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Long Eaton Upper School

Planning Brief - July 2006

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AGD
regeneration

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Introduction

This planning brief has been produced by Erewash Borough Council, supported by Derbyshire County Council and covers the former Long Eaton Upper School in Long Eaton, Derbyshire.

The **requirement** for this brief has arisen for the following reasons:

- The school now lies vacant and there is a need to secure its successful long term future, particularly that of the Grade II listed original building and its setting
- The landowner, Derbyshire County Council, are seeking to dispose of the site
- Erewash Borough Council's (EBC) emerging Area Action Plan (AAP) for Long Eaton Town Centre highlights this site for a particular mix of uses

The **purpose** of this planning brief is therefore as follows:

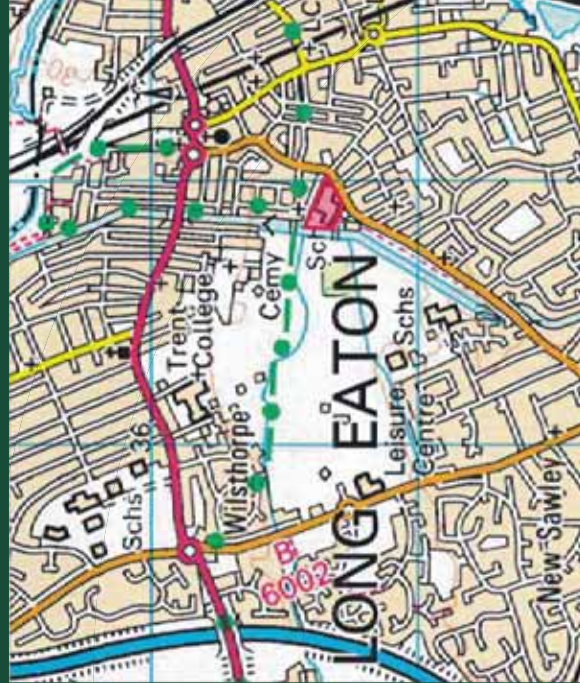
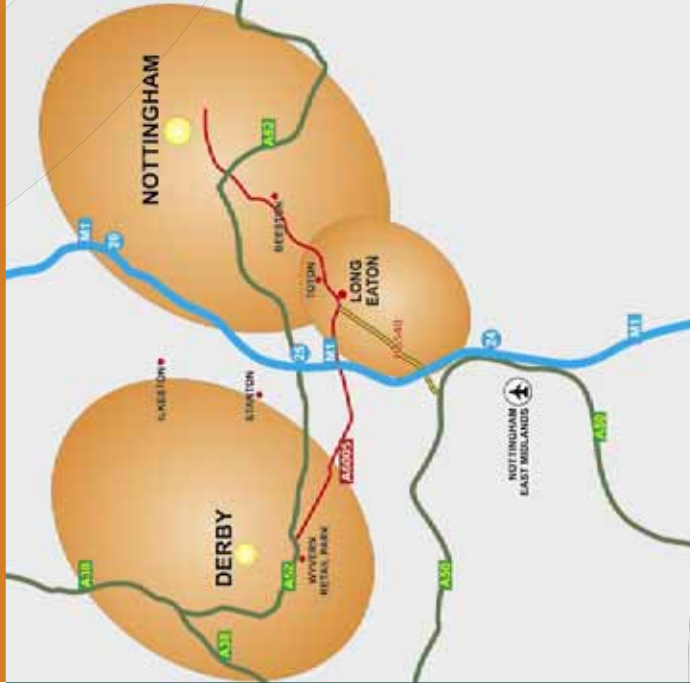
- To assist developers interested in the site, giving them certainty of the EBC's requirements and expectations
- To assist The Borough and County Council in negotiating and determining any planning application that may be submitted for the development of the site
- To support the proposals for the site in the emerging AAP
- To protect the listed building from inappropriate re-use

- To provide certainty to the community for the Council's intentions of the site

This brief updates and replaces the previously produced Development Brief (November 2005).

This brief will be adopted by EBC and will be a material consideration in the determination of planning applications submitted for development on the School site. The principles as set out in this brief have gone through a process of public consultation as part of the AAP process, and have broad community support.

The emerging AAP (available on EBC's website) proposes that the site is used for a mix of residential and leisure development, as well as the appropriate and sensitive re-use of the original school buildings for purposes other than residential development (more detail given later in this brief). The AAP strategy highlights this area of the town for "landmark waterside development at the southern gateway".



Policy Context

The development of this site will have to accord with relevant national, regional and local planning guidance. It should also take into account national best practice in terms of design.

National Planning Policy

National planning policy is set out in Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs).

PPS1 (Delivering Sustainable Development, 2005) promotes high quality design, inclusive access, protection and enhancement of the environment, prudent use of natural resources and sustainable economic development. It also encourages well integrated mixed uses in existing centres and accessible locations, advice which is also re-iterated in **PPS6** (Planning for Town Centres, 2005).

The consideration of the guidance in **PPG3** (Housing, 2000) is important in the progression of the development of this site. This aims to ensure that the housing requirements of the whole community are met, including those in need of affordable and special needs housing; to provide wider housing choice and a better mix in the size, type and location of housing and seek to create mixed communities; to give priority to re-using previously-developed land within urban areas; create more sustainable patterns of development; place the needs of people before ease of traffic movement; seek to reduce car dependence; and to promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live.

The emerging **PPS3** (Housing) aims to help ensure that a range of housing types are available to meet all sectors of the community, and to create sustainable, inclusive and mixed communities, located in areas with good access to jobs, key services and infrastructure.

In relation to this brief, **PPS6** (Planning for Town Centres, 2005) promotes mixed use development and the efficient use of land. It also recognises the importance of having a diversity of uses in a centre to contribute to its vitality and viability and maximising opportunities within and adjacent to those centres.

PPG13 (Transport, 2001) promotes development in locations accessible by a choice of means of transport, and encourages higher densities in town centres and highly accessible locations.

PPG15 (Planning and the Historic Environment, 2004) identifies the importance in balancing the economic viability of the re-use of historic buildings against the effect of any changes they entail on the special architectural and historic interests of the building on area in question. It also identifies that the optimal viable use that is compatible with the fabric, interior and setting of the listed building may not necessarily be the most profitable.

