

COSSALL PARISH
SUPPORTING EVIDENCE - A WORK IN PROGRESS
FOR
NEIGHBOURHOOD PLAN 2021-2031



**BUILDING OUR FUTURE
TOGETHER**

FOREWORD

Cossall Parish is situated approximately 6 miles to the west of Nottingham, close to the Nottinghamshire/Derbyshire border.

Surrounded by open countryside, its attractive location makes it popular with walkers, cyclists, horse riders and nature lovers alike. It is also ideally placed for commuting due to its easy access to the M1 motorway, East Midlands airport and its close proximity to the cities of Nottingham and Derby.

Approximately 605 residents call this rural parish with its rich heritage, historic buildings and miles of bridleways home. They have expressed their wish to preserve its character and the surrounding countryside for future generations to enjoy.

The Neighbourhood Plan reflects the views of Cossall residents who fully engaged in sharing their opinions about living in Cossall and their aspirations and vision for its future. Without such involvement it would not have been possible to produce a Plan so representative of residents' views, and our thanks go to everyone involved in making this possible.

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Vision Statement

2021 – 2031

Cossall Parish will retain its unique character within a green and spacious rural setting. The countryside, greenbelt, open spaces, and views from the parish will be safeguarded, and all new development will be in keeping with the surrounding area and reflect community need. An improved infrastructure will support the growing population, and better facilities, including good public transport, will meet the needs of all sections of the community. A safe network of pedestrian and cycling paths will connect all areas of the parish, and footpaths and bridleways will be maintained and enhanced to enable walkers, cyclists, and horse riders to enjoy both the peaceful surroundings and wildlife that make Cossall Parish a special place to live, work and visit. Traffic management policies will improve safety throughout the parish. Local primary school places will meet the needs of the growing population, and employment opportunities that enable residents to work locally will be encouraged. A strong sense of community spirit will ensure residents feel valued and cared for. The existing boundaries between adjacent parishes will be maintained to enable Cossall Parish to retain its distinctive character.

INTRODUCTION

Cossall Parish Neighbourhood Plan sets out a clear vision for the next ten years. It focuses on the issues that matter to the community and were identified during consultation with residents, local businesses, community groups and others.

Cossall is a rural parish set amongst an attractive landscape. Open countryside can be viewed from almost every part of the parish and adds to Cossall's distinctive character. Protecting the surrounding countryside, the open green spaces and the greenbelt from further development is important to residents and will remain central to all decisions taken on future development.

The Neighbourhood Plan will therefore seek to ensure that future development is in sustainable locations and meets local needs. It will be in keeping with the surrounding area and supported by a good road network.

Policies will address concerns about the increase in traffic and issues surrounding safety on the roads including motorists exceeding the speed limits and heavy vehicles exceeding the weight limits. The Parish Council will work closely with planners to improve road safety throughout the parish for all road users, including motorists, pedestrians, cyclists and horse riders.

The Plan briefly explores the history of Cossall through the ages and how its past has shaped its future and the parish it is today. Cossall's heritage assets will remain protected. Policies for the natural environment will protect the landscape, greenbelt, open views and green spaces and ensure wildlife habitats and biodiversity are protected.

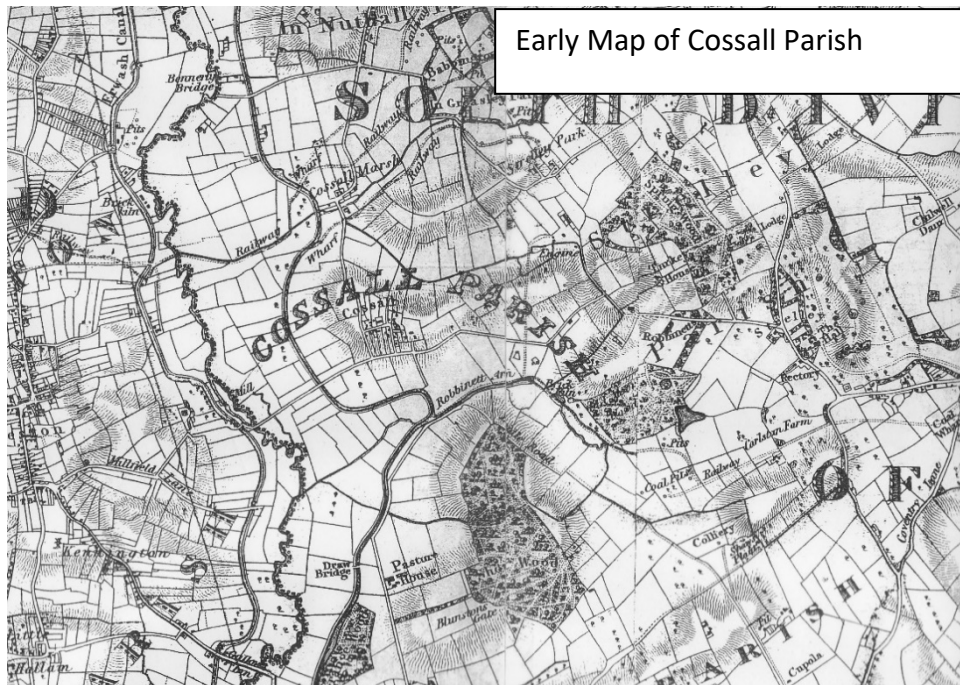
Policies will support local businesses and help provide more opportunities for increased local employment where possible. The Parish Council will work with transport providers to provide a more flexible and viable bus service and with education providers to ensure places are available for local children as Cossall's population increases.

