

Mark Street Masterplan

Sandiacre Neighbourhood Plan

18 May 2023

Quality information

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EREWASH VALLEY TRAIL

Sandiacre Waterfront

At this point the trail follows the canal towpath, Sandiacre is an ancient settlement having been a market town as far back as the 1200s, hosting a fair for the festival of St Giles and later having its own railway. This Derbyshire town retains its special character with restored mill buildings and delightful waterside setting but now merged to the east with the Nottinghamshire town of Stapleford. To the west lie Risley and Stanton by Dale both interesting villages close to pretty countryside.

Railways, Sire and lock making all figure in important industries in Sandiacre's past and today the town remains vibrant with its busy industrial estate near to the Erewash canal. The canal not only provides a quiet retreat for workers and residents but also a pleasant commuter route linking to Long Eaton.

Look out for Water Voles in this stretch of the canal and the spectacular dragonflies and damselflies on warm still days. Aquatic plants common along the canal are Arrowweed, Water Lily and smaller broad leafed Water Lily. Water birds regularly seen include the Moor Plover which is especially common at Padmore Meadows in the winter months and the Moorhen. If you are lucky you may catch a glimpse of the colourful Kingfisher.

Padmore Meadows

The present meadows were named after the clerk of the parish of Sandiacre, Mr G R Padmore, and hold a conveniently central position to the main shopping areas of Sandiacre and Stapleford.

Back in the 1900s the meadows formed a busy trading wharf. Boats were taken with coal, timber, furniture and other products to sustain local industry and agriculture.

We are now about 2 miles from Long Eaton and 4 miles from Leicester.

EREWASH VALLEY TRAIL

Welcome to the Erewash Valley Trail which takes in over 300 miles of beautiful waterway and surrounding landscape on the Nottinghamshire and Derbyshire borders. The route is suitable for walking and cycling and offers great access to the fantastic wildlife and heritage features which make this area so interesting.

The partners shown below work together to enhance the biodiversity, amenity and healthy living opportunities in the valley and recognising the unique character of the area, this partnership created the trail in 2016. Substantial financial support from the 40% Green Infrastructure Fund as well as partner contributions, have enabled work to improve habitats and access to the valley and promote the opportunities it offers.

The map shown gives an overview of the Trail and the map to the right shows the trail as it passes through this area along with local points of interest. A more detailed guide is available at www.erewashvalleytrail.co.uk or through any of the partners.

For more information see www.erewashvalleytrail.co.uk or call Broxtowe Borough Council on 0115 9177777 or Erewash Borough Council on 0845 8072244.

Introduction

01

Local points of interest

1. Vasey Church

St Andrew's Church is a fine example of a 15th century church with a large chancel and a tower. It is a Grade II listed building and is a fine example of a 15th century church. The church is a fine example of a 15th century church and is a Grade II listed building.

2. Stapleford

Stapleford is a village and civil parish in the Erewash Valley. It is a Grade II listed building and is a fine example of a 15th century church. The church is a fine example of a 15th century church and is a Grade II listed building.

3. Netherbrook Trail and Shipy Cemetery Park

The Netherbrook Trail is a 1.5 mile long trail that runs through the Erewash Valley. It is a Grade II listed building and is a fine example of a 15th century church. The church is a fine example of a 15th century church and is a Grade II listed building.



EREWASH VALLEY TRAIL

1. Introduction

1.1 Background

The Sandiacre Neighbourhood Plan (NP) Group commissioned the masterplan for the benefit of the town and community. As such, the Masterplan process is being used to empower the local community to influence development proposals and stimulate redevelopment on Mark Street in Sandiacre. Mark Street is a large industrial and commercial site at the edge of the current town centre that has the potential for a wider mix of uses better suited to the canalside location.

The existing town centre consists of several fragmented streets and does not include a central space for community cohesion. It is intended that the site, by the end of the neighbourhood plan period (2037), forms a new community heart to the town with a mix of open space, employment and new housing.

These proposals complement the design codes and guidance which have been prepared for the whole neighbourhood area - Sandiacre Design Guide and Codes.

1.2 Vision

The neighbourhood plan group have a community-led aspiration to support redevelopment and growth on the key town centre site at Mark Street for community benefit;

- It is envisaged that this redevelopment will include housing and commercial employment space helping to support economic growth in and around the town centre;

- Create an attractive new place which reflects the important location of the site; and
- Creating a new canal-side park that will make use of vacant land and contribute to bio-diversity, recreation, SuDS, play and overall community cohesion.

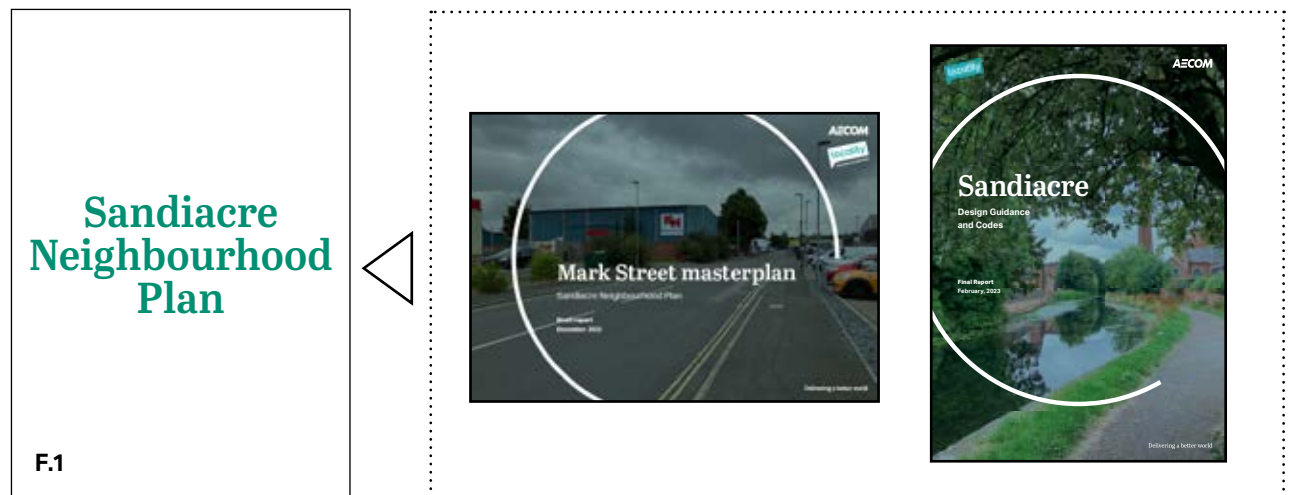


Figure 01: The Sandiacre Neighbourhood plan is supported by the Mark Street Masterplan and Sandiacre Design Guidance & Codes

Figure 02: Welcome to Sandiacre signage

Figure 03: Small open space alongside Erewash Canal



F.2



F.3

1.3 Opportunity for change

There are several key opportunities that justify the exploration of a community-led masterplan for the site. These are;

- The provision of housing to meet local need, including potentially market housing for older people (as identified in the Housing Needs Assessment) will deliver an improved range of housing in Sandiacre close to local shops and facilities.
- Removal of industry from ecologically sensitive river and canal location to more appropriate local sites (see Borough Strategic Policy for opportunities afforded at the newly designated employment site on the former Stanton Ironworks).
- Removal of heavy goods vehicles from the constrained local road network of the town centre and surrounding residential context;
- Improvement of the 'high street' environment along Station Road which currently is one-sided, has a blank frontage and is poorly enclosed spatially to the south (supermarket car parking) and lacking in green infrastructure such as street tree planting. The northern edge is a traditional high street where people can walk, whereas the southern side is planned around vehicular access, rather than being a pleasant place for people, compromising the identity and attractiveness of this street overall.
- The site is relatively centrally located and could provide a more significant public space (town square or green space beside the canal) for the benefit of community interaction, cohesion, identity and sense of place. Spaces that have historically been focal points for shoppers in the Local Centre, such as the junction of Town Street and Derby Road, have been eroded by the dominance of traffic and provide some car parking spaces.

1.4 Planning context & engagement

The Mark Street site was discounted by Erewash Borough Council in the SHLAA 2019 assessment. However, the neighbourhood plan group consider a scheme that addresses flood risk and takes into account neighbouring employment use on the east side of Mark Street can deliver a mix of retail, residential uses and public green space that would benefit the community.

The Neighbourhood Plan Group is liaising with the site owner, Erewash Borough Council and the community through the neighbourhood plan process. The principle land owner (My Furniture) are supportive (in principle) of this change of use. It is accepted that technical studies will be required to assess any contamination of the site and flood risk.

The development of Stanton Ironworks for employment uses means that the Borough is not short of employment sites. The

location of the Mark Street site, adjacent to the Canal Side Conservation Area and at the heart of Sandiacre, would be better suited to a high quality redevelopment that can reinforce the surrounding local local character.