PPG25 (Development and Flood Risk, 2001), seeks to ensure that development is safe and not unnecessarily exposed to the risk of flooding. It also seeks to reduce and certainly not to increase the risk of flooding, and sets out that developers are required to fund the provision and maintenance of flood defences that are required because of the development.

National best practice

There are a number of best practice design guidance documents now available. Development proposals are therefore expected to follow the guidance set out in the following documents:

- Towards an Urban Renaissance (Urban Task Force, 1999)
- By Design: Urban design in the planning system: towards better practice (DETR / CABE, 2000)
- Urban Design Compendium (English Partnerships / The Housing Corporation, 2000)
- Better Places to Live by Design: a companion guide to PPG3 (DETR / CABE, 2001)
- Places Streets and Movement: A Companion Guide to Design Bulletin 32 Residential Roads and Footpaths (DETR, 1998)
- Building in Context: New Developments in Historic Areas (English Heritage / CABE, 2002)
- Car Parking: what works where (English Partnerships / Design for Homes, 2006)
- Safer Places: The Planning System and Crime Prevention (ODPM / Home Office, 2004)
- Heritage Works – The Use of Historic Buildings in Regeneration – A Toolkit of Good Practice (English heritage / RICS, British Property Federation, Drivers Jonas)

Regional Planning Policy

Following the enactment of the Planning and Compulsory Purchase Act 2004, Regional Planning Guidance (RPG) has become part of the statutory development plan and has been re-named as a **Regional Spatial Strategy** (RSS8). It therefore replaces RPG8 (2002). All planning documents must now be in general conformity with its policies. It promotes a sequential approach to development, prioritising previously developed sites in urban areas well served by public transport which meet sustainability criteria. It also promotes better design, focusing development in urban areas.

The **Regional Economic Strategy** was published in 2003. The aspiration is that by 2010 the East Midlands will be widely acknowledged, in the UK and beyond, as one of Europe's 'Premier League' regions. There are 12 strands set out in the strategy, which include Economic Growth and Environment, Site Provision and Development, Transport, Tourism and Culture and Urban Regeneration.

The consultation document for the **Review of the Regional Economic Strategy** for the East Midlands (2005) introduces a vision for 2020, that the East Midlands will be a flourishing region – increasingly prosperous and productive. The principles of sustainable development are embedded throughout the strategy.

Sub-Regional Policy

The **Derby and Derbyshire Joint Structure Plan** (2001) provides a strategic policy framework for planning and development control in Derby & Derbyshire. The general strategy is based on sustainable development, with particular importance attached to promoting development of the economy, maintaining the environment and resolving environmental and social problems.

Housing should be located within urban areas making adequate provision for housing in areas people want to live (where it is sustainable). The Plan aims to sustain and enhance the vitality and viability of existing town centres, such as Long Eaton. Development will be permitted in town centres if it is an appropriate scale and acceptable in terms of public transport accessibility, traffic generation and parking provision. New development will particularly be encouraged on derelict/unused sites and for proposals which upgrade existing facilities. Development should be high quality design.

Local Policy

The **Erewash Community Strategy** (2006-2009) is an update of the previous Community Plan (2003-2006). The priorities are; children and young people, healthier communities and older people, safer communities and sustainable and stronger communities.

EBC's **Local Development Scheme 2005 – 2008** (2006) and the emerging annual review sets out that the adopted local plan will be saved for a period of three years. It sets out a timescale for its eventual replacement, as well as a programme for the preparation and adoption of other Development Plan Documents, including an Area Action Plan for Long Eaton Town Centre.

EBC's **Housing Strategy 2005 – 2008**, sets out that the Council have a responsibility to ensure that they work in partnership with local housing providers, to ensure that the Borough's housing needs are met and that they develop plans and priorities for the coming years accordingly.

The **Erewash Borough Local Plan** was adopted in July 2005. The site is not allocated for any specific use, however it adjoins the Canal (Policy EV1) and sits opposite West Park (policy EV10).

Below are set out the key policies that would apply to the development of this site as a whole.

- **Policy LP1, Sustainable Development**, requires that all development proposals reflect the principles of sustainable development.

- **Policy H1, Urban Consolidation**, allows housing development that achieves the re-use of underused land in Long Eaton.

- **Policy H6, Affordable Housing**, sets out that the Council will negotiate with developers for an element of affordable housing in appropriate schemes. This policy will be applicable for the residential area of this site.

- **Policy H7, Special Needs Housing**, sets out the Council's requirements for dwellings that are designed to special needs standards; again this policy will be applicable to the development of this residential area of this site.

- **Policy H11, Density of Housing**. In accordance with national guidance, this policy seeks a higher density of housing on highly accessible sites. As a site with good access to public transport and local shops, services and employment opportunities, this policy will be applicable. The application of appropriate parking standards bearing this in mind will also be a requirement.

- **Policy H12, Quality and Design**, seeks schemes that are in scale and character with their surroundings, have regard to distinctive landscape features and provide adequate amenity space and privacy levels.

- **E6, Mixed Use**, allows mixed use developments subject to given criteria, and stresses the importance of the interface between different uses.

- **Policy T6, Cycling**, requires that facilities for cyclists are incorporated into development proposals

- **Policy T7, Pedestrians and Disabled People**, requires that publicly accessible buildings need to allow access for those with impaired mobility. This will be furthered by the relevant building regulations.

- **Policy EV1, Erewash Valley**. The canal is designated under this policy, which seeks to protect and enhance the wildlife and historic environment, and will seek to enter into S106 agreements accordingly where appropriate.

- **Policy EV6, Listed Buildings**. As the original school buildings are Grade II listed, this policy will be of paramount importance in considering development proposals. Together with the guidance set out elsewhere in this brief, this policy protects listed buildings from unsympathetic development, inappropriate alterations or removal of features.

- **Policy EV10, Sites of Special Scientific Interest, Regionally Important Geological Sites and Geomorphological Sites, Local Nature Reserves and Sites of Importance of Nature Conservation**, seeks to protect these designations, and that any harm resulting from development will be kept to a minimum, ensured through a S106 agreement where necessary.

