

8-001-00; Stanton Works, Lows Lane, Stanton

Policy 3 site

Brief Site Description and Main Site Constraints

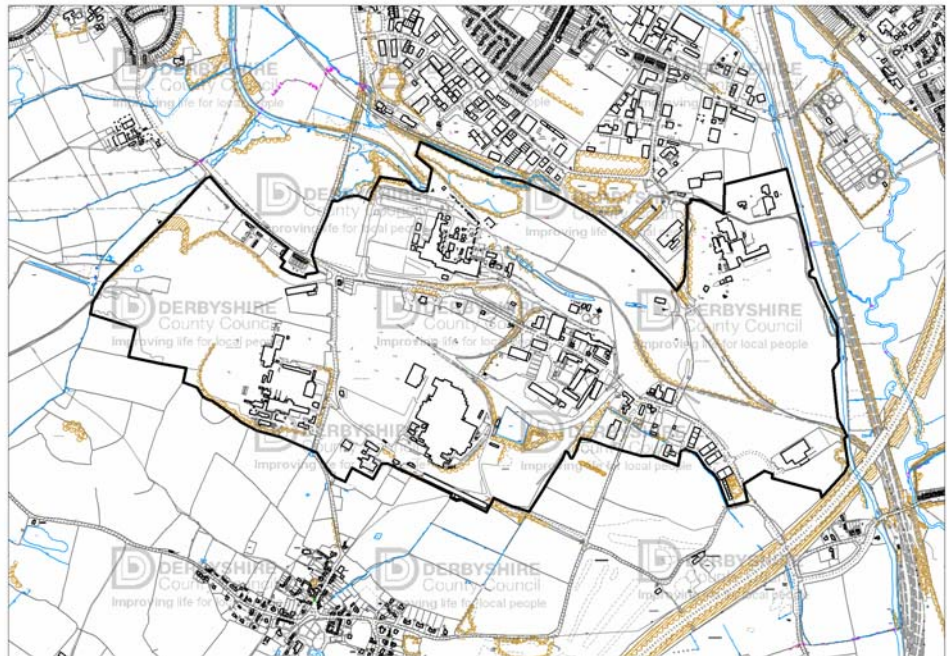
183 hectares.

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5470 Large parts of the site are derelict, although there are still active businesses and occupied homes within the area shown on the map. There are also homes at Stanton by Dale and in the nearby suburbs of Ilkeston.

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5500 When the site, or parts of it are redeveloped, that should be within the terms of a regeneration scheme approved by the local planning authority, Erewash Borough Council. However, at present, there is not a final scheme and the timescale is uncertain.

5510 Redevelopment is likely to require decontamination of the site, which might involve the movement of soils and subsoils and the creation of voids, particularly if extractable coal is present. The site may offer opportunities, within a comprehensive redevelopment scheme, for a wide range of waste management developments. However, it also has many difficulties in addition to the proximity of people's homes and the issues raised above. The constraints ecological, leisure, heritage, waterways and the adjoining canal and traffic-related problems. General Policies 1 and 3 protect against most of those concerns, as they require the assessment of the application against local policies and aspirations, not just against waste planning policies. However, the traffic-related issues are mainly off-site and will be difficult to overcome.

5520 To approach the site, lorries must pass through Sandiacre or Stapleford, Ilkeston or Kirk Hallam. The use of any of those routes by large numbers of waste vehicles would affect residential amenity and / or add to congestion. A developer would be expected to contribute to resolving those problems. Solutions might include funding the improvement of junctions and providing a new link road to avoid the problem areas. If large quantities of non-hazardous (mixed) waste were to be imported to the site for landfill or other large-scale treatment, the numbers of vehicles could be reduced by "bulking up" the waste at transfer stations elsewhere and bringing it to the site in fewer, larger vehicles,

5530 The site may be able to contribute to the landfill needs of the southern part of the plan area (see the "Needs" Technical Paper or its summary in Chapter G), although it is unlikely to satisfy the entire need of about four million cubic metres. If an area of 30 hectares was

filled and raised at an average depth or height of 10 metres, that would provide for less than 2 million cubic metres of non-hazardous waste (because about 40% of a landfill's volume is occupied by inert materials which are used to ensure the safety and stability of the site).

5540 The establishment on the site of a Resource Recovery Park (see the Facilities Technical Paper) would help to minimise the amount of imported material which ended up in the landfill. The Recovery Park might include a mechanical and biological treatment facility or an energy-from-waste plant, which could provide district heating for the factories or other development within this eventually-regenerated area.

There is a railhead within the area, currently disused. Any proposals for large-scale development should seek to make use of it.

5550 The Sustainability Assessment considers that enclosed uses would be most likely to fulfil the tests of the appraisal. It does not rule out landfill / landraise, which would be a temporary activity (although not short-term, as it could last for 10 years or more), whilst the built development would be permanent.