Residents will continue to be kept informed of activities and events taking place in the Parish and existing facilities will be preserved and where possible enhanced. The aim will be to foster a strong community spirit where everyone feels a sense of belonging.

The Plan will be kept under review by Cossall Parish Council to ensure it reflects changing needs locally and changes to legislation at a local or national level.

The Vision Statement reflects the aspirations of the community for Cossall over the coming ten years and what will be achieved through the Policies contained within the Plan.

The History of Cossall



Cossall has a long, rich and fascinating history which is well exemplified by its heritage in the examples given below, a lot of which are listed buildings.

Although Cossall is a very small parish in the middle of England it was certainly well known to Kings and Princes over the centuries.¹ It is amazing to think that Monarchs, senior Judges and senior Clergy have contributed to the development of the Parish.

Early History

The earliest reference² to the area suggests that it was inhabited during the iron-age and maybe even before. However, its documented history really begins with the derivation of the Parish name which goes back to Saxon times and derives from a settlement made by Cotta³. There have been many different spellings for the parish e.g. Cotesdale, Coshale, Cossale, Cotsahal, Cotsale, Colsol and by the mid-17th Century had become known as Cossall.

At the time of the Norman invasion Cossall consisted of a portion of land owned by the Saxon thegns Leofnoth and Wolfsi.⁴ After the invasion it was shared by Ralph Fitzhubert, son of Lord Hubert, who held lands as tenant-in-chief of the King William in Derbys, Leics, Lincs, Norfolk, Notts, Staffs and Suffolk, and William Peverel, a military follower of William the Conqueror, as a dependency of his manor in Wollaton. The Domesday survey of 1086 refers to Cossall as Cotesdale with Ralph having the larger share - he had three villeins to Peverel's two along with more land.

Peverel's half of Cossall was eventually passed to Eustace de Mortein by King John⁵ and changed hands a number of times depending on the de Mortein's various allegiances to the Crown. William de Mortein, heir of Eustace supported Henry III and was rewarded when Henry III granted free warren in the manors of Wollaton and Cossall to William's successor, Roger de Mortein in 1283.

Part of Fitzhubert's share of Cossall eventually passed to the de Cossale family and part was acquired by the de Morteins. William de Cossale was a baron of the exchequer (a Judge of the English court known as the Exchequer of Pleas) under Edward III and gave his lands at Cossall to the monks of Newstead Abbey hopefully to redeem his 'sinful soul'.⁵ Eventually, both shares of Cossall came into the possession of the Willoughby family. Firstly, a large part of Cossall was gained by a judicious marriage when Sir Richard de Willoughby married Sir Roger Mortein's daughter, Isobel, in 1337. He had already bought the Manor of Wollaton from Sir Roger circa 1317. Secondly, more of Cossall was obtained when he bought Robert de Cossale's lands including the Manor. Sir Richard died in 1362 and was succeeded by his son, also called Richard. When Richard died in 1364 without an heir the ownership of the Manor of Cossall was often in dispute and was held by a number of people until 1586 when it was claimed by Sir Francis Willoughby.

The Willoughby family held the Manor of Cossall until Lord Middleton's estate was sold in 1925 in order to pay for death duties.