- **Policy EV11, Protected Species and Threatened Species** seeks to protect species that are protected bylaw of identified as nationally rare.
- **Policy EV12, Nature Conservation – Planning Obligations and Conditions** sets out that the Council will use conditions and obligations to offset any harm and secure the beneficial management of features of major importance for wildlife.
- **Policy EV13, Creative Conservation**, seeks to improve the wildlife value in land through development where appropriate, and ensured through S106 agreement where necessary.
- **Policy EV14, Protection of Trees and Hedgerows**, seeks to protect trees and hedgerows in development. (*Note that the whole site is covered by a Tree Preservation Order*).
- **Policy EV16, Landscape Character**, seeks to ensure that development should recognise and accord with the landscape character within which it is located.
- **Policy DC7, Flood Risk**, requires that any likely increase to flood risk as a result of a proposed development would have to be mitigated in the design of the scheme.
- **Policy DC8, Sustainable Drainage Systems**, encourages the use of such systems on development sites.

Other guidance

British Waterways and the Environment Agency have submitted detailed comments on the indicative masterplan contained within the Area Action Plan. This brief reflects comments made to date, but also stresses the importance of making early contact with these groups to discuss proposals.

- **Policy DC9, Designing Out Crime**, requires appropriate measures to be incorporated into schemes. This may be secured by S106 agreement where necessary.
 - **Policy DC10, Design**, sets out the Council's requirement for high standards of design in development.
- Some of these planning policies are furthered by **Supplementary Planning Documents**, adopted in April 2006. EBC would expect that the guidance therein will be taken into consideration in the preparation of applications. These are as follows:
- Design SPD
 - Flood Risk and Development SPD
 - Affordable Housing SPD
 - Landscape SPD
 - Parking Standards SPD
 - Planning Obligations SPD
 - Biodiversity SPD

The (pre-submission) Preferred Options report of the **Long Eaton Town Centre Area Action Plan** has recently gone through the statutory six week consultation period. The report is available on the EBC's website and extracts are included in this brief. The Council is currently considering comments submitted during the six week period and will progress towards the submission document later in 2006.

Site Analysis

Area

The total site area is 1.9ha, consisting of the listed building site which is 0.52ha (1.28 acres), and the school extension site which is 1.39ha (3.45 acres).

Context

The site is located to the south west of Long Eaton town centre, within easy walking distance of the town's shops and services, as well as providing easy access to local transport routes including public transport, and access to the M1 and the regional motorway network just 3 miles away. The nearest Station is Long Eaton station which is located approximately a mile of the south west of the centre, easily accessible on foot along the canal towpath. Golden Brook provides the site's boundary to the north. Golden Brook runs west to east and eventually connects with the River Trent approximately two miles to the east of the site. Immediately opposite Golden Brook currently lies a mixture of uses including, from east to west, employment use, car parking, new apartments, a small church, workspace, semi-detached Victorian housing and Long Eaton Library; beyond which lie canal-side employment uses and an edge of town centre residential neighbourhood.

To the east, the site is bounded by Tamworth Road (the B6540), a main road linking into and running through Long Eaton Town Centre. The town centre boundary lies immediately to the northeast of the site along Tamworth Road. Across Tamworth Road lies an open space (including large fountain), which acts as a gateway space helping to landmark the gateway to the town centre.

Adjoining the site to the south lies Long Eaton Fire Station.

The canal towpath to the Erewash Canal provides the western border to the site. The canal is a navigable waterway 12 miles long connecting Trent Lock (and the main canal network) in the south with the Langley Mill canal terminus in the north. The canal sees comparatively few boats, but is popular with cyclists and is increasingly influential in attracting visitors to the area. Several other lines are associated with Erewash Canal. Though long abandoned and partially infilled, the line of the Nutbrook Canal is easily traced. There are plans to reinstate the Cromford Canal and the Derby Canal under active restoration. On the opposite side of the canal to the site, lies woodland adjoining West Park - Long Eaton's principal park (protected under policy EV10 of the Local Plan). The site is within an area identified at 'high risk' from flooding by the Environment Agency (see more detailed comments later in this brief).



key

- Site Boundary
- School Extension
- Original School
- Listed Building

Physical Description

The site has recently been cleared of its buildings apart from the listed building which provides the former school's historic frontage to Tamworth Road.

The listed former school building was designed by pioneering schools architect George Henry Widdows. It has a number of design features which were innovative in its era of development and which are still of relevance today. Therefore the building benefits from the efficient use of internal space and daylighting, underfloor heating and an effective cross ventilation system in the design of window openings which for its intended purpose created a healthy environment for learning and kept the buildings at a comfortable temperature for students.

The building has three main elements, consisting of two wings at right angles to each other, linked by a central splayed wing running parallel to Tamworth Road. The building is predominantly two storey but with a double height hall to the central wing. The building is designed to front onto Tamworth Road.

The historic and main pedestrian access to the site is via a grand gated entrance to the north of Tamworth Road which leads to a circular hardstanding space framed by mature trees (all covered under a TPO). This space provides access to the buildings principle entrance, located on the north wing where it meets the central wing. This building entrance is emphasised through semi-circular steps which lead up to a heavily detailed doorway. The sites principle vehicular access is to the south of Tamworth Road. This leads to a hardstanding rear courtyard, semi-contained by the listed school building.

The principle building materials are red brick on ashlar plinth with stone and gauges dressing. The roof is slate. Skyline interest is provided by vented brick ridge stacks. The central ridge is adorned with an octagonal timber cupola on leaded base with colonnaded sides and domed copper roof.

Internally the school building is characterised by a large central hall, an important communal space within the building. This is overlooked by the "Pit", a viewing area originally designed to allow the senior members of the school privileged views over events in the hall. It is from the central hall that the characteristic "corridors" spring out. On the ground floor these corridors lead out to a number of individual classrooms. To the first floor, corridors lead out to individual classrooms, but there are also important larger communal spaces which were originally designed as library and lecture theatres. Throughout the building maximum use of daylight is facilitated by large windows to all classrooms and in some of the larger spaces the introduction of a large expanse of glazing. Further light is drawn into many of the building's rooms from glazing to the corridors. The design and position of opening lights in the windows are a characteristic design element of a Widdows building in that they create the natural ventilation system. The building was designed to be a highly functional structure. The staircases are one of the building's highlights. They are light and airy with tall windows having decorative stained glass detailing to the upper lights. They provide for the effective and efficient movement of people through the different levels of the building.