The master plan proposes a design layout that accords with the neighbourhood plan Design Code for the area and would enhance the centre of Sandiacre.

1.5 Site description

Currently, the site forms part of an existing commercial and industrial area to the south of Station Road (Sandiacre's high street), between the Erewash Canal (west) Erewash River (east) and Brian Clough Way (south). Mark Street forms the eastern boundary and is the vehicular access to the site.

Current uses on site include; a supermarket at the north end of the site (with parking facing the high street); behind this in the middle third of the site is a large furniture depot and showroom, and beyond this at the southern end of the site is a plastics manufacturing business.

The industrial units have a scale that is not in keeping with the town centre. There is a high ratio of built coverage on the site and much of the remaining area is hard standing. This encroaches on the canal-side character and there is an opportunity to provide more green space and flood storage beside the canal and improve the visual aspect of the site and connections from the site to access the canal-side.



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1.6 Summary proposals

The adjacent illustrative masterplan shows an indicative layout for the site.

This masterplan would deliver:

- Circa 129 new homes to meet local need, including affordable housing and market housing for older people (as identified in the Housing Needs Assessment).
- 1 Ha of open space and landscape in the form of a linear park beside the canal.
- A small new mixed-use commercial frontage to Station Road

For further details on the proposals see Section 4.

Mixed-use commercial frontage

circa 129 new homes

Linear park

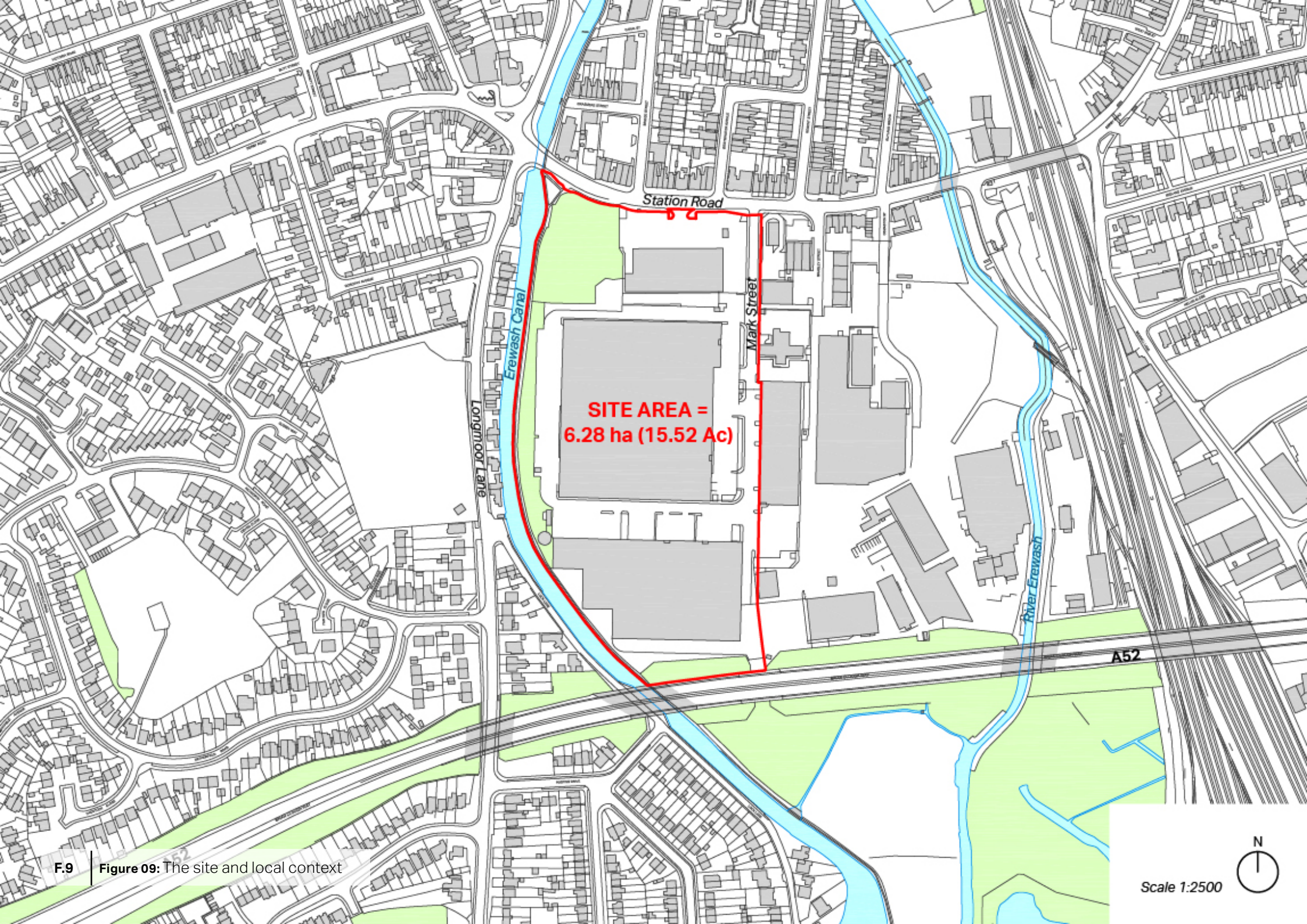
Aspiration for new canal bridge

F.8 Figure 08: Illustrative masterplan



Site context

02



2. Site context

2.1 Local area context

Station Road (Derby Road) is an important thoroughfare and incorporates most of the commercial activity in Sandiacre. The site is opposite the main row of shops and services in Sandiacre. The northern side of the street has a traditional Victorian frontage, with some alterations and insertions, but provides a good range of space for small local businesses, with a generous pavement for 'spill-out space'. This side of the street and these characteristics that favour pedestrian activity, walking and local business should be protected and enhanced further with improvements to the overall street scene, which is of a much lower quality to the south.

The southern edge of Station Road, within the site, and further east, drops in terms of quality and suffers from poorly conceived car-oriented development that results in a low-interest, low-activity frontage that is car-dominated, with large parking areas to the front of plots or drive-through access. The aerial photo overleaf illustrates

this negative aspect of this set-back site frontage – the blank supermarket façade fails to provide enclosure to the street-scene and the site boundary is also poorly defined without trees or landscaping to mitigate this unattractive frontage.

To the south, the site is bounded by Brian Clough Way, a busy A-road with a raised dual-carriageway. This is a negative/ noisy edge for the site that would likely benefit from a setback for residential development, for example. A green setback or buffer should be a consideration on this edge for noise/air quality subject to further testing.

To the west, the site abuts the Erewash Canal and towpath. This is also the route of national cycleway route 67 which forms part of the Erewash Valley Trail.

This edge also forms part of a Strategic Green Infrastructure Corridor for Erewash Borough that is identified as having a high social value and capacity for further enhancement. Potential enhancements to the green infrastructure that will be sought and encouraged by EBC could include; natural flood management, biodiversity

improvement, new recreational facilities and improved and extended recreational route ways. There is a significant area of under-utilised scrub woodland adjacent to the canal in the north-west corner of the site that should be considered for enhancements as described above, and in the context of Sandiacre town centre.

Although Mark Street forms the eastern boundary of the identified site, there is a drive-through restaurant and several businesses to the east of Mark Street that could also be considered as part of the masterplan area and would enable a more holistic change of Mark Street by addressing development on both sides. This is not essential but should be considered in the masterplan as a key context to the site.

East of Mark Street there is further industry up to the River Erewash, including Progress Rail - a large railway manufacturing depot. This use benefits from its location which allows direct access to the adjacent railway network to the east. As such it is not considered for redevelopment within this masterplan.



F.10

Figure 10: Townscape and landscape features adjacent to the site



2.2 Site history & character

Sandiacre has a strong industrial heritage which is still visible in the renovated Springfield Mill, a former lace mill in the town.

The town also has a strong railway heritage. There is no station today but the site was previously a terminal for the Midland Railway.

The map extracts show that there was a wagon works on the Mark Street site prior to 1880.

The first terraced housing arrived on Mark Street around the same time. A little later in 1900, a grid of terraced streets can be seen directly north of the site. This character is retained today to the north of Station Road.

Cottages and terraces that formed the southern edge of Station Road, on the site, have been replaced by modern commercial developments which jar in character terms.

Figure 11: Ordnance Survey map of site from 1880-83



2.3 Flood risk constraints

The site is in flood zone 2 (medium risk), being situated between the River Erewash and the Erewash Canal. The flood risk from rivers or the sea is categorised as Low risk which means that this area has a chance of flooding of between 0.1% and 1% each year. This takes into account the effect of flood defences in the area. There are significant flood defence works along the river and the canal both to the north and south of the urban area, however the areas benefiting from these defensive measures are predominantly to the east of the watercourses. These defences reduce but do not completely stop the chance of flooding as they can be overtopped, or fail. There is also flood risk from surface water also which is currently exacerbated by the proportion of hardstanding on the site.