¹ Truman Edwin, The History of Ilkeston Together with Shipley, Kirk Hallam, West Hallam, Dale Abbey & Cossall (1880) p.384

² <https://archaeologydataservice.ac.uk/library/browse/organisationDetails.xhtml?organisationId=4086>

³ <http://www.nottshistory.org.uk/articles/doubleday/cossall1.htm>

⁴ <https://opendomesday.org/place/SK4842/cossall/>

⁵ Truman Edwin, The History of Ilkeston Together with Shipley, Kirk Hallam, West Hallam, Dale Abbey & Cossall (1880) p.384



Cossall Colliery from Coronation Road (by kind permission The Coal Authority)

Coal

The coal mining industry has been an important part of the local economy for many centuries-and has been documented in the Cossall parish from the 13th Century onwards, when it's recorded that by 1283 colliers were working "a mine of sea coal".⁶ This is the first reference to a coal mine in Nottinghamshire. It is possible that workings dated to the 16th Century are amongst the earlier exploitation of surface and close-surface seams.

Cossall colliery was sunk in 1878-1879 by the Cossall Colliery Co and was situated to the eastern side of the railway line at Cossall. By 1896 the colliery employed 557 people and by 1937 it employed 1629 people and was producing 300,000 tons year. Lt. Colonel Alfred Hewlett was MD of the Company from 1923 to the nationalisation in 1947. He lived in the Hollies on Church Lane which gave him a good vantage point to observe the colliery. He provided free coal to the church for heating. The pit finally closed in November 1966 and the pit spoil heap would regularly catch fire for a number of years after the pit closed. Since the late sixties the Colliery site has been an industrial estate.



Underground at Cossall Colliery, kindly supplied by Dave Hill

⁶ <http://www.nottshistory.org.uk/articles/doubleday/cossall1.htm>



St Catherine's Church

There is no evidence that there was a church or chapel in Cossall in Saxon times and there was no mention of either a church or priest in the Domesday survey.

From 1236 a church or chapel is recorded in Cossall in the parish of Wollaton for the first time⁷ and was in the possession of the de Mortein family and served by the Wollaton rector. The Church at Cossall is dedicated to Saint Catherine a native of Alexandria, who was martyred in the early 4th Century at the hands of the emperor Maxentius for her Christian beliefs.

The church is Grade II* listed, it is quite small and stands at a tight bend in the hilltop village. The tower was built in the 13th Century and contains two bells, the spire was added later probably in the 14th Century. The original nave and chancel were built in the 13th Century with arcades built later. The south side was built in the 14th Century and contained a chantry chapel and the 15th Century font. Over the centuries the church suffered a gradual state of neglect and disrepair and over the years various repairs were carried out and there were alterations recorded in 1718. However, by the mid-19th Century, the church had again fallen into significant disrepair. In 1842-1843 the whole edifice except the tower and the spire was rebuilt and the north aisle added. It is recorded that the cost was borne by the incumbent vicar the Rev Francis Hewgill.⁷

The chancel arch and south arcade would appear to comprise medieval elements that survived the 19th Century reconstruction. Within an arched recess in the north wall of the sanctuary there is an alabaster slab inscribed with five shields, purportedly commemorating

the Willoughby family best known for the Almshouses founded by George Willoughby in 1685. Under the altar in the chancel lies the Willoughby vault containing five lead and three stone coffins, one of which is George Willoughby's and another his wife, Elizabeth's.

On the south side, the window is stained glass and depicts St Catherine. The east window in the nave is in memory of the Burrows family who lived at Church Cottage which is mentioned in D H Lawrence's book "The Rainbow". Much of the carving in the church was carried out by Alfred Burrows, Louie Burrows' father and other parishioners.

For over 700 years St Catherine's church had been a parochial chapelry annexed to Wollaton. In June 1934 the Parochial Church proposed that Cossall should be made a separate parish. Although this proposal had the support of Lord Middleton and the Bishop of Southwell, it wasn't until 1947 that the Chapelry of Cossall was eventually severed from the Benefice of Wollaton and became part of the Benefice of Awsworth.⁷ However, Cossall is now part of the benefice of Trowell, Awsworth and Cossall.

⁷ <https://southwellchurches.nottingham.ac.uk/cossall/hhistory.php>

The Willoughbys

There have been many notable people living in or associated with the parish and without doubt it is the Willoughby family who have contributed most to the heritage of Cossall. The Willoughby family can trace its descent back to Ralph Bugge, a Nottingham merchant, who bought lands in Willoughby-on-the-Wolds, Nottinghamshire, in the thirteenth Century.⁸

The Willoughbys acquired various other properties through marriage and purchase, chief among which were the Wollaton and Cossall estates in Nottinghamshire, in the fourteenth Century, and the Middleton estate in Warwickshire in the fifteenth Century.⁸

In 1676 George Willoughby, nephew of Sir Francis Willoughby the first Baronet of Wollaton, had his seat at Cossall Wood Hall, a medieval Manor house with ancillary outbuildings and laid out in a walled rectangular enclosure surrounded by a moat. Manor Farm is built on the site of the old hall and traces of the moat still remain.⁹

St Catherine's church is the burial place of George Willoughby, who founded and endowed a hospital close by and is better known as the Willoughby Almshouses.