Original School building.



School extension.

The internal finishes to the building, consisting of timber wall panelling and parquet flooring, have proved functional hardwearing surface finishes which add much to the institutional sense of place within the building.

Further back in the southwest corner of the site a modern concrete and metal bridge of no particular architectural value spans the Erewash canal and a public towpath to provide pedestrian access to a woodland path leading to sports playing fields. Its replacement to better relate to the development of this site and in accordance with the AAP would be encouraged as part of development proposals.

History and Listing

Though the site remained undeveloped the majority of residential development in the area immediately surrounding Long Eaton School had already taken place by 1885, this development was probably the start of the towns growth due to the lace industry. This theory is supported by its increase in density by 1902 as the town began to experience major industrial expansion. By 1921 George Henry Widdows Building in Long Eaton was well established and is referred to on maps as "County School" though the remainder of the site was still undeveloped at this time with the majority of other structures on the site being much later, from the late 1960s onwards.

As previously stated the main school building on the site held on the statutory list as Long Eaton Upper School was designed by George Henry Widdows who was County Architect in Derbyshire from 1906 to 1936. Widdows was a pioneer of innovations in the design of school buildings pushing forward

concepts for improved efficiency, functionality and environmental design. For the former Long Eaton School these are described in the above section on physical form.

Linkages and movement

In total there are three entry points into the site.

The historic main access to the site is via a gated entrance to the north off Tamworth Road (the B6540), which leads to the historic main door to the building (where the north wing meets the central wing). Although principally a pedestrian site entrance, it can also accommodate limited vehicle access to a circular hardstanding area.

The sites principle vehicular access is to the south of Tamworth Road. This leads to a hardstanding courtyard to the rear of the listed school building.

In the southwestern corner of the site, a footbridge spans the Erewash Canal and public towpath, to link with a woodland path leading to sports playing fields further to the southwest.

Public Realm

Golden Brook forms the northern boundary to the site. It is contained by walling and predominantly lined with a grass verge and mature trees. The eastern boundary (to Tamworth Road) is defined by brick walling, mature trees, occasional hedge planting and features two entry points. A tarmac pathway separates the site from Tamnworth Road. The historic gated entry point to the north of Tamworth Road leads to a circular hardstanding area surrounded by mature trees on planting / grass



Listed Building Interior

beds. The southern boundary (to Long Eaton Fire Station) and western boundary (to Erewash Canal towpath) consists of wire mesh fencing, which is predominantly lined with hedge planting and mature trees on planting / grass beds. The towpath itself provides an unbound gravel surface, accompanied by informal grass verge.

Within the central area of the site there is limited landscape interest. The main landscape features are the odd mature tree (covered under the TPO) and a courtyard to the rear of and semi-contained by the listed building. Although predominantly hardstanding the courtyard features planting / grass beds and a small rectangular garden.

The school site forms part of a wider green finger, including Golden Brook, Long Eaton Library and Romarantin Place; which connects with the strategic green/wildlife corridor network to the west. The mature trees on site play an important part in this role and add to the attractiveness of the site. The site is protected with a blanket tree preservation order covering all its trees.

Land use and activity

The function of the whole site as a school has recently come to an end, with the site now lying vacant.



Urban Design Guidance

This section is divided into three parts – this first part deals with the broad principles that should be applied to the development of the site as a whole. The following two parts offer bespoke guidance for the two parts of the site – the original school buildings, and the school extension area.

It is vital that developments are complementary and of good quality design in order to change and improve perceptions of the Town. This will build confidence and lead to an on-going process of investment; the development of this whole site is therefore a key component of this work. Consequently, it is crucial that each part of the site supports rather than undermines neighbouring development.

Broad principles

The aim for the redevelopment of this site is to provide a sensitive, successful and sustainable re-use of the listed buildings, focusing on uses such as training, offices and leisure, and the development of a new mixed residential community within the town, maximising the benefits of the waterside location. The uses must be complementary and provide an overall mix within this waterside area.

Land uses and activity

This site represents an excellent opportunity to create a new integrated community within the town, and to ensure the positive re-use of the now vacant historic school buildings.

The site as a whole but particularly the historic school buildings form a key gateway into the town from the south and act as a landmark feature. These functions should be taken into consideration in progressing proposals for the re-use of this part of the site.

The site is split into two main areas – the historic school buildings and the more recent extensions as identified on the Site Plan. These two areas of the site have also been separated by the landowners for the purposes of selling the site. More information is given on the possibility of linking the development of both parts of the site later in this brief.

Any new use of the site, and indeed the listed buildings and appropriate curtilage structures, must be a sustainable one which will provide sufficient economic viability in the long term so as to ensure the continued maintenance of the listed structures and their wider setting. Any development proposal should include a long term conservation plan for the listed building and other appropriate structures and protection of the wider setting within the site boundary.

Types of use appropriate for the different areas of the site are set out below. Applicants would be expected to show how any potential conflict between different uses would be resolved, for example pressure of car parking from the school use on the nearby residential streets.

The objectives for the redevelopment of the whole site, which should be reflected in development proposals, are therefore as follows:

- Developing a residential and leisure role for the South Western Gateway to the town
 - Ensuring a comprehensive approach to the redevelopment and reuse of the whole site
 - Sensitively reusing the listed school building
 - Maximising waterside opportunities, ensuring that buildings positively address a well used canal
 - Enhancing safe, convenient and attractive links between the site, the Erewash Canal, West Park and the town centre
 - Maximising the benefits of public assets for Long Eaton.
- Consideration should also be given to the site within the context of the wider town centre masterplan in this area of the town, and the ambition to further maximise the possible benefits of the canalside environment in this area, including the proposed canalside pub / restaurant, and further development to the north of Golden Brook.