2.3.1 Potential flood mitigation

Although the site's long term flood risk is categorised as 'Low' it will require a flood risk assessment due to Flood Zone 2 status and possible further design mitigation measures:

- If the estimated flood level for the site is above the development's ground floor levels
- The flood resistance and resilience measures needed depend on the estimated depth in metres that flood water will reach in a building.

For further information on Flood Risk Assessment in Flood Zone 2 and Extra Flood Risk and Resilience Measures see:

<https://www.gov.uk/guidance/flood-risk-assessment-in-flood-zones-2-and-3#extra-flood-resistance-and-resilience-measures>

2.3.2 Sustainable drainage principles

SuDS is a departure from the traditional approach to draining sites and helps to manage flood risk.

There are some key principles that influence the planning and design process enabling SuDS to mimic natural drainage by:

- storing runoff and releasing it slowly (attenuation).
- harvesting and using the rain close to where it falls.
- allowing water to soak into the ground (infiltration).
- Slowly transporting (conveying) water on the surface filtering out pollutants; and
- allowing sediments to settle out by controlling the flow of the water.

2.3.3 Other issues & considerations

- Potential air quality and noise issues from Station Road / Brian Clough Way may need further assessment; Scrub-woodland in the north-west corner may need to be surveyed from an ecological and arboricultural perspective;
- Existing uses and land ownerships for the majority of the site may be a significant constraint in the short to medium term;
- The traditional character of Station Road / Derby Road is undermined by the large format buildings and parking/hard standing currently on site; and
- The canal frontage and overall green infrastructure corridor could be improved by proposals for more sympathetic uses that both enhance the canal (e.g. through biodiversity) and link to the canal for recreation;

2.3.4 Assets & opportunities

The site has several assets and advantages for redevelopment purposes, based on location and existing features, including:

- Immediate proximity to local services and shops (including Lidl supermarket).
- Relatively central location within Sandiacre on key thoroughfare could be better utilised for the community;
- Under-utilised land in north-west corner of site, next to the supermarket, is a key opportunity area.
- Existing access via Mark Street / Station Road provides an access street to the full length of the site; and
- Access and enjoyment of the designated green infrastructure corridor along the canal could be improved if the current uses on site were replaced with more attractive building frontages;

Figure 12: Shops and services on Station Road

Figure 13: Erewash Valley Trail is a notable asset

Figure 14: Mark Street provides existing site access



Key

- Site boundary
- Wooded areas
- Recreation
- Existing buildings
- Car parks and accesses
- ↑↑ Overlooking buildings / views over the site
- ▶ Vehicles accesses
- ▶ Pedestrian accesses
- Bus line
- Recreational route
- ↔ Key links
- Active fronts
- ⊙ Landmarks
- Views

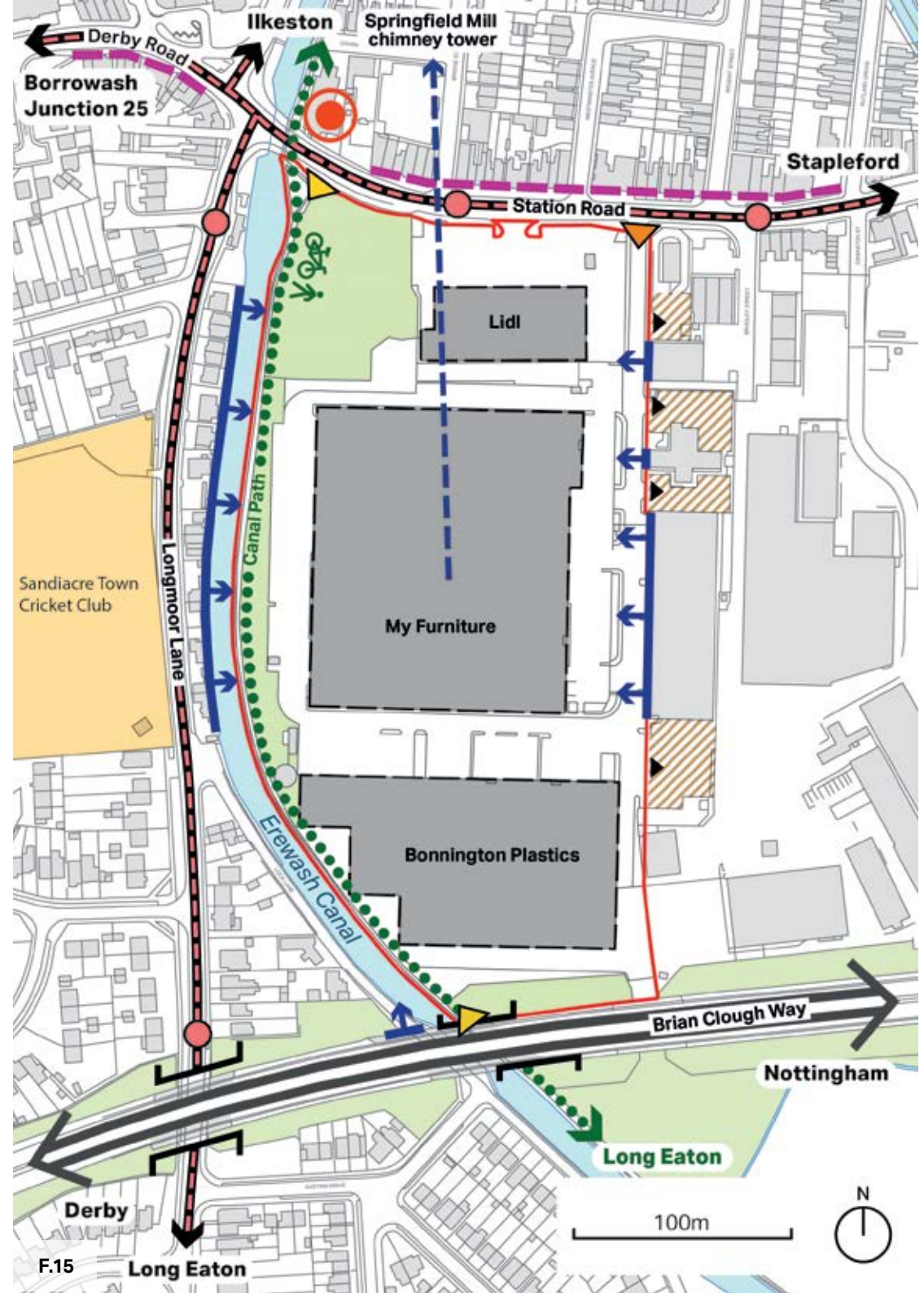


Figure 15: Site features and context



Design development

03

3. Design development

This section illustrates the design concept development and 'optioneering' work that has been used to develop proposals for the site that make the most of the opportunities and constraints presented in the previous chapter.

3.1 Concept diagram

This simple diagram sets out some key concepts for the masterplan frameworks that run through into the preferred option set out in the next section.