⁸ <https://southwellchurches.nottingham.ac.uk/cossall/hhistory.php>

⁹ http://www.ilcam.com/Specials/Monks_Way/MW09.html



The Willoughby Almshouses

The Willoughby Hospital was erected in 1685 for 4 single poor men over 60 years of age and 4 single poor women over 55 years of age. There was an endowment of a farm at Roston and local land rents to enable the inmates (later known as residents) to be paid £10 per year and clothe them with a new grey cloth gown worth 3d per yard every 2 years, also to supply them with 5 shillings worth of coal yearly. All were to live singly and marriage entailed expulsion as did refusal to wear the distinctive hospital dress.¹⁰

The Almshouses are Grade II* listed and were sold into private ownership in 2016. It is hoped in the near future to hear plans to develop this treasured building that will give it a new lease of life.

¹⁰ <http://www.nottshistory.org.uk/articles/doubleday/cossall2.htm>

The Old School Room

The original School in Cossall was in the upstairs room of the Alms Houses. But by the early 1800s, due to the expansion of the population of Cossall, the need arose for a larger school. This resulted in the building of what we now know as The Old School Room. There is a difference of opinion as to when the School Room was built. Research says 1813 but the date plaque in the porch says 1850 - perhaps this is simply the date the porch was completed. The schoolmasters lived in the Old School House, a tied cottage to the Willoughby estate.

The building was in use as a school until the New School was built in 1891 on Coronation Road, part way between the Cossall and Ilkeston Junction. It was in this position in order to serve the burgeoning population of the junction. This school subsequently closed around 1980 and has had various uses, recently being a hotel and now a private dwelling.

Since the Old School's closure in 1891 as a room it has had many uses, one of which was by D.H. Lawrence's fiancé's father, Alfred Burrows, to teach woodwork and carving to the lads of the village.

In 1925 as part of the sale of the whole of the village by Lord Middleton's estate, the Old School was given to the Church to be used for ecclesiastical purposes. These are expressed in the good service of the community in the way of Jesus.

The hall was extensively restored in 2016 thanks to funding raised by the Cossall Community Chest and a large grant from Biffa. The upgrade now provides users with a good, clean and warm environment to hold a variety of functions. The walls have been fully insulated and new highly efficient heating panels will ensure the hall is warm and cosy even in the depths of winter.

A management team has been formed to maintain and promote the use of the building. To many locals, it will always be the Old School Room although as a hall for community use in Cossall it may be more easily known as Cossall Community Hall, terms more familiar to those funding the refurbishment and wider users of the building. The refurbished building will ensure that the meetings and events that have brought the community together over many years will continue for many more years.

Church Cottage

Next to the church is Church Cottage a Grade II listed building built of brick with a pantile roof. It dates from the mid-18th Century or possibly earlier. Church Cottage was the former home of the Burrows family. Cossall is remembered for its connections with D H Lawrence, who was born at Eastwood, although he never lived in the parish it was very much part of his "country of my heart". He was engaged to pupil teacher, Louie Burrows in 1910. Louie was the daughter of Alfred and Louise Burrows. Cossall features in the Lawrence novel "The Rainbow" where it is called "Cossethay" and the cottage is depicted as "Honeymoon Cottage" in the novel. The character of Ursula Brangwen in the story is based on Miss Burrows and a plaque on the wall of Church Cottage commemorates this association – a place where fact and fiction come together.



Church Cottage

Glebe Farm Cottage



This building, which is Grade II listed, was part of a small farm called Glebe Farm. A Glebe is an area of land within an ecclesiastical parish used to support a parish priest. The land may be owned by the church, or its profits may be reserved to the church.

The cottage dates from the late 17th Century and is built of red brick with a pantile roof and two gable stacks. It is timber framed with the rear wall having exposed timber framing with arched braces and a single 3-light casement on the ground floor plus a plank door to the left. The south gable wall is partly coursed rubble.

The building was extensively refurbished in 2019 and is now occupied.