Built form and architectural approach

High quality design should be achieved in all aspects of the urban environment. Good design will add value to the development, socially, environmentally and economically, and support the long-term regeneration and prosperity of the site and wider area, and will be of benefit to residents, visitors and development partners alike.

High quality design is a requirement for all developers and designers as they seek to progress proposals for the development of this site. Good design is not an optional extra or an aspect to be added at the end of the project.

Developers and their designers will be expected to demonstrate how their proposals respond to the guidance set out below. Developing a multi-disciplinary approach is an important factor in achieving better design and more successful developments, e.g. including landscape architects to achieve quality in the public realm.

Movement, access and parking

The design of the built environment should always balance the needs of the different modes of transport.

The historic layout of the town allows a choice of pedestrian routes through the area whilst allowing for direct routes to key destinations including Market Place, High Street. The development of this site should ensure easy access into this network, and enhance that network where possible. In particular, the development should take into consideration access to West Park and to, over and along the

Canal. Of particular importance is the enhancement of the canal towpath, ensuring natural surveillance to encourage its use for leisure purposes. This may be included in the requirements of a S106 agreement.

Golden Brook is also identified as having the potential to be opened up to greater public access. Parking levels should reflect the adopted standards (EBC's Parking Standards SPD) and take into consideration other relevant guidance. In accordance with this guidance, the Council may seek to reduce the amount of parking on this site due to its good access to a choice of travel mode and proximity to the town centre. The relationship between the parking requirements of the school use and the residencies adjoining the school will need careful consideration and management especially if there is any element of shared car parking.

The Canalside buildings north of Golden Brook are densely arranged and the School site has been identified as an important source of public car parking to support the wider Canalside regeneration. Any development of the School site must not undermine this by providing insufficient public car parking for the overall vision for regeneration. This is particularly important if development of the School site comes forward first. It must not sterilise future development, for example public leisure space – restaurants or bars etc in the Canalside buildings. Similarly development of the School land must not sterilise the potential for development of the School Building, for example by leaving insufficient car parking to support suitable uses for the School Building.

Public Realm

A comprehensive approach is required where the public realm strategy for the site is integrated with traffic management and car parking proposals. Consideration in particular needs to be given to improving the canalside environment, access to the Brook and the linking of the two parts of the school site, as well as to its surrounding uses.

Sustainable Design and Construction

A holistic approach and genuine commitment to sustainable development is required. Where appropriate, buildings should be designed to be robust and adaptable to meet changing requirements in the future, without the need for redevelopment or loss of community.

Where applicable, the design of the development(s) should maximise solar gain, achieve high levels of thermal insulation, reduce CO₂ emissions through the use of renewable energy, consider whole life costings, provide water conservation measures, optimise sustainable urban drainage, provide passive stack ventilation, increase sound insulation, maximise the use of sustainable materials, provide recycling provisions for residents, reduce construction waste, use low energy systems and locally source materials and labour.

Flooding

Full consideration should be taken of flood risk in the development of this site, and early contact should be made with the Environment Agency to discuss necessary attenuation measures that may have to be incorporated into the development. Of particular note is that Golden Brook is identified as a 'main river' and as such, any development within 8m of its banks will require the Environment Agency's consent. Furthermore, an 8m access will need to be retained for the purpose of maintenance.

Biodiversity

Biodiversity issues as set out in the Local Plan should be taken fully into consideration in the preparation of development schemes for this site. More detailed guidance is set out in the Council's adopted SPD. Where it is considered that proposals have any detrimental affect in biodiversity issues, mitigation will be required, through conditions or a S106 agreement where necessary.

The Original School Buildings

Land uses and activity

Clearly any development proposals will involve a change of use from the previous school use.

Acceptable uses to EBC would include the following:

- Continuation as an educational establishment
- Conference facility
- Leisure or tourist venue
- Training establishment
- Offices
- Religious centre

The conversion of any part of the original listed building to residential use would **not** be acceptable to EBC. The Council would, however, allow flexibility if a sensitive design solution is found for a mixed use scheme, i.e. residential accommodation secondary and linked to the prime use of the buildings, for example accommodation related to a training facility. The Council will not allow any schemes that would cause any detrimental impact to the integrity of the listed building, particularly, the large windows the innovative use of light etc.

Built form and architectural approach

Proposals for the original school site should follow an architectural and heritage survey, as well as an EPS survey of the site, will need to be in accordance with its grade II listed status and should be progressed in consultation with the Council's Conservation and Design Officer and English Heritage as appropriate.

All internal features should be fully considered in any proposal for a new use for the School including the spatial organisation of the building plan. Externally the windows are considered to be an important element which should remain unaltered through any change of use proposal, the entrance doors are considered equally significant and any alteration would not be considered favourable. The roofscape including the tall chimney stacks should not be altered in any future use proposal for the listed building. The curtilage walls, gates, and gate piers should all be retained and repaired and again alteration to any of these features is unlikely to be supported by the Local Planning Authority. Any repairs identified for the building should be considered on a 'like for like' basis as no change in the use of materials for external and internal finishes is likely to be considered acceptable.



Listed Building features.

Movement, access and parking

The school site should provide access from Tamworth Road through to the School Extension Area, to facilitate the latter sites development without obstruction and to ensure both sites collectively contribute to the wider area's pedestrian permeability and interest. The existing main vehicular access (or equivalent) to the south of Tamworth Road should provide the main vehicular access through to the School Extension Area and any parking to the south and rear of the listed building. Legal agreements may be sought to ensure these accesses are maintained. Applicants are recommended to make early contact with the Highways Authority accordingly, and to discuss proposals with the Development Team at Erewash Borough Council.

Public pedestrian access should be provided along Golden Brook to provide a new link between Tamworth Road and the canal towpath. This should be treated to ensure it feels welcoming from Tamworth Road and to maximise natural surveillance from surrounding buildings and public areas. The historic main entrance to the building, where the north wing meets the central wing, should continue to provide an important function in entering the building, though the associated steps should be considered from the outset in relation to achieving satisfactory wheelchair access whilst maintaining the integrity of the building (in accordance with the relevant Building Regulations).