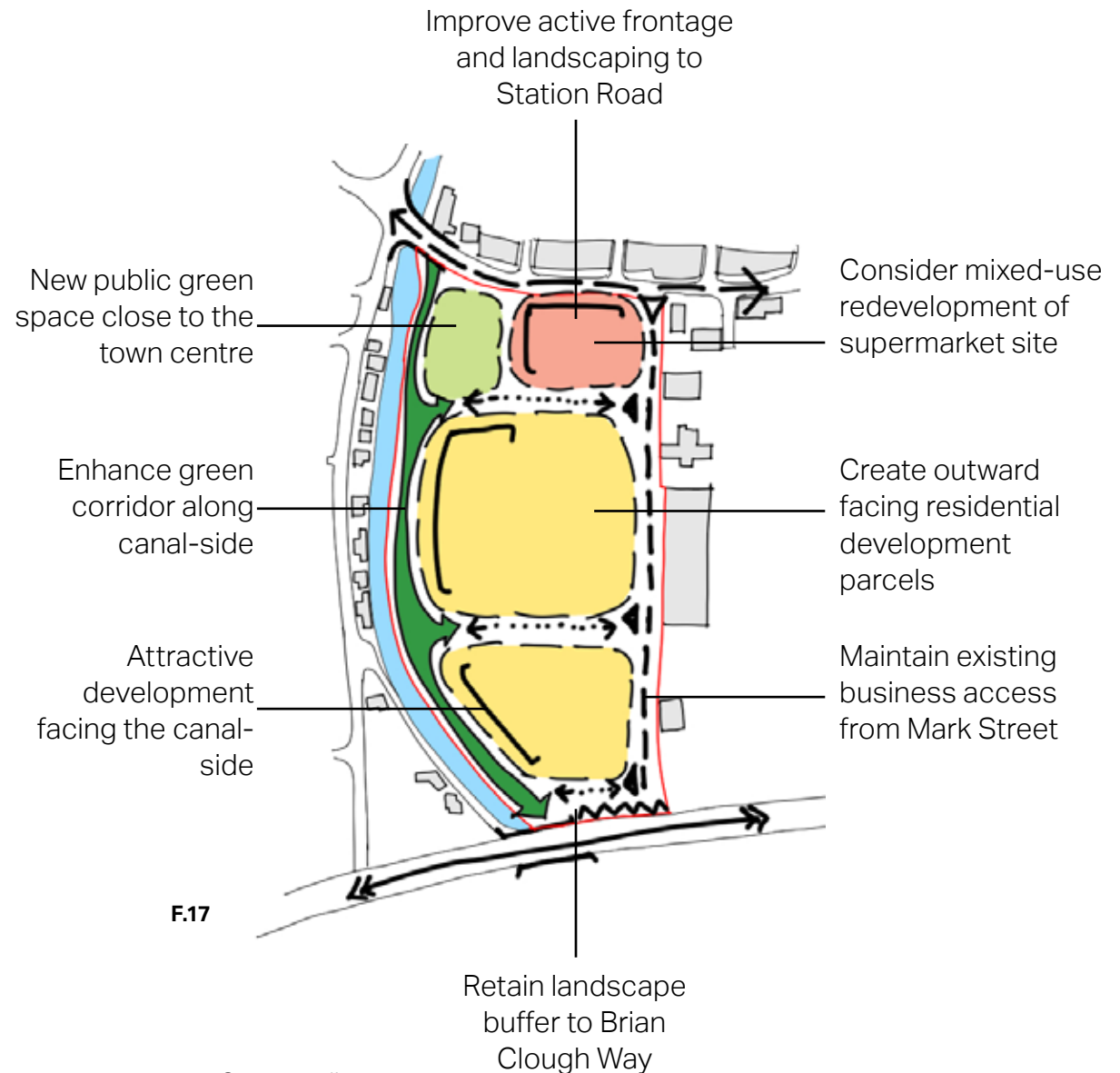


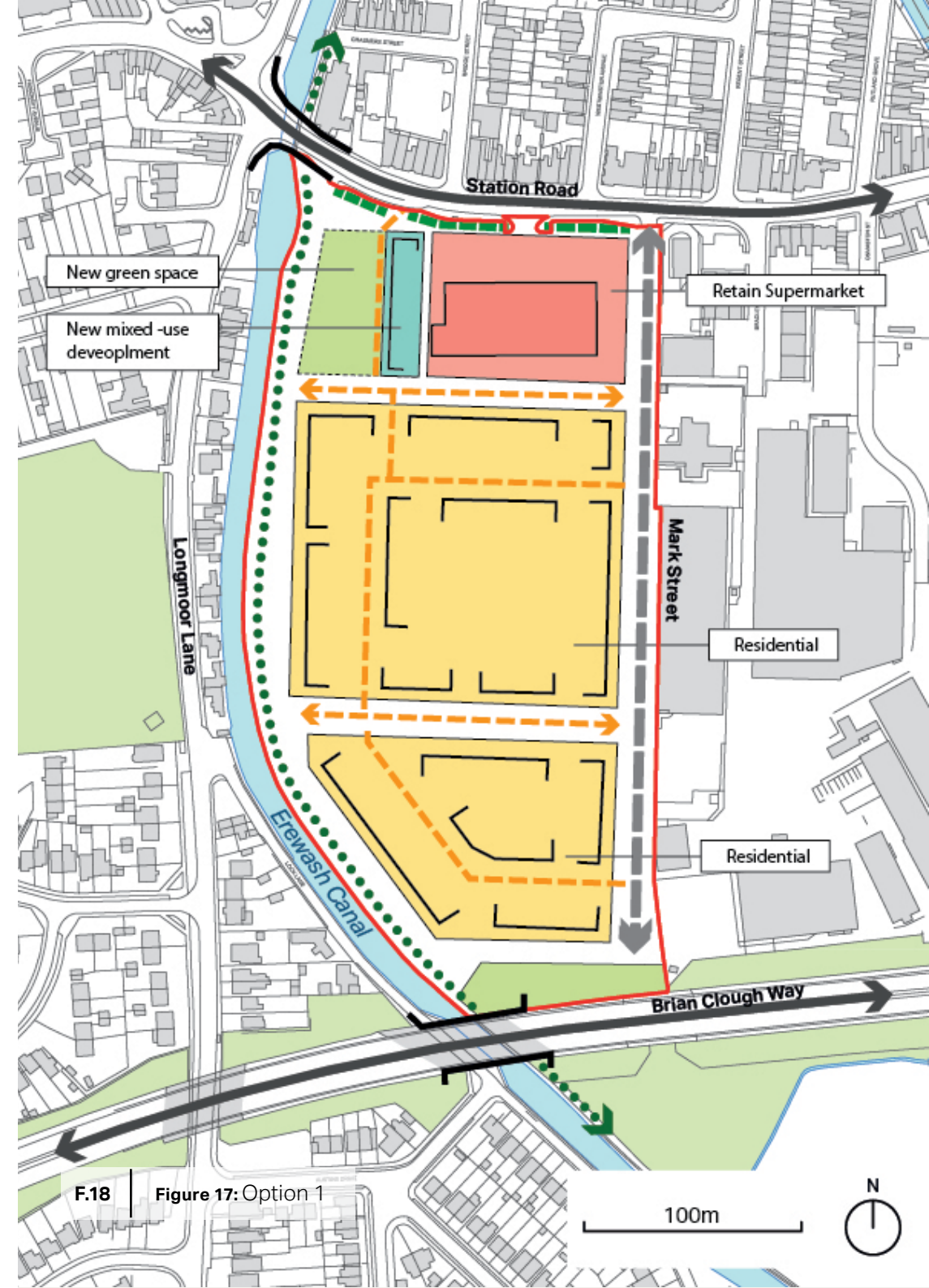
Figure 16: Concept diagram

3.2 Options development

The following three options summarise the design thinking that has been tested and taken forward to the masterplan proposals in the next section.

Option 1

- Provision of a new green space (for example a canal-side park) in the north-west corner of the site.
- Retention of the Lidl supermarket and car parking along Station Road (in the short to medium-term).
- Requirements for tree planting and landscaping on Station Road edge to improve streetscape (potential issues: physical space; landownership; funding if not part of development).
- Provision of housing to meet local need, including potentially market housing for older people (as identified in the Housing Needs Assessment).
- Clear pedestrian links between Mark Street / new residential development and the Erewash Canal towpath.

