terry Gotch and George Martin from the Etwall and Burnaston History Group. Peter Swain and Jim Thornhill who provided information on Etwall Wildlife, in particular our bird population.

And finally, the residents of Etwall Parish for their invaluable contribution and engagement.

1 The Etwall Neighbourhood Plan and Fit with District Policies

- 1 The Etwall Neighbourhood Plan (hereafter the Plan) is a document produced in accordance with the Localism Act 2011 by the Etwall Neighbourhood Plan Working Group (hereafter the Working Group), supported by a planning consultant funded by Locality, on behalf of Etwall Parish Council who are the Qualifying Body for the purposes of producing this Plan.¹
- 2 Once the Plan has been ‘made’ by South Derbyshire District Council (hereafter SDDC) it will form part of the Development Plan for South Derbyshire District, which also includes the 2016 Local Plan Part 1 (LPP 1), which contains the strategic policies, and the 2017 Local Plan Part 2 (LPP 2), which contains the non-strategic policies plan, and the 2020 Local Green Spaces Plan.
- 3 The Plan is in general conformity with the strategic policies contained in SDDC’s Local Plan Part 1 and Local Plan Part 2 (hereafter referred to as LPP 1 and LPP 2), the NPPF and DCC policies. As the Plan was being prepared SDDC issued its Publication Draft Local Plan Part 1 Review March 2025 (hereafter LPP 1 Review) which will be adopted in Winter 2025².
- 4 The Review updates Part 1 ‘to deal with the critical issue of meeting unmet housing need arising from the Derby Urban Area’.³ It also provides more detail in relation to the Strategic Rail Freight Interchange (SRFI), much of which is within Etwall Parish and that forms part of the East Midlands Intermodal Park (aka the Freeport). The detail includes the exact boundary, development principles, and increases what developers need to provide in terms of green space and biodiversity net gain.
- 5 The LPP 2 is being saved in its entirety. After the Part 1 Review has been adopted SDDC will undertake a wholesale revision of Part 1 and Part 2 ‘a full review of the plan will be required to begin on adoption of the Part 1 plan update.’⁴ Although at time of writing⁵ it is not clear if the content will be impacted by the Government’s emerging National Development Management policies approach.
- 6 The Plan will have significant weight in the determination of planning applications. The Plan will be used by:
 - a) the Planning Service at SDDC (the local planning authority) in assessing future planning applications,
 - b) developers as they prepare planning applications for submission to SDDC,
 - c) Etwall Parish Council in responding to consultations on applications,
 - d) planning Inspectors to help assess planning appeals.
- 7 The Plan policies form a framework and, along with the supporting documents, this will guide development over the Plan period.
- 8 The Plan area covers the Parish of Etwall (see Maps 1a & 1b). This was considered the most appropriate boundary in relation to the issues of relevance to local people and was accepted when the area was designated by SDDC.

¹ Etwall Parish was designated a Neighbourhood Plan Area on 26th January 2023 and the decision notice issued on 8 February 2023

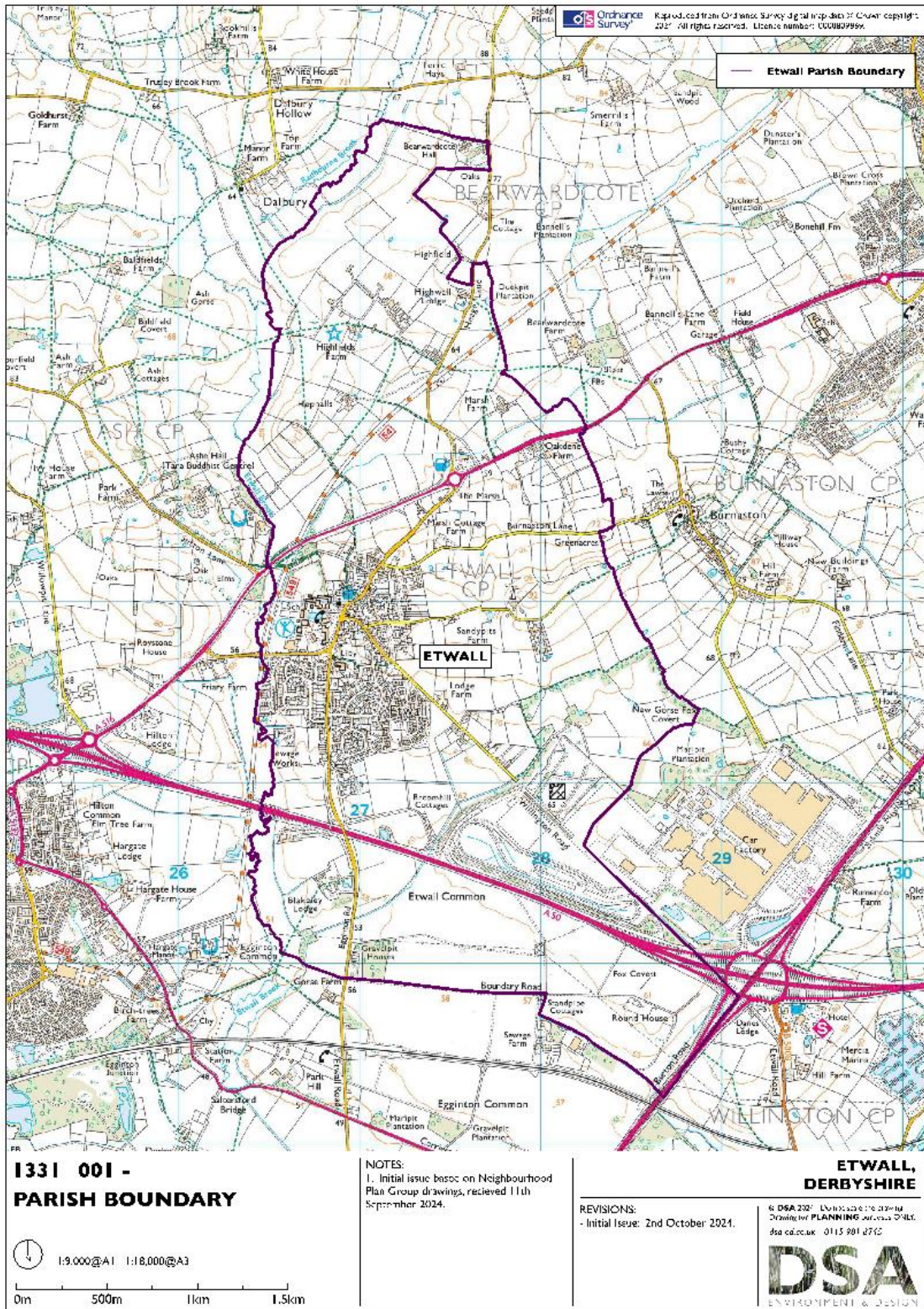
² See <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/local-plan/local-plan-review?chapter=4>

³ See paragraph 1.6 of the Draft Local Plan Part 1 Review

⁴ See paragraph 1.42 of the Draft Local Plan Part 1 Review

⁵ Autumn 2025

Map 1a: Etwall Parish Neighbourhood Plan Designated Area



9 A number of District-wide documents that support the preparation of the LPP 1 Review have been used these are:

- a) Strategic Housing and Economic Land Availability Assessment (SHELAA) 2022
- b) Strategic Housing Market Assessment 2019 – 2028 GL Hearn

- c) Derby Housing Market Assessment (HMA) Growth Options Study 2021 – AECOM
 - d) DCC Landscape Character Assessment 2014
 - e) SDDC's Cycling Network Supplementary Planning Document (SPD) August 2024
 - f) Etwall Conservation Area Character Statement 2011
- 10 Studies for Etwall Parish have also been commissioned by the Working Group as follows⁶:
- a) The Etwall Neighbourhood Plan Design Guidance and Code 2024 produced by AECOM
 - b) The Etwall Housing Needs Assessment July 2024 produced by AECOM

2 The Need for a Neighbourhood Plan

- 11 Etwall is classed as a Key Service Village. The LPP 1 allocated one strategic site on Willington Road for 199 dwellings and LPP 2 allocated a site for 49 dwellings on Jacksons Lane (totalling 248 new dwellings). Planning permission for The Nook on Jacksons Lane was granted for 50 dwellings.
- 12 In 2021 Etwall had a population of 3085 comprised of 1400 households. This is an increase in population of almost 500 people since 2011⁷. It is likely that the population has increased further since the Census (March 2021) as the Jacksons Lane development was under construction at this time. In July 2024 SDDC advised that a total of 262 dwellings have been completed since 2011, a 20% increase.
- 13 There is keen developer interest in land for housing and employment around Etwall. This is evidenced in the response to the call for sites undertaken by SDDC in 2022. This is not surprising given Etwall's location, being between the A50 and the A516, providing good access to employment centres in Derby (8 miles north-east) and being near the A38 which provides access to the south. There are large employment sites in close proximity (but outside the Plan Area) such as the Toyota Manufacturing Plant and Hilton Business Park.
- 14 A large area of land within the Parish has also been allocated as part of the East Midlands Intermodal Park (EMIP). This will be the UK's only inland Freeport and will be a rail connected business park with the potential to create thousands of jobs. The Strategic Rail Freight Interchange element is proposed on Egginton Common and 60% of this is within the Parish boundary. This is a Nationally Significant Infrastructure Project, the principle of which has been established, and is outside the remit of the Plan and SDDC planning policy. The LPP 1 Review does provide more information about boundary and landscaping and, to the extent the Plan can provide more of a locally specific policy framework, this is considered further at Section 19.

⁶ The supporting documents are available at <https://www.etwallparishcouncil.gov.uk/supporting-documents>

⁷ Calculated from Census 2011 and Census 2021 data

Map 1b: Neighbourhood Plan Area

- 15 The John Port Spencer Academy (JPSA) is located in Etwall. This is the largest secondary school in South Derbyshire District. It presently has 2000 pupils but there are plans to increase its intake to around 2500. This school increases traffic at school drop-off and pick-up times that detrimentally affect access to the village centre and its services for local residents.
- 16 Etwall's recent expansion along Willington Road and Jacksons Lane, in combination with the traffic impact of JPSA, has caused congestion at Willington Road and Main Street junctions and parking problems in the village centre.
- 17 Etwall Parish Council was aware of SDDC's need to review their LPP 1 to consider locations for additional housing (on sites of more than 100 dwellings) to meet Derby City's needs.
- 18 The impetus for preparing the Plan was to:
 - a) provide analysis of the local landscape and a more detailed understanding of the environmental attributes of the Parish,
 - b) illustrate how the surrounding countryside and separation between Etwall and neighbouring villages is important for the character of Etwall and its sense of rurality,
 - c) capture opportunities for biodiversity enhancement,
 - d) identify Local Green Spaces and Wildlife Corridors,

- e) provide Etwall specific design codes and guidelines,
 - f) have a housing policy that supports a type and tenure to meet local needs,
 - g) identify areas of flood risk and mitigation,
 - h) identify buildings that have local heritage significance,
 - i) protect existing community facilities,
 - j) support the vitality and viability of the local shops and services,
 - k) ensure the capacity of the existing services and facilities is understood when SDDC considers the growth requirements of Etwall in the future,
 - l) contribute local knowledge to landscape and traffic management plans to ensure the impact of the Freeport is minimised for Etwall residents.
- 19 The Plan contains non-strategic policies that provide locally specific detail about both the built environment and the landscape that is not captured at District level. It is also expected that an understanding of the value of the open countryside, the green spaces and of the design qualities of Etwall village will be taken into account as part of policy formulation and decision making on planning applications in the future.
- 20 SDDC is committed to reviewing Part 1 and Part 2 of their Local Plan within 5 years, and 2024 was the right time to engage the local community and seek to inform this wider process as well as providing a number of Etwall non-strategic policies which will be important to improving the quality of life for local residents.
- 21 The Working Group focused on identifying and mapping
- Key Views to be maintained
 - Areas of Landscape Sensitivity
 - Local Green Spaces
 - Buildings/structures of local heritage value
 - Significant flora and fauna
 - Existing walking and cycling routes (and where there is potential for enhancement)
- 22 The Working Group also worked with AECOM who were commissioned to undertake a Housing Needs Assessment and a Design Guidance and Code.
- 23 This Plan process has provided the opportunity for the Working Group to work collaboratively with businesses and residents, SDDC, and other bodies to shape how the Parish will evolve up to 2041.⁸ The Plan covers the period 2024-2041.

⁸ This aligns with the time frame in the LPP 1 Review

3 Consultation

- 24 The Working Group recognised that consultation is key to successfully developing a Neighbourhood Plan. The production of a Plan requires an open process and on-going consultation. It also requires the involvement of a wide range of people from across the area.
- 25 The Working Group engaged with the community from the start with a consultation in 2023 to establish the scope of the Plan. Work proceeded on agreeing a vision and objectives and this was consulted on at the annual well dressings event in May 2024. A drop in consultation in October 2024 was very well attended and presented the work to date, including the maps and analysis on the proposed Local Green Spaces and traffic issues.
- 26 In addition, there was an ongoing effective use of social media with regular Facebook posts updating the community on progress and consultation events. All the Plan documents were hosted on the Etwall Parish Council web site to ensure transparency. Regular updates were also placed within the local print magazine: the Etwall and Burnaston Express until its closure in May 2025; subsequently the Hiton & Dove Valley Life (a free magazine) has been used to provide regular updates.
- 27 The key consultation events and activities that shaped the production of the Plan will be summarised in the Consultation Statement.⁹



Photo 1: Residents attend a consultation event organised by the Working Group on 14 October 2024

⁹ This will be available on the Etwall Parish Council web site when the Plan is submitted to SDDC

4 Community Aspirations

- 28 The process of producing the Plan has been a catalyst for a range of initiatives identified through the consultation with residents, local groups and statutory agencies. Not all are related to land use planning, but they are actions that will help meet the Plan's objectives. They are described as aspirations and are listed at Appendix A.

5 Community Vision

- 29 This Vision has been prepared by the Working Group and endorsed by the community at consultation events.

Etwall should retain its village character and maintain a sense of separation from neighbouring built up areas.

Landscaping and design will minimise the impact of the East Midlands Intermodal Park (aka Freeport) on the village.

The infrastructure and facilities of the Parish should meet the needs of its residents now and in the future.

Etwall should provide a safe and healthy environment that fosters a strong community spirit.

Development should conserve key views both within Etwall village and across the Parish.

The flora and fauna of the Parish should be protected and enhanced.

New houses will be of a type and tenure that meet local needs.

6 Community Objectives

- 30 Based on the Vision and through further consultation, the Working Group members have identified the following community objectives.

Community Objective 1: To ensure development is well designed so that it relates positively in form and function and enhances the character of the village.

Community Objective 2: To ensure that future development is located so that the sense of separation is retained between Etwall village and neighbouring settlements.

Community Objective 3: To ensure that any additional development that will increase vehicle movements demonstrates how the increased traffic flows will be accommodated without causing severe congestion. To make Main Street more pedestrian and cycling friendly.

Community Objective 4: To ensure that future housing growth is of a size and type that meets local housing requirements, to enable residents to continue living in Etwall if they want to.

Community Objective 5: To protect and where possible enhance the existing community facilities ensuring that they meet local needs.

Community Objective 6: To protect and extend/improve walking and cycling routes within the village and out to the surrounding villages and to make walking and cycling a more attractive option.
Community Objective 7: To protect and where possible enhance the biodiversity of the Parish.
Community Objective 8: To protect and improve public green spaces ensuring residents have direct, safe access to them.
Community Objective 9: To minimise the risk of flooding, ensuring additional development does not exacerbate existing flood risk.
Community Objective 10: To ensure that heritage assets including those buildings of local historic interest, are protected.
Community Objective 11: To ensure the design and layout of the EMIP (Freeport) minimises its impact on the landscape and character of the Parish.
Community Objective 12: To support the development of a sustainable business community whilst retaining the character of the Parish.

7 Engaging with the Community: A Key Principle

- 31 The Plan reflects the community's need to have greater involvement and influence in development proposals up to 2041. The importance of pre-application engagement is endorsed in the National Planning Policy Framework.
- 32 The NPPF recognises the importance of early discussion between applicants and the local community. Paragraph 40 states that *'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community'*.
- 33 Encouraging consultation between developers and Etwall Parish Council at an early stage in the planning process will be of benefit to the applicant as issues can be discussed and resolved at an early stage.
- 34 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.

Key Principle: Pre-Application Community Engagement

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.
2. Applicants are encouraged to provide a short document with the planning application to explain:

- a) how the developer has consulted with the community; and
- b) how issues of concern raised by local people and Etwall Parish Council have been taken into account; and
- 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
- d) where the proposals are for housing development, how this meets local housing need.

8 Sustainable Development and Etwall

- 35 The purpose of the planning system is to contribute to the achievement of Sustainable Development which seeks to address social progress, economic well-being and environmental protection.¹⁰ The Plan policies seek to achieve community gains by ensuring that development meets these economic, social and environmental objectives. The NPPF notes that *'Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.'*¹¹ Together the Plan policies create a local framework to ensure that the expansion of Etwall is sustainable.
- 36 The Etwall Neighbourhood Plan Design Guidance and Code 2024 (the Etwall Design Code) provides a framework for the design of future development within the Parish. This will ensure that any new development is of a design quality which does not erode the character of the settlement, see Policy 1.
- 37 Etwall Parish is still principally a rural area. Environmental protection is an important aspect of sustainable development in the Plan area, and this is reflected in the detail provided in the Plan on landscape character and the identification of Areas of Landscape Sensitivity, see Policy 3 and Policy 5 (which identifies Local Green Spaces).
- 38 Evidence to show the existing biodiversity of the Parish is provided in Section 12 (Protecting and Enhancing the Natural Environment). Sustainable development should protect and enhance the biodiversity in the Parish; this is expanded in Policy 4.
- 39 The heritage value of the Parish should be protected and where possible enhanced. Policy 6 details how the Plan aims to protect Heritage Assets, including Non-Designated Heritage Assets (these are buildings of local heritage value within Etwall).
- 40 Traffic congestion, due primarily to the vehicle movements at school drop off and pick up times especially associated with the John Port Spencer Academy, has a negative impact on the functioning of the village centre and movement of pedestrians and cyclists through the village at key times. Local understanding of the traffic hot spots and requirements to ensure that future expansion of the village does not gridlock Etwall is addressed in Policy 8a.
- 41 Residents enjoy using local footpaths and cycle routes (including a former railway line, now the Great Northern Greenway) that run around the village and out to the wider countryside. Active travel to schools, home, shops and work is also highly valued by local people. Policy 8b shows how development can promote an active lifestyle, taking every opportunity to protect and extend walking and cycling routes.
- 42 Policy 9 identifies and protects the community facilities that are vital to fostering social cohesion in Etwall.

¹⁰ NPPF paragraph 7

¹¹ NPPF paragraph 9

- 43 Policies 10a, 10b and 10c provide more detail, based on local evidence about what the local housing mix and type should be, that will also contribute to the wider District housing need based on a Parish based Housing Needs Assessment.
- 44 The Freeport site is partially within the Parish; the key criteria consider the local impacts and identify the mitigation measures needed.
- 45 Policy 11 defines the areas where developer contributions could mitigate the impact of development.
- 46 Policy 12 describes how local businesses will be supported with the aim of encouraging sustainable growth, whilst preserving the character of the Parish.
- 47 In combination, the Plan seeks to provide a detailed strategy to complement SDDC's approach to directing growth (in accordance with the LPP 1 Review) and provides more detail to assist in the implementation of LPP2.

9 Achieving Well Designed Places

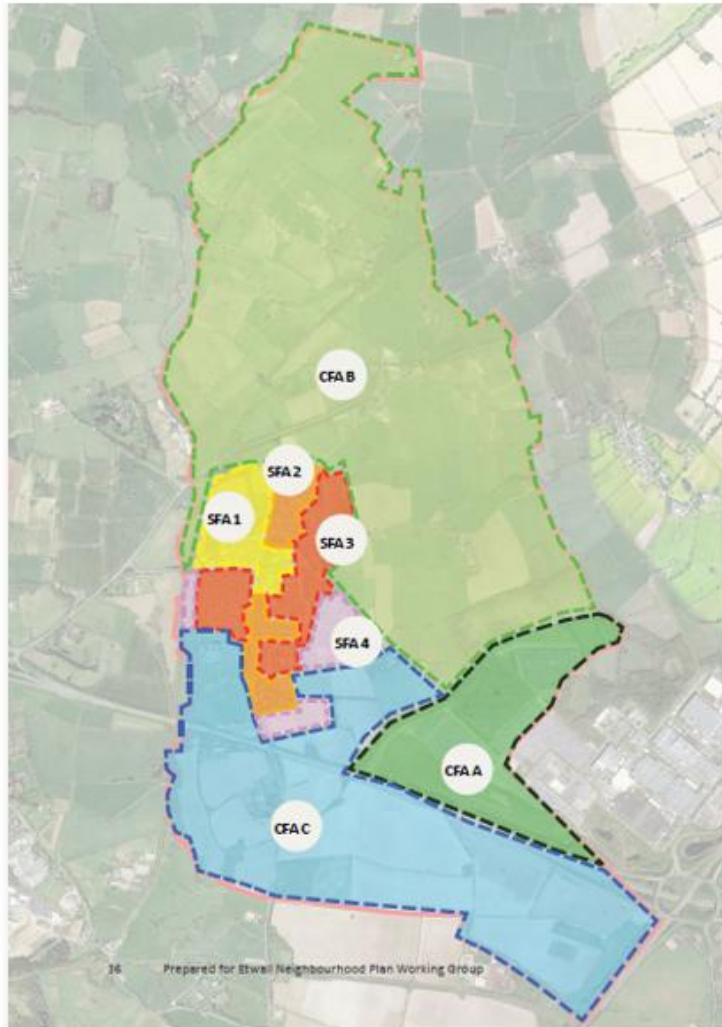
- 48 The NPPF notes that *'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design'*.¹²
- 49 The National Design Code 2019 identifies 10 characteristics of good design based on national planning policy, practice guidance. The National Design Code states that *'specific, detailed and measurable criteria for good design are most appropriately set at the local level.'*
- 50 The Etwall Design Code¹³ has been prepared by AECOM. It provides a detailed professional local character analysis; this forms the basis for the specific local criteria and a set of design principles. The Design Codes are integral to the formation of the policies in the Plan.
- 51 The Etwall Design Code aims to raise the quality of new development by providing a clear framework for creating healthy, safe, green, sustainable, and distinctive places. It provides a set of concise design requirements for how to develop a housing site, within an area.
- 52 The Etwall Design Code divides the Parish into Countryside Focus Areas (CFA) and Settlement Focus Areas (SFA). Analysis is provided for each Settlement Focus Area under the headings: building types and heights, materials, boundaries, setbacks, roofscape and public realm (see pages 38-41 of the Etwall Design Code).
- 53 The Etwall Conservation Area Character Statement provides a more detailed analysis of the historic core.¹⁴
- 54 The Countryside Focus Areas (CFAs in Map 2) contribute to the evidence for Policy 3 Protecting The Landscape Character and are considered in the next section.

¹² See NPPF paragraph 139

¹³ The document is available at <https://www.etwallparishcouncil.gov.uk/supporting-documents>

¹⁴ See <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/conservation-listed-buildings-and-heritage/conservation-areas>

Map 2: Settlement Focus Areas (Extract from the Etwall Design Guidance and Code 2024)



Settlement Focus Areas (SFA)
 The Neighbourhood Area consists of four characterful communities made up from a variety of housing types and architectural styles. Each Focus Area will be analysed. This will provide insight into the unique identities that future development should respond to in a respectful way.

SFA 1: Village centre and schools
 This area includes John Port Spencer Academy, Etwall Primary School, and other community facilities such as a leisure centre, a church, and a library.

SFA 2: Historic residential areas
 The original areas of the village, with a long-standing history.

SFA 3: Communities built after the Second World War
 These areas, constructed mainly between the 1950s and 1980s, have significantly influenced the current boundaries of the village.

SFA 4: New communities built in the 21st century
 In the 21st century, a few small residential areas were added to the southern, western and eastern edges of the village.

CFA A: Toyota land
 This area includes outdoor storage spaces and test tracks for Toyota cars, which are not visible from the village.

CFA B: Settled farmlands
 The areas cover the northern half of the parish. The landscape is gently rolling lowland, cut through by small stream valleys with occasional steep slopes. (based on: The Landscape Character of Derbyshire, 2000)

CFA C: Lowland Village Farmlands
 The open countryside to the south of the village is mainly used for agriculture. Improved pastures and arable farming are predominant on the slightly elevated river terraces of the lowland village farmlands. (based on: The Landscape Character of Derbyshire, 2000)

Figure 40: Focus Areas plan

AECOM

- 55 The Design Codes are at Section 4 of the Etwall Design Code and are arranged across the following themes:

Design Category	Design Code/Guidance number¹⁵
Heritage assets	1. Conservation Area and Listed Buildings (CALB) 2. Other Heritage Assets (OHA)
Village structure and forms	3. Formal Building Lines (BL -F) 4. Informal Building Lines (BL-L) 5. Uniform Roofline (BH-UR) 6. Varied Roofline (BH-VR) 7. Terraced Building (TB) 8. Semi-detached Building (SDB) 9. Detached Building (DB) 10. Density (DNST)
Infill Development	11. Infill Development (ID)
Materials and Design	12. Architecture and Materials (AM)
Streets and Routes	13. General Street (GS)
Natural Environment	14. Environmental Designations (ED) 15. Green Infrastructure (GI) 16. Woodland, Trees and Hedgerows (WTH) 17. Key View Corridors and Areas of Landscape Sensitivity (VCALS)
Sustainable Design	18. Low Carbon Energy Generation (LCEG) 19. Energy Efficiency (EE) 20. Resilience to Climate Change (RCC) 21. Electric Vehicle Charging (EV) 22. Net Zero Carbon (NZN)

- 56 The Etwall Design Code includes a table (extracted at Appendix C) which shows where each design code should be applied. Some of the codes contribute to supporting other neighbourhood plan policies. The requirements to protect landscape character, and promote biodiversity is supported by the codes under design category 'natural environment', and 'sustainable design'. Where specific design codes support other policies in the Plan they are referenced in the relevant section below.

¹⁵ Page 43 Design Code states that 'The mandatory requirements or codes are expressed by the use of the word 'must' the terms 'should' 'could' and 'may' are used for non-mandatory but still desirable guidance.'