Parking associated with the original school building should balance the need to provide parking in accordance with the Council's standards bearing in mind the site's proximity to the town centre and its associated facilities, with the desire to provide it in a discreet and attractive manner within an overarching public realm strategy.

Transportation proposals should be progressed in close consultation with EBC and the local highway authority.

Public Realm

A high quality public realm is expected to complement the integrity of the listed building, including retaining original features unless exceptional circumstances indicate otherwise, e.g. boundary treatments. All trees are covered under a TPO and as such the Council will seek their retention in any development proposals. The Environment Agency should be consulted over proposals affecting Golden Brook. New boundary treatments should have regard to and generally maximise the natural surveillance of surrounding streets, pathways and open space.

Sustainable Design and Construction

The original school benefits from an environmental design which was pioneering in its day, and contributes to its environmental sustainability and robustness to accommodate new uses. Wherever possible these pioneering features should be retained.



School Extension Area

Land uses and activity

This area has now been cleared and represents an opportunity for canal-side residential and possibly leisure development. Local Plan policies seek to ensure an appropriate mix of size and tenure and this will be ensured through negotiation (further details below). Developers considering proposals for uses other than residential should make early contact with EBC to discuss such proposals.

Residential Mix

EBC's analysis of housing demand in the Long Eaton area identifies that there is demand in particular for first time buyer housing, with a specific shortage of flats, but also an identified shortage of family housing for rent. Furthermore, the Council's Planning Policy and Housing Strategy requires the provision of affordable and special needs housing.

The Council have identified that this scheme has the potential to provide 30% of affordable housing. The precise split within this 30% would be the subject of the further discussion.

Built form and architectural approach

New development in this part of the site should be provided within a permeable network of streets, pathways and open space, which are framed and overlooked by building fronts.

Development fronting the canal should be higher density 3-4 storey apartment buildings / town houses. Buildings should maximise the benefits of their canal-side setting and views overlooking West

Park, and by doing so help to maximise natural surveillance along this stretch of canal towpath and the possible future moorings on this side of the canal. Initially this would entail ensuring a towpath width of at least 2m.

Other buildings on this part of the site should provide for a mix of housing types but must include some family housing. Heights should be 3 storey. Building heights should provide adequate levels of enclosure to help frame open spaces and streets. Building-to-building street widths should be narrow enough to encourage social interaction across the street and provide adequate building height to space ratios of enclosure.

The potential benefits of the site's adjacency with Golden Brook should be maximised, for example through the provision of a new footpath along the Brook linked to a new crossing point and community green acting as a focal point to the development. Opportunities for enhancement to the biodiversity of the site should also be fully considered, and may be ensured through condition / S106agreement.

Where possible new family housing should have front gardens to provide a security and privacy buffer, to soften the street-scene and to provide a forum for social contact with neighbours etc. Back gardens should back onto other private space for mutual protection from possible invasions of privacy or intrusion. Space standards should be relaxed around corners to encourage a near continuous building frontage to the public realm. Alternatively roof gardens can help facilitate a totally continuous building frontage to the public realm. Semi-private communal gardens, especially for apartments, are also encouraged, to provide forums for play and

social interaction at the micro-community level. Communal spaces tend to be better used when they are overlooked by and directly linked to the properties they serve, where general public access is discouraged through perceived territoriality or by physical obstacle, where private patios/yards are provided for those ground floor residences / rooms adjoining the space (including restrictions on high boundary treatments) and where the garden space is well dimensioned and designed (instead of just being a left over space after communal parking).

Architectural and public realm design should complement the existing character of the area, and provide contemporary design expression, which reflect modern functions and styles and the diversity of people. Pastiche is not recommended, although research into the local vernacular and details is encouraged in order to understand and learn from local design precedent.

New development should use a palette of predominantly local materials and / or colours, which is fit for purpose, to provide coherence with existing development, especially the listed school buildings and the nearby lace factories (the latter is of particular relevance to the waterside buildings) and with the surrounding built and landscape environment.

Movement, access and parking

A permeable network of streets and pathways should provide access and a choice of routes through the development and linking with surrounding areas. These should be overlooked by the fronts of new development to ensure routes are attractive, well lit, interesting and benefit from natural surveillance. In particular, access to and along the canal should be maximised. Similarly, access to and along Golden Brook should be maximised, for example through the provision of a new footpath along the Brook linked to a new crossing point and brook-side green.

A home zone approach may be considered appropriate to prioritise resident activities over car based access. Homezone measures could include 10/20mph speed restrictions, shared surfaces (designed for pedestrian priority), pavement/road pinch points, bollards and tree planting, surface material changes, planting beds, on-street parking, road narrowing, articulation of the road, etc.

Car parking spaces should be associated with the dwellings they serve, through ownership, overlooking and proximity. Where possible, they should be hidden from public view, for example within secure rear courtyards, integral garages or carports. On-street parking should be used to provide additional visitor parking as appropriate.

Outside the site but adding value to it, working in partnership with British Waterways and the local authority, full consideration should be given to achieving boat moorings parallel to this side of the canal (initially a 2m min towpath), associated community facilities including car parking; and facilitating the long term potential for a canal basin on the other side of the canal, e.g. allowing for a future road bridge.

Public Realm

A high quality public realm is expected to complement the wider setting of the listed school and the exciting potential of the waterside location. It is expected that trees will be retained in accordance with their TPO status. The environment agency should be consulted over proposals affecting Erewash Canal and Golden Brook. New boundary treatments should have regard to and generally allow for the natural surveillance of surrounding streets, pathways and open space. Consideration should be given to the potential for a small space at the gateway to Golden Brook / Erewash Canal, which would benefit from its waterside location and would help define the gateway to West Park. Public realm proposal should fully take into consideration potential for improvements to the biodiversity of the site and its surroundings.

Sustainable Design and Construction

Schemes should seek to demonstrate 'very good' (or better) environmental performance using the BREEM assessment tool (Ecohomes) and /or the National Homes Energy Rating.