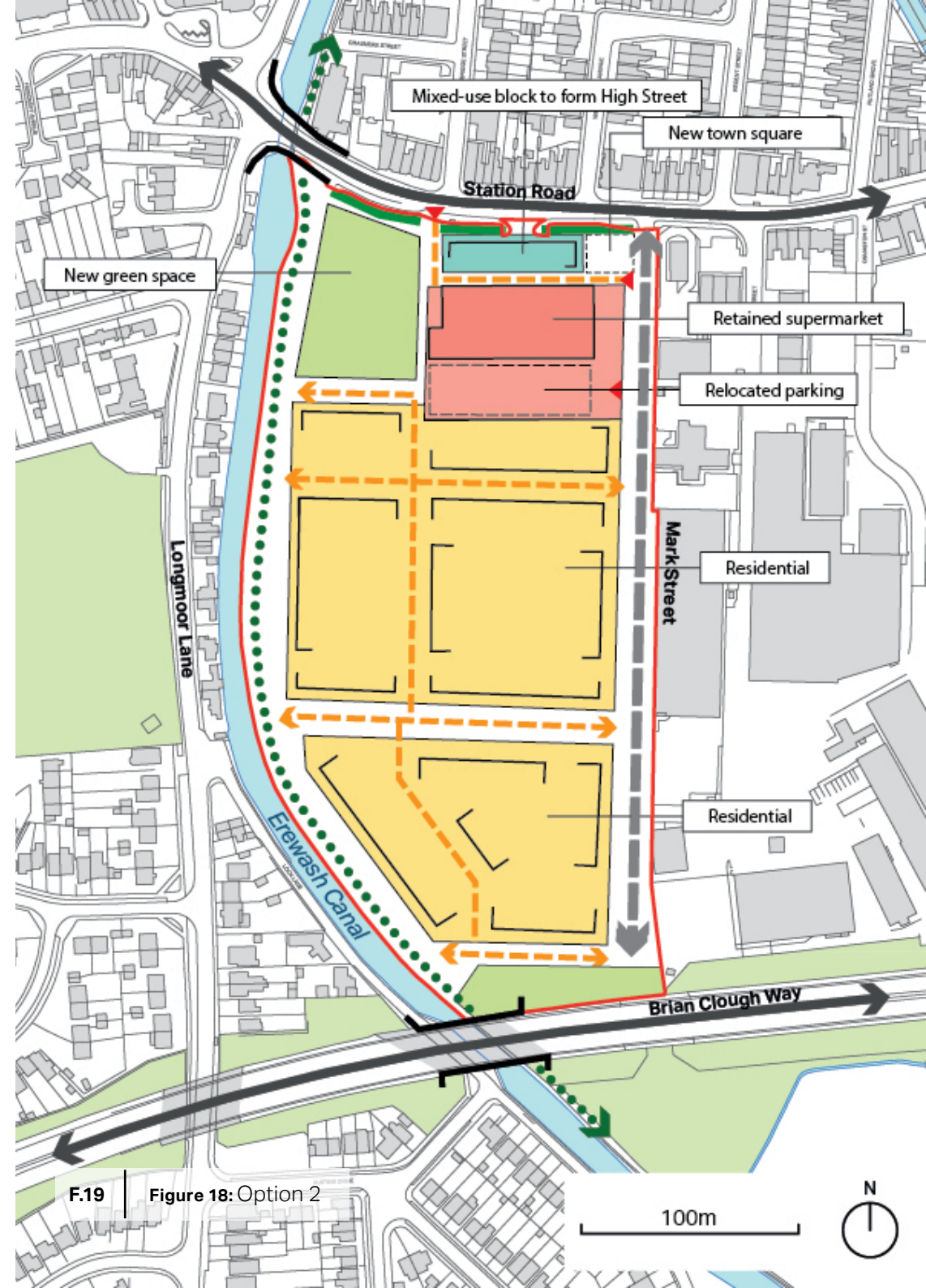


F.18

Figure 17: Option 1

3.2.2.Option 2

- Provision of a new green space (canal-side park) in the north-west corner of the site.
- Retention of the supermarket building in situ.
- Relocation of supermarket frontage car parking to the new site behind the supermarket (access via Mark Street).
- New development block facing Station Road on supermarket car park site. New tree-planting and landscaping on Station Road frontage to improve streetscape as part of redevelopment.
- Provision of a new public square/ town square on corner of Station Road/ Mark Street).
- Provision of housing to meet local need, including potentially market housing for older people (as identified in the Housing Needs Assessment) .
- New pedestrian links between Mark Street / new residential development to the Erewash Canal towpath.

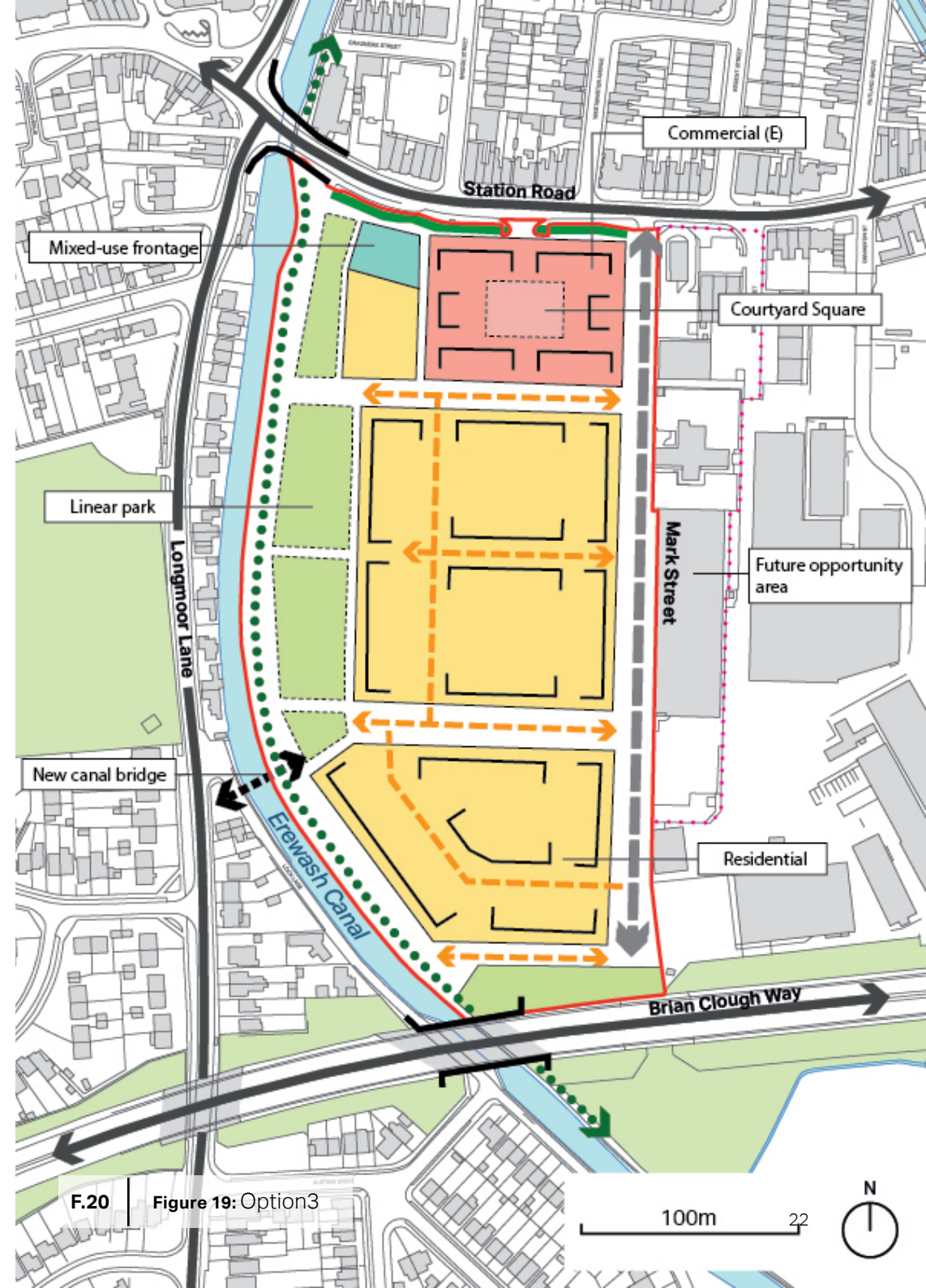


F.19

Figure 18: Option 2

3.2.3.Option 3

- Provision of open space and landscape within a new linear park alongside the canal on the western edge of the site.
- Addition of a pedestrian bridge over the Erewash Canal for access to site / park.
- Redevelopment of supermarket site for smaller scale commercial and employment uses around a courtyard public space.
- New development facing Station Road and new tree planting and landscaping on Station Road frontage to improve streetscape as part of redevelopment.
- Provision of housing to meet local need, including potentially market housing for older people (as identified in the Housing Needs Assessment).
- New pedestrian links between Mark Street and the Erewash Canal towpath.
- Potential opportunity sites east of Mark Street, created longer-term by implementation of the masterplan.



F.20 | Figure 19: Option3

3.3 Evaluation

The following evaluations refer to the three options set out previously, critiquing aspects of the design thinking to be taken forward to the masterplan proposals in the next section.

The proposals within each option are not exclusive and so could be combined in a preferred option in the following section.

Likewise, some elements of the options were considered too challenging to be deliverable or outside the scope of a neighbourhood plan masterplan.

Nevertheless, it is important to retain the aspirational elements so that the masterplan is pushing best practice in urban design, green infrastructure and connectivity for active travel.

This summary includes feedback from the neighbourhood plan steering group.

3.3.1 Option 1

Retaining the supermarket and car park (in the medium to long-term) does not resolve this poor quality frontage on Station Road but introducing new landscaping on the site frontage to screen parking and the blank building facade would improve the situation somewhat. A longer-term opportunity would remain to add new development frontage to 'complete the street' along Station Road.

Introducing tree planting and landscaping on Station Road would; soften the view of the extensive blank façade of the supermarket; improve air quality from traffic queues; create a more attractive pedestrian environment and streets scene on Station Road (good for existing businesses here).

New green space in the north-west corner of the site would benefit from some active frontage and screening of the supermarket building's blank western façade.

Residential development facing the canal can help to create a more active and safe canal towpath, however there should be a green offset retained. Vehicle access should not be allowed along the canal-side to retain tranquillity along the canal towpath.

3.3.2 Option 2

Relocating the supermarket car parking to the rear of the building opens up an opportunity to deliver a development and landscaping along Station Road in keeping with the traditional scale of development on the north side. This would also screen the blank supermarket facade and car parking, without loss of capacity.