- 57 If a planning application deviates from the requirements of the Etwall Design Code, applicants should submit factual evidence to support their proposed variations; they should demonstrate that the built result will be visually coherent and of the highest quality consistent with the aims of this Design Code.
- 58 Proposals that do not adhere to this guidance, and that do not furnish strong rationales, supporting documentation and comprehensive examination of available solutions, should be refused.
- 59 It is worth noting that increased energy efficiency and reduced risk of overheating are as important in retrofitting existing homes as they are in the construction of new homes.

Design Principles for Efficient Buildings

- 60 The Etwall Design Code includes four design codes focused on reducing energy usage in construction and operation of new buildings. These are;
- Design Code 18 Low Carbon Energy Generation
 - Design Code 19 Energy Efficiency
 - Design Code 20 Resilience to Climate Change
 - Design Code 22 Net Zero Carbon
- 61 In applying these Design Codes, the following design expectations should be considered in the following order
- Orientation of buildings – positioning to maximise opportunities for solar gain and minimise winter cold wind heat loss,
 - Form of buildings – creating buildings that are more efficient to heat and stay warm in cold conditions and stay cool in warmer conditions because of their shape and design,
 - Fabric of buildings – using materials and building techniques that reduce heat and energy needs, for example the use of insulation and passive ventilation,
 - Heat supply – net zero carbon content of heat supply, for example use of air source heat pump,
 - Renewable energy generated – generating enough energy from renewable sources on site and preferably on plot to meet reasonable estimates of all regulated and unregulated total annual energy demand across the year.
 - Reduce water usage to 110 litres per person per day – the Environment Agency has looked across the current and future water usage and climate change scenarios to provide a water stress situation for each water come in the area. Etwall is classed as in an area of serious water stress¹⁶.
- 62 These principles are encapsulated in full in the principles of Passivhaus. Full detail is available in the following link: [What is Passivhaus?](#) . The National Design Guide (January 2021) provides further guidance on the design principles set out above, and a number of other organisations such as TCPA (Town and Country Planning Association) and BRE (Buildings Research Establishment) provide expertise and guidance.
- 63 The Working Group supports development that seeks to achieve the highest sustainability standards possible.

¹⁶ <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification>

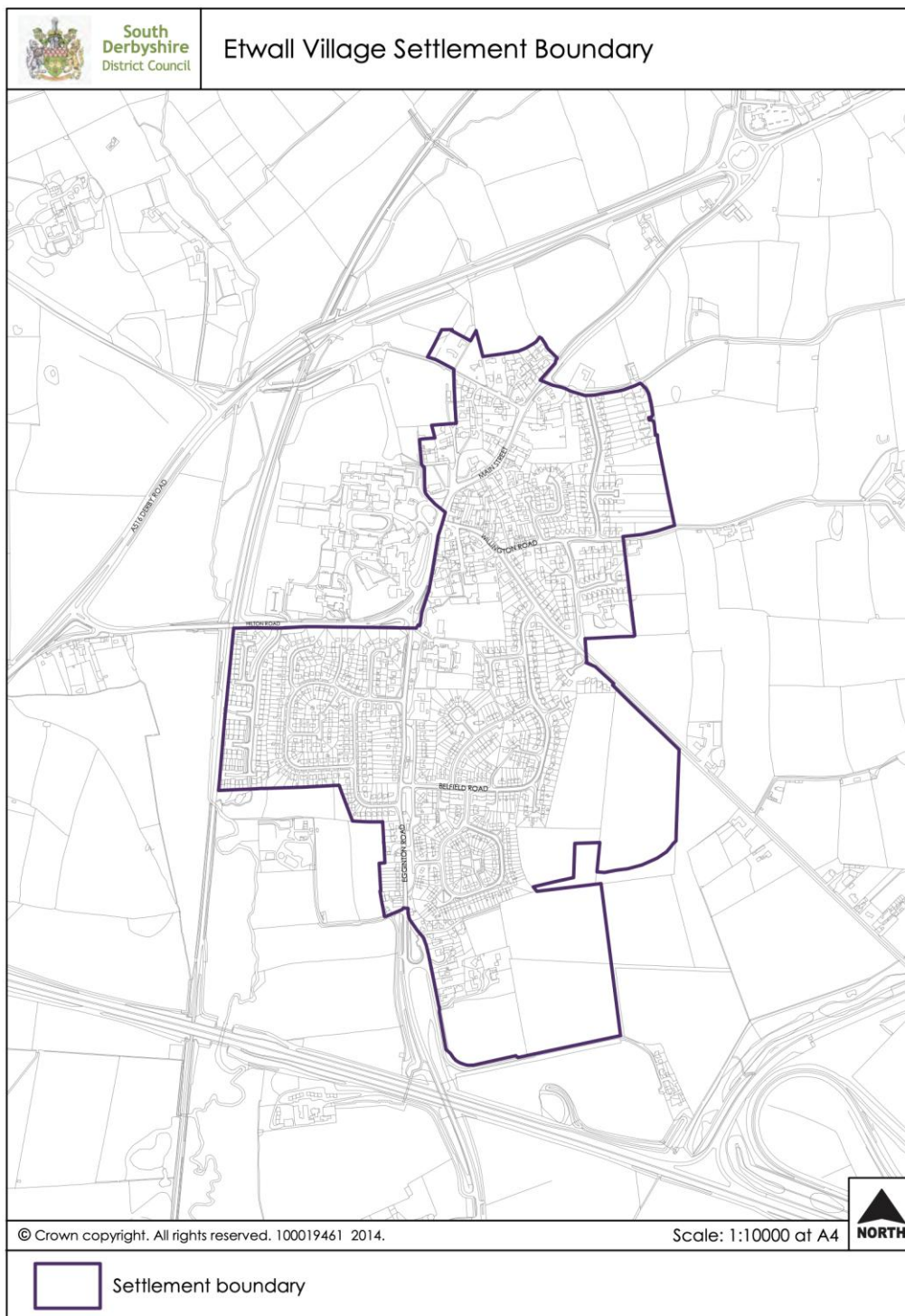
Policy 1 Achieving Well Designed Places

- 1. Development proposals should demonstrate a design quality that will contribute to the character of the Parish as defined in the Etwall Design Guidance and Code 2024.**
- 2. In a proportionate way, depending on the nature of the development, proposals are required to demonstrate that they have considered the Design Codes as set out in Section 4 of the Etwall Design Guidance and Code 2024 and used the Design Code Matrix (Appendix C of this Plan). Proposals should:**
 - a) respond to the local character of the immediate area and provide a clear rationale for how this is considered in the design of the proposals,**
 - b) use materials and architectural detailing that reinforce the existing character as defined in the Etwall Design Guidance and Code 2024,**
 - c) reflect the overall colour palette,**
 - d) have a scale and massing that reflect neighbouring properties,**
 - e) have a layout that maximises opportunities to integrate new development with the existing settlements, public spaces and footpath network,**
 - f) use buildings, landscaping and planting to create/reinforce well defined streets and attractive green spaces,**
 - g) provide direct and safe access points for pedestrians and cyclists and enhance non-vehicular connectivity within the village and to the countryside,**
 - h) include landscaping schemes that protect existing street trees and include hedgerows and shrubs to reflect the green character of existing streets,**
 - i) ensure car parking provision does not dominate the street scene,**
 - j) incorporate the Design Features for Efficient Buildings in new builds or in retro fitting, to maximise energy efficiency, reduce overheating and contribute to meeting national climate targets. Higher standards that minimise the need for resources in both construction and operation (for example Passivhaus) are supported.**
- 3. Development boundaries that adjoin the open countryside should include trees and hedgerows to allow a soft transition to the surrounding fields.**
- 4. Additional development should minimise increasing surface water run-off and sewage discharges into Etwall Brook (compared with 2020-2024 data).**

10 Settlement Boundary

- 64 Etwall’s Settlement Boundary was defined in the LPP 2 and drawn around the site allocations in both LPP 1 and LPP 2. Due to the scope of the LPP 1 Review this boundary is not being revised as no strategic sites are proposed round Etwall. The Settlement Boundary continues to play an important role in providing a sense of separation from the trunk roads that run north and south of the village and from neighbouring villages.

Map 3: Settlement Boundary



Windfall Sites

65 The LPP 1 Review assumes that in the region of 1788 dwellings will be delivered for South Derbyshire on windfall sites up to 2041 (see LPP 1 Review Policy S4). Windfall sites are sites that come forward for planning permission which have not been allocated in the Local Plan (Part 1 or Part 2). Any development in Etwall Parish under existing and emerging LPP 1 Review policies would be on unallocated sites within the Settlement Boundary or could be for up to 25 dwellings on sites adjoining the Settlement Boundary as an exceptions or cross subsidy site¹⁷ or for a limited number outside the Settlement Boundary (in accordance with BNE5 of LPP 2). The draft LPP 1 Review has amended this policy to remove the cross-subsidy element.

Infill / Backland Developments

- 66 It is possible that, over the Plan period, small sites will come forward for development within the Settlement Boundary¹⁸. These sites are limited however and development that would erode the rural character of Etwall village would be inappropriate. Furthermore, not all gaps are appropriate for infilling. Part of the character of the Parish is the open spaces and other breaks between buildings due to larger plot sizes.
- 67 Backland development is defined as the development of land set back behind existing properties. Backland development will not be desirable where it would alter the rural historic character either by filling in an open space within the Settlement Boundary that contributes to character, or that results in an urban edge replacing an otherwise open green boundary that provides a soft transition to the countryside.
- 68 Proposals for development on rear gardens, especially where the garden forms a soft boundary to the countryside, can erode the character of the area. Development will not be desirable where it would alter the character by resulting in an urban edge replacing an otherwise open green boundary that provides a soft transition to the countryside.
- 69 Outside the Settlement Boundary, LPP 2 BNE5 already restricts infill to the '*infilling of a small gap for not normally more than two dwellings within small groups of housing*' with consideration given to 'whether the proposed scheme would result in the loss of an important gap between groups of housing'.
- 70 The Etwall Design Code considers the requirements for development in the Parish. The purpose of the Etwall Design Code is to promote context sensitive housing of a high quality that reinforces local character.

¹⁷ Definition of Rural Exceptions Sites in the NPPF Annex 2: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

¹⁸ As defined in LPP 2

<p>Design Code 11: Infill Development (ID)</p> <ul style="list-style-type: none"> • Scale and massing: Building scale and massing should be in keeping with the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including overlooking or overshadowing of both windows and amenity space. • Enclosure: Building scale and position on plot should help to define and enclose the space within the street corridor or square to an appropriate degree based on the existing street section (building to building) and level of enclosure (ratio of street width to building height). • Fenestration (window pattern): The positioning of windows should be in keeping with the predominant positive building character on the street or should harmonise with adjacent buildings of good character. • Access: Building entrances should address the street with a main access and main frontage. Corner buildings should address both streets with frontages but the main entrance could be on either subject to access requirements. • Building heights: Building heights should be guided by the development's character area. 	<p>A variable eaves line and ridgeline is allowed to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general.</p> <ul style="list-style-type: none"> • Refuse and cycle storage: Access for bin and cycle storage should be provided with stores being integrated within plot boundaries. Snickets / alleyways should be considered for terraced buildings with four or more units in order to allow access to the rear of properties for cycle and bin storage. • Parking provision: Parking should be integrated on plot where possible with parking spaces set behind the building line, generally to the side of plot being preferable. For narrow dwellings it is preferred to retain a small front garden with a boundary wall as opposed to an open hard surface parking space. Where parking is required to the front of the plot it should be afforded sufficient space and utilise hedgerows to screen cars laterally from the street. • Proportionate backland development: In the event of backland development, proposals should ensure that the density, scale and appearance reflect the immediate context (i.e. the original dwelling). Backland development should not be larger in height, massing or scale than the existing dwelling. The privacy, integrity and amenity of the existing dwelling must be protected from 	<p>that proposed on the backland. Only on exceptionally large plots would it be deemed acceptable for any backland proposal to be larger or vary in character to that of the original dwelling.</p> <ul style="list-style-type: none"> • Access and spacing within backland development: Backland development must avoid tandem development by ensuring appropriate spacing, access and the overall configuration does not adversely affect the amenity of the original (or surrounding dwelling(s)). Backland access should minimise the removal or alteration of existing boundary treatments within the original plot where feasible.
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- 71 The Etwall Housing Needs Assessment (Etwall HNA) evidenced a local need for smaller market properties for downsizing for an ageing population¹⁹. 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.

Policy 2 Infill/Backland Developments

- 1. Applications for high quality residential development on sites (including residential 'backland' or garden developments) within the Settlement Boundary, as defined on Map 3, will be supported where the resulting development:**
 - a) is in keeping with the character of the area, particularly in relation to development patterns and building plot sizes, as defined in the Etwall Design Guidance and Code 2024 particularly Design Code 11,**
 - b) will not lead to the site becoming overdeveloped and out of scale with the immediate character of the locality,**
 - c) where applicable, maintains the sense of openness and retains the soft transition to the countryside,**
 - d) reflects the criteria set out in SDDC's Policy BNE1.**
- 2. Infill proposals should not significantly reduce the privacy or amenity of adjoining properties.**
- 3. Outside the Settlement Boundary, infill development will be limited to one or two dwellings to fill a small, restricted gap in an existing frontage within small groups of housing in accordance with LPP 2 BNE5. Exceptionally, where the proposal is adjoining the Settlement Boundary and is for up to 25 affordable dwellings, this would be in accordance with LPP 1 H1.**

¹⁹ More detail is provided on this in section 18

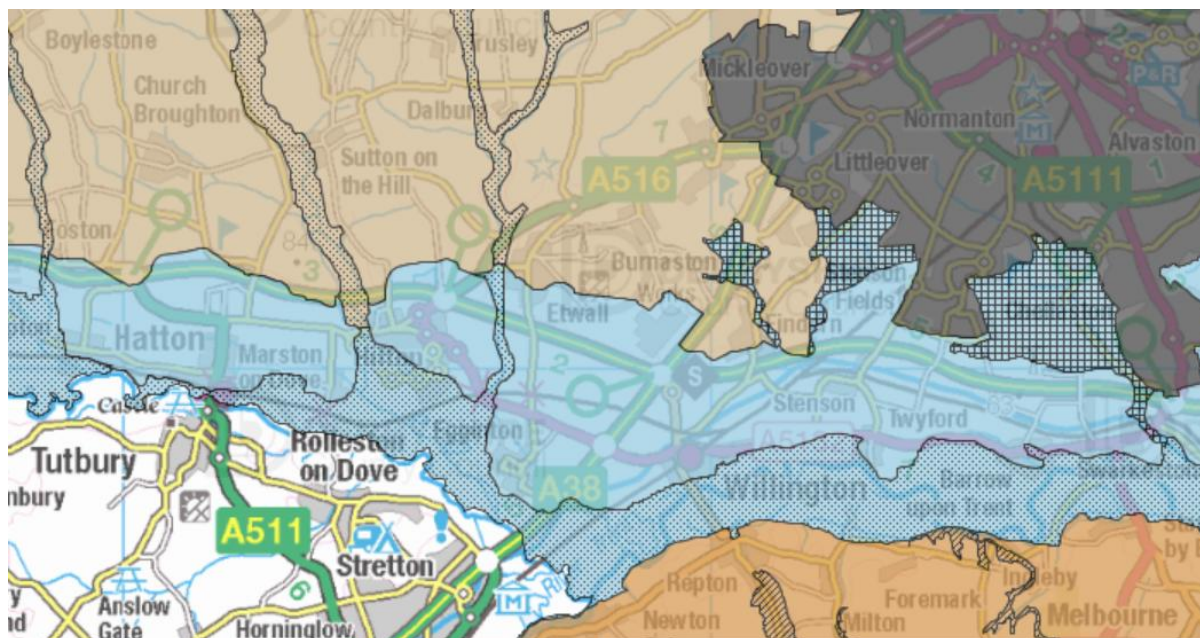
11 Protecting the Landscape Character

- 72 Etwall village sits on top of a hill. The ground slopes away to the west towards Etwall Brook, which runs to the west of John Port Spencer Academy (JPSA). The land then falls away to the north, immediately beyond Sutton Lane. The village is surrounded by fields used for mixed farming.
- 73 The Etwall Design Code notes that *'The Neighbourhood Area's open countryside is a defining feature of its landscape character, making it all the more important to preserve such areas where possible'*. The areas around the village are identified as Countryside Focus Areas. Their location is shown on Map 2 (on Page 17).
- 74 DCC's Landscape Character Assessment identifies Etwall Parish as being in two Character areas (see Map 4a). The north (including Etwall village) is in the Settled Farmlands Character Area where the flat fields are primarily utilised for farming activities. Fields are separated by water courses, ditches, hedgerows and trees. Small clusters of farm buildings dispersed across the landscape are typically constructed using red bricks. Etwall village is evidence of how agriculture and rural living have influenced the development of this landscape.
- 75 The south of the Parish is in the Trent Valley Washlands area, which is typically characterised by gently rolling lowlands, mainly used for farming. The landscape features a mix of medium to large fields bordered by hedgerows and mature tree belts. Mature trees, small woodlands and streams add structure and enhance the rural feel.

Map 4a: Landscape Character Areas

Source: [DCC Interactive map](#)

Key: The areas coloured beige are the Needwood and South Derbyshire Claylands and the areas in blue are the Trent Valley Washlands



- 76 The A516 Etwall bypass was constructed in 1992 and runs in a cutting to the west of the railway embankment which skirts the village. From the by-pass, which in part sits within a tree lined cutting, there are no views of the village or of its immediate setting. The A50 runs east-west through the south of the Parish and is screened by mature trees.
- 77 DCC's Landscape Character Assessment (LCA) provides information on the species mix of woodland and hedgerow trees and plants. Development should ensure planting follows the

guidelines in the LCA²⁰. However, some flexibility is required as development sites are highly variable and may not be suitable for preferred species. 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.

- 78 The Etwall Design Code notes the contribution that mature trees make. The tree belt on the western edge of the Parish (remnants of the parkland associated with Etwall Hall) is characterised as a 'priority habitat'. The tree belt follows the former railway line and screens the village on the approach from the west. On the north-eastern edge, the Settlement Boundary runs up to open, undulating fields with long views across a rural landscape to Burnaston.
- 79 Willington Road was once an important country road that connected the villages of Etwall and Willington. This through route was blocked as part of the development of the Toyota Manufacturing Plant. It is lined by mature trees and hedgerows.
- 80 Sandypits Lane and Burnaston Lane are winding country lanes lined with deep drainage ditches that similarly provide immediate access to a very rural landscape with undulating fields, open countryside and long views.
- 81 The open fields around Etwall help to keep the village as a distinct settlement, allowing it to have its own sense of place and providing easily accessible amenity space for residents and visitors even though it is in close proximity to major transport corridors and only 8 miles southwest of Derby City. A concern in the community consultation is that the expansion of Derby City's suburbs into South Derbyshire will reduce this sense of countryside and space between this busy City and the rural hinterland.
- 82 Within the village, the King George V and Sandypits playing fields, the cricket pitch and children's play areas, off the Bancroft, Alms Meadow and the Nook, provide areas of open and green space. There is also an area of allotments to the south of the village (see LGS1 on Map 6 below). Several Local Green Spaces have been designated as part of SDDC's Local Green Spaces Plan 2020, including land associated with Etwall Cricket Club (see Map 6 and Appendix E).

Heartwood Community Forest

- 83 Derbyshire County Council is leading a project to create a community forest, known as 'Derbyshire's Heartwood Community Forest', which was adopted in Autumn 2025 and is being funded by the 'England's Community Forests Trees for Climate Fund', supported by DEFRA.
- 84 Community forests offer high-quality environments for millions of people by creating green spaces, boosting biodiversity and improving access to nature. These in turn boost people's health and wellbeing. They also provide urban and economic regeneration and will be a great legacy for generations to come.
- 85 The Heartwood Community Forest is being created along the eastern fringe of Derbyshire and through southern Derbyshire, joining the National Forest and linking an existing network of 15 Community Forests which are located in and around large towns and cities.
- 86 The boundary of the [Heartwood Community Forest](#) passes through the Parish with the southern part of Etwall Parish being within the Forest. (see Map 4b below)

²⁰ See the DCC Landscape Character Assessment <https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/conservation/landscapecharacter/part-1.7-trent-valley-washlands.pdf> and <https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/conservation/landscapecharacter/part-1.6-needwood-and-south-derbyshire-claylands.pdf>

- 87 Development within the designated Forest area must not destroy the opportunity for future extensive woodland planting.
- 88 Etwall Parish Council is liaising with the Heartwood Community Forest to ensure that the Parish benefits from significant planting of woodlands.
- 89 While the requirement for planting is not currently known, it will become a consideration in planning decisions. To minimise the negative impact of potential development, Etwall Parish Council will support the inclusion of landscape management plans that include the highest level of on-site woodland in accordance with planting requirements for areas in the Heartwood Community Forest.

Map 4b: Heartwood Community Forest



Source: [Derbyshire County Council – Heartwood Boundary Map](#)

Areas of Landscape Sensitivity (ALS)

- 90 Our landscapes are valued by society, and the European Landscape Convention (ELC) reminds us that we need to achieve 'sustainable development based on a balanced and harmonious relationship between social needs, economic activity and the environment.' Landscapes contribute to a sense of place and social wellbeing, and the natural and socio-cultural factors that shape our landscapes provide what are often termed ecosystem services. The natural factors, or assets (for example soils, hydrology, flora and fauna, geology/minerals), may also be referred to as 'natural capital' which are the elements of nature that produce value, or benefits, to people.²¹

²¹ See also [An Approach To Landscape Sensitivity Assessment – To Inform Spatial Planning And Land Management](#)

- 91 The fields around Etwall are open and undulating with hedgerows, hedge trees and Public Rights of Way (PRoW) that provide easy direct access across this landscape. This means many of these areas are accessible providing nature rich walks, others can be viewed from within the village. Together they provide a sense that the countryside is extending into the built-up area.
- 92 Recent major development on allocated sites has extended the footprint of Etwall village significantly. The preparation of this Plan provided the opportunity for members of the Working Group to identify the value and significance of the open fields adjoining the Settlement Boundary and to provide a policy framework that could be taken into account in future decision making.
- 93 The assessment and criteria used to define the ALS are at Appendix G. Land identified on Map 4c has an open and undeveloped character and meets these criteria²²;
- a) forms a visual break– actual and perceived (from physical development or level of activity),
 - b) boundaries follow physical features on the ground.
- 94 The analysis done by AECOM for the Etwall Design Code assisted with this assessment.
- 95 The assessment of whether an area has landscape sensitivity included a review of the following information:
- The settlement boundary
 - Landscape Character Type
 - Topography
 - Flood zones
 - Public Rights of Way
 - Tree Preservation Orders
 - Local Wildlife Sites, Local Nature Reserves
 - Listed Buildings, Conservation Areas, Scheduled Monuments
 - Historic assets and setting
 - Flood risk
 - Landscape designations
- 96 A field survey was undertaken by Working Group members to consider the following:
- Landscape features
 - Ecologically and hydrologically important features
 - Key views
 - Nature of adjacent settlement edge
- 97 The Working Group ranked these areas based on criteria at Appendix G. Community consultation in October 2024 confirmed the identification and ranking of these Areas of Landscape Sensitivity.
- 98 These areas maintain an openness and proximity to the countryside for residents, with a sense of rurality and closeness to nature. All the areas are currently under agricultural use, hence there are no trees within the areas, other than those in the established hedgerows separating the fields. These are valued as they add to the rural vista and would benefit from protection.
- 99 Etwall village centre is a designated Conservation Area which would be degraded by developments that are visible from within that Area.

²² Only land necessary to achieve the criteria is included

- 100 Proximity to open countryside is particularly important to the long-established areas of the village as, due to recent extension of the Settlement Boundary, the open countryside is now more remote. Further expansion of the Settlement Boundary will increase this separation from the open countryside.
- 101 The access route from Derby to Etwall is from the A516 onto Main Street. The open aspect of Main Street presents a visually pleasing and rural approach to the village and maintains a buffer zone between the A516 and the village.
- 102 The ALS have been identified for their scenic quality. They are seen as people move through the built-up areas of Etwall village. They are bounded by mature hedges, some of which contain mature hedgerow trees.
- 103 Map 4c shows the Areas of Landscape Sensitivity that are character forming and a valued landscape feature and are identified as such for the following reasons:
- a) ALS 1 and ALS 2 adjoin the settlement boundary and straddle Main Street. They are bounded by the A516 and Burnaston Lane. The landscape is undulating and rises to Burnaston village in the distance (outside of the Plan Area). They provide a sense of separation and openness between Etwall village edge, the A516 and Burnaston Parish. These areas adjoin the Etwall Conservation Area and were identified by the community as having the highest landscape sensitivity. The topography of ALS 1 and ALS 2 is such that any development would destroy this buffer zone and be visible from within the Conservation Area.
 - b) ALS 2 was the location for an application, lost at appeal, for an over-55's development, community hub, self-build housing and a care home²³. The area was identified as a 'valued landscape' by the inspector (see [Applications and Appeal](#) paragraph 31) and the appeal was dismissed because the site was considered an important area of countryside. Development would have resulted in a loss of openness and would have had a harmful effect on the character and appearance of the area as it would not protect the open countryside or the setting of Etwall Conservation Area.
 - c) ALS 3 a, b, c and d are on the east of the Settlement Boundary and all except ALS 3a are located within the Heartwood Community Forest. These open fields extend from the edge of Burnaston Lane and straddle Sandypits Lane and Willington Road. These country lanes are lined with mature trees and hedgerows and the historic rural character of this part of the Parish can be experienced here. The western boundary of ALS 3d runs up to the edge of the most recent site allocation that is due to be completed by Winter 2025 on Jacksons Lane. The boundary extends up to the edge of the Willington Road development. The edge of this settlement on Lonsdale Road has been framed with a green corridor and the retained hedgerow and mature trees on the development site have provided a soft transition to the open fields identified here as ALS 3d. These yellow areas were considered by the Working Group as having a medium landscape sensitivity.
 - d) ALS 4 is on the western edge of the Settlement Boundary and extends to Etwall Brook. It is located within the Heartwood Community Forest. A sewage works is located immediately to the north of the area with a single width access road running through ALS 4. These open fields are low lying and in flood zone 3. This area is prone to flooding and would, therefore, benefit from extensive tree planting with consequential mitigation of climate change impact. The area provides an important landscape function, providing a sense of openness on the western edge of the village. The area

²³ See Appeal APP/F1040/W/15/3136939

also adjoins the former Great Northern Railway line which is now a well-used cycle/walking route.