Coming of the Canal

Most of the coal used in Nottingham came from the mines around the Nottinghamshire/Derbyshire border and was taken overland or by the circuitous route down the Erewash canal and River Trent to Nottingham, which increased the cost. When the Cromford Canal was authorised in July 1789, there was concern that collieries which were located near it would thrive, at the expense of those nearer to Nottingham. There were also worries that the Erewash Canal Company might have a monopoly on coal supplies and use this to increase prices.¹¹

The idea for the canal to join up with the Cromford and Erewash canals at Langley Mill first arose in 1790 and later that year Thomas Oldknow, John Morris and Henry Green lobbied for a public meeting. At the subsequent meeting, held at the Nottingham Guildhall on the 20th November 1790, a plan was devised and approved, and the Nottingham Canal Company was formed, which included two men who were also connected to the company building the Cromford Canal.¹¹

After a suitable route was surveyed by William Jessop the canal was opened in 1796 and ran from Nottingham near Trent Bridge to Langley Mill to meet up with the Cromford canal. It went through Lenton, Radford, Wollaton, Trowell, Cossall and Awsworth to Langley Mill. The canal was designed as a contour canal and it *clings* to the side of the valley following the same level so reducing the need for locks. It was a success right from the start carrying coal was its main purpose, but it also carried many other things including building materials and house bricks from Balloon Woods, lime and timber from Wollaton. There was even a regular passenger service from the Cromford to the centre of Nottingham. By 1832 the canal had reached its peak and was paying out a dividend of 12% but was forced to reduce its costs with the advent of the railway which made transporting coal cheaper. However, this was too little too late and the local colliery owners began to encourage the railways. The Ambergate, Nottingham, Boston & Eastern Junction Railway Company finally took over the running of the Nottingham Canal in 1884. The canal managed to survive for 80 years under railway ownership. Most of the canal was closed by its owner the London and North Eastern Railway in 1937 and the only section which was retained was the stretch in Nottingham between Trent Bridge and Lenton. This section was taken over by the River Trent Navigation and has remained open to the present day as part of the Nottingham and Beeston canal.

Although the canal has been long disused, there are sections in Cossall that still run along the canal towpath which have become a nature reserve with many wildflower species. It is a haven for butterflies, dragonflies and damselflies. The contour following arrangement means the canal offers an easy level route for walkers with spectacular views along and across the Erewash valley.

¹¹ <http://www.canalroutes.net/Nottingham-Canal.html#History>

Waterloo Memorial



Battle of Waterloo Memorial
St Catherine's Churchyard



World War I & World War II
Memorial - St Catherine's
Churchyard

The Waterloo memorial in the churchyard in Cossall is a Grade II listed building in the Heritage Category (Listed Entry Number 1443883). It was first listed in June 2017. It was unveiled on 18th June 1877, the 62nd anniversary of the battle, by the then High Sheriff of Nottinghamshire and was witnessed by a large crowd. The Ilkeston Pioneer reported that a committee had been formed to raise funds for a tribute, which attracted contributions from a number of notable people of the day including The Duke of Cambridge, Earl Manvers and Lord Middleton.¹²

The memorial which is Grade II listed, was erected in the memory of three local men who fought at Waterloo, Corporal John Shaw and Richard Waplington of the Life Guards, and Thomas Wheatley of the Light Dragoon Guards.

John Shaw was born in 1789 on a farm between Cossall and Wollaton. At the age of 13 after minimal schooling he was apprenticed to a joiner and wheelwright, later becoming a carpenter on Lord Middleton's estate at Wollaton Hall.¹³ His life, like most of his contemporaries, would have been a hard one. All the trades in the area reflected the manual labouring that was the main source of income for the working class at the time - mining, farm labouring and framework knitting.¹⁴ It is thought that he joined the 2nd Life Guards at Goose Fair in 1807 when he was eighteen. Shaw was a big man and extremely strong, and his exploits during the battle of Waterloo and during his time in the Life Guards, such as prize fighting, ensured his posthumous fame and he became celebrated throughout the country for his strength and bravery in battle.

It is believed that Richard Waplington was born in Cossall in 1787 and worked in a local colliery until 1807 when he enlisted in the 2nd Life Guards along with Shaw at the Goose Fair. Waplington and Shaw were known as the “Cossall Giants”.¹³

Thomas Wheatley was born in Cossall Marsh in 1795 and became an apprenticed stocking weaver before enlisting in the 23rd Light Dragoon Guards. He survived Waterloo, returning home to Cossall and worked in the blacksmith’s forge at the Babbington Colliery. The other two soldiers did not return home.¹⁴

¹² The Ilkeston Pioneer 3 June 1875

¹³ Truman Edwin, The History of Ilkeston Together with Shipley, Kirk Hallam, West Hallam, Dale Abbey & Cossall (1880), pp.92-8

¹⁴ <http://www.thorotonsociety.