'Completing the street' and introducing street tree planting would create more of a two-sided high street; remove the view of the extensive blank façade of the supermarket; provide floorspace for new smaller scale commercial development

opportunities or community services. Creating a more attractive street-scene and pedestrian environment on both sides of Station Road is positive placemaking for people, good for existing small businesses and overall benefits the attractiveness and perception of the wider town.

A large new green space in the north west corner of the site would be a benefit to the community but might attract anti-social behaviour due to the lack of natural surveillance associated with the blank supermarket facade.

Residential development facing the canal can help to create a more active and safe canal towpath, however there should be a green offset retained. Vehicle access should not be allowed along the canal-side.

3.3.3 Option 3

Redeveloping the supermarket site opens a larger opportunity to address Station Road

with a completely new form of development more befitting of Sandiacre. However, the supermarket is a relatively new, low-cost supermarket that is likely to be well used and replacing it with alternative, smaller scale commercial use and public space will not return value. This proposal would be a longer-term prospect in any case.

A courtyard-style public square that is shielded from the busy traffic on Station Road could attract small local businesses (although this has the flip-side of needing sufficient intrigue, attraction and footfall as not all business frontage would be directly visible from Station Road).

'Completing the street' and introducing street tree planting would create more of a two-sided high street; provide a greater amount of floorspace for finer grain mixed-use development (e.g. commercial ground floor and business above) or community services; and create a more attractive street-scene and pedestrian environment on both sides of Station Road.

A new enclosed public square with cafes and services could form a social hub for community cohesion that is missing from the town.

The site in the north west corner could have some mixed use development frontage along station road, and residential development could screen the blank supermarket facade.

A new linear park alongside the canal could provide a variety of spaces for nature, play, informal recreation and sustainable drainage. Residential development overlooking the linear park can help to create a more active and safe space. Vehicle access should not be allowed along the canal-side. A new canal bridge could increase access from the south also.

Two elements of this option, replacing the supermarket and the canal bridge, would be the most challenging pieces to deliver in terms of viability so could be considered as an aspiration for the longer term.



The Masterplan

04

4. The Masterplan

This section illustrates a revised design concept and series of design frameworks for the site. This scheme is developed following the evaluation of the options set out in the previous chapter.

4.1 Masterplan concept

The adjacent diagram sets out the key concepts proposed for the masterplan frameworks that run through into the proposed masterplan in the next section.

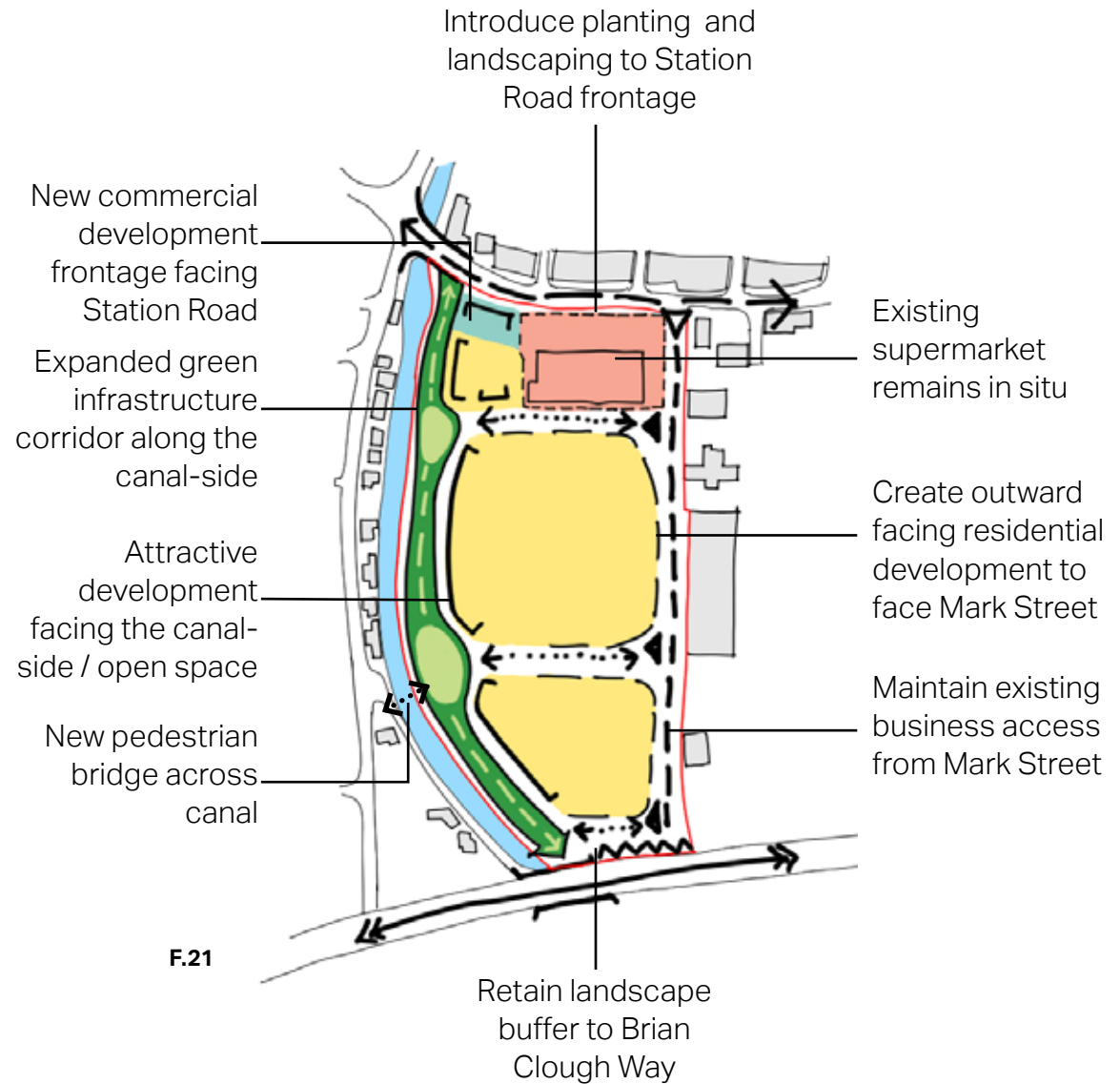


Figure 20: Revised concept diagram

4.2 Masterplan Framework

The following preferred option summarises the design approach to four key frameworks; Movement; Green infrastructure; Land uses and Built-form. These frameworks underpin the illustrative masterplan that follows.