- e) Etwall Brook floods frequently and the fields in this area play an important role in minimising the impact of flooding on the houses in this part of Etwall village. This area was considered by the Working Group as being of lower landscape sensitivity.
 - f) Two additional areas (ALS 5 and ALS6) were identified by AECOM as part of their assessment based on identified Key Views and natural designations. The extent of both these areas is shown in the Design Code Figure 37 and the rationale for them on page 29 of the same document.
 - g) The area designated by AECOM as ALS 5 has not been taken forward into the Plan as a designated ALS, and it does not appear on Map 4c. It is a wooded landscape area along the strategic cycle/footpath on the former railway and it is a key landscape buffer along the north-western edge of the Settlement Boundary. For the purposes of Policy 3, the area originally known as ALS 5 is not an ALS but it does have landscape value. Whilst AECOM's assessment was useful, ALS 5 was subsequently removed from the Plan as it did not follow field boundaries.
 - h) ALS 6 includes the landscaped area which screens the village from the light, noise and air pollution from the Toyota Manufacturing Plant and the A50, and provides a landscape barrier on this edge of the Parish. AECOM's assessment was useful in identifying this area, but the shape (as proposed by AECOM) of ALS 6 was amended and the size was reduced overall to follow identifiable field boundaries. The size and shape of ALS 6, to be applied as part of this Plan, are as shown in Map 4c, not as shown in the AECOM Design Code Figure 27. New Close Cottage and Rockingham House are excluded.
- 104 The Areas of Landscape Sensitivity have not been defined on the basis of soil or biodiversity quality (although these areas may happen to contain good soil or be of a high biodiversity value). Visual closure of these Areas of Landscape Sensitivity would impact negatively on the character of the Parish including taking away the breadth of long and near views that exist. The identification of these areas is not intended to be a bar to all development but to provide more information about the variety of the landscape and to provide an understanding of their value to the local community.

Key Views

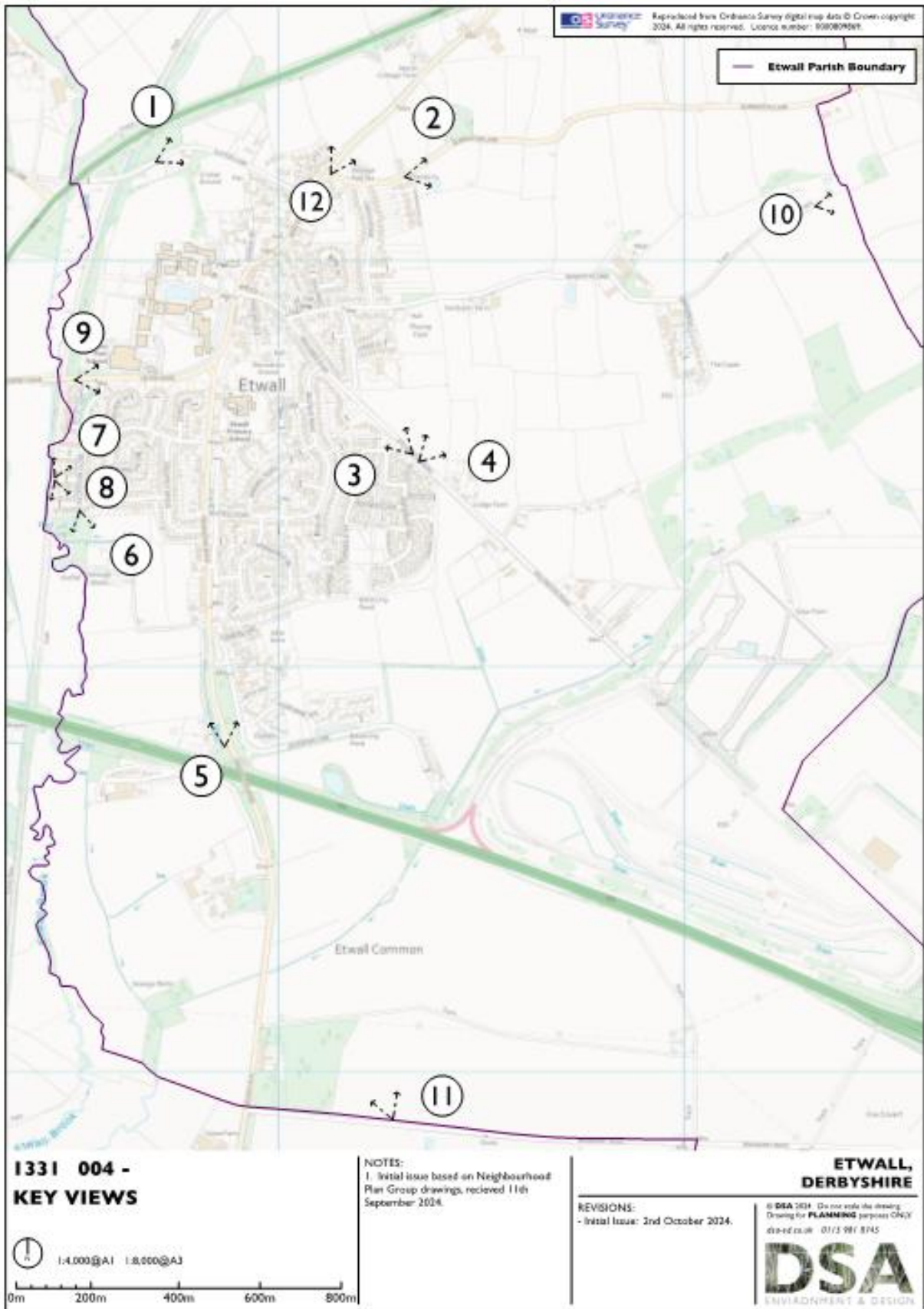
- 105 One of the key features of Etwall is its relationship with its wider landscape setting and the long views that can be seen when moving through the Parish, especially travelling eastwards along the country lanes that extend towards Burnaston, the A516 and the Toyota Manufacturing Plant (although Willington Road is now a dead end). The topography is undulating, being lower on the west where it follows the Etwall Brook, gradually rising on the east.
- 106 As part of the community consultation and to further assist developers, the Working Group identified what they considered are the Key Views in the Parish. The analysis was undertaken by Working Group members based on local research. They were all taken from publicly accessible locations and are based on an assessment of the views that contribute to the character of the Parish.
- 107 In combination they provide a visual sense of the rurality of the countryside around the Parish, with mature hedgerows lining the main vehicular approaches and open fields on all sides. The gently undulating topography provides wide open vistas up to the Settlement Boundary.
- 108 Map 4d identifies these Key Views. The Key Views are not intended to be a bar to all development but to provide more information about the variety of the landscape and to identify the viewpoints that are valued by the community. Appendix B provides a list of photos of these Key Views.
- 109 Development that would affect the Key Views identified on Map 4d should include an objective assessment of the effects the proposals will have. Vegetation screening can sometimes mitigate and an objective assessment of the effect the vegetation will have on the Key Views when it reaches maturity would assist in understanding the impact.
- 110 Design Code 17 from the Etwall Design Code should also be taken into account when considering the suitability of development in Etwall Parish.

Design Code 17:
Key View Corridors and Areas of Landscape Sensitivity (VCALS)

- Areas designated as the Key View Corridors must be preserved and enhanced; development within these corridors will only be permitted if it can conclusively show that it will safeguard and enrich the character of the views.
- Development within the Areas of Landscape Sensitivity will only be permitted if it maintain the visual harmony and character of the natural environment.
- The Design Code will facilitate the identification and preservation of the Sensitive Landscape Areas as protected green spaces.

- 111 The need for housing growth in the future must be balanced with the need to minimise the impact on this landscape character and sense of openness beyond the settlement boundary.

Map 4d: Key Views



Trees and Hedgerows – Contribution to Landscape Character

- 112 Trees and hedgerows play an important role in landscaping schemes and are a critical component of well-designed places. The DDC’s Landscape Character Assessment (LCA) notes that *‘Boundary trees are scattered throughout giving filtered views over extensive areas’*. Mature trees and planting are also found throughout the village both within private gardens, public spaces and along the street network, giving the village a semi wooded feel. In many places planting overhangs characteristic red boundary walls helping to soften what could otherwise be quite ‘hard’ boundaries. The Conservation Area Character Statement notes the *‘lush planting within private gardens and the churchyard, with plants overhanging red brick boundary walls,’* softens the views.
- 113 The woodland tree belt follows the Great Northern Greenway and screens the village until the railway line bridge. The major vehicular approaches are all lined with mature trees and hedgerows as are the country lanes that run out of the village to the east immediately providing a sense of rurality. Natural features such as trees and hedgerows should be integrated into well-designed development.
- 114 Landscaping plays an additional role in Etwall Parish given its proximity to major transport corridors and manufacturing centres (Toyota Manufacturing Plant). Mature trees absorb noise and capture air pollutants. Protecting and where possible increasing tree canopy coverage, hedgerows and grassed areas will have multiple environmental benefits in cleaning the air and absorbing sound.
- 115 There are examples of good practice in the Parish. The Toyota Manufacturing Plant is well screened and the landscaping scheme for the major housing scheme on Willington Road retained hedgerows and mature trees²⁴ (or reinstated them). This has contributed to the integration of both schemes within the landscape.
- 116 Design Code 16 from the Etwall Design Code identifies the issues that should be taken into account when preparing development proposals.

<p>Design Code 16: Woodland, Trees and Hedgerows (WTH)</p> <ul style="list-style-type: none"> • Developments should be designed to retain trees, particularly those of landscape and biodiversity importance, with a view to increasing tree cover. • The spacing of development should reflect the rural character and allow for long distance views of the countryside. Trees and landscaping should be incorporated in the design. • The rural character of the Neighbourhood Area, the rural character should be preserved and enhanced through the retention of grass verges, hedgerows and trees and new plantings to improve biodiversity. 	<ul style="list-style-type: none"> • Species choice should be predominantly native but not completely; a 2:1 ratio would be appropriate to help build a tree population that supports UK wildlife but is also capable of responding to new disease and climate threats. • Provision of parks, allotments, green links, open green spaces and any proposals by which local residents can connect more with the natural environment, even in the village centre, are encouraged by any potential development.
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²⁴ The mature trees retained as part of the housing scheme along Willington Road are protected by Tree Preservation Orders see Map 5d

Photo 2: This view within Alms Meadow is an example of how good landscaping, incorporating mature trees and hedgerows with new planting, can enhance new developments



Policy 3 Protecting the Landscape Character

- 1. Development proposals that adversely affect the character of the areas identified as having landscape sensitivity (Map 4c) and the Key Views (Map 4d) will not be supported. Development in these locations should be designed to respect the landscape sensitivity and safeguard relevant Key Views. In this way their contribution to the wider character and sense of openness that they provide within and around Etwall village is maintained. This should be demonstrated via an objective assessment of the effects the proposals will have on the landscape character.**
- 2. Should development be proposed within the Key Views or Areas of Landscape Sensitivity, the impact will need to be carefully considered. A prime factor in the decision will be whether the development can be designed in a way that safeguards the view and respects the sensitivity of the landscape.**
- 3. Proposals that include vegetation screening as mitigation against a negative impact should include an objective assessment of the effect the mitigation will have on the Key Views when it reaches maturity.**
- 4. Mature street trees and hedges make a significant contribution to the prevailing character of Etwall Parish and should be protected. Development proposals that involve the removal of hedgerow boundaries and trees, including those that contribute to the street scene, should include a landscape plan, tree survey and arboricultural assessment that demonstrate how the planting programme proposals will protect and enhance each tree and hedgerow and will still reflect the rural character. Where possible, street trees and hedgerows should be replaced with local native species at a ratio of 2:1 (as recommended in Design Code 16).**
- 5. Any required mitigation planting and boundary treatment should include native species unless advised otherwise by SDDC.**
- 6. To minimise impact on the landscape, development on the edge of a built-up area should include a soft green boundary to the open countryside (potentially including native hedges and native trees).**

- 7. In accordance with its scale, nature and location, development in the Heartwood Community Forest is required to demonstrate how it has taken into account the specific landscape requirements, increasing woodland planting accordingly.**
- 8. Development proposals should demonstrate how they have taken into account the Etwall Design Guidance and Code 2024, particularly Design Codes 16 and 17.**
- 9. Development outside the Settlement Boundary will be restricted in accordance with Policy BNE5 Local Plan Part 2 or equivalent.**

12 Protecting and Enhancing the Natural Environment

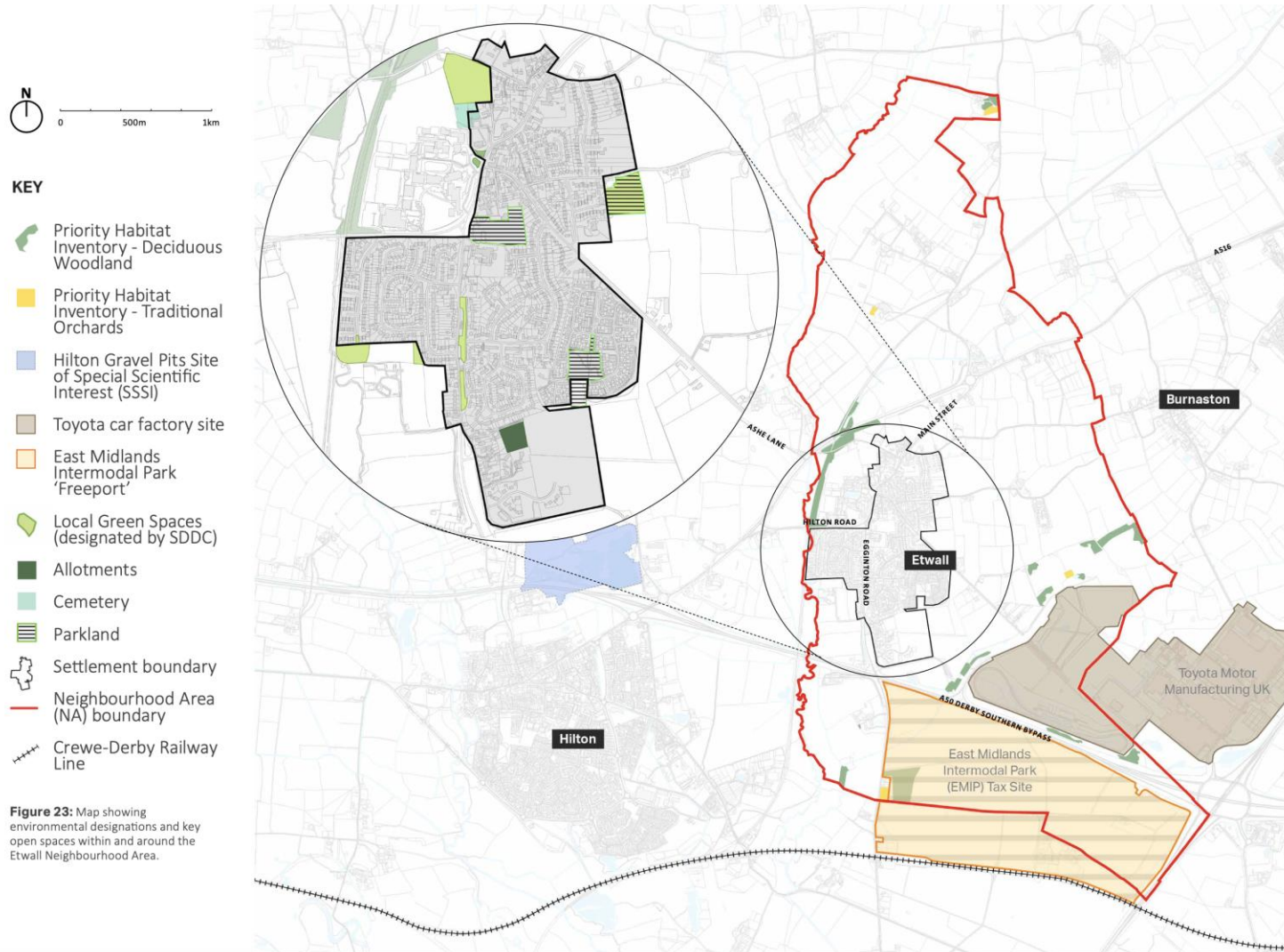
- 117 Etwall village is surrounded on all sides by rich and productive agricultural land, (mainly Grade 3, with some Grade 1 & 2 areas). It is home to an impressive number of mature trees, predominant tree species are oak and ash, with some sycamore. The trees are highest in number and coverage along the three main approaches to the village and within the conservation area where the red brick walls and high tree canopy provide a beautiful street scape. This example of how nature can be in physical harmony with the built environment could be expanded out from the conservation area and onto the newer housing developments where there are vacant spaces, ideal for tree and shrub planting. DCC's Landscape Character Assessment (LCA) identified the Parish as being on a '*gently rolling plateau with mixed arable cropping*'
- 118 Set within the district of South Derbyshire and identified as a key service village, this semi-rural settlement maintains clear ribbons of countryside between itself and neighbouring villages. To the south of the Parish there are medium to large fields with hawthorn hedges and hedgerow trees that are a mix of oak, ash and willow. The current ribbons of green space surrounding the village provide some noise, light and air pollution mitigation against the busy roads that connect Etwall with the wider area; A50, A38, A5132 and A516.
- 119 These green ribbons also provide vital refuge, habitats and green corridors for wildlife. The green infrastructure within Etwall has multiple benefits and functions; economic, biodiversity gains, recreation spaces, human health and well-being as well as the wellbeing of our wildlife. The green infrastructure helps reduce air pollution from the surrounding roads and through traffic, it can help to reduce and manage flood risk from Etwall Brook, it can also play an important role in visual screening and even reduce noise pollution from localised industrial sites, such as the Toyota Manufacturing Plant and the potential Freeport site.

Photo 3: Looking north-east from Willington Road, mature trees and hedgerows, example of the rural character of much of the Parish



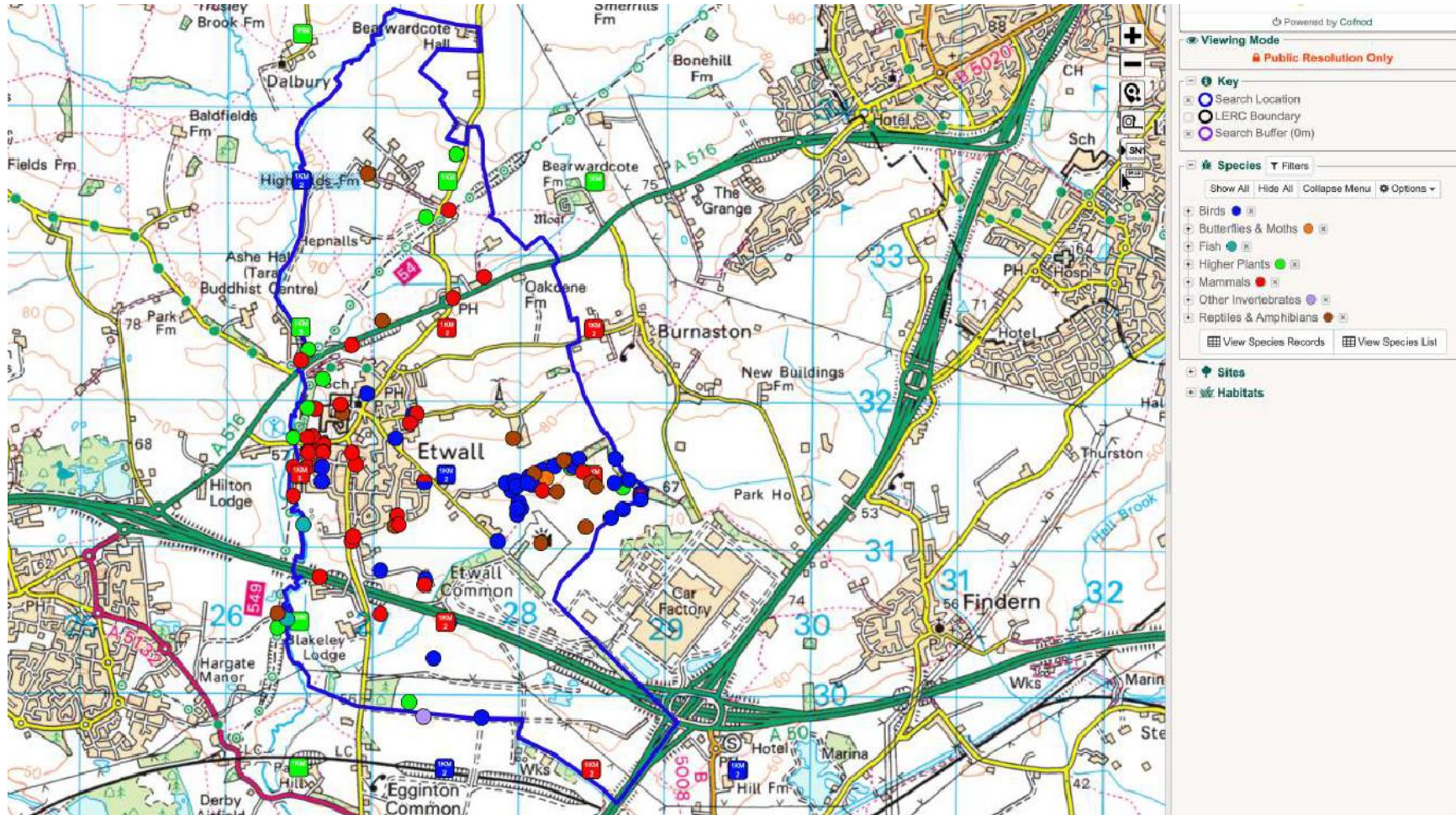
Map 5a: Environmental Designations (Extracted from th Etwall Design Code)

Shows the environmental designations and key open spaces within and around Etwall Parish



Map 5b: Derbyshire Wildlife Trust: Local Wildlife Sites

Map provided by the DWT and shows the range of species that have been identified in their records as in the Parish



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Trees and Hedgerows - Contribution to Biodiversity

- 120 It is important to note that the environment is a limited resource. Once an environmental asset has been damaged or destroyed, it is normally impossible to restore it to its original condition. Protection of green infrastructure is essential if we are to meet the challenges of climate change, increase biodiversity and protect our environment.
- 121 The Plan aims to protect and enhance the natural environment of Etwall to ensure the village remains an attractive, environmentally healthy and sustainable place.
- 122 Map 5c shows Derbyshire Wildlife Trust’s mapping which identifies veteran trees in the Parish. The NPPF defines veteran trees as an irreplaceable habitat where development should be refused ‘except for wholly exceptional reasons’. NPPF Paragraph 193c

Map 5c: Veteran Trees

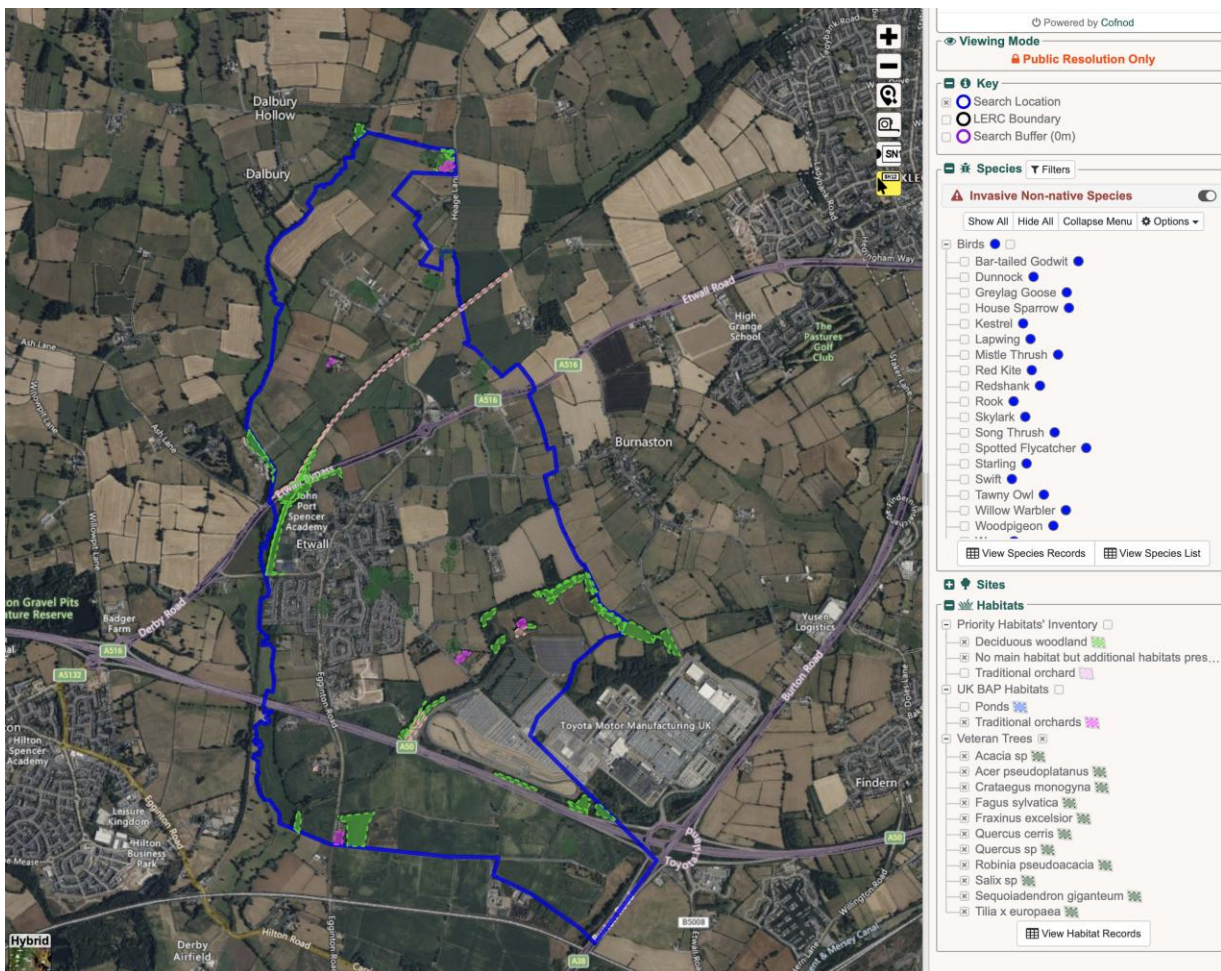
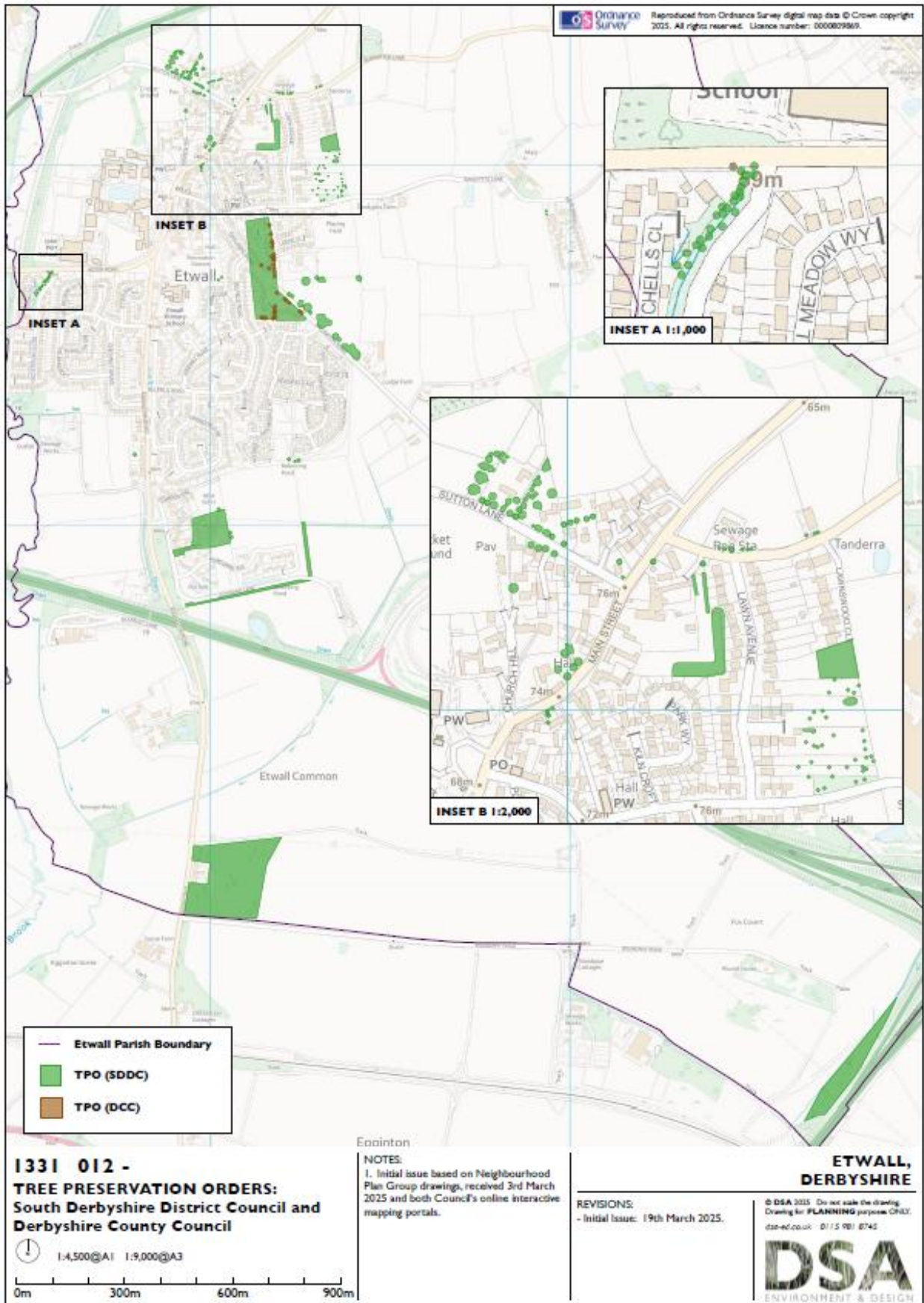