Indicative Concept

An indicative scheme for the redevelopment of the site and its immediate surroundings, set in the context of the wider town centre masterplan as part of the emerging Area Action Plan for the town centre is shown overleaf, which concurs with the principles set out in the preceding sections, and would achieve the following objectives:

- A comprehensive approach to the redevelopment and reuse of the whole site
- Sensitive re-use of the listed school building
- Maximisation of waterside opportunities, ensuring that buildings positively address a well used canal
- Enhancement of safe, convenient and attractive links between the site, the Erewash Canal, West Park and the town centre

The indicative concept involves converting the historic former school building to accommodate workspace and community / training facilities, and the school extension area into a mix of housing types and tenure, as well as associated public realm improvements and new waterside facilities.

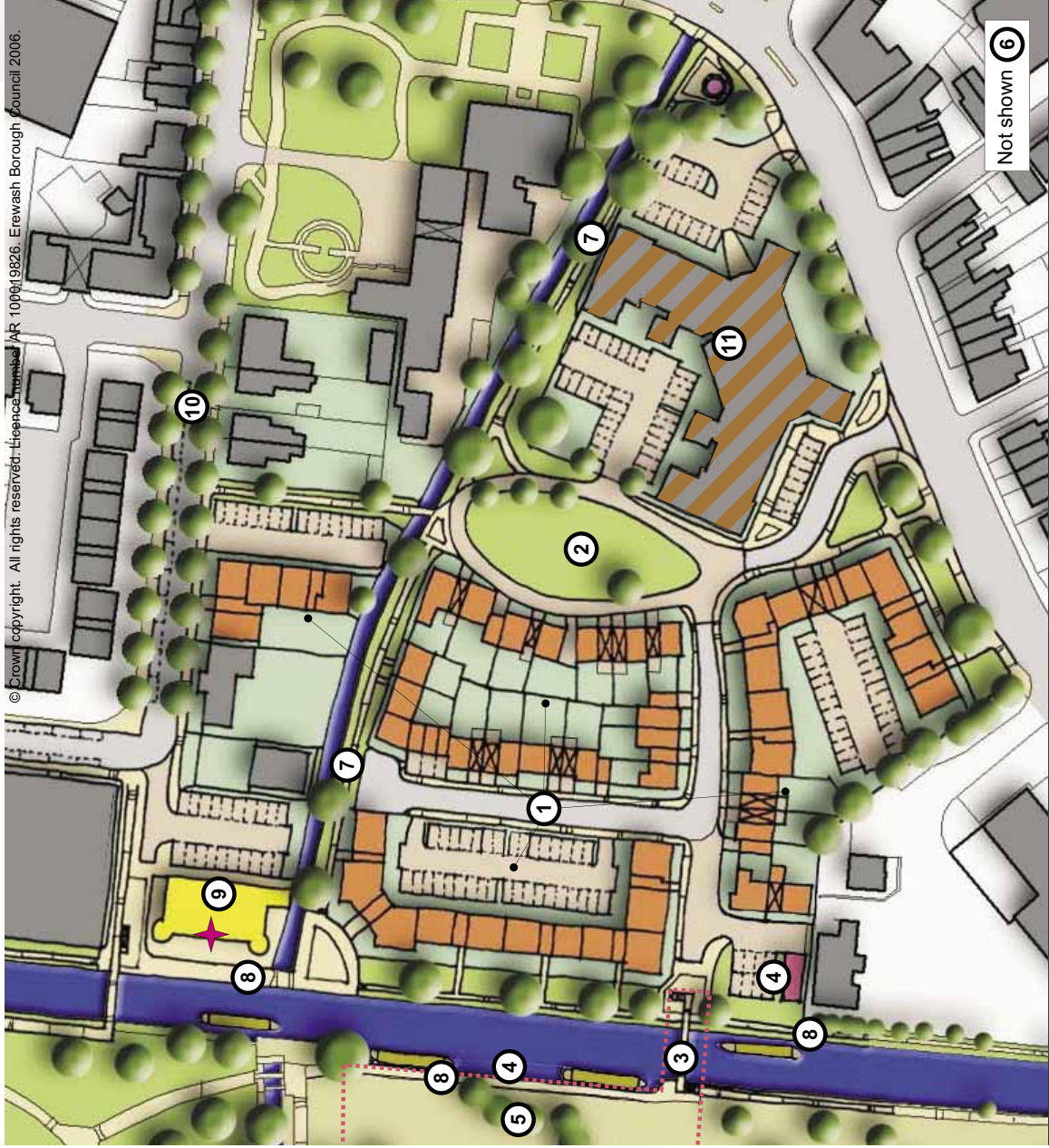
Canal towpaths are enhanced including new public space and improved connections with the Broad Street footbridge crossing. Avenue tree planting treatment to Broad Street strengthens the visual link between the town centre and the canal / West Park.

Limited new permanent / visitor moorings are provided in between the Broad Street crossing and the former Long Eaton School footbridge which will be relocated to link in with a proposed link road.

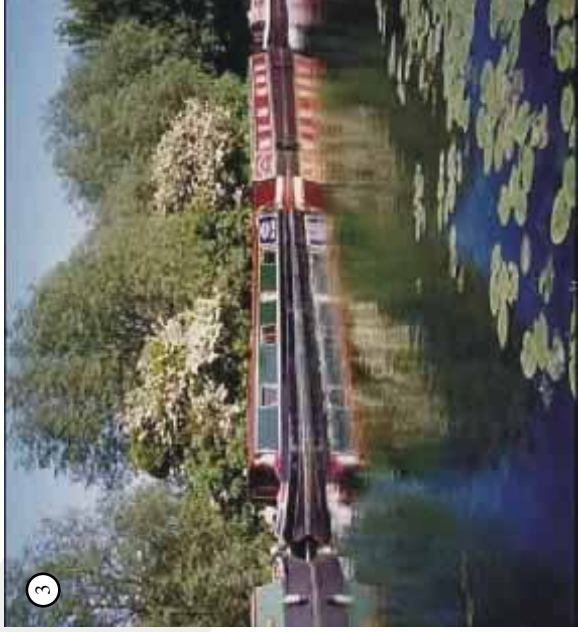
The latter bridge provides access to the moorings. New associated facilities including parking are provided next to the bridge on the former school site. A site for a possible future canal basin is also identified to the west of the canal. This requires a new road crossing to replace the school site footbridge. Development of the school site allows for this eventuality.