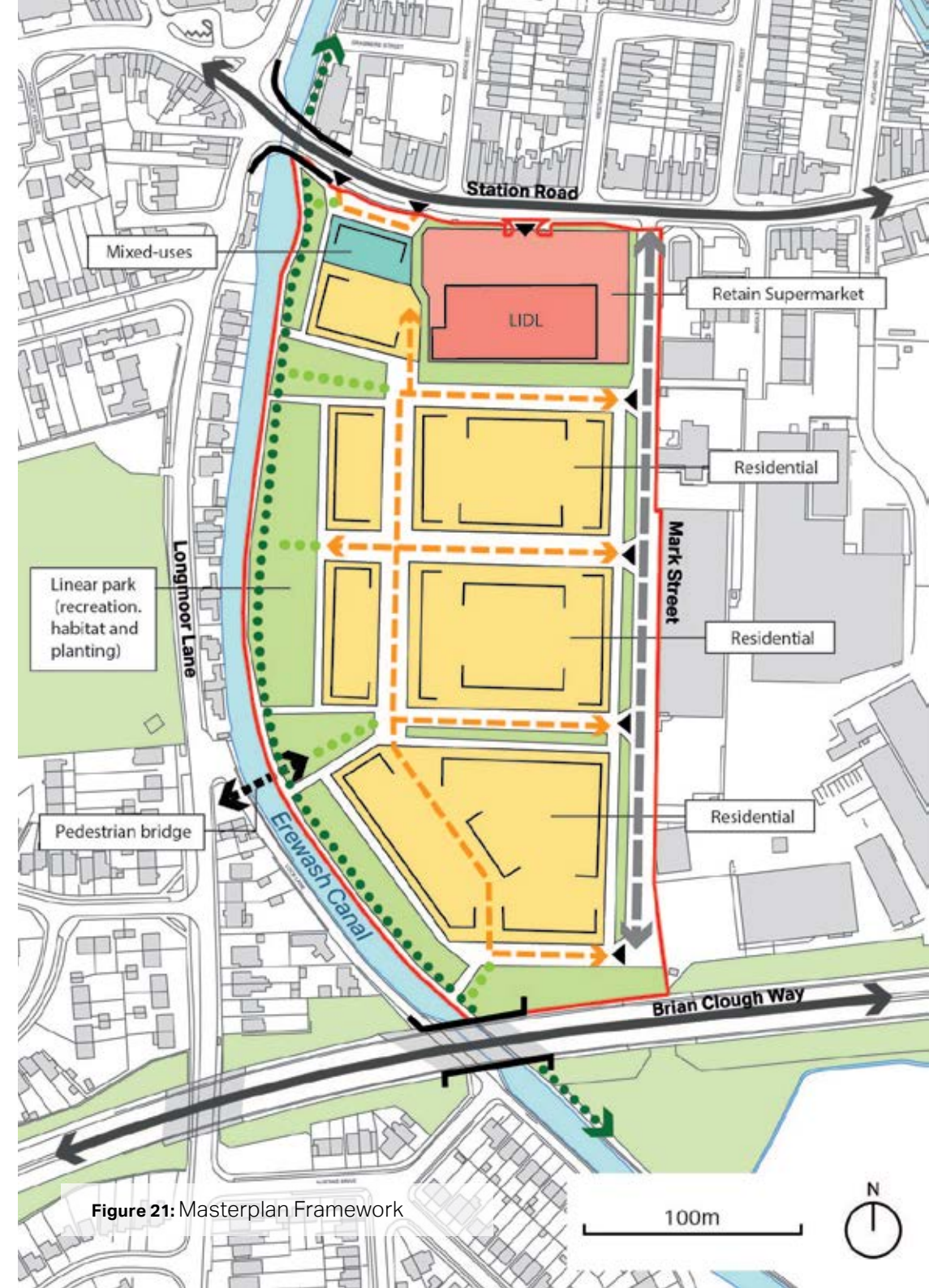


Figure 21: Masterplan Framework

Movement Framework

Movement and projected footfall drive the viability of uses and inform the desire lines for connectivity across the site.

Key elements of the framework:

- Retention of Erewash canal towpath (Erewash Valley Trail) within a canal-side park, with convenient links to the site and new residential development.
- A new pedestrian bridge over the Erewash canal linking from the site to Lock Lane at the southern end of the canal park.
- Clear pedestrian and cycle links between Mark Street and the Erewash Canal towpath (NCR 67), via new development.
- Provision of a network of residential streets accessed from Mark Street to serve the residential development.
- Potential access to single lane in north-west from Station Road for servicing.

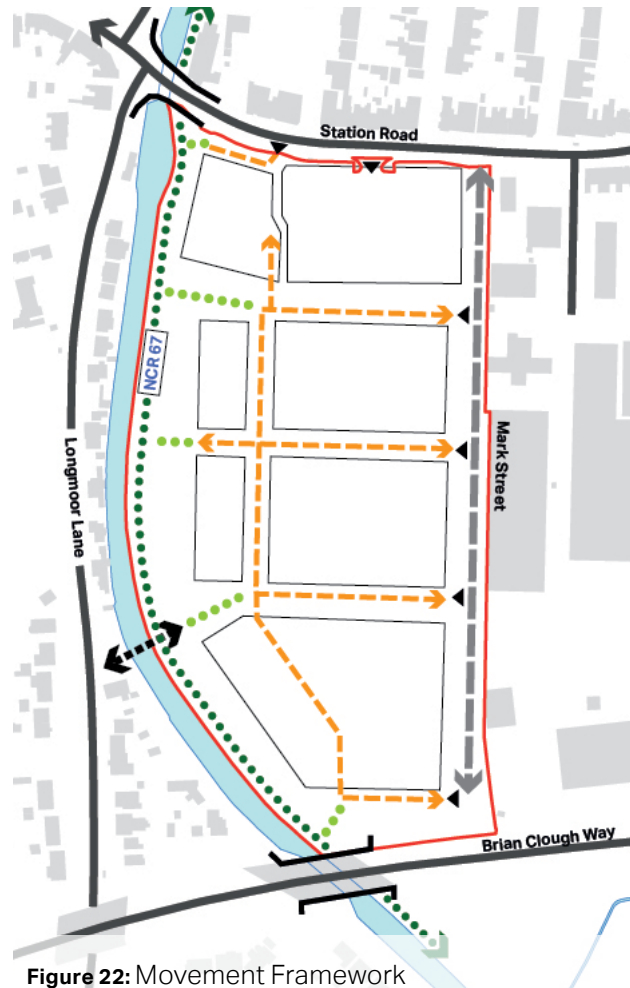


Figure 22: Movement Framework

Key

- ▲ Vehicles access
- Recreational route
- Pedestrian links
- ↔ Road / street
- ↔ Mark Street
- ↔ Access streets



Figure 23: Walking and cycling 'active travel' routes

Green infrastructure framework

Green infrastructure (GI) provided on site responds to the movement framework and to existing features around the site such as the Strategic Green Infrastructure Corridor (SGIC) for Erewash Borough.

Key elements of the framework:

- Provide an expanded SGIC in the form of a linear park (from Station Road to Bryan Clough Way) - to include a variety of spaces for recreation and play (e.g. trim trail), planting and habitat, SuDS and drainage, and furniture such as bins, benches and picnic tables.
- Retain and reinforce the green buffer to the south on Brian Clough Way edge.
- Provide street-tree planting on Mark Street to improve the attractiveness of the street-scene (soften views to blank facade of Lidl and car park), moderate micro-climate and filter pollution.
- Include verges for trees and planting on Mark Street and new residential streets.

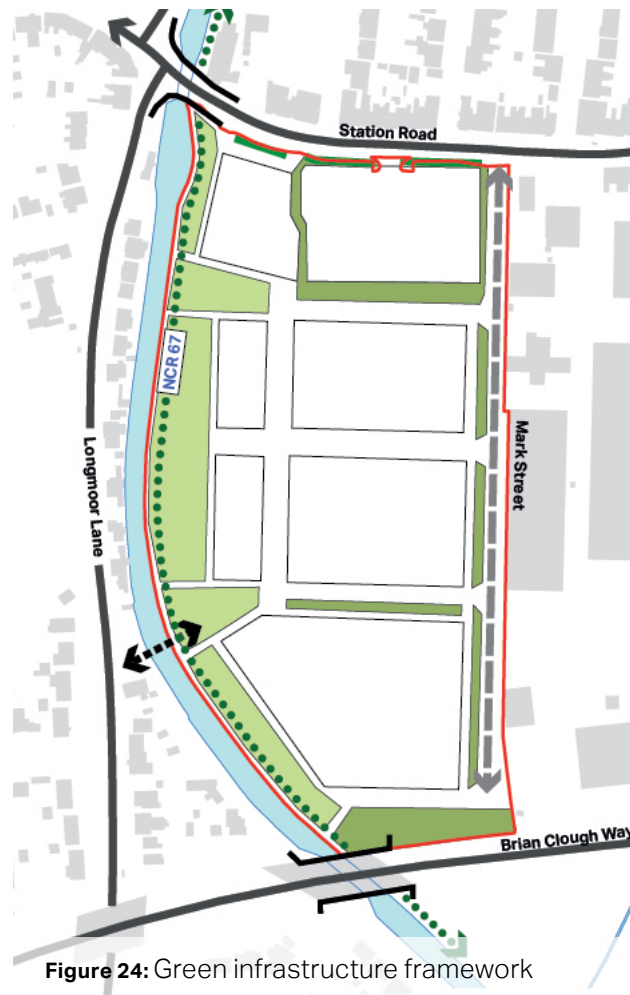


Figure 24: Green infrastructure framework

Key

- Linear park
- Recreational route
- Station Road planting
- Landscape/ planting



Figure 25: Street trees, pocket parks & landscaping

Land uses framework

The programme of new uses is driven by the existing neighbourhood structure (movement and centres) and placemaking in relation to green infrastructure (residential homes overlooking). The aim is to deliver an active and attractive neighbourhood, with access to facilities and green space with the provision of small new commercial spaces.

Key elements of the framework:

- Provision of a small mixed-use commercial development frontage on Station Road for small local businesses.
- Provision of residential development behind commercial development on Station Road, including the provision of housing to meet local need, including market housing for older people (as identified in the Housing Needs Assessment).
- Retention of the supermarket and car parking on Station Road.



Figure 26: Land uses framework



Figure 27: Contemporary house types (for illustration only)

Built-form framework

The built-form frontages respond to the movement framework and to green Infrastructure areas, framing the streets and spaces of the masterplan area to provide active, overlooked spaces that feel safe.

Key elements of the framework:

- Small new commercial development frontage facing Station Road.
- Existing supermarket building facade improved and boundary planting added.
- Attractive development frontage facing the canal-side open space with front doors facing the canal and rear gates for parking for linear blocks facing the canal. Require high quality boundaries to rear lane (e.g. perforated brick - see images).
- Outward-facing residential frontage to address Mark Street and other internal streets.
- Building frontages to Brian Clough Way protect rear gardens from potential noise impacts (subject to survey).