Photo 4: Mature (protected) trees on Willington Road

- 123 The protection of the existing trees, hedgerows (and drainage ditches that run alongside the hedgerows) is important to ensure that there is no further loss of these vital features that provide shelter and food for wildlife. Trees and hedgerows perform a number of important roles in supporting biodiversity, providing attractive shade/shelter and habitats for wildlife.
- 124 Trees feature mainly within hedgerows and as boundary markers. Trees also help the Parish adapt to the effects of climate change. The removal of trees as part of development proposals should be resisted where possible.
- 125 Some trees are protected by a Tree Preservation Order (TPO). Trees protected by County Council TPOs are listed on DCC maps (these are usually those by the highway). Map 5d shows the trees protected by DCC and SDDC TPOs.

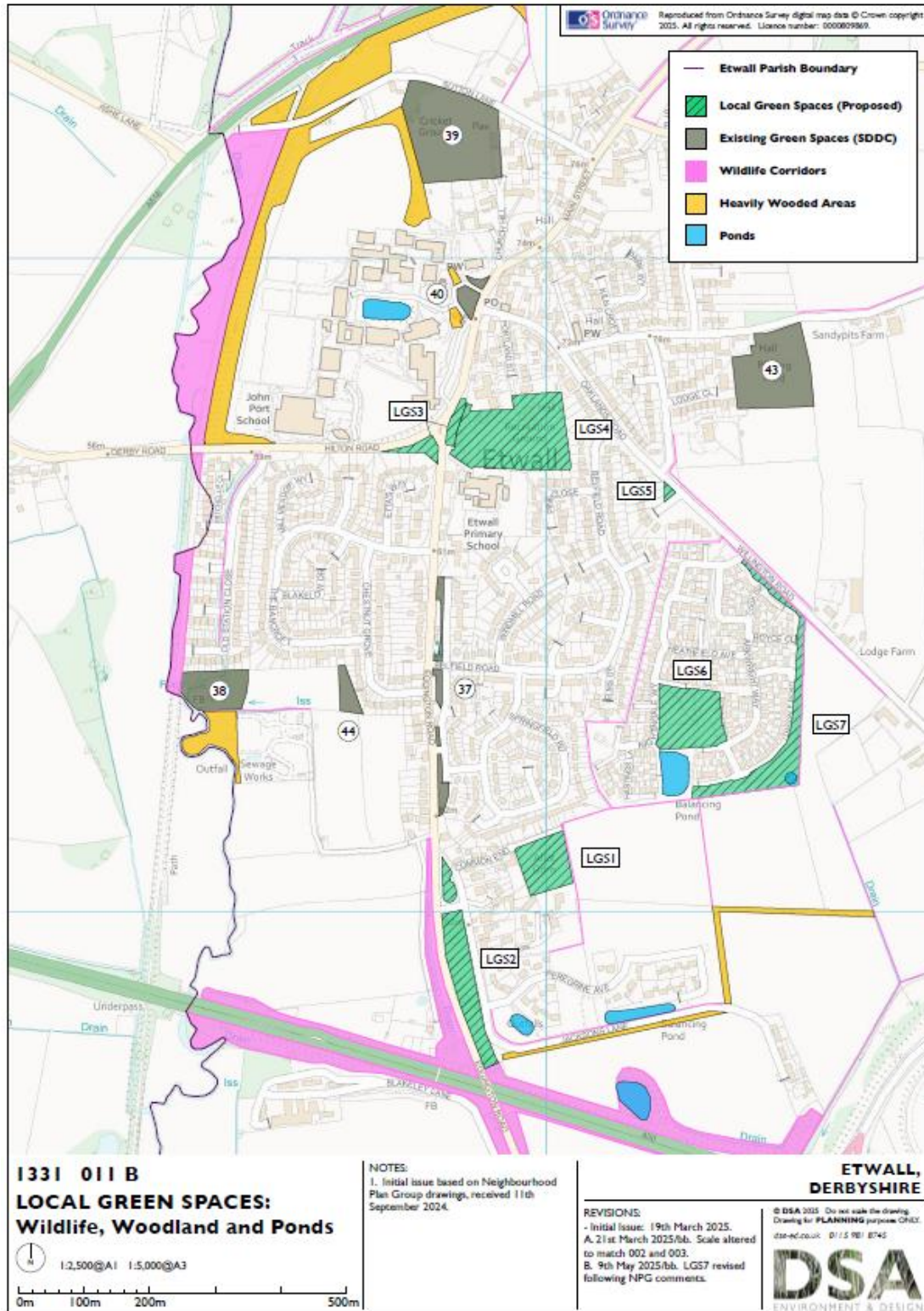
Map 5d: Trees covered by SDDC and DCC Tree Preservation Orders (TPO)



126 Map 5e shows the green infrastructure identified by the Plan, which include:

- wildlife corridors
- areas of dense tree coverage
- blue infrastructure, such as streams, brooks and ponds
- current and proposed Local Green Spaces (see Section 13 for more detail)

Map 5e – Local Green Spaces, Wildlife Corridors, Heavily Wooded Areas and Ponds



- 127 The Environment Act mandates eligible development to achieve at least a 10% biodiversity net gain and for Local Authorities to produce Local Nature Recovery Strategies. The net gain needs to be measurable using a Biodiversity Metric tool. The 10% is a minimum requirement. Achieving a Biodiversity Net Gain (BNG)²⁵ of greater than 10% is strongly supported by the community, Derbyshire Wildlife Trust and Natural England. Existing habitats would require assessment in order for proposed enhancements to be measured for their compliance with BNG requirements.
- 128 The LPP 1 Review Policy BNE 3 updated SDDC's approach to supporting biodiversity to reflect the requirements of the Environment Act. SDDC also supports the national aspiration to conserve 30% of its land for wildlife management by 2030. This equates to 253 hectares of Etwall Parish and requires a proactive, collaborative approach to protecting and enhancing the environmental designations, local green spaces, hedgerows, public open spaces and grass verges in the Parish.
- 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. An action at Appendix A is for Etwall Parish Council to liaise with DCC to ensure that the analysis supporting the LNR is informed by the local evidence of the biodiversity status of the Parish.
- 130 Compensatory planting of new trees does not offset the loss of mature trees. A newly planted tree is likely to be a small sapling and significantly smaller than the mature tree that it replaces. It could take several decades for the young tree to grow to provide the same value as the previous tree. Planting two or three or more replacements enhances the contribution to these factors in the early years (where space permits).
- 131 Policy 4 encourages developers to replace each tree lost at a ratio of 2:1 as part of development to both address the loss of trees and as part of the policy to increase tree coverage in the Parish. The Working Group would recommend at least three new trees for each tree lost to increase coverage in the Parish.
- 132 Design Code 14 from the Etwall Design Code provides further guidance in addition to Policy 4 for developers in preparing landscape schemes and decision makers in assessing these as part of planning applications. Design Code 16 'Woodland Trees and Hedgerows' (cited in paragraph 116) should also be taken into account.

²⁵ Developments smaller than 25sqm and on less than 5 metres of hedgerow are not required to deliver BNG

Design Code 14:**Environmental Designations (ED)**

- Any development should enhance biodiversity and landscape characteristics. This will involve restoring and increasing the total area of natural habitats and landscape features, and provision of a clear landscaping scheme to demonstrate how new development will create positive green linkages and contribute to these assets.
- New developments should strengthen biodiversity and the natural environment. Biodiversity Net Gain (BNG) should be adopted as a requirement for all relevant development.
- New development proposals must aim to create new habitats and wildlife corridors, e.g. by aligning back and front gardens, and new areas of woodland, stone walls/ hedgerows, grassland or wetland habitats. Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. Signs and safe crossing points for wildlife such as amphibians, ducks and hedgehogs should be considered as part of proposals.

Bird Species

- 133 Etwall is home to a plethora of wildlife. The semi-rural nature of the village provides a mixture of habitats for numerous species. Green spaces, woodland, shrubs, hedgerows, gardens and green corridors are just some examples of the areas within the Parish for wildlife to thrive. Whilst there are many reasons for a variation in wildlife populations, it is important that within the Plan we consider factors that may enable us to enhance the wildlife within Etwall and protect it for future generations. An example of this is Etwall's bird species.
- 134 The number of bird species in the UK is declining dramatically, SDDC reports the decline is up to 40%. However, between January 2024 and January 2025 there were over 40 species of birds sighted within the Parish, 5 of which are currently on the Birds of Conservation Concern (BOCC) Red List and 6 species on the amber list.²⁶
- 135 BOCC, a partnership of conservation Non-Governmental Organisations (NGOs), including the British Trust for Ornithology (BTO) and the Royal Society for the Protection of Birds (RSPB) identifies bird species undergoing population decline. The Red List denotes those species undergoing severe decline, that is a decline of greater than 50% in abundance or range in population over the last 25 years, or those who are threatened with global extinction. The amber list denotes those species who are not yet critically endangered but have undergone moderate decline of between 25-49% in population

Red List species spotted within Etwall:

- Greenfinch
- Lapwing
- Mistle Thrush
- Fieldfare

²⁶ Etwall Express 'Bird Notes' Peter Strain

Amber List species spotted within Etwall:

- Wigeon
- Kestrel
- Wren
- Song Thrush
- Great White Egret
- Greylag Goose

136 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.

Developers will need to demonstrate that the [Priority Mitigation Hierarchy](#) has been applied as follows:

- Avoid (Where possible avoid habitat loss or damage)
- Minimise (Where possible minimise habitat loss or damage)
- Remediate (Where possible restore any lost or damaged habitat)
- Compensate (Damaged or lost habitats should be compensated for as a last resort)

Building for Nature

137 Natural England list the incorporation of swift bricks as an important way to create habitat for a species in decline. Swift bricks can provide habitat for a number of birds on the Red List. The Government have committed to put this into planning policy²⁷ and the Working Group supports this approach. Additional design features like green roofs and green walls also provide more opportunity for wildlife and are also supported.

Policy 4 Protecting and Enhancing the Natural Environment

- 1. As appropriate to their scale, nature and location, development proposals should provide at least 10% net biodiversity gain. Exceedance of this is encouraged. Where on site provision is not feasible, off-site provision within the Parish is encouraged. Any such measures should be targeted to benefit local conservation priorities as identified in DCC's Landscape Character Assessment (LCA) or [Local Nature Recovery Strategy](#) where applicable.**
- 2. Development proposals which would have significant negative ecological impacts will not be supported unless appropriate mitigation and/or compensation measures are incorporated in the overall development package.**
- 3. Development proposals should demonstrate they:**
 - a) retain existing trees, woodlands and hedgerows or, where this is not possible, replace them using native species (unless a non-native species is recommended, and accepted to be more suitable in that location), and**
 - b) propose a landscaping scheme that recognises the significance of the existing trees and woodlands providing soft boundaries to reflect the need to enhance greenery along frontages,**

²⁷ Parliamentary Debate September 2025

- c) where they are within the Heartwood Community Forest, meet the specified level of tree planting as part of the landscape scheme.
4. Enhancement measures may include:
- a) strengthening hedgerows (gapping up) and field boundaries to provide more robust habitat corridors,
 - b) planting wildflower meadows and strips, encouraging native tree and shrub planting on suitable sites, especially species that provide good berry or nectar sources,
 - c) encouraging the creation of SuDs where applicable, (e.g. rain gardens, pond and wetland creation) in new schemes and 'retrofitting' where appropriate,
 - d) the installation of habitat features, such as nest boxes etc, to benefit all bats and bird species of conservation concern, such as swifts, swallow, house-martins and house-sparrow, and
 - e) protecting dry ditches - as these features are essential to the sustainable management of surface water.
5. Mature trees and hedgerows are significant to the character of the Parish and should be protected and retained. Where it is necessary for higher value tree(s) Category A or B,²⁸ to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required at a ratio of 2:1. Such tree planting should be on-site wherever possible and be of an appropriate species for the site. Veteran trees are an irreplaceable habitat and will be protected in accordance with national policy.
6. Development proposals should demonstrate how they have taken into account the Etwall Design Guidance and Code 2024, particularly Design Code 14 and 16.
7. Whilst Etwall Parish Council supports the implementation of renewable energy initiatives and the protection of the best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification), proposals for large-scale installation of photovoltaic panels should be directed to areas with lower quality soils.

²⁸ Category A – These are generally large, high-quality trees which the local authority will want to see retained if at all possible. Category B are trees of moderate quality or value capable of making a significant contribution to the area for 20 or more years source <https://www.crowntrees.co.uk/tree-survey-and-report/tree-survey-faqs/>

13 Local Green Spaces (LGS)

138 The National Planning Policy Framework (NPPF) (paragraphs 106-108) affords Neighbourhood Plans the power to designate certain areas as Local Green Spaces and protects them from development for the duration of the Plan period and beyond. The Local Green Space must be:

- a) *In reasonably close proximity to the community which it serves; and*
- b) *Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, (including as a playing field), tranquillity or richness of its wildlife; and*
- c) *Local in character and is not an extensive tract of land.*

139 The NPPF links the designation of Local Green Spaces to the wider context of local planning of sustainable development to ‘complement investment in sufficient homes, jobs and other essential services.’

140 NPPF paragraph 108 states that ‘Policies for managing development within a Local Green Space should be consistent with those for Green Belts’.

141 SDDC adopted a Local Green Spaces Plan in 2020. The criteria for assessment started with the NPPF criteria (see above) and they added additional local criteria including an assessment of whether the site already benefited from protection. This resulted in six Local Green Spaces being designated by SDDC²⁹ in Etwell, but other spaces that the Working Group considers demonstrably special to local people were not included. Map 6 includes the seven new Local Green Spaces proposed as part of this Plan, the detail of these is shown in Appendix E

142 The Working Group welcomes this initial work and sought to undertake a further assessment to see if other areas could also be included based on their detailed knowledge of the Parish (in accordance with LPP 2 Policy BNE8). The Working Group assessment included a consideration of SDDC’s criteria and whether they met the criteria in the NPPF (a-c above).

143 The following areas shown on Map 6 have been identified as Local Green Spaces by the Working Group because they meet the NPPF criteria a-c above and are in accordance with SDDC’s local criteria:

- LGS1 Allotments
- LGS2 Egginton Road East (A50 bridge to Common End)
- LGS3 Egginton Road grassed area (junction with Main Street)
- LGS4 King George V Playing Field
- LGS5 Gerrards Grove
- LGS6 Alms Meadow Recreation Area
- LGS7 Alms Meadow Perimeter

144 Map 6 includes those green spaces already identified by SDDC and the seven new Local Green Spaces proposed as part of this Plan.

145 A report with photos and a description of these new Local Green Spaces is at Appendix E.

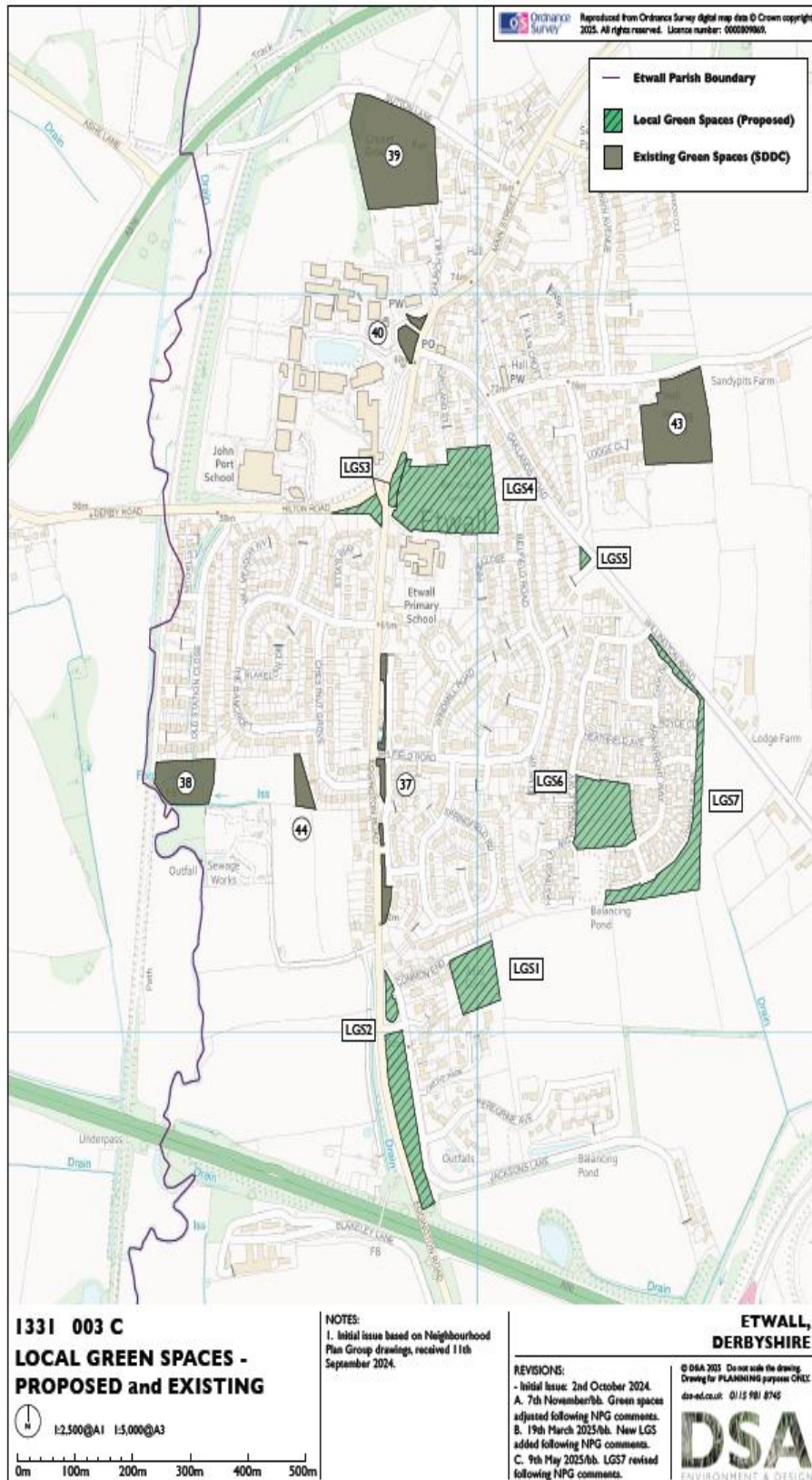
Future LGS

146 The Nook development, off Jacksons Lane, is expected to be completed by the end of 2025. The plans indicate that the site will include a play area, several grassed areas planted with saplings and attractive SuDs retention ponds. While some of the grassed areas have already

²⁹ See document at <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/local-plan/local-green-spaces-plan> LGS number 37, 38, 39, 40, 43,44

been established, it does not yet meet the criteria for designation as a Local Green Space. Once the development is complete and the green areas fully established it is expected that it will meet the criteria. This site will be re-assessed as part of future Plan reviews and, when appropriate, proposed for designation as a Local Green Space.

Map 6: Existing and Proposed Local Green Spaces



- 147 The designation of these areas as Local Green Spaces in planning terms recognises the value of them to local people. Given the recent expansion of housing in the Parish, this policy protects these important sites from development, demonstrating the significance of these spaces and the contribution they make to the character of the Parish. Their designation may also assist in securing small grants to undertake environmental improvements as necessary over the Plan period.
- 148 So far as is consistent with their predominantly open and undeveloped character, opportunities to improve public access and recreational use will be encouraged for the benefit of the wider community.

Policy 5 Proposed Local Green Spaces

1. The Plan designates the areas identified on Map 6 as proposed Local Green Spaces:

- LGS1 Allotments
- LGS2 Egginton Road East (A50 bridge to Common End)
- LGS3 Egginton Road grassed area (junction with Main Street)
- LGS4 King George V Playing Field
- LGS5 Gerrards Grove
- LGS6 Alms Meadow Recreation Area
- LGS7 Alms Meadow Perimeter

2. The determination of development proposals within a designated Local Green Space will be consistent with policies for managing development in a Green Belt.



Photo 5: Mature trees and planting in wide verges along Egginton Road

14 Protecting and Enhancing Heritage Assets

Perhaps the most pleasing thing to say about Etwall, on returning to the village after a five-year gap, is that little appears to have changed. That previous visit was on the heels of a Parish Plan which satisfyingly stated that Etwall ‘retains the feel of a village rather than a suburb’, largely due to its ‘charming, traditional village centre.’ Most of Etwall’s Georgian houses and its amenities are appropriately clustered around the parish church, small but perfectly prominent on a raised expanse of green which quietly leads to what are arguably the most attractive Almshouses in the county.

Extract from: [Derbyshire Life](#), Ashley Franklin, 2 February 2016

Historical Context

- 149 Until the 20th Century Etwall was a small, nucleated village with the principal roads leading to St Helen’s Church. The village centre is now dominated by the only surviving through route, Main Street. The Etwall Conservation Area Character Statement notes that ‘*it has buildings from almost every period of architecture from the late 16th century on giving visual evidence of continual occupation over 400 years*’. The Etwall Conservation Area was designated by SDDC in 1975.
- 150 There is a historic link to wells and springs and there are semi-public courtyards behind the Main Street frontage that may have provided access to communal wells. The best surviving well-head is near the churchyard wall (Grade II). There is an annual summer well dressing event which is very popular, not just with Etwall residents but those in surrounding towns and villages. The Working Group were present at the event in 2023, 2024 and 2025 to consult with villagers on the Plan.
- 151 The Conservation Area Statement provides a concise summary of the distinctive characteristics of Etwall village and notes:
- the variety of architectural details, some historic buildings of distinguished architectural merits, and some of them prominently placed, such as St Helen’s Church;
 - a high proportion of genteel red brick Georgian houses;
 - continuous enclosure forward by brick boundary walls and buildings sitting on the same alignment;
 - strong contrasts between lush mature gardens, the verdant tree covered setting and strong red brickwork;
 - continuous enclosure formed by tall, brick boundary walls and buildings sitting on the same alignment.



Photos 6 & 7: Red brick boundary walls and buildings sitting on the same alignment provide a sense of enclosure to the street

152 The John Port Spencer Academy (JPSA) was built on the landscaped grounds of Etwall Hall (of which there is no remaining evidence except the red brick boundary wall). St Helens Church (Grade I) is in a prominent location at the top of the hill, the Conservation Area Character Statement suggests that the area in front of the Church, where Main Street and Church Hill meet, is very wide and may have been used as a market place or village green. The Almshouses dating from 1681 (Grade II*) are next to the Church and are '*considered the best-known historic building in Etwall*'.³⁰



Photo 8: John Port Almshouses Grade II*

153 The Conservation Area Statement explains that there was a lack of building stone within this part of the Trent Valley which meant that up until the 18th century the principal building materials for the small houses were timber with panels of wattle and daub. The exceptions were the large ornate buildings built by important patrons, for example the Almshouses and the Church. This explains why there are relatively few historic buildings remaining in the historic core. The oldest example of brickwork being the 17th Century brick wall which stands to the west of the church yard, which is all that remains of Etwall Hall.