Site Specific Policies

1. Development to be permitted within the range of these waste management types; 2, 3, 4, 5a, 6a, 7, 8, 9, 12, 13 (In-Vessel Composting, Anaerobic Digestion, Mechanical Biological Treatment, Recycling Factory, Indoor Transfer Station, Incineration, Pyrolysis, Gasification, Resource Recovery Park, Landfill), treating wastes within the following categories; all.
- 5560 2. Development to be in accordance with a regeneration plan approved by Erewash Borough Council.
3. Traffic assessments, prepared before submission of any planning application, to include consideration of the bulking-up of waste before carriage to the site, improvements to road junctions on the routes to the site, the provision of new bypass routes and the potential for use of the railway.
4. Applications for energy-from-waste plant should include proposals for contributing to district heating.

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8-010-00: Manners IE, Ilkeston

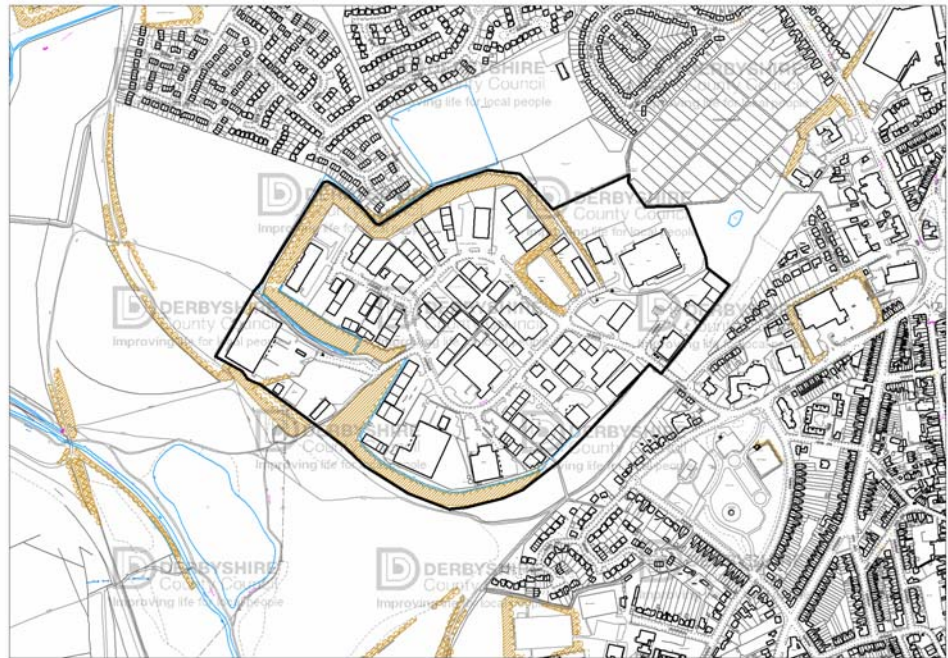
Policy 4 site.

Brief Site Description and Main Identified Constraints

28.3 hectares

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5580 A large, mixed
5590 industrial estate,
5600 including waste
5610 management firms
5620 and, on the urban
fringe. There are
homes on the main
approach roads to
the estate and close
to other parts of its
boundary. Vehicular
access is otherwise
good but a large
increase in HGVs
could contribute to
congestion at peak
times in Ilkeston.
Therefore, whilst the
site is subject to
General Policy 2, which
applies to all industrial
estates, the preferred
option for this site is
to acknowledge that
there may be a need
by 2020 to expand
the county council's
existing household
waste recycling centre
(HWRC), although
there are no current
plans for expansion.
Expansion would
perhaps generate
more private cars
but not significantly
more HGVs.



Site-specific policies:

1. Development to be permitted for the expansion of Type 10 (HWRC).
2. Assessment of the impact of traffic on the residential environment of local people.

8-020-00; Acton Road Industrial Estate, Fields Farm Road, Long Eaton

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Policy 3 site

Brief Site Description and Main Site Constraints

14.8 hectares

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Part of a much wider industrial area. The western part of the complex contains large warehouses and factory buildings, many on a rectangular street pattern with space for parking, loading and turning. The eastern part has a more informal and constrained industrial grouping.

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Homes adjoin the western and northern boundaries of the complex. Prior to any planning application appropriate consideration should be given to the measures which would be necessary to minimise the impact of noise and other disturbance on the people living nearby (covered in the general policies).

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The complex is within a high risk flood zone and a flood risk assessment would be necessary prior to a planning application.

Most vehicles must travel via residential areas some distance from the strategic road network Routes are further constrained by the town centre and the railway bridge to the southwest of the site. The Sustainability Appraisal (Chapter K) suggests that a traffic assessment be completed to ensure the road network has the necessary capacity.

Site Specific Policies

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1. Development to be permitted within the range of these waste management types; 5a, 6a (Recycling Factory, Enclosed Transfer Station) treating wastes within the following categories; non-putrescible, inert.
2. Traffic assessment prior to planning application
3. Flood risk assessment prior to planning application

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