A new landmark waterside restaurant / bar (including spill out terraces) complements the gateway to West Park and will provide for natural surveillance of this area of the Park. Adjoining employment uses share car parking during working hours. Further shared use parking bays are marked along Milner Road and Broad Street.

This design concept outlines one interpretation of how development could be achieved across the site to satisfy this design guidance.



- 1 New residential development including 2-4 storey waterside apartments and 2-3 storey family townhouses. Car parking primarily provided in secure rear courtyards, integral car ports or associated garages.
- 2 New brook-side community 'green' as a focal point to the development.
- 3 New bridge link helping to knit the development into the wider neighbourhood.
- 4 Canal widening to provide limited canal-boat moorings, supported by new associated community facilities including car parking and by relocating the former Long Eaton School bridge link.
- 5 Dotted line identifies site for possible mooring basin, requiring new road bridge to replace footbridge.
- 6 Strong building frontage to streets, pathways and public realm, especially Golden Brook, Erewash Canal and Tamworth Road.
- 7 New pathway along Golden Brook anchored by new public spaces at the gateways to West Park and Long Eaton Town Centre.
- 8 Improved towpath including new public space and improved connections with the Broad Street bridge crossing.
- 9 New landmark waterside restaurant / bar (including spill out terraces) to complement gateway to West Park. Adjoining employment uses to share car parking during working hours. Further shared use parking bays provided along Milner Road and Broad Street.
- 10 Avenue tree planting along Broad Street to strengthen the visual link between the town centre and West Park / Erewash Canal.
- 11 Former Long Eaton School converted to provide workspace and community / training facilities.



Planning Process

This Planning Brief provides guidance to prospective developers in preparing development proposals and planning applications, and accordingly to the Council in determining such applications. Any development proposals are expected to reflect and comply with this guidance, alongside other relevant statutory planning documents as set out in this brief, and any more recent or up to date emerging and adopted publications.

Developers of parts of the School and School extension sites will be encouraged to co-operate to ensure the overall vision for the area is delivered. This should be in the overall interests of all investors in the area but perhaps more importantly, is important for the regeneration of Long Eaton for the wider community.

Developers are also encouraged to work closely with Erewash Borough Council in detailing designs and delivery of the site and its contribution to the wider area.

Planning Obligations

This brief has covered a range of requirements of the development of this site. It will be necessary to deliver some of these through a S106 agreement. This may include the following:

- Affordable housing
- Special needs housing
- Environmental improvements (public realm, landscape etc)
- Access requirements
- Canal based improvements (e.g. footbridge and towpath improvements including widening)
- Subsidising reuse of the listed building
- Flood risk mitigation
- Public Open Space contribution
- Biodiversity improvements
- Educational contribution

Implementation of the Town Centre Area Action Plan

The site masterplan shown within the Area Action Plan and contained in this brief is indicative and shows one way in which the development of the site could be achieved. One of the important points that it does highlight is the importance of considering of the site as a whole in order to achieve its comprehensive redevelopment.

Accordingly, both the Borough and County Councils will seek to work closely with site owner(s) / developer(s) with the aim of considering the redevelopment of the site as a whole and not as two separate schemes. This will be particularly relevant if the site does not remain under a single ownership. Reference should be made to the possible S106 requirements as set out above.

Pre-application

EBC will expect applicants to discuss their proposals with Council Officers at pre-application stage, including Development Control, Planning Policy, conservation and economic development sections, as well as with statutory consultees, to include as a minimum, the Environment Agency, British Waterways, English Nature, Derbyshire Wildlife Trust and the County Council.

EBC will offer a 'Development Team Approach', bringing together the key Council Officers and external agencies as considered necessary at the relevant stages through the consideration of proposals, with a single point of contact to assist in the progression and development of applications.

In accordance with national guidance, the Council would also expect that a process of public consultation would already have been commenced and initial reactions / opinions gained and reported on a draft scheme prior to any application being submitted, with material issues raised having been taken into consideration. The precise nature of this consultation should be agreed with the Council prior to its commencement in accordance with the Council's Statement of Community Involvement.

Applicants should take into consideration forthcoming further changes to the planning system in the development of applications, including changes to the submission of outline applications, as well as the requirement for design and access statements.

Application

EBC will expect that applications that are in accordance with the guidance set out in this brief to be submitted as full applications. Following pre-application discussions, the Council may accept outline applications for schemes that vary from with the advice contained herein.

Any application will be supported by a **Design and Access Statement**. The intention is to explain the design concept and aspirations alongside the consideration of ensuring that development is accessible to all.

The design component of a statement would cover the following elements (as applicable to separate applications for the different aspects of the site). Under each heading, the Statement should describe how the proposed scheme has met and responded

to the parameters and principles established in the brief, and also to the principles of sustainability.

- Response to context. This means how the physical, social, economic and policy context of the development has informed its design in relation to the relevant design elements (below);
- **Quantum of amount of development proposed** for each use expressed in terms of the number of residential units or floorspace for the conversion;
- **Use of mix of uses proposed;**
- **Layout, the buildings, routes and open spaces** within the development and their relationship to buildings (especially the listed building) and spaces around the development (for example the adjoining listed library);
- **Scale, height, width and length** of proposed buildings;
- **Appearance, aspects** of a building or place which determine the visual impression it makes, including the external built form of the development;
- **Landscaping, enhancement or protection** of the amenities of the area in which the development is situated including screening and planting;

The access component of a statement should cover the following points:

- The **policy or approach to access**, and how policies relating to access in relevant local development documents have been taken into account;
- What **consultation** has been undertaken as to the access and what account has been taken on the outcome of any such consultation;
- How any specific **issues which might affect access** to the development have been addressed;
- How prospective users will be able to **access the development from the existing transport network** and why the main points of access to the site and the layout of access routes within the site have been chosen;
- How features which ensure **access to the development will be maintained**.

The Council will also require the following in support of application:

- Transport Assessment
- Flood Risk Assessment
- Protected Species Survey
- Travel Plan (for the original school site)
- Blodeiveristy / Landscape information as set out in the Councils' SPD.

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