154 The Conservation Area Statement identifies the way in which there has been loss and damage to the Conservation Area '*it is hoped that identifying these will help householders, designers and the planning authority reverse some of the damaging alterations and avoid the same mistakes in the future*'.

155 The Conservation Area Statement identifies the following undesirable changes in the Conservation Area:

- Boundary treatment – loss of railings that were surmounted on low stone walls,
- Unsympathetic materials – the use of concrete roof tiles and UPVC windows,
- Road layout – dominance of traffic controls, wide tarmac pavements and wide roads with white line parking zones,

³⁰ [SDDC Conservation Areas](#)

- Closure of Sutton Lane and Willington Road means the village is now seen primarily from the main route through the village centre along Main Street, its strategic importance and historic links with local villages is less obvious.

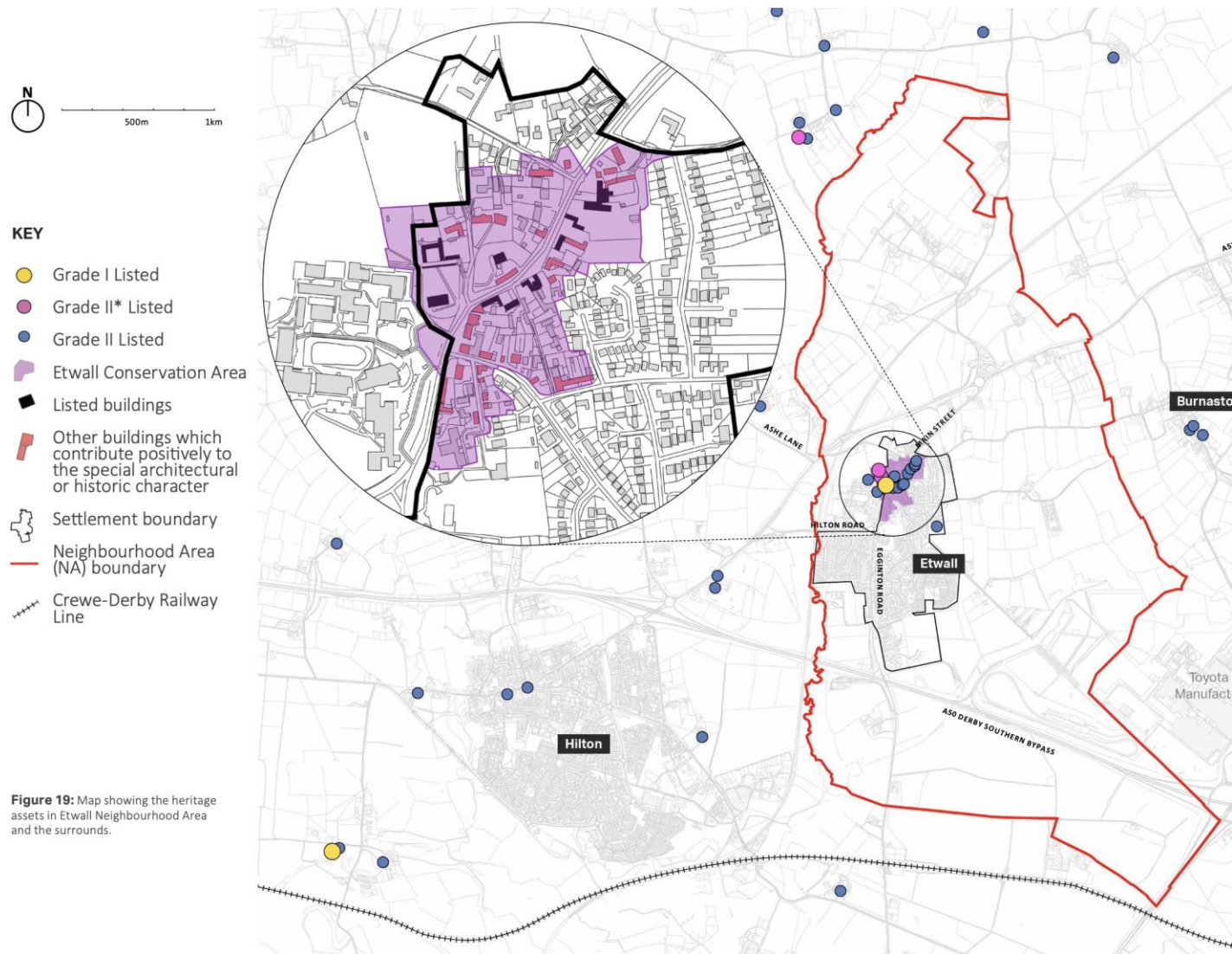


Photo 9: St Helen's Church (Grade 1)

Photograph by Simon Bather (winner of a competition run as part of the consultation)

156 Map 7a shows the location of listed buildings in the Parish and the extent of the Conservation Area.

Map 7a: Listed Buildings and Conservation Area



- 157 Preserving local heritage is an important tool for successful and diverse place making and presents opportunities for future development to enhance local identity. Design Codes 1 and 2 from the Etwall Design Guidance and Code 2024 address this matter.

Design Code 1: Conservation Area and Listed Buildings (CALB)

- For new development, in particular, special regard needs to be paid to matters such as scale, height, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design matters, eg. The scale and spacing of window openings, and the nature and quality of materials, in the interests of harmonising the new development with its own building or site-specific context and with its neighbouring buildings and land in the Conservation Area.
- Any development should respect the character of the surrounding built form within the Conservation Area, in terms of design, scale, massing, material and height.
- Any development must create areas of positive character by retaining as much historic fabric as possible and responding to prevailing characteristics in terms of street patterns, density and layout, built form, materials and details.

Design Code 2: Other Heritage Assets (OHA)

- New development and any associated landscaping within the curtilage of a non-designated heritage asset, or in close proximity to, should ensure that the setting is not compromised.
- Development within the setting of a non-designated heritage asset must give due consideration to its significance and ensure that the setting is protected or enhanced where possible.
- For new development, in particular, special regard must be paid to matters such as scale, height, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design matters, eg. The scale and spacing of window openings, and the nature and quality of materials, in the interests of harmonising the new development with its own building or site-specific context and with its neighbouring historic buildings.

Heritage Assets Today

- 158 The NPPF (paragraph 207) requires ‘as a minimum’ the relevant Historic Environment Record (HER) to be consulted, and developers are required to describe the significance of any heritage asset affected. The Historic Environment Record has entries for Etwall Parish recording the location of, amongst other things, medieval crop marks, ice houses, ridge and furrow, well heads and a WWII Mushroom Pillbox. Using the criteria from the Historic England Advice Note 7, the Working Group has identified buildings or structures that have local heritage and/or architectural value that they consider eligible for nomination as Non-Designated Heritage Assets (see Appendix D). The Historic Environment Records can be consulted [here](#).
- 159 The Working Group has worked with the Etwall & Burnaston Local History Society as well as SDDC’s Conservation Officer to establish the suitability of these buildings and structures as Non-Designated Heritage Assets. The process followed is detailed in the table below.

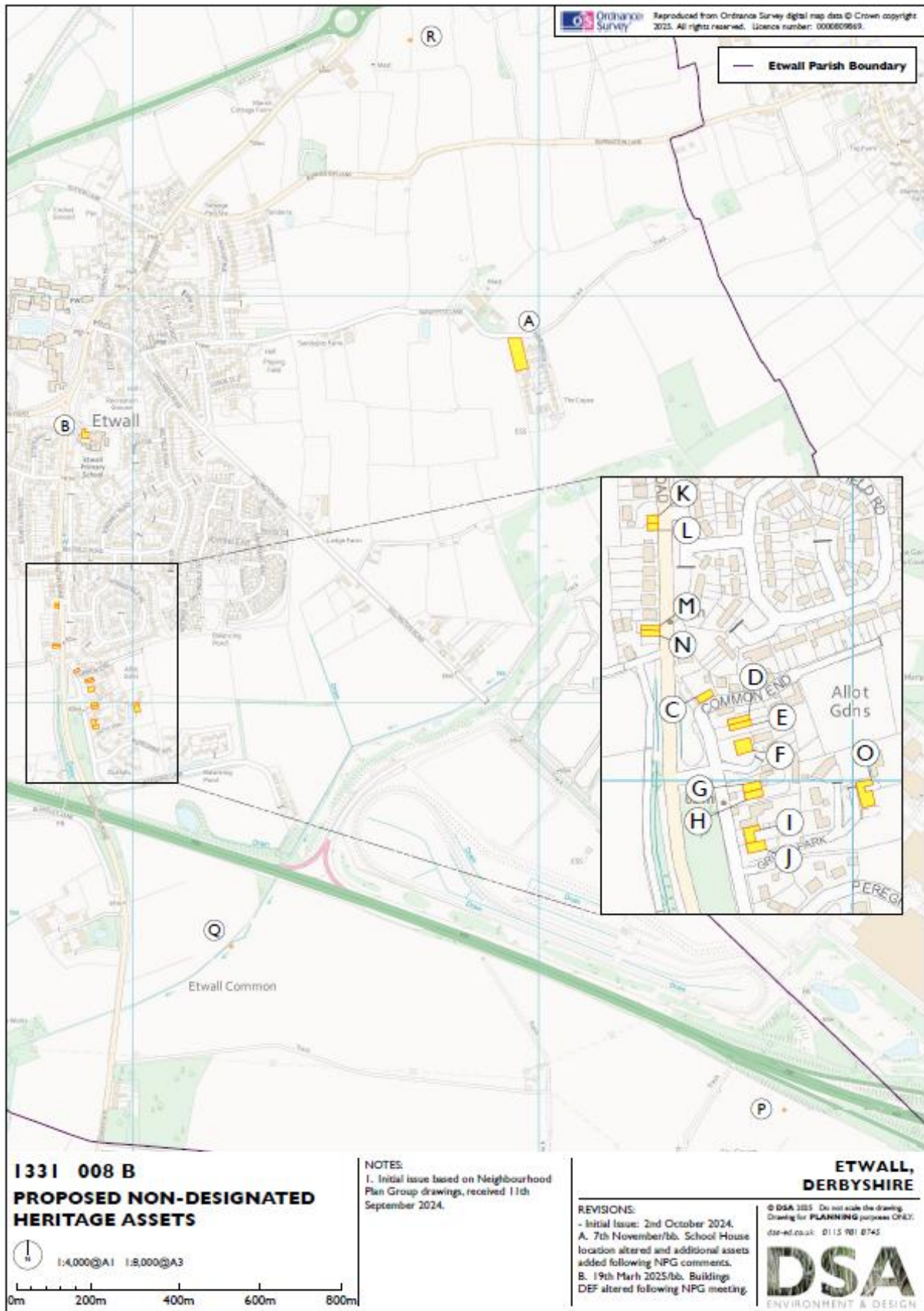
The process which was followed to develop the list of Non-Designated Historic Assets

1. From local knowledge, a list was drawn up of the buildings which do not currently enjoy protected status. There are sixteen buildings in Etwall which are already protected.
2. The Working Group then asked the Local History Society to review the list and advise if there were any extra buildings which could warrant inclusion in the list of NDHA.
3. The Working Group then invited SDDC’s Conservation officer to tour the village with members of the Working Group and the Local History Society.

4. During this tour, all the potential sites which had been identified were evaluated for their suitability for inclusion on the list of NDHA, which resulted in some being removed.
5. During consultation with residents, members of the public also suggested the addition of three other assets, which were not originally included on the list. These were the two World War II pillboxes and the Osier Tank on Etwall Common.
6. The potential list of NDHA was then tested to check that all sites did have characteristics of:
 - (a) Historic and archaeological interest OR Architectural Interest
and
 - (b) Representativeness and rarity association OR Aesthetic AppealEach site needed an example of a) and of b) to be included on the list.
7. Provided the site met the criteria of having a characteristic of a) and of b) it was included on the list and was proposed to be designated a NDHA.
8. The Local History Society and the SDDC Conservation officer were then advised of the list of sites and asked for their comments.
9. The finalised list of sites is detailed in Appendix D.

- 160 Non-Designated Heritage Assets will be protected from inappropriate development proportionate with their heritage significance. Appendix D provides the address list along with the reasoning for their inclusion. The identification of these extra buildings or structures will help to reinforce the historic character of the Parish. Major transport development has made it harder to understand the historic context of the village, combined with the loss of Etwall Hall and the building and on-going expansion of the John Port Spencer Academy in its place. By recognising the contribution these buildings or structures make to understanding the evolution of the village the Plan hopes to protect and where possible enhance what remains of that historic character.
- 161 Development to the buildings shown in Appendix D should be carried out in accordance with Historic England's technical guidance on energy efficiency, retrofit, renewable energy and building resilience "Energy Efficiency and Retrofit in Historic Buildings" which can be referenced [here](#).
- 162 SDDC's LPP 1 Policy BNE 2 C i) refers to SDDC's intention to develop a local list. The buildings identified on Map 7b should contribute to this list.

Map 7b: Proposed Non-Designated Heritage Assets



Policy 6 Protecting and Enhancing Heritage Assets

- 1. The heritage assets found locally shall be appreciated and valued for their significant contribution to the distinctive character of Etwell. Great weight shall be afforded to the preservation and enhancement of such assets, especially in respect to the decision-making process in planning functions.**
- 2. New development should either preserve or enhance the special interest and setting of any listed buildings. If harm has been identified, this must be given special regard in the consideration of any exceptional circumstances outlined in the National Planning Policy Framework within any planning balance.**
- 3. The retention of locally important heritage assets is supported and development proposals affecting these will need to accord with District policies.**
- 4. New development should either preserve or enhance the significance of Non-Designated Heritage Assets, listed buildings and features on the Historic Environment Record. The Non-Designated Heritage Assets and listed buildings are as shown on Maps 7a and 7b. The significance of these assets shall be taken into account when assessing any proposed development that may affect these assets.**
- 5. Development to the buildings shown in Appendix D should be carried out in accordance with Historic England's technical guidance on energy efficiency, retrofit, renewable energy and building resilience "Energy Efficiency and Retrofit in Historic Buildings".**

15 Reducing the Risk of Flooding and Sewage Outflows

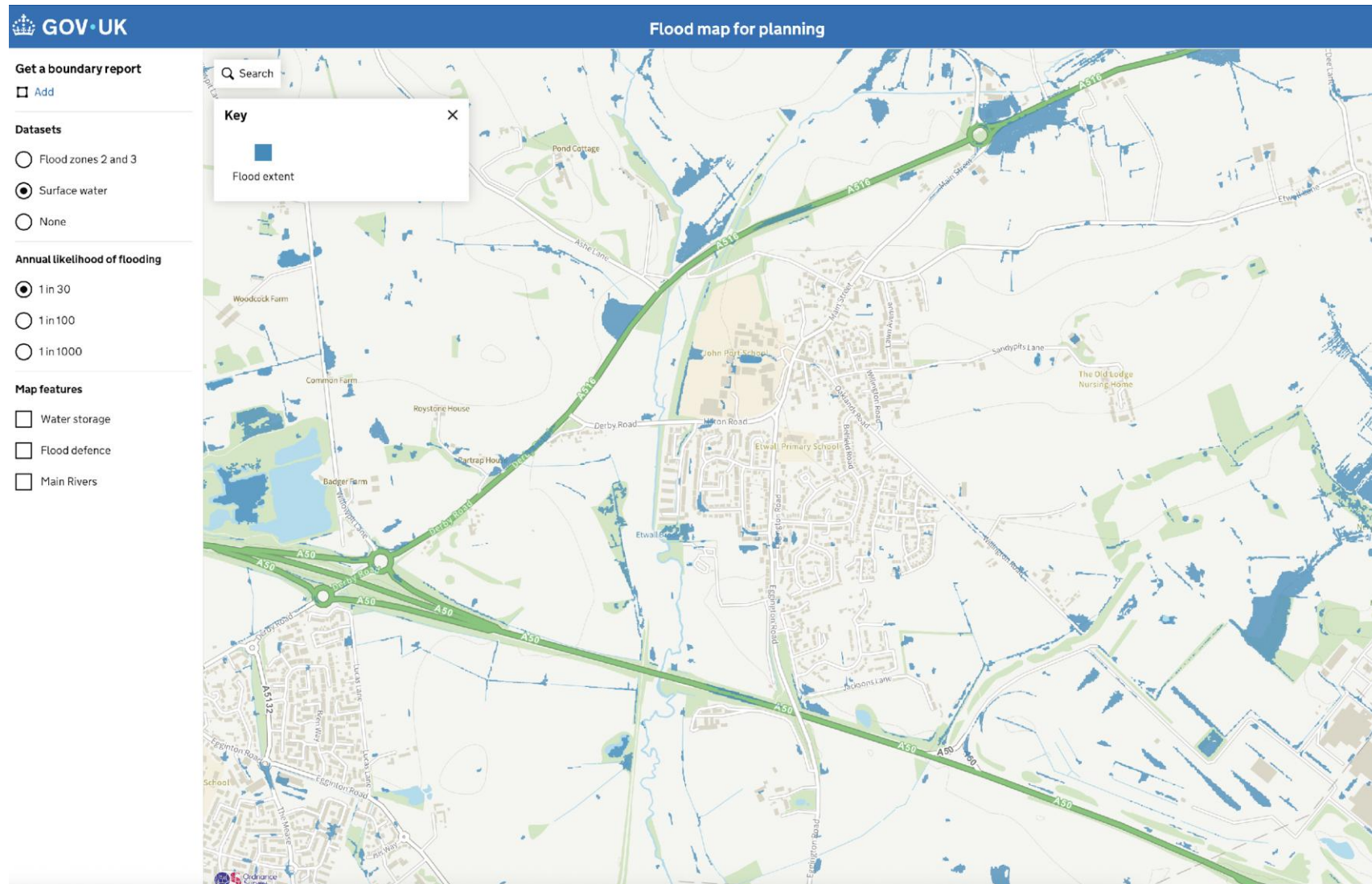
- 163 Etwall village lies upon an elevated area of land on the edge of the Trent Valley, with a high point of approximately 90m. The land is gently undulating and gradually falls away to the north and west in the direction of Etwall Brook which forms the western boundary to the Parish.
- 164 Etwall Brook is a small tributary of the River Trent, and either side of it there is a narrow band of low-lying land covered by an area of flood risk. The Environment Agency have designated most of this area as Flood Zone 3 – meaning it has a high risk of flooding. The fields immediately to the west of Etwall Brook, outside the Parish boundary, also frequently flood.
- 165 Maps 8a and 8b are based on up-to-date flood risk analysis by the Environment Agency. The analysis now also shows the expected impact of climate change.³¹
- 166 The NPPF requires strategic policies (which here are in SDDC’s LPP 1) to manage flood risk from all sources (surface and river). Local Plans have to apply a sequential risk-based approach to the location of development taking into account the current and future impacts of climate change. The Exception Test provides a method of managing flood risk while still allowing necessary development to occur.³²
- 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.
- 168 Increasing the number of permeable surfaces can reduce the risk of surface water run-off. Trees, hedgerows and grass verges all help in reducing the risk of flooding by soaking up water and slowing the flow into drains and water courses. These are called Sustainable Drainage Systems (SuDs). They can have multiple benefits providing places for leisure and recreation and increasing biodiversity as well as a drainage function.
- 169 SuDs can be specifically designed (e.g. rain gardens and using geopaving), but simply by increasing the planting of shrubs and trees and increasing areas that are grassed rather than paved, SuDs will provide ways to capture the water and let it soak into the ground. SuDs can only be required as part of major planning applications.
- 170 However, improving biodiversity by increasing tree planting in accordance with Policy 3 (Protecting the Landscape Character) and Policy 4 (Protecting and Enhancing the Natural Environment) will also help to alleviate the extent of surface water run off as well as delivering wider objectives, such as enhancing the biodiversity of the Parish and providing more areas for shade.
- 171 Planning permission should only be granted for new development if Severn Trent can confirm that adequate sewage connections can be provided. There are known issues with waste water treatment overflow (including sewage) into Etwall Brook particularly during heavy rainfall. There was a total of 203 incidents in 2021-24 totalling 2560.8 hours, its worst year being in 2023.³³ Severn Trent should confirm that any new connections from new development will not cause any additional discharge into Etwall Brook or other watercourses in the Parish. Any future developments should not exacerbate this known problem.

³¹ See <https://flood-map-for-planning.service.gov.uk>

³² The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight.

³³ <https://www.floodmapper.co.uk/stations/etwall-stw-etwall>

Map 8b: Risk of Surface Water Flooding



- 172 Design Code 20 of the Etwall Design Code considers the issues of flood risk in the context of ensuring development in Etwall builds in resilience to climate change.

Design Code 20:

Resilience to Climate Change (RCC)

The design of all new development should seek to moderate extremes of temperature, wind, humidity, local flooding and pollution within the Neighbourhood Area:

- Some areas of the Neighbourhood Area are at risk of flooding from watercourses and surface water. Homes should not be built in high risk flood areas and mitigate increased risk of storms/flooding with sustainable drainage systems. These reduce the amount and rate at which surface water reaches sewers/watercourses. Trees should be planted as part of major development for habitat, fuel and sustainable building materials.
- Eco-systems cannot adapt as fast as the climate is changing leading to loss of biodiversity. Protecting and enhancing the Neighbourhood Area's watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain (BNG) on potential development sites.
- Street trees and planting to moderate and improve micro-climate for streets and spaces.
- Any new developments should not increase the risk of flooding in other parts of Etwall or surrounding communities.

Policy 7 Reducing the Risk of Flooding

1. Development must follow a sequential approach to flood risk management from all sources and use the most up to date mapping information.
2. Proposals for flood management, or other infrastructure offering improvements that lower the risk of flooding, will be supported subject to the proposal not resulting in an increase in flood risk elsewhere.
3. Surface water management should be undertaken through the utilisation of techniques which mimic natural drainage patterns and should achieve net gains for nature including through green infrastructure provision such as the planting of trees and bushes suitable to the location that provide biodiversity
4. As appropriate to their scale, nature and location development, proposals that demonstrate that Design Code 20 Resilience to Climate Change has been applied, are supported.
5. Planning permission will only be granted where Severn Trent has confirmed, to the satisfaction of SDDC, that adequate sewage connections will be provided and that there will be no additional discharge into Etwall Brook or other watercourses in the Parish.

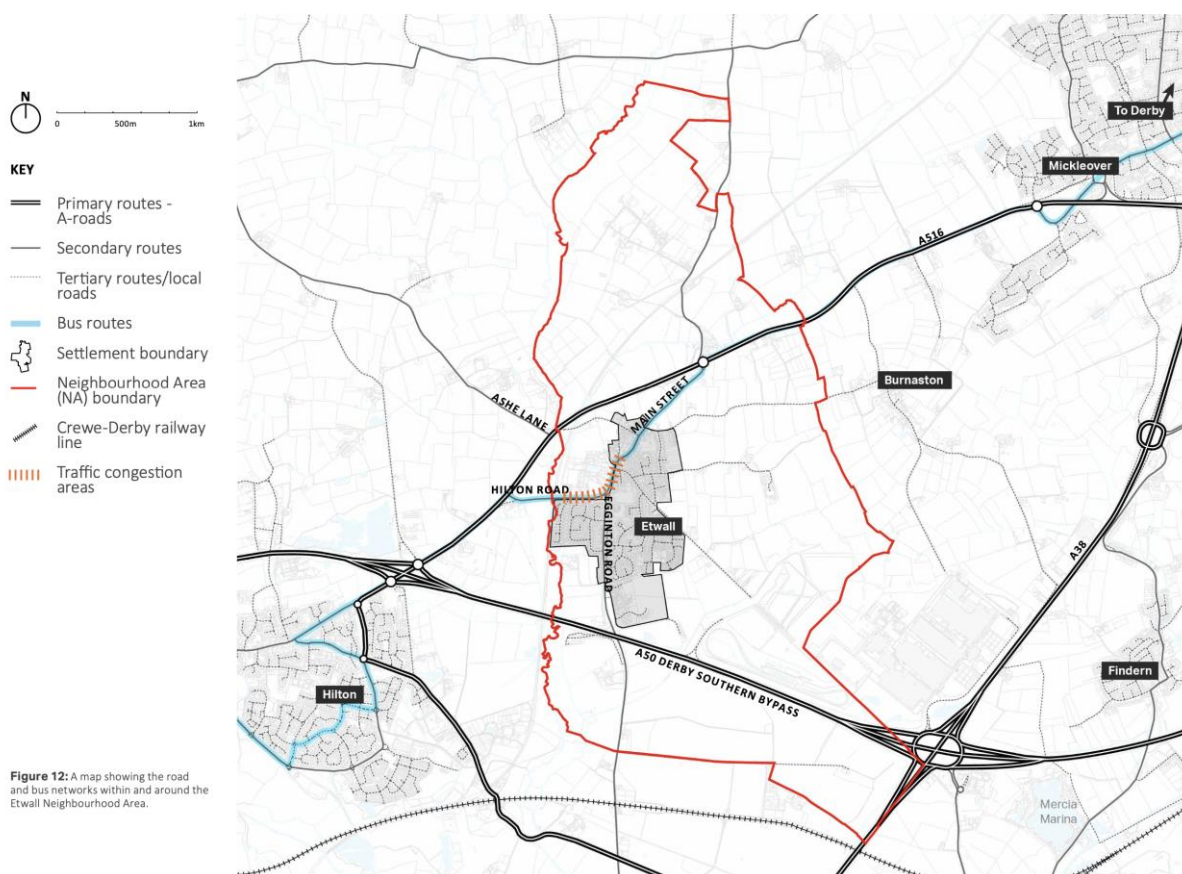
16 Getting Around

A separate more detailed summary of traffic issues can be accessed [here](#).

Vehicular Movement

173 Etwall village is located between several A roads. The A50 southern bypass provides a direct connection with the M1 to the east. The A516 and A38 intersect the A50 either side of the village. Whilst this means that Etwall is well connected by car, these roads create physical barriers within the neighbourhood separating Etwall village from the rural land to its north and south. These major transport corridors have resulted in local, historical connections to surrounding villages being lost. These major routes now have limited, safe active travel between villages. There is no safe way to walk or cycle to Willington, for instance.

Map 9a Road and Bus Network



174 Main Street is the main through route into the village centre. This is a wide road and was the route of the 18th century Derby and Uttoxeter Turnpike Road, with further widening and straightening in the 1960s to accommodate increased traffic on, what was, then, the A516 Trunk Road. The area in front of the church that may have been the market-place or village green has been lost to the need for parking, lay-bys and turning points for buses.