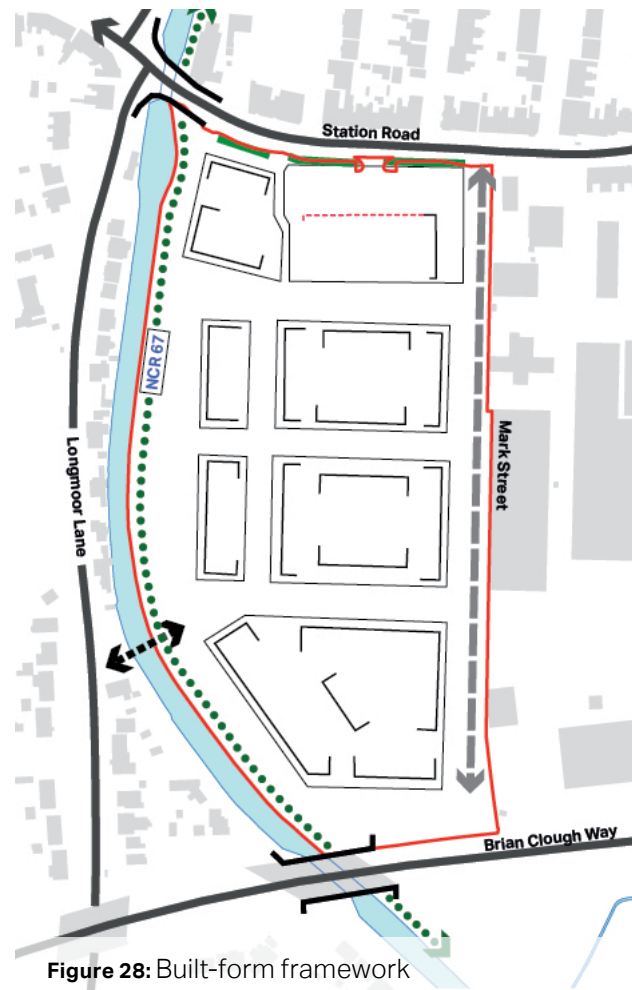


Figure 28: Built-form framework

Key

- Building frontage
- Station Road planting
- - - Facade improvement



Figure 29: Clockwise from top - potential rear / side boundary treatments, potential front boundary treatment and good example of streetscene enclosure (for illustration only)



Figure 30: Illustrative masterplan (see also next page for zoomed-in version))

4.3 Illustrative Masterplan

The illustrative masterplan (adjacent) shows an indicative layout for the development that is generated using the frameworks of: Movement; Green Infrastructure; Land uses; and Built-form set out previously.

It adds further detail in terms of indicative building types and landscape features such as street-tree planting and landscape areas to create a more accessible plan for review.

The plan does not resolve all design detail and is not to the level required for a planning application, rather it gives a general impression in plan view.

The plan is to scale and so the scale of streets and buildings is realistic and allows the measurement of capacity and density as set out in the next section.



Figure 33: Landscaping and street tree planting



Figure 32: Recreational cycling and walking routes



Figure 31: Informal open space and natural play areas



Progress Rail

Landscape buffer to
Brian Clough Way

Brian Clough Way

Existing
supermarket

Street tree planting to
screen businesses

Mark Street

Station Road

Lock Lane

Erewash Canal

Longmoor Lane

Aspiration for a new
canal foot-bridge

Mixed-use
frontage

Two-storey
apartments

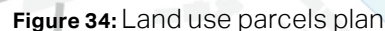
Linear park, including new and
existing planting, SuDS & play



0

100m

The following plan and table summarise the indicative development capacity of the site based on a measured illustrative layout. It assumes a variety of 2, 3 and 4 bed house types (and 14 apartments) over two storeys.



Residential development			
Parcel	Net Parcel area (Ha)	Indicative Density (DpH)	No. of homes
R1	0.37	48	18
R2	1.05	36	38
R3	1.09	32	35
R4	1.25	30	38
Total	3.76	Total	129

Mixed-use development				
Parcel	Net Parcel area (Ha)	Uses	Indicative Floorspace (m2)	No. of homes
R1a	0.14	Commercial / Resi	300	4
R1b	0.23	Apartments	300	14
Total				18

Landscape & open space		
Parcel	Net Parcel area (Ha)	Open space type
OS1	1.07	Linear park, open space and planting
L1	0.68	Landscape buffers, verges & planting
Total	1.75	

4.5 Next steps

The masterplan will be used as a tool by the neighbourhood plan group for consultation with the site owners and other stakeholders to facilitate discussion and understand how to balance further aspirations for the site.

This masterplan vision is not informed by the full range of technical studies that will be required as an evidence base for feasibility and to inform a planning application.

This will likely include but is not limited to:

- Flood risk assessment and drainage strategy work
- Transport modelling and accessibility audit
- Ecological surveys and Phase 1 habitat study
- Landscape and visual impact study
- Site investigations/ ground conditions

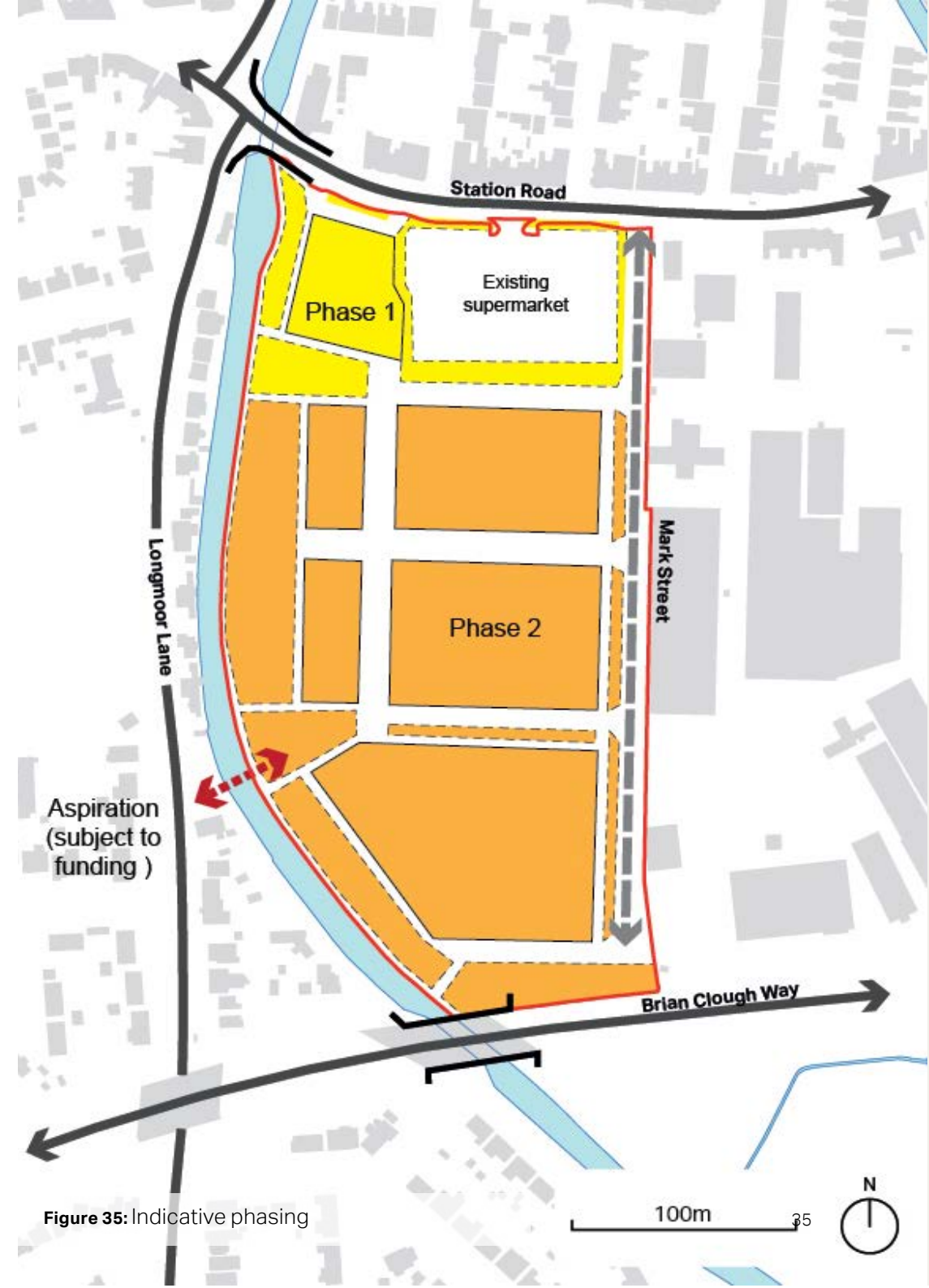


Figure 35: Indicative phasing



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