175 Main Street/Hilton Road, Willington Road and Egginton Road experience significant traffic congestion. This is particularly a problem during the morning and afternoon peak times (especially during term time) when pupils and children are being dropped off and picked up from both the John Port Spencer Academy (JPSA), which is the largest secondary school in South Derbyshire, and Etwall Primary School.

As an example of the size of the problem, a traffic survey carried out during the morning peak on 22 September 2025, confirmed that between 0800 and 0900, a total of 748 vehicles used, or passed the Main Street/Willington Road junction. Details of the survey are included in Section 6 of the Etwall Traffic Review.

- 176 A Working Group member has provided an analysis of local traffic issues based on consultation comments for the Plan. These issues and possible solutions are set out below. It is accepted that not all these matters can be resolved via land use planning. Some of the issues relate to the use of cars, and behaviour change is required to reduce car usage for short journeys.
- 177 Traffic congestion and parking problems were the most common issue, raised by 87% of respondents during the early consultation process. Many residents feel that the village is completely overrun with cars on school days, particularly in the afternoon, due to the number of pupils being collected by car. Some residents avoid using the roads during this period due to a perceived high risk. The village has become increasingly overwhelmed, due to JPISA's expansion, and this issue must be addressed before pupil numbers increase further.



Photo 11: Note the two cars, circled, parked on the zigzags on either side of the pedestrian crossing.

Photo: 10 Demonstrates the level of conflict around the Willington Road junction.



- 178 Etwall Primary School, on Egginton Road, is currently expanding but the Primary School headteacher believes that 320 pupils are the maximum number that can be accommodated. Additional housing in the village may mean that children need to go to schools in other villages. A survey, by the Primary School, confirmed that more than 30% of pupils normally travel to school by car, with increasing numbers travelling from the New House Farm development on Etwall Road, Mickleover. Cars are parked close to the school, many for up to 15 minutes as the car drivers walk with the child to/from the school gate. Monitoring of vehicle movements at school start and finish times confirmed that cars park at the locations shown on Map 9b.
- 179 DCC states that the Primary School site will not accommodate any further expansion.
- 180 Once the new primary school at New House Farm is opened, it will free up places at Etwall for children from future developments in Etwall.
- 181 The risk to Etwall is if the New House Farm school is delayed further - which would put even more pressure on capacity – or displace more Etwall children to Egginton.

- 182 John Port Spencer Academy (JPSA), on Main Street, currently has around 2000 pupils and is increasing towards 2500 pupils. While there is a substantial Bus Park where school buses drop off and collect pupils, many pupils are taken to/collected from school by car. Monitoring of vehicle movements confirmed that morning traffic is very busy between 08:10 and 08:50, peaking above 20 vehicles per minute at the Egginton Road Junction with most cars stopping briefly to drop off pupils. However, at school finishing time, cars start arriving and parking in the village from before 14:00 to collect pupils who finish at 15:00. Shortly after 15:00 the road between the junctions with Willington Road and Egginton Road is close to gridlock. As at 2025 around 90% of all staff and pupils attending or working at the Academy travel from outside Etwall. Around 600 pupils travel from Hilton. The proposed increase in pupil numbers must be accompanied by engineering measures to discourage car use and prevent cars from parking and manoeuvring in an inconsiderate or dangerous manner.

Possible Solution: 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.

Lack of Car Parking Spaces Close to the Village Centre

- 183 During the early consultation 74% of respondents commented that there are insufficient car parking spaces close to the village centre. A survey of parking spaces confirmed that there are, currently, 35 public off road spaces and in excess of 65 road side parking spaces close to the village centre, around 30 of which are used, overnight, by residents who do not have access to off road parking, but over half of these are vacated during the day.
- 184 Historically, most parking spaces close to the village centre were used by staff and senior pupils from JPSA, leaving very few available during the school day. In 2023 JPSA funded (through S106 monies) a new car park to the west of the Leisure Centre which is now well used and has significantly reduced the number of cars parking in the village centre during school time.
- 185 Car parking surveys during school holidays and term time indicate that around 16 cars associated with JPSA still park in the village during the school day, mostly on, or close to, Main Street, utilising around 15% of available parking spaces.
- 186 Parking in and around the village centre was monitored at various times on weekdays and weekends. This confirmed that, at most times, there are parking spaces available close to the village centre, but not necessarily directly adjacent to the shops.
- 187 From 0815 to 0855 and from 1400 to 1530 on school days the village is choked with traffic, and is busy around lunchtime, when some JPSA pupils are collected by car. Furthermore, for specific periods/activities, such as Church Services or around meal times, there may be fewer spaces in close proximity to the event or facility than users/attendees would wish, but these are the exception rather than the norm and there are normally parking spaces available within 50 metres of all amenities.
- 188 Some respondents to early consultation commented that there are insufficient parking spaces by the shops on Chestnut Grove. The layby on Chestnut Grove has spaces for seven cars, with a further two spaces on the Bancroft. It is quite common to see shop proprietors' cars parked

on the footpath, and some parking spaces are used by shop workers/visitors. Parking surveys on weekdays and Saturday mornings indicated that weekday mornings tend to be the busiest time. Customers visiting the Chemists are the most frequent users of these spaces, normally parking for a just few minutes, but shopworkers and customers of other shops, such as hairdressers, park for longer periods. The footpath is excessively wide around the shops and may allow a few additional parking spaces that would ensure residents continue to support the local businesses.

Conclusion: There is no land available close to the village centre that could be developed as a car park. Around two-thirds of the available parking spaces around the village centre are at the roadside. Following discussions with JPSA the Turning Circle is now available for car parking and, out of school hours, the JPSA bus park can be used as a car park. A resident parking scheme is not practical due to the low number of households that would be involved. Residents should be encouraged to walk or cycle within the village and/or park considerably if they use a car. JPSA staff/pupils should be encouraged to use the car parks at the Leisure Centre.

Traffic Exceeding Speed Limit Both Within and on the Approach to the Village

- 189 Prior to the A516 Bypass being built, Main Street/Hilton Road was the A516 Trunk Road, with dimensions appropriate for that classification. Following de-trunking, the road through Etwall is now excessively wide and open for a village street and the road width and forward vision distance influence traffic speed (DOT Manual for Streets 2007, page 69).
<https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreetts.pdf>
- 190 Both speed data and speed related injury accident records are used to categorise/prioritise expenditure to improve road safety. While the incidence of accident injuries is not significant, the presence of the schools may strengthen the case for investment in road safety measures.
- 191 Speed data, compiled using Derbyshire Constabulary software that collates speed data from Bluetooth enabled devices in moving vehicles, confirms that speeding traffic is an issue on Egginton Road, Willington Road, Oaklands Road and Main Street/Hilton Road, both on the approaches to the village and within the village.
- 192 The Village Speed Watch Teams also report a significant number of vehicles exceeding the speed limit. Speed data confirms this is an issue at all times, but significantly more so in the evenings and at weekends. In the early consultation a number of residents suggested that the speed limit, within the village, should be reduced to 20mph. As Main Street/Hilton Road is a bus route and not, primarily, a residential street this may not be considered appropriate and, if implemented, would need to include speed humps, or similar traffic calming measures to be effective.

Possible Solution: 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.

- 193 Traffic surveys confirmed that Egginton Road is now busier than Main Street/Hilton Road, however the road layout favours through traffic on Main Street/Hilton Road over the busier Egginton Road. At quieter times the junction layout allows traffic turning into Egginton Road from the village and from Egginton Road towards Hilton to do so at speed.

Possible Solution: 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.

Congestion Around the Willington Road/Main Street Junction

- 194 Traffic movements around the Willington Road/Main Street junction have increased significantly over recent years, mainly due to the Alms Meadow development on the fringe of the village. Monitoring of vehicle movements along Willington Road indicates that there are around 1000 vehicle movements daily associated with this development. Due to a lack of connectivity some car drivers use Belfield Road and Burnaston Lane/Lawns Avenue as their access route. During busier times, traffic uses this route as a rat run to avoid the village centre.
- 195 Many residents from Alms Meadow use a car to take children to school or visit the amenities in the village centre. Additionally, inconsiderate parking, either on the pavement or directly on the junction is an increasingly common occurrence, reducing visibility for other drivers using the junction. Observations indicate that a significant proportion of the inconsiderate parking around the junction is associated with people who divert off the A516 to call at the shop/food outlets.
- 196 Willington Road is very narrow where it passes Holly Farm. Some residents suggested that double yellow lines should be introduced in this area, however this would have a negative impact on residents who do not have access to off-road parking and probably be ignored by inconsiderate drivers and is not supported by the Working Group.

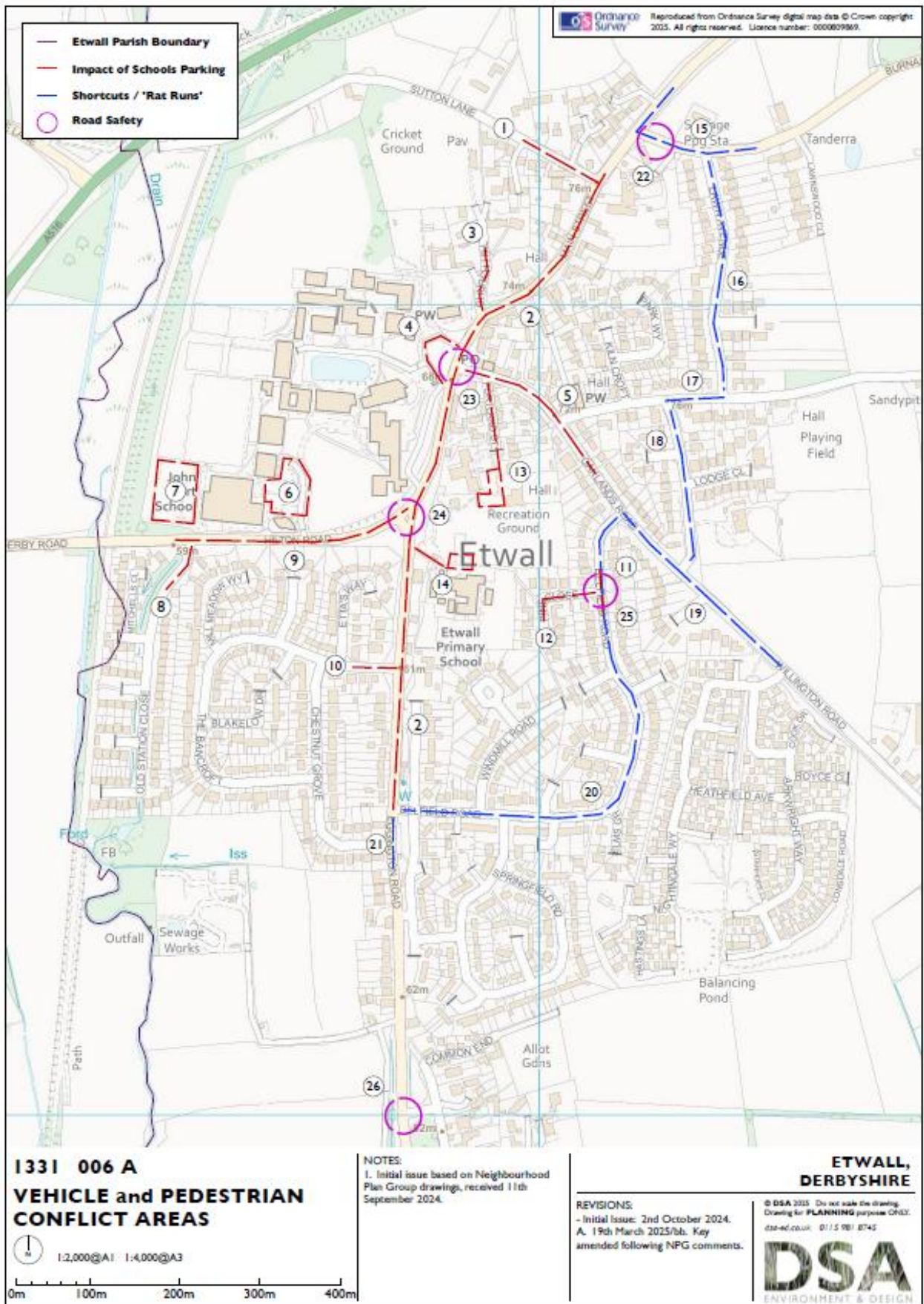
Possible Solution: Introduce formal parking spaces on Main Street between the bus stop and Willington Road as part of the measures to address speeding and inconsiderate parking. Consider making Willington Road a ‘priority right of way’ for traffic travelling up the road. Consider whether engineering measures could reduce the opportunity to park close to the corner.

Cars Parking on Pavements

- 197 While this occurs in a number of places, the main area of concern to residents is outside the shops close to the Main Street/Willington Road junction, where there is significant conflict between vehicles and pedestrians. Vehicles cross the footpath to park on the shop front and then reverse back across the footpath onto the road. Some vehicles park on the footpath or use the footpath to turn round.

Possible Solution: Erect signage to promote safer driver behaviour. Introduce bollards and/or planters to control pavement parking and improve safety for pedestrians.

Map 9b: Vehicle and Pedestrian Conflict Areas



Map 9b: Key

Areas impacted by parked cars around school start and finish time:

1. Sutton Lane
2. Main Street & Egginton Road
3. Church Hill
4. Turning Circle, Spread Eagle Car Parks and Ivan Way
5. Willington Road
6. Leisure Centre East Car Park
7. Leisure Centre West car Park
8. Old Station Close
9. Hilton Road
10. Chestnut Grove
11. Belfield Road
12. Pine Close
13. Portland Street and Frank Wickham Hall Car Park
14. King George V Car Park/Library and access roads

Residential roads now used as access routes, short cuts and rat runs:

15. Burnaston Lane
16. Lawn Avenue
17. Sandypits Lane
18. Willington Road
19. Willington Road
20. Belfield Road
21. Egginton Road

Road junctions with safety issues:

22. Main Street/Burnaston Lane
23. Main Street/Willington Road
24. Main Street/Egginton Road
25. Belfield Road/Pine Close

198 The analysis is intended as a starting point for further discussion with the community and key organisations, e.g. the schools, local businesses, DCC and SDDC. The scope of a neighbourhood plan to affect change is limited in the context of existing roads and parking issues. However, Policy 8a provides a locally specific response where new development does occur.

199 SDDC's Policy INF2 states that '*travel generated by development, including good vehicle movement, should have no undue detrimental impact upon the local community, the environment, highway safety...*'. For example, future expansion on the east of the village will have a detrimental impact on the already congested key junctions on Map 9b at Junction 22 (Main Street/Burnaston Lane), 23 (Main Street/Willington Road) and 24 (Hilton Road/Egginton Road).

200 The foregoing shows the impact of the increase in vehicular movements on Etwall's roads. Whilst it will be for the Highways Authority to determine what is necessary, relevant and related to any development proposed, it is important that the existing capacity of the main roads and junctions in the centre of Etwall is understood.

- 201 Development in Etwall Parish will also need to refer to the requirements of SDDC's Policy INF2, which identifies the need for a transport assessment and travel plan where proposals have significant transport implications.

Policy 8a Car Parking, Traffic Movement and Pedestrian Safety

1. **As appropriate to their scale, nature and location, development proposals should have regard to the following criteria:**
 - a) **be located where travel can be minimised and the use of sustainable transport modes maximised,**
 - b) **minimise additional travel demand through the use of measures such as walking and cycling links and integration with existing infrastructure,**
 - c) **will not cause detrimental impact (additional congestion and queuing) upon the existing road network in accordance with Policy INF2 especially to the three junctions identified on Map 9b Main Street/Burnaston Lane, Main Street/Willington Road and Hilton Road/ Egginton Road.**
2. **Proposals that include modifying the junctions identified on Map 9b to improve pedestrian safety will be supported.**
3. **Development proposals that improve traffic flows and pedestrian safety, especially the solutions identified in section 16 that require planning permission, will be supported.**
4. **To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Proposal with significant transport implications should be accompanied by a Transport Assessment and Travel Plan in accordance with SDDC Policy INF2.**

- 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, see Appendix A.

Improving Cycling and Walking

- 203 Improving the options to travel actively (like cycling and walking) reduces car usage, improves health and well-being and represents sustainable development. The topography of the Parish and wider urban area is gently undulating, making it an ideal place to encourage more cycling and walking.
- 204 There is an extensive network of footpath and bridle ways within the Parish, with trails linking to the surrounding countryside. There are also numerous footpaths and cut throughs linking the main streets, residential cul-de-sac roads and public spaces within Etwall village itself. It is notable and disappointing that, at present, the recent developments on Alms Meadow on Willington Road and The Nook on Jacksons Lane included footpath connections within the developments but did not include new non-vehicular connections to the existing village as part of their design. This needs further investigation and co-operation to achieve improvements.
- 205 These important routes are shown on Map 9c with corresponding numbers listed below.

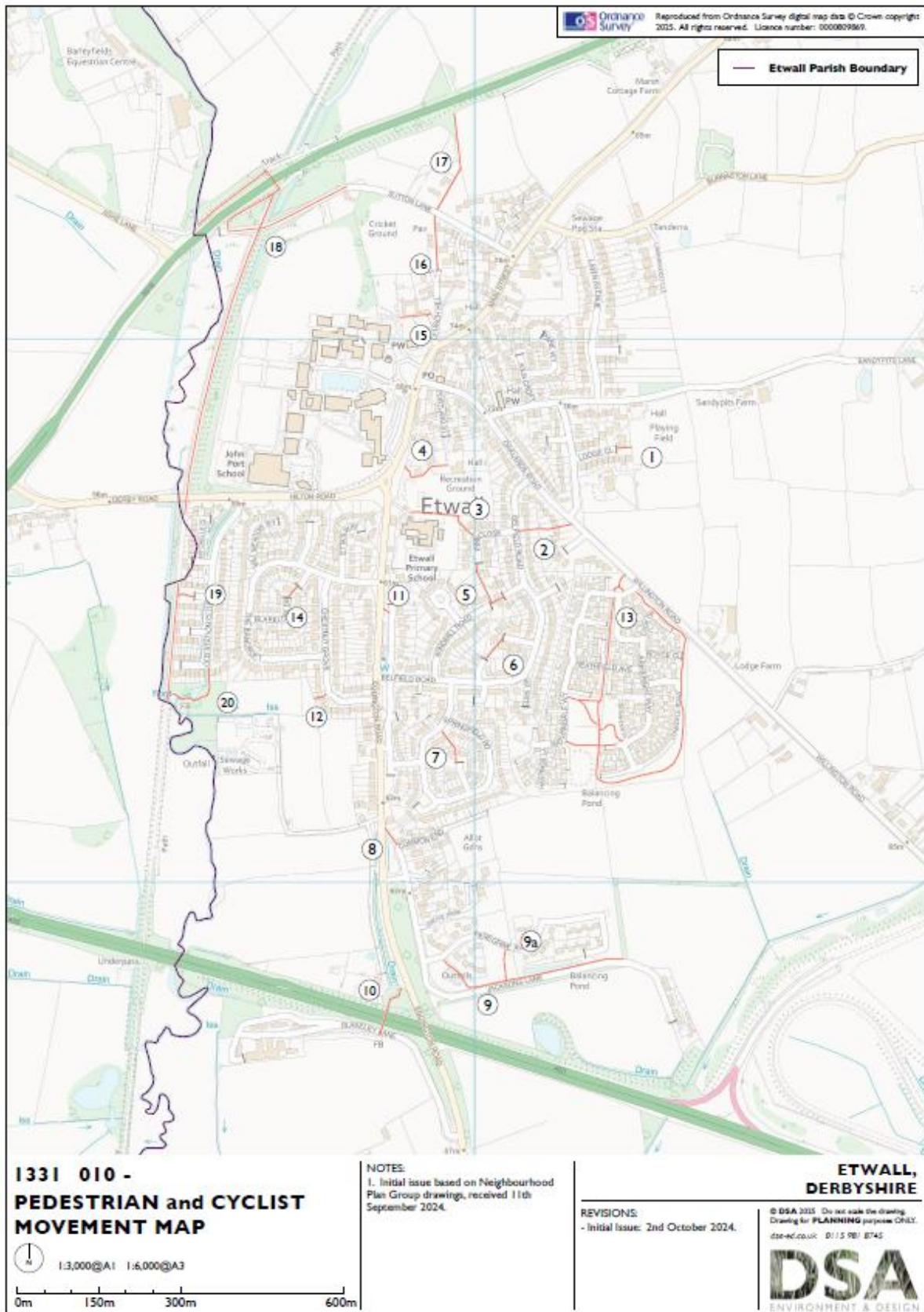
1	From Lodge Close leading to Sandypits Playing Field
2	From Belfield Road leading to Willington Road (Footpath 14 ³⁴)
3	From Pine Close leading to Etwall Primary School and King George V Playing Field (Footpath 1 ³²)
4	From Main Street leading to Library, Frank Whickham Hall, Portland Street
5	From Pine Close leading to Windmill Road
6	From Laburnum Way leading to Courtland Road
7	From Springfield Road to Melville Court
8	From Egginton Road leading to Common Lane
9	From Egginton Road leading to Jacksons Lane
9a	From Jacksons Lane heading toward Peregrine Avenue
10	From Egginton Road over the A50 towards Blakely Lane
11	From Egginton Road accessing service road
12	From Chestnut Grove leading to Children's Recreation Play area
13	From Willington Road to Heathfield Avenue and circular footpath around the estate
14	From Blakelow Drive to local shops
15	From Church Hill and Alms Houses to Etwall cemetery
16	Adjacent to Etwall Cricket Club leading to Sutton Lane (Footpath 2 ³²)
17	Sutton Lane at Footpath 15 crosses the A516 towards Dalbury village
18	From Sutton Lane to the Great Northern Greenway
19	From Old Station Close and entrance to Great Northern Greenway
20	From Old Station Close and leading to Appletree Meadow and Great Northern Greenway

Photo 12: The Great Northern Greenway follows the former Great Northern Railway. It is a traffic-free multi-user route (bridle, cycle, walking) providing access to various Public Rights of Way.



³⁴ Official [Public Footpaths](#) in Etwall (South Derbyshire, Derbyshire)

Map 9c: Pedestrian and Cyclist Movement (identified as providing connectivity within Etwall village)



- 206 Several National Cycle Routes also run through the Parish. In particular route 549 is a key pedestrian and cycle route which runs along the western edge of the village following the route of the former Great Northern Railway line. Route 54 also runs from Etwall to Mickleover.
- 207 Extending to the west of the village there is a notable on-road route along Ash Lane often used by cyclists although it is not currently part of the National Cycle Network. This route eventually reaches Ashbourne and joins National Cycle Route 68 to the Tissington Trail.
- 208 DCC has also identified existing and proposed cycle routes as either part of the Key Cycle Network (KCN) or Local Cycle Network (LCN). The KCN comprises strategic routes for commuting, tourism and leisure whilst the LCN reflects more local routes (see Map 9d). SDDC's Cycling Network Supplementary Planning Document (SPD) August 2024 maps and promotes these routes.³⁵ The SPD is a material consideration in planning applications and is to assist in 'guiding the negotiation of developer contributions ... where a need is identified under SDDC Local Plan Part 1 Policy INF2.'

Lack of Infrastructure to Support Cycling

- 209 Feedback from the local consultation in 2024 resulted in the following analysis of the situation with regard to cycling.
- 210 The roads towards Derby, Hilton and Willington are considered hazardous for cyclists and there are no interlinking paths/tracks between recent developments on the fringes of the village. While the Great Northern Greenway is well used for 'social' cycling, its remoteness and lack of lighting make it less suitable for commuting.
- 211 Sustrans implemented advisory cycle lanes on the wider sections of road on the approach to and within the village. The extent of roadside parking along Main Street means that these cannot be used. There are no mandatory cycle lanes within the village to encourage the use of cycling rather than driving to visit local amenities. There is a section of shared cycle/footpath between the Leisure Centre and JPSA bus park entrance but the access/egress points are not clearly marked. Enhancing cycle routes requires significant investment, for example, extending the shared foot/cycle path for 100metres along the grass verge outside JPSA bus park would cost around £90,000.
- 212 There are no dedicated cycle routes from the newer developments to the village centre, so people are more likely to use the car.
- 213 There are no secure cycle racks in the village, other than at the Leisure Centre.
- 214 The provision of a cycle path along Egginton Road and Carriers Road towards Willington would support cycling to the train station, encourage more JPSA pupils to cycle to school and connect with the existing A38 cycle path. This would also allow Etwall children who (due to lack of places at Etwall Primary School) attend Egginton Primary School to cycle to school.

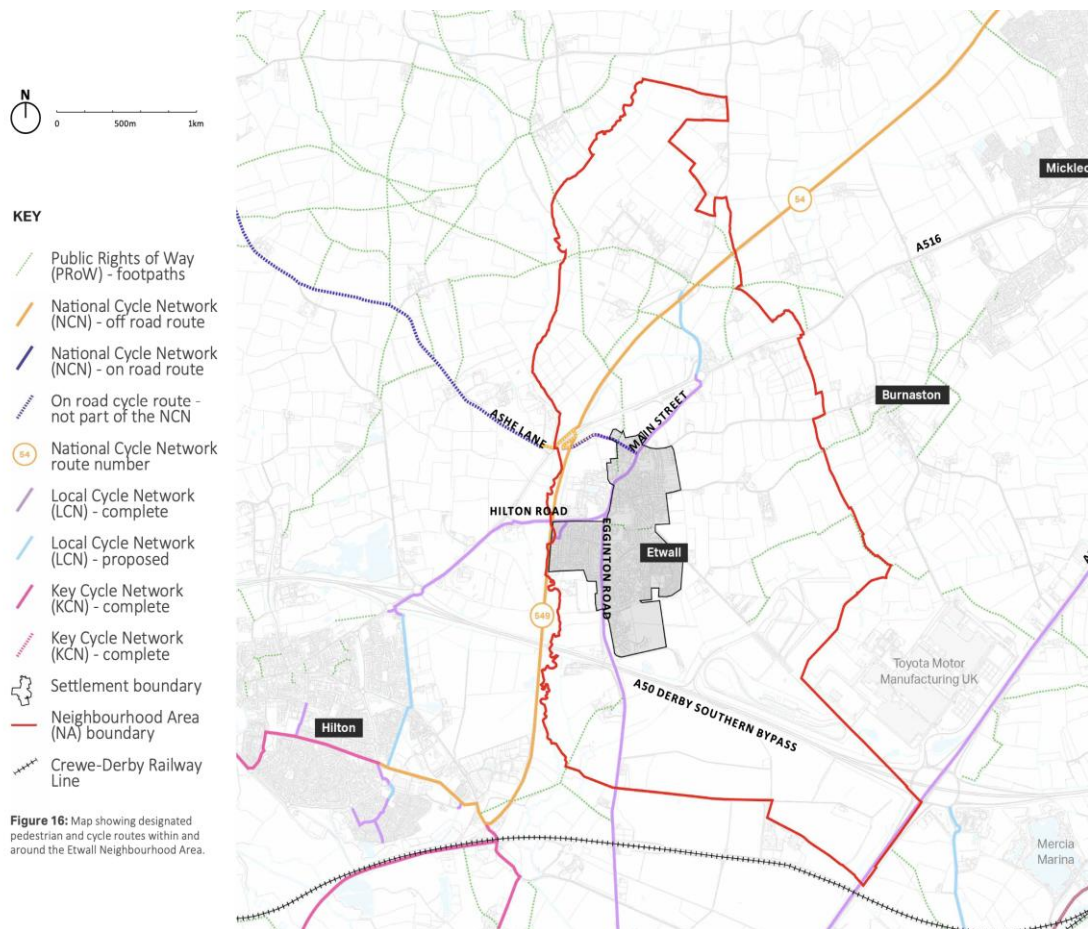
Possible Solution: Ensure walking and cycling routes are integrated into any new development. The wide verge outside JPSA bus park would accommodate a shared cycle/footpath and the generous width of Main Street may allow for a cycle lane, but would need to be segregated by raised kerbs to prevent inconsiderate drivers parking on it. 'Hoop Style' cycle racks, installed close to amenities, would encourage the use of cycles, rather than cars, for short journeys.

³⁵ See <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/current-consultations/draft-cycle-network>

215 An aspiration is to work with the adjoining parish of Willington to establish a pedestrian/ cycleway to its train station.

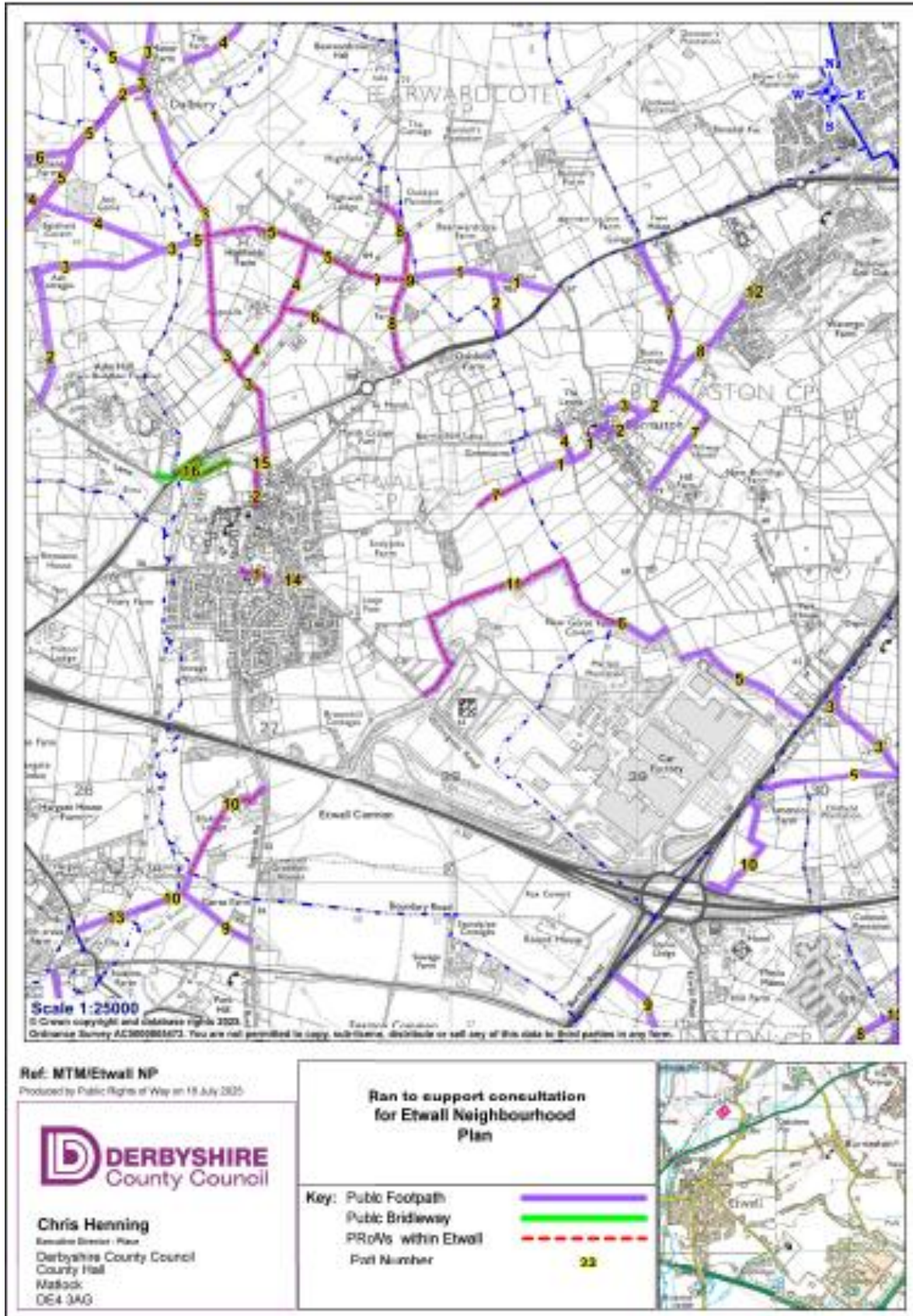
Map 9d: Pedestrian and Cycle Routes

Extracted from the Etwall Design Code showing the pedestrian and cycle routes in the Parish.



MAP 9e: Public Footpaths within and around Etwell

Map provided by Derbyshire County Council to support the Etwell Neighbourhood Plan consultation



Policy 8b Extending the Footpaths and Cycle Routes

1. **As appropriate to their scale, nature and location, development proposals should include, as part of their scheme:**
 - a) **walking /cycling routes that connect to existing or create new routes for example linking to the Key Cycle Network or Local Cycle Network to increase connectivity to the village centre,**
 - b) **contributions towards improvements in accordance with SDDC and DCC policies.**
2. **Development that enables the extension of the cycle and footpath network in accordance with SDDC's SPD on the Cycling Network and that improves pedestrian and cyclist safety is supported. This should include changes to the road layout, crossing points, pavements and street scene that make active movement routes safer and more direct (for example, but not limited to, making a segregated cycle lane on Main Street).**

Public Transport

- 216 For many residents, buses remain a vital service to access schools, shops and employment. Improving the public transport network and increasing usage is an important element in developing a sustainable community. Reducing the volume of cars on the local roads improves air quality and makes the environment for pedestrians and cyclists safer and more pleasant.
- 217 Etwall is served by the V1 Villager service which operates between Burton-upon-Trent and Derby with two buses per hour in each direction in most hours between 05:30 and 23:30 Mondays to Saturdays, with a reduced service on Sundays. This service passes Tutbury and Hatton Railway Station, with its hourly train service to Derby, Uttoxeter, Stoke on Trent and Crewe, and Burton-upon Trent Railway Station for trains towards Tamworth and Birmingham. The service terminates at Derby Bus Station, 800m from Derby Railway Station.
- 218 Unfortunately, there is no bus service to Willington. Willington Station is the closest Railway Station to Etwall and has ample parking spaces and cycle racks. Trains run regularly to Burton, and Derby and beyond. Some residents feel that the Villager timetabled service is adequate, however many residents have commented that it is not unusual for buses to be cancelled without notice. This perceived unreliability leads to a reluctance to rely on this service. for commuting, attending appointments, etc.
- 219 Rerouting of the V2 away from Willington Road, Belfield Road and Egginton Road means that the bus is no longer accessible to some less mobile residents, and the bus service is more remote for a significant portion of the population.
- 220 In the event of any significant new development, developer contributions should be sought to support enhanced revised services, particularly where it encourages the use of public transport or active travel.
- 221 The Working Group supports the approach by SDDC and DCC to securing developer contributions as part of the planning permission.

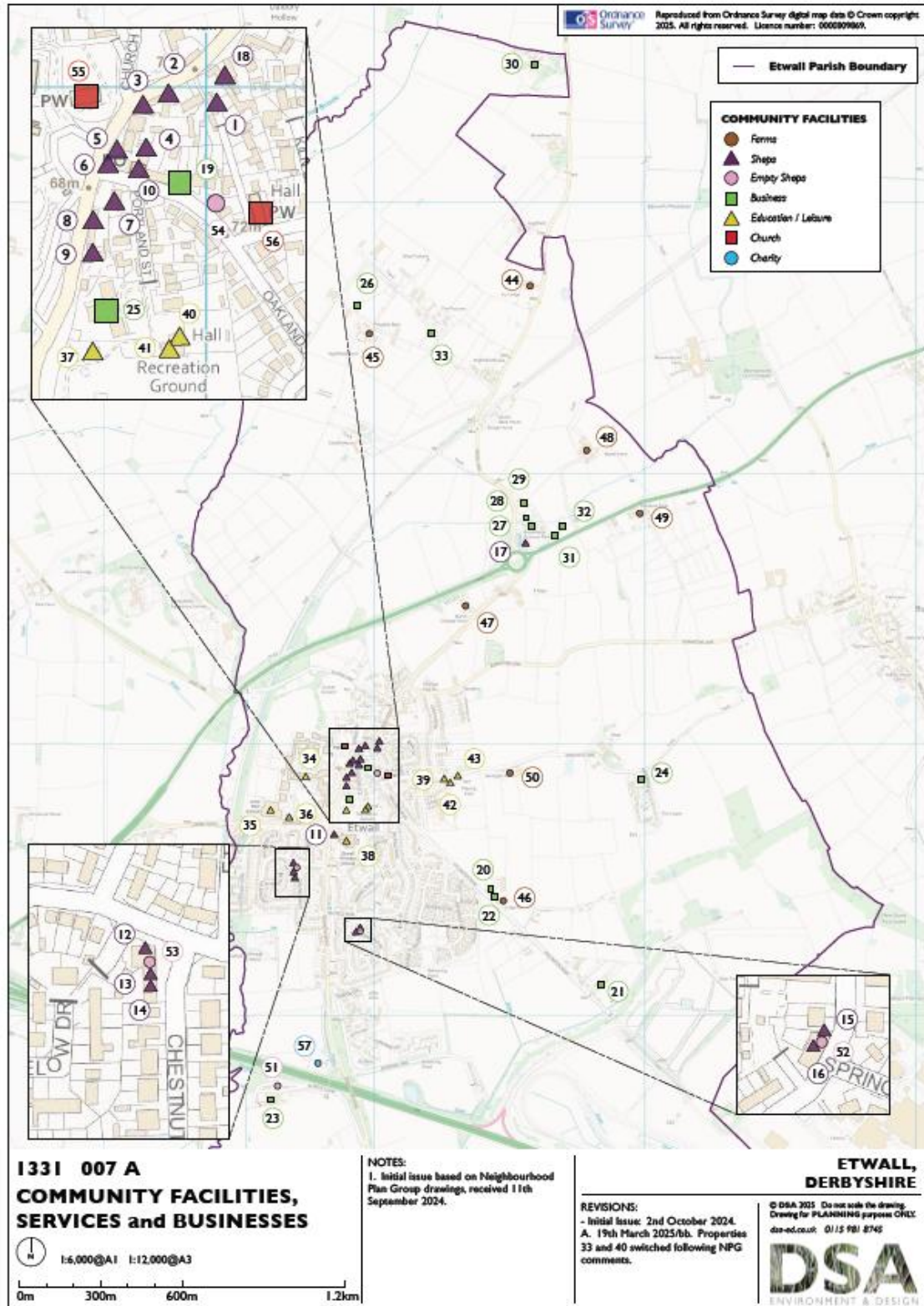
Policy 8c Improving Public Transport

As appropriate to their scale, nature and location, proposals are required to contribute towards improvements to the bus network. This should include making the service more reliable and, where feasible, providing a bus direct to Willington. The level and nature of the contribution will be in accordance with SDDC and DCC policies.

17 Protecting and Enhancing Local Services and Facilities

222 Etwell Parish contains a wide range of services and facilities. These are shown below in Map 10 and the detail is included in Appendix F.

Map 10: Community Facilities, Services and Businesses



- 223 The provision of adequate community space (indoor and outdoor) fosters social cohesion and well-being and provides a range of community activities for all ages. Easy access to local facilities significantly enhances the quality of life of existing and future residents.
- 224 The NPPF (paragraph 98) is clear that ‘planning policies and decisions should plan positively for the provision of shared spaces, community facilities (such as local shops, meeting places, sports venues, open spaces, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.’
- 225 Local facilities reduce the need for car travel for residents who otherwise have to travel outside the Parish. For those without a car or with limited mobility, being able to access local meeting spaces will be key to their health and well-being. Section 18 of the Plan relating to housing identifies the expected increase in people with mobility issues (due to an ageing population) over the Plan period.
- 226 The existing facilities are well used and highly valued. A local issue is the planned expansion of JPSA to 2,500 pupils. The negative impact of this on the road network and parking in the village is addressed above. However, this number of pupils provides custom for the local shops and services.
- 227 Frank Wickham Hall is the Etwall Village Hall, it opened in 1992 and is operated by the Frank Wickham Hall Charity. The Hall is an invaluable resource for the Parish and is in regular daily use. The main use is by Etwall Pre-school which caters for 2-to-5 year old children every weekday during school term time. The Hall is also extensively used in the evening and weekends by local organisations and individuals for meetings, social events and celebrations.
- 228 The Methodist Church Hall is also available for public hire and is in regular use by a number of groups and a youth club. The Scout Hut is used every weekday evening by cubs, scouts, brownies and guides and is available for private hire at other times. St Helens Church hosts a ‘Warm Hub’ during the winter season where residents can enjoy social interaction in a warm and safe environment. Etwall Cricket Club also has a Clubhouse which is available for hire.
- 229 Proposals that improve the energy efficiency of community buildings will reduce running costs and carbon emissions.

Need for a Nursery

- 230 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.
- 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.

Doctor’s Surgery

- 232 Although Etwall is designated by SDDC as a Key Service Village, there is now no doctor’s surgery in Etwall. Residents have to use surgeries in the villages of Hilton, Willington or Mickleover.
- 233 A number of respondents to the consultation questionnaire in September 2023 highlighted their concerns about the lack of provision of a doctor’s surgery in the village. As Etwall has an ageing population, access to medical provision, without the need for personal transport, will become increasingly important over time.

- 234 The Working Group has engaged with the Wellbrook Medical Centre in Hilton to enquire whether a satellite surgery could be provided in Etwall. The Medical Centre replied that they have capacity within their building to take on more patients if needed. They have also stated that they do not have sufficient funding to provide an additional satellite surgery in Etwall.
- 235 Decisions about the capacity needed to provide suitable medical care for Etwall are taken by the Derbyshire Integrated Care Board (ICB). The Working Group has engaged with the ICB as follows:
- (a) The Working Group asked the ICB: *Does the ICB believe that the current provision of doctors' surgeries is sufficient for Etwall?*
 - (b) The ICB responded: *The ICB has concerns around capacity in primary care in the area west of Derby and is in the process of working with a practice to develop a new branch surgery to support provision in the area. The ICB is also working with existing practices to understand the potential for expanding existing sites as needed.*
 - (c) The Working Group also asked the ICB: *Has the ICB considered whether a doctor's surgery should be provided in Etwall village itself?*
 - (d) The ICB responded: *Wellbrook Surgery is 2 miles from the centre of Etwall, it is therefore unlikely that an additional surgery would be considered for Etwall village, however, we will continue to review planned housing developments with the local authority.*
- 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.

Cemetery

- 237 It is understood that there will be limited capacity at Etwall Cemetery in the near future. SDDC manages the cemetery and Etwall Parish Council will liaise with SDDC regarding future sites.

Applications for hot food takeaways and fast-food outlets

- 238 NPPF (paragraph 97) states: Local planning authorities should refuse applications for hot food takeaways and fast-food outlets:
- a) within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or
 - b) in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social-behaviour."
- 239 This Plan fully supports the provisions of NPPF (paragraph 97). There are already two fast food establishments in the village centre close to JPSA. Additional fast-food establishments in the village centre or on Chestnut Grove would exacerbate the congestion and parking problems at those locations.

Policy 9 Protecting and Enhancing Community Facilities

- 1. The following buildings (which are shown on Map 10 and listed at Appendix F), are identified as community facilities:**
 - a) Methodist Church Hall
 - b) Frank Wickham Hall
 - c) Scout Hut
 - d) Army Cadet Hut
 - e) Library
 - f) Cricket Pavilion
 - g) Leisure Centre
 - h) St Helen's Church
- 2. Proposals for the enhancement, improvement and extension of the buildings listed in 9(1), or the provision of new buildings, to extend the offer of community facilities or important local services, will be supported where the design and appearance is in conformity with Policy 1³⁶.**
- 3. Proposals are supported that make community buildings more energy efficient as this will reduce running costs as well as carbon emissions.**
- 4. Where planning permission is required, development that will result in the loss of sites or premises used for important local services and community facilities listed in Policy 9(1) will not be supported unless:**
 - a) alternative provision, of equivalent or better quality will be provided and made available prior to commencement of redevelopment, or
 - b) it is evident that there is no reasonable prospect of the service or facility being retained or resurrected*, and
 - c) it is evident that the service or facility is no longer viable*, and
 - d) there is little evidence of local use of that service or facility*.
- 5. Applications for hot food takeaways and fast-food outlets should be refused in accordance with NPPF (paragraph 97). Applications should also be refused where the new facility would have a negative effect on local residents.**

* Applicants will be expected to demonstrate to SDDC's satisfaction that all reasonable efforts have been made to sell and let the site or premises for its existing use or another service/facility use at a realistic price for a period of at least 12 months (or a period determined by SDDC).

³⁶ The Frank Wickham Hall and Library are on Field of Trust land and changes cannot be made without their permission

18 Housing Mix and Type

- 240 There is no expectation of additional major development in Etwall Parish in the short term (or until the LPP 1 Review has been adopted, then the LPP1 and LPP 2 have been reviewed and combined in a new Local Plan approach), other than that permitted by LPP 1 Policy H1. This allows for up to 25 dwellings either within the Settlement Boundary or adjoining the Settlement Boundary as an exceptions site or cross-subsidy site.³⁷ The draft LPP 1 Review has amended this policy to remove the cross-subsidy element.
- 241 The Plan will be reviewed in 5 years' time at which point it may need to be amended to align with a new Local Plan approach.
- 242 The Working Group commissioned AECOM to undertake a Housing Needs Assessment (HNA) for the Parish to get a better understanding of the existing housing stock and to understand the likely housing needs of the local population up to 2040. Having this analysis for the Parish provides evidence and an understanding of the role of the Parish within the wider Housing Market Area. The housing policies below are intended to enhance the positive role the Parish plays and to plan ahead to reflect the changing housing needs of the population.
- 243 Etwall is not a self-contained Housing Market Area, it is part of South Derbyshire District which is in turn part of the Derby City Housing Market Area. Etwall is part of the Derby Fringe sub area.³⁸ Changes in need or demand in Derby City will impact on Etwall.
- 244 The HNA compared data from the 2011 and 2021 census and updated this with housing completion figures provided by SDDC. Not all the census data aligned exactly with the parish boundary, but the nearest best fit was considered suitable (see Appendix A of the HNA for more details). In 2021 there were 3,085 people living in 1,309 households, this represents an increase of 513 people since 2011. There has been a 19% increase in dwellings in Etwall since 2011. Between 2011 and 2024, 262 new homes have been built, an increase of 24%. Of these 68 were delivered as affordable housing (comprising 10 affordable ownership dwellings and 58 affordable rented dwellings). This excludes the remaining dwellings to be completed on Jacksons Lane.

Housing Type

- 245 The life stage of households is strongly correlated with the size of home they tend to occupy. The youngest households tend to occupy the smallest dwellings before taking up larger homes as families expand then downsizing to smaller homes as they age. Affordability and the types of housing available can skew these choices.
- 246 The current dwelling mix in Etwall is generally weighted in favour of larger and detached homes. Over 52% of all homes in the Parish are detached houses (compared to around 41% across South Derbyshire and 23% across England). Consequently, there are smaller proportions of other dwelling types, with lower levels of semi-detached houses, terraces and flats compared to South Derbyshire. Etwall's accommodation mix reflects its rural nature and is lower density, which is part of the character of the Parish.

³⁷ Definition of Rural Exceptions Sites in the NPPF Annex 2: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

³⁸ See Strategic Housing Market Assessment Executive Summary 2020 at <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/evidence-base-2/district-wide-and-derby-hma-evidence>

247 Figure 1 shows the dwelling size of houses in Etwall compared to South Derbyshire and England.

Figure 1

Table 6-4 Dwelling size (bedrooms), various geographies, 2021

Number of bedrooms	Etwall	South Derbyshire	England
1	4.7%	5.1%	11.6%
2	18.7%	24.2%	27.3%
3	36.1%	43.3%	40.0%
4+	40.4%	27.4%	21.1%

Source: Census 2021, AECOM Calculations

248 AECOM's analysis highlights that between 2011 and 2021 the proportional share of 1,2 and 3 bedroom dwellings in Etwall fell, whilst 4+ bedroom dwellings increased in proportional share. This suggests new development has continued the trend of larger properties in Etwall, with less home types and sizes that tend to be most affordable or suitable for an ageing population (see evidence below).

249 The Etwall HNA uses Local Authority population projections to estimate the ages of households up to 2040. Figure 2 shows that there is expected to be a 61% increase in people over 65 (from 460 to 738). The figures are projections only, but the District and national evidence is that we have an ageing population.

Figure 2

Table 6-8 Projected age of households, Etwall, 2021 - 2040

Year	24 and under	25 to 34	35 to 49	50 to 64	65 and over
2021	11	136	346	334	460
2040	16	146	581	257	738
% change 2021-2040	44%	7%	68%	-23%	61%

Source: AECOM Calculations

250 What the HNA analysis shows is that the recent expansion of Etwall did not improve affordability (although providing 68 affordable homes is applauded) nor did it do anything to provide homes specifically suitable for older people.

251 Having a higher proportion of smaller 2-3 bed dwellings would go some way to addressing the imbalance in Etwall housing stock against demographic projections and affordability. This approach would align with the evidence in the South Derbyshire Strategic Housing Market Area (SHMA) 2020 which has a similar emphasis on 2-3 bed homes. It is also in conformity with the LPP 1 Review Policy H20 which requires major development to comprise a range of dwelling sizes broadly proportioned as follows:

Extracted from the LPP 1 Review Policy H20

	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Market	9%	35%	40%	16%
Affordable home ownership	19%	45%	29%	7%
Affordable housing (rented)	32%	39%	24%	5%

252 The Etwall HNA concludes that ‘variety should be sought within the mid-sized homes that are built in future to attract both newly forming households on lower budgets and older households with equity from their existing larger homes. Facilitating downsizing among older households may also release those larger homes for use by families who need more bedrooms if the existing stock of larger homes is sufficiently affordable.’ Paragraph 6.27 of the Etwall HNA.

Population Characteristics

253 Figure 3 shows the age structure of Etwall compared to the 2011 figures. The 45-64 age group represented the largest single age group in Etwall across 2011 and 2021. The largest proportional change is seen in the 85 and over age band, which increased by 44.4%.

Figure 3

Table 6-5 Age structure of Etwall, 2011 and 2021

Age group	2011 (Census)	%	2021 (Census)	%	Change
0-14	453	17.6%	580	18.8%	+ 28.0%
15-24	233	9.1%	256	8.3%	+ 9.9%
25-44	523	20.3%	741	24.0%	+ 41.7%
45-64	719	28.0%	786	25.5%	+ 9.3%
65-84	563	21.9%	605	19.6%	+ 7.5%
85 and over	81	3.1%	117	3.8%	+ 44.4%
Total	2,572	100.0%	3,085	100.0%	+ 19.9%

Source: ONS 2011, ONS 2021, AECOM Calculations

Housing for Older People

254 HAPPI3 identifies that 85% of all older people would like to ‘age in place’³⁹. LPP 1 Policy H20 provides encouragement for development to accommodate specific groups such as older people and to be adaptable. However, it does not set specific targets for the portion of new housing that might be required to meet national standards for accessibility and adaptability (M4 (2)) or for wheelchair users M4 (3)).

³⁹ Housing our Ageing Population: Positive Ideas (HAPPI3), All party parliamentary group on housing and care for older people, June 2016 document at <https://www.housinglin.org.uk/Topics/type/Housing-our-Ageing-Population-Positive-Ideas-HAPPI-3-Making-retirement-living-a-positive-choice/>

- 255 The Local Housing Needs Assessment 2023 for Derby City and SDDC says that '*Given the evidence [SDDC] should consider (as a starting point) requiring all dwellings (in all tenures) to*
- 256 *meet the M4(2) standards and where viability allows around 5% of homes meeting M4(3) – wheelchair user dwellings in the market sector (a higher proportion of around a tenth in the affordable sector)*'⁴⁰
- 257 The original community consultation in 2023 identified that the number one priority for the majority of residents was the need to have more bungalows available on the market.
- 258 Development since 2021 has provided no new bungalows and local evidence is that demand remains very high for bungalow accommodation. However, low rise flatted accommodation (where it is no more than three storeys and has a lift to the upper floors) may also meet this need and would be suitable outside the historic core of the village.
- 259 There are currently around 142 bungalows within the Settlement Boundary of the village, it is believed that around 75% of these were built between 1960 and 1980. Since 2010 it is estimated that only three bungalows have been built. Another 18 bungalows were built in the 1990s on Blakeley Lane at Tynefield Court, these are available to rent.
- 260 Figure 3 above shows that the proportion of the population in Etwall who are aged 65 and over has increased by 23% between 2011 and 2021. Figure 2 shows that this number is forecast to grow by 63% between 2021 and 2040. Based on the feedback from residents, and supported by the forecast growth in numbers of residents aged 65 and over, it is essential that all future developments include proposals for bungalows or other low rise flatted accommodation to meet this demand.
- 261 The HNA considered the need for specialist housing for older people. There are 33 units of specialist accommodation in the Parish at the Almshouses and Peartree Court. In addition, Etwall includes three care homes with a total capacity of 138 residents. Belfield Terrace and Belfield Court on Belfield Road each have ten units – nine flats and one duplex. In 2021 there were 403 people over 75, which indicates that provision in the Parish is below the national average. The Strategic Housing Market Area 2020 indicated a total need for 38 units (36 being sheltered care).
- 262 Specialist housing should only be in accessible locations, and the HNA considers Etwall to be a suitable location for specialist accommodation. The potential need for specialist housing overlaps with the need for adaptations to mainstream housing. The majority of older people will live in mainstream housing all their lives. Encouraging lifetime homes which can be accessible and adaptable in new development would be another way to address this issue to some extent.

Change of Use

- 263 Where planning permission is required for a change of use from a dwelling house to a House in Multiple Occupation, the proposal needs to demonstrate that sufficient off-street parking is provided, or that there is sufficient capacity on street to accommodate the additional vehicles that are likely to be required, without causing obstruction to neighbouring properties. Where planning permission is required to allow a change of use from a C3 Residential Use, permission should only be granted if:
- the building is a detached building;

⁴⁰ <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/evidence-base-2/district-wide-and-derby-hma-evidence> para 161-163. This recommendation is applied to the LPP 1 Review Policy H20 and supported based on the evidence in the Etwall Parish HNA.

- the proposed use will not have an adverse effect on the residential amenity of neighbouring properties due to an intensification of activity (e.g. noise);
- there is sufficient off-street parking for all vehicles, including staff, visitors and users of the building;
- there will be no additional traffic congestion caused by the change of use, road access to the building must be able to accommodate any extra traffic safely and without adversely affecting neighbouring properties.

Policy 10a Housing Mix and Type

- 1. Development proposals will be supported which provide a mix of housing types and sizes with a particular focus on:**
 - a) 2-3 bed dwellings,**
 - b) properties suitable for older people (bungalows or level access low rise, max 3 storey, flats).**

where the scheme is in accordance with other policies in this Plan.
- 2. If a scheme is not proposing a housing mix and type in accordance with the Housing Needs Assessment, information accompanying the application would need to justify the departure from this, based on specific character elements or some other demonstration of suitability.**
- 3. For major development⁴¹ or mixed-use proposals on a site of more than 0.5 hectares, dwellings that are adaptable and accessible to accommodate the needs of residents as they age are supported as per policy M4(2). In accordance with the most up to date District policy, 5% of market homes and 10% of affordable homes should be built as per policy M4(3) to accommodate wheelchair users (but a higher percentage would be supported).**
- 4. Where planning permission is required for a change of use from a dwelling house to a House in Multiple Occupation (HMO), the proposal needs to demonstrate that sufficient off-street parking is provided or that there is sufficient capacity on street to accommodate the additional vehicles that are likely to be required, without causing obstruction to neighbouring properties.**
- 5. Permission for a change of use from a C3 Residential Use will only be supported if:**
 - the building is detached,
 - the proposed use will not have an adverse effect on the residential amenity of neighbouring properties due to an intensification of activity (e.g. noise),
 - there is sufficient off-street parking for all vehicles, including staff, visitors and users of the building,
 - there will be no additional traffic congestion caused by the change of use, road access to the building must be able to accommodate any extra traffic safely and without adversely affecting neighbouring properties.

⁴¹ The definition of major development is set out in the Glossary of the NPPF and is ' For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.'

Affordability⁴²

- 264 House prices provide an indication of the level of demand for homes within an area. The relationship between house prices and incomes determines whether housing is affordable to local households and, to a large extent, what tenure, type and size of home they occupy.
- 265 To gain a clearer understanding of local affordability it is useful to understand what levels of income are required to afford different tenures. This is done using affordability thresholds, the estimated amount of annual income required to cover the cost of rent or a mortgage given the local housing prices. The Etwall HNA analysed the house prices of the Parish since 2014 and used ONS data to provide the average total household income locally for 2020 which was £45,600.
- 266 Affordable housing is specifically defined in the NPPF as '*housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)*'. The full definition is in Annex 2 of the NPPF.

Figure 4 Affordability Thresholds

Table 5-4 Affordability thresholds in Etwall (income required, £)

Tenure	Mortgage value (90% of price)	Annual rent	Income required	Affordable on average incomes? £52,200	Affordable on LQ earnings (single earner)? £21,207	Affordable on LQ earnings (2 earners)? £42,414
Market Housing						
Median House Price	£337,500	-	£96,429	No	No	No
Estimated NA New Build Entry-Level House Price	£300,513	-	£85,861	No	No	No
LQ/Entry-level House Price	£250,200	-	£71,486	No	No	No
LA New Build Median House Price	£302,850	-	£86,529	No	No	No
Average Market Rent	-	£12,576	£41,920	Yes	No	Marginal
Entry-level Market Rent	-	£9,756	£32,520	Yes	No	Yes
Affordable Home Ownership						
First Homes (-30%)	£210,359	-	£60,103	No	No	No
First Homes (-40%)	£180,308	-	£51,516	Marginal	No	No
First Homes (-50%)	£150,256	-	£42,930	Yes	No	Marginal
Shared Ownership (50%)	£150,256	£4,174	£56,843	No	No	No
Shared Ownership (25%)	£75,128	£6,261	£42,334	Yes	No	Marginal
Shared Ownership (10%)	£30,051	£7,513	£33,629	Yes	No	Yes
Affordable Rented Housing						
Affordable Rent	-	£5,193	£17,293	Yes	Yes	Yes
Social Rent	-	£4,989	£16,613	Yes	Yes	Yes

Source: AECOM Calculations

- 267 Whilst the AECOM analysis is an assessment based on set assumptions (i.e. that the household has access to a 10% deposit) it indicates that local households on average incomes are unable to access even entry-level homes unless they have the advantage of a very large deposit.

⁴² The key assumptions AECOM used - the maximum percentage of household income that should be spent on rent is 30% and that mortgage financing will be offered at a maximum of 3.5 times household income. These are standard assumptions across housing needs assessments at neighbourhood and local authority scale. This is discussed in more detail in Appendix C of the HNA.

Private renting is generally only affordable to average or dual earners. However, neither average nor dual earners can afford a 3+ bedroom house unless they spend more than 30% of their joint income on rent.

- 268 AECOM note that there is a relatively large group of households in Etwall Parish who may be able to afford to rent privately but cannot afford home ownership. They are typically earning between around £32,520 per year (at which point entry-level rents become affordable) and £71,846 (at which point entry-level market sale homes become affordable). This ‘can rent, can’t buy’ cohort may benefit from the range of affordable home ownership products such as First Homes and shared ownership.
- 269 One of the main objectives of developing this Plan is to enable Etwall residents to be able to afford to continue to live in the Parish. This includes facilitating the provision of homes to buy or rent which residents can afford. The Working Group recognises that they cannot set their own specific targets to apply in the Parish, which would define the number of affordable homes, nor can this Plan define the levels of discounts which COULD be applied. The Plan will support SDDC in maximising the number of new affordable homes which can be provided to benefit Etwall residents.
- 270 The LPP 1 Review Policy H21 seeks up to 40% affordable housing on eligible sites (over 10 dwellings) subject to viability compared to 30% in the adopted policy. SDDC provides justification for this 40% threshold which aligns with the affordability assessment in the Etwall HNA.

Policy 10b Affordable Housing

- 1. Where applicable, development of affordable housing* may be in the form of affordable rented, social rented, affordable homes for sale, discounted market sale, or a combination, especially but not solely for first time buyers.**
- 2. Affordable housing schemes should be fully integrated with market housing and be consistent in the quality of design and provision of private and public spaces to create mixed and sustainable communities.**

* affordable housing as defined in the NPPF Annex 2 Glossary

Policy 10c Rural Exception Site

- 1. As an exception to planning policies relating to the location of housing development, a rural exception site of up to 25 dwellings for affordable housing to meet the identified needs of local people will be supported where the following criteria are met:**
 - a) a local housing need has been identified in the Parish for the type and scale of development proposed,**
 - b) the initial and subsequent occupancy is controlled through planning conditions and legal agreements as appropriate to ensure the accommodation remains available in perpetuity to people in need of affordable housing in accordance with SDDC’s policies,**
 - c) a range of facilities and services are conveniently accessible from the site by means other than private car,**
 - d) the development is in accordance with the landscape character and design policies in the Plan.**

19 Developer Contributions

- 271 Developer contributions (sometimes called planning obligations or s106 agreements) seek to mitigate the negative impacts of development, address infrastructure needs, contribute towards place-making and meet Local Plan policy requirements. SDDC do not have an adopted Community Infrastructure Levy policy.
- 272 The scale of recent development in the Parish and across the District has put pressure on the infrastructure in the Parish. The impact on existing services and facilities and the increase in traffic volume is a matter of legitimate concern. The scale of growth indicated in the draft LPP1 whilst not within the Parish, may well result in additional pressure on local roads and may well contribute to the increase in pupils at JPSA coming from out of the area.
- 273 The requirements for developer contributions should be discussed as part of the planning application process, and where applicable, with Etwall Parish Council, SDDC and DCC.
- 274 Plainly there will be detailed discussions on the nature and the scale of any development contributions associated with individual development proposals in the Plan period and it is likely that the majority of developer contributions will be taken up by infrastructure given the scale of development proposed. SDDCs Strategic Policy INF1: Infrastructure and Development Contributions is used to seek development contributions (when required).
- 275 Nevertheless, where such an approach would relate both to national policy and to local discussions, and as part of the work on the Plan, Etwall Parish Council would support a package of measures which include contributions towards relevant projects listed in Appendix A of this Plan. In the event that SDDC introduces a Community Infrastructure Levy in the future, the policy could be reviewed to take account of its contents.
- 276 DCC has a Developer Contributions Protocol, and they aim to review the document every three years to ensure that the anticipated growth and development within the County is supported by the services and infrastructure necessary to mitigate its impact.
- 277 Appendix J contains a summary of the key elements of the Protocol which could be applied to benefit the residents of Etwall.
- 278 Most highway and transport infrastructure improvement is secured by planning conditions, through contributions under Section 106 of the Town and Country Planning Act 1990. However, the Highways Authority can require the developer to commission or carry out specified highway works under Section 278 of the Highways Act 1980. 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. Etwall Parish Council expects that any future development includes mitigation to reduce the impact of further increases in traffic movement around the road junctions on Main Street and on Egginton Road.

Policy 11 Developer Contributions

Subject to their scale and significance, development proposals should demonstrate a consideration of their impact on local infrastructure (including schools, GP services, highways, local services and community facilities) and how any required works would mitigate the identified impacts in a satisfactory way in accordance with national regulations (s106, s278 and Community Infrastructure Levy where applicable).

20 Supporting the Local Economy

- 279 Etwall is defined as a key service village (LPP 1 Policy H1) reflecting its range of convenience shops offering a range of day-to-day goods, other small businesses providing local services and community and civic facilities. It is also well located on the road network and in relation to Derby to service customers.
- 280 There are no designated employment areas within the Parish, other than part of the Toyota Manufacturing Plant. There are however, c30 businesses operating from business premises and c100 registered businesses operating from residential premises, and a number of Sole Traders operating from residential premises.
- 281 LPP 1 Policy E7 supports proposals which diversify and expand the range of sustainable employment activities on land outside of the settlement boundary where they support the social and economic needs of the rural communities. The Working Group supports this approach.
- 282 Advancing technology makes it increasingly possible for people to work from home. The Covid pandemic resulted in a step change in many industries, with hybrid working increasingly the norm. This growing desire to work from home is being driven by digital technology, a reluctance to commute, increased awareness about the environmental benefits of home working and an increase in self-employment generally.
- 283 Having people around more in the week can present an opportunity for local shops and cafes. It also makes Etwall less of a dormitory village and may reduce car usage which will provide environmental benefits.
- 284 It is important however that the impact of a business expansion does not harm the character of the area.
- 285 The 2021 census confirmed that around 1,700 (55%) Etwall residents are of working age. However, due to the limited number of jobs within Etwall Parish, over half (900) commute to work, normally by car due to the limited public transport and/or distance of homes from a bus stop. Around 400 residents commute further than 10km with around 500 employed within 10km of their home.
- 286 The largest employment sector in Etwall Parish is education, with John Port Spencer Academy and Etwall Primary School employing around 270 staff, the majority being full time teachers who choose not to live in the Parish and, therefore commute into the village daily. A few full-time support roles and some part-time jobs are filled by Etwall residents.
- 287 The three residential care homes within the Parish employ over 100 staff, many being part-time with most employees living within 5km.
- 288 Leisure and hospitality are the next largest sector with around 100 jobs within the village, most employees living within 5km.
- 289 A number of self-employed professionals operate businesses from home, and some residents have jobs that allow them to work from home.
- 290 The small industrial estate on Heage Lane offers some employment, but most employees live outside the Parish.
- 291 Responses from organisations and businesses that participated in the consultation process had a common theme: poor mobile phone signal and poor broadband, while some amenities reliant on customers commented on a lack of parking and poor signage.

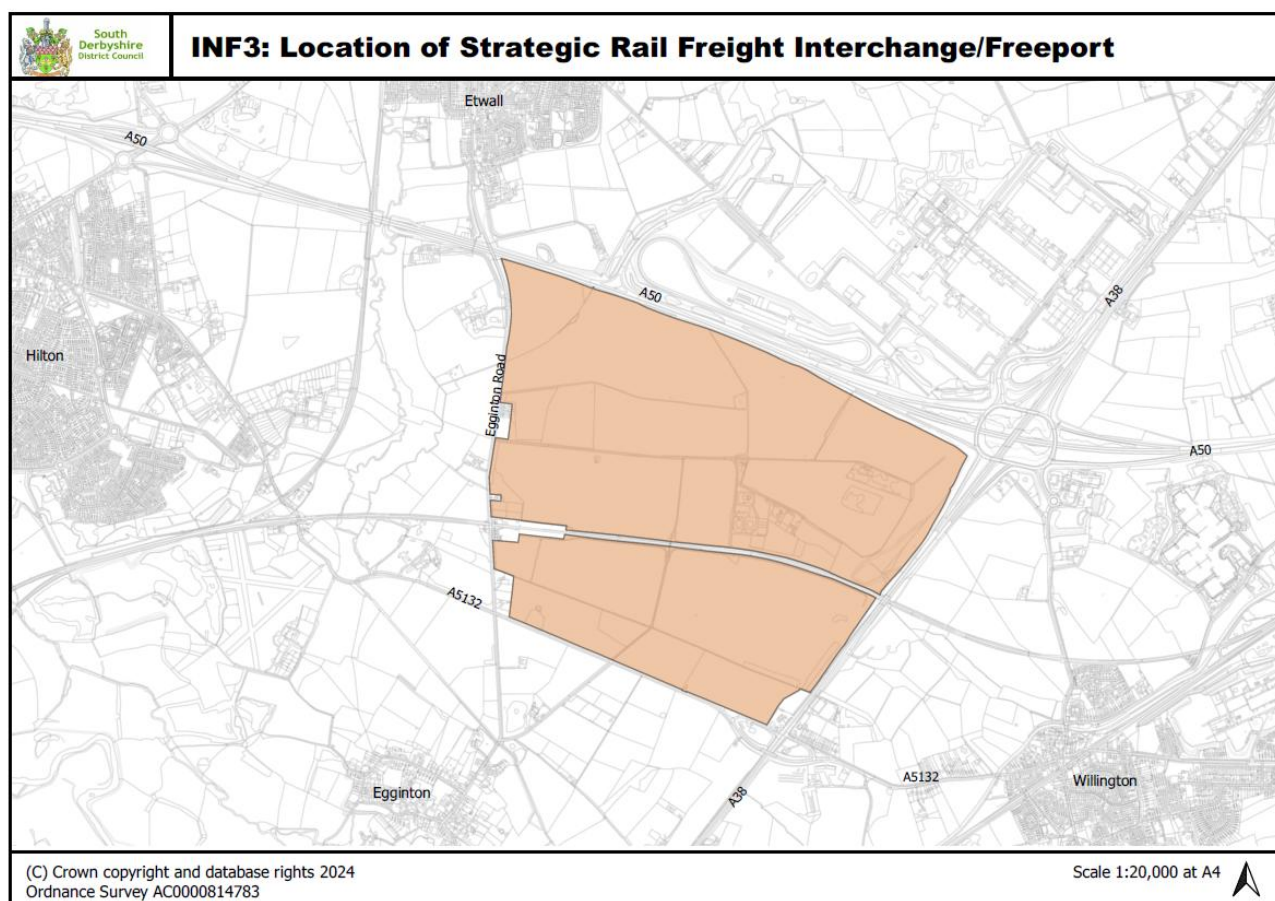
Policy 12 Supporting the Local Economy

- 1. Development proposals that enable the sustainable growth of businesses through the conversion of existing buildings and well-designed new buildings will be supported where they are located in accordance with District policies.**
- 2. Where planning permission is required, proposals for the operation of businesses from integrated home/work locations and extensions to enable home working will be supported where the scheme:**
 - a) reflects the character of the area in which it is located in accordance with the Etwall Design Guidance and Codes,**
 - b) is not detrimental to residential amenity, and**
 - c) demonstrates there will be adequate parking (on or off-street).**

21 The East Midlands Intermodal Park (EMIP) (aka Freeport)

- 292 The EMIP designation was announced by the Government in 2022. The Freeport designation covers the proposed EMIP, Strategic Rail Freight Interchange (SRFI) at Egginton Common (part of which is in Etwall Parish) together with sites outside South Derbyshire at Ratcliffe Power Station and East Midlands Airport. The proposed Egginton Common SRFI is a Nationally Significant Infrastructure Project (NSIP) and permission to build them is given at national level. It is outside the remit of the Plan and SDDC Planning Policies.
- 293 Albeit outside of the remit of the Plan, the Working Group felt that it was important to acknowledge the SRFI proposals within the Plan and that it should detail the concerns and aspirations of the community.

Map 11: Location of EMIP and SRFI Site



Source: LPP 1 Review

<https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/local-plan/local-plan-review?chapter=4>

- 294 Map 11 shows the area owned by Etwall Land (part of Seven Trent Water) allocated for the Intermodal site as presented in 2014. This shows the whole area from the A50 to Carriers Road and Egginton Road to the A38 (excludes private houses on Egginton Road, but includes two private houses on Boundary Road).
- 295 In 2014 three layout options were presented that included development over most of the area. Etwall Parish Council's current understanding is that during later talks with SDDC, development south of the railway was removed and concentrated between the railway and A50.

- 296 Etwall Parish Council understands that the EMIP site only covers the area north of the railway, but this does not prevent a planning application for development south of the railway.
- 297 It has been a working assumption by the monitoring group set up by both Etwall and Egginton Parish Councils that the land south of the railway would be used to mitigate environmental issues from the northern development.
- 298 Community consultations on the Freeport found that the key concern for residents is how we limit damage and retain the village character of Etwall during the Freeport build and once it is built. Other concerns are the additional volume of traffic that this development will create and the subsequent loss of wildlife and valuable eco systems. Other concerns were fairly equally weighted across the community and included issues such as:
- Air/Noise and light pollution
 - Increased lorry movements
 - Visibility of buildings
 - Road network
- 299 The visual and landscape impact of this national project will be significant on the Parish. The SRFI designated site lies on sloping open fields between the villages of Egginton and Etwall. When approaching the village from the south the SRFI will be the first break in countryside views for almost 1.5 miles.
- 300 The 255-hectare site (roughly the same size as the built-up area of Etwall), will be bordered by the A50, A38 and A5132 and is segmented by the existing Derby to Stoke rail line, which runs directly through the middle. It is also adjacent to the existing Toyota Manufacturing Plant (in Burnaston Parish). The A5132 Carriers Road has no footpath to the south of the site and has been identified as 'High Risk' by [Ageas Insurers](#), working with the Road Safety Foundation, in the report 'Building Back Safer – Making Roads Fit for 2030'.
- 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.
- 302 The Common houses a mixture of scrubland, low level hedgerows, some woodland, and a stream that runs to the east of the site. Home to a thriving eco system, the peaceful, relatively undisturbed expanse of land provides an ideal habitat for species to thrive. The neighbouring Toyota Manufacturing Plant has green spaces managed by Derbyshire Wildlife Trust as part of their commitment to biodiversity net gain.
- 303 Within the Freeport site there is a wooded area, adjacent to Egginton Road and Boundary Road, protected by a Tree Preservation Order. From Egginton Road, both verges of Boundary Road form wildlife corridors with a significant portion edged by hedgerows that link to the A50 embankment wildlife corridor on one side and the railway embankment wildlife corridors on the other side to form continuous wildlife corridors that link, via hedgerows to the A38 embankment. There are several other tracts of land connected to these wildlife corridors that have been allowed to revert to natural ecosystems, with consequent increased biodiversity. All these areas should be retained and enhanced as part of the Freeport development.
- 304 There is a WW2 pillbox within the site of historical significance, which is proposed to become a Non-Designated Heritage Asset in part 14 of this Plan. Grade II listed Blakely Lodge also adjoins the site, with an additional 23 residential properties on the site boundaries.
- 305 By referencing other Freeport developments, we anticipate the proposed buildings on the site will be extensive and tall, changing the landscape of the Parish. With the average height of warehouses being 14 metres there needs to be sympathetic understanding of the visual

impact this would have on Etwall and its village character. Suggestions about mitigation of visual impact are included within the aspirations are included within the Key Criteria for the Development of the East Midlands Intermodal Park and the SRFI in paragraph 307.

- 306 The site is proposed to be operational 24/7 with potential light and noise pollution and additional vehicular movements. The rail freight will also run 24/7 with an expected increased volume during night-time hours to utilise the lower rail traffic volume. These elements all require careful mitigation, so as to protect the health and wellbeing of local residents and wildlife.
- 307 Part of the rationale for the SRFI is the Government's target to grow rail freight by 75% by 2050. The SRFI site will go some way in supporting this and so the LPP 1 Review safeguards this site for such development.
- 308 The LPP 1 Review Policy INF3 criteria C includes the following:

C The development shall meet the following criteria:

- i) An acceptable means of access to the trunk road network and parking and associated facilities for all goods vehicles shall be provided and operational arrangements shall minimise the use of local highways by heavy goods vehicles; an**
- ii) there shall be no undue amenity, safety or highway impacts including noise, vibration, odours, light pollution and traffic generation; and**
- iii) the proposal shall be well designed and shall not cause undue harm to the character of the local landscape and shall contribute toward landscape scale enhancement in accordance with the Trent Valley Vision; and**
- iv) the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and**
- v) the proposal shall not cause undue harm to features of ecological or environmental value and shall contribute toward the delivery of green infrastructure; and**
- vi) appropriate provision shall be made to meet biodiversity net gain requirements as part of a wider network in the Trent Valley; and**
- vii) the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and**
- viii) any new built development, other than that required for flood mitigation or recreation purposes, shall be limited to the area to the north of the Derby-Crewe railway line; and**
- ix) the area to the south of the Derby-Crewe railway line shall be reserved for blue and green infrastructure and shall be made publicly accessible for recreational purposes; and**
- x) provision shall be made for convenient and safe access to the site on foot, by cycle and by public transport (potentially including passenger rail if feasible), including Key and Local Cycle Network routes connecting to population centres and bus services connecting to Willington railway station and population centres, including Swadlincote.**

Source: [Draft Local Plan Part 1 Review | South Derbyshire District Council](#)

- 309 The Working Group supports the above policy noting that it provides a stronger framework for mitigating the visual and landscape impact on the Parish.

310 The visual and landscape impact of this national project will be significant on the Parish. There will be additional vehicular movements associated with the construction and operation of the SRFI. As part of the consultation on the Plan the community expressed concern about the impact of these proposals. This Plan therefore proposes the following table listing the key criteria which should be used to develop the EMIP and SRFI:

Key Criteria for the Development of the East Midlands Intermodal Park and the SRFI

It is the community's aspiration in accordance with LPP 1 Policy INF3 that any proposals:

- Are well designed and take into account the Etwall Design Guidance and Code 2024;
- Include open spaces, green corridors and networks for wildlife to create a smooth transition between new development, open countryside and the existing village;
- Provide direct and safe access points for pedestrians and cyclists to Etwall village (recognising that the Freeport will provide some local employment);
- Protect mature trees and hedgerows to provide wildlife corridors to the open countryside where practicable;
- 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;
- 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. Visual screening is needed, the development should be shielded from Etwall village and Egginton Road;
- 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;
- 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;
- Incorporate renewable energy initiatives, such as solar panels on all south facing roofs, small wind turbines, rain water harvesting and EVC points for employees;
- Consider adequate flood defences to protect local residents, particularly those in Flood Zones 2 and 3;
- Incorporate LED lighting with modern, low-level fittings to minimise light leakage, glare and visibility from outside the development area;
- 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;
- 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;
- Ensure that waiting times for road traffic at Egginton Level Crossing are not increased compared to levels pre-opening of the EMIP;
- 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.

- 311 The Working Group recommends that Derbyshire Wildlife Trust is engaged to manage the biodiversity net gain of the SRFI site.
- 312 Often significant developments such as this have community funds to provide a pathway to invest in the community, this would be strongly supported.
- 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. This is a Community Aspiration at Appendix A.

22 Implementation

- 314 The policies in this Plan will be implemented by SDDC as part of their development management process. Where applicable Etwall Parish Council will also be actively involved, for example as part of the pre-application process as outlined in the Key Principle as described in Section 7. Whilst SDDC will be responsible for development management, Etwall Parish Council will use this Plan to frame their representations on submitted planning applications.
- 315 There are several areas of activity which will affect delivery, and each is important in shaping the Plan area in the months and years ahead. These comprise:
- a) The statutory planning process; this Plan will direct and shape developer and investor interest in the Parish area. However, this is also in the context of the wider SDDC planning policies and the National Planning Policy Framework.
 - b) Investment in and active management of public services and community assets, together with other measures to support local services for the vitality and viability of the local economy.
 - c) The voluntary and community (third) sector will have a strong role to play particularly in terms of local community infrastructure, events and Parish life. This sector may play a stronger role in the future.
 - d) The role of Etwall Parish Council in delivering the projects that have been identified as part of this Planning process.
 - e) The Plan will become part of a hierarchy of planning documents. Etwall Parish Council will also look to District and County Council investment programmes where a policy can be shown to be delivering District and County objectives.

23 Monitoring and Review

- 316 The impact that the Plan policies have on influencing the shape and direction of development across the Plan area during the Plan period will be monitored by Etwall Parish Council.
- 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.
- 318 Any amendments to the Plan will only be made following consultation with SDDC, local residents and other statutory stakeholders as required by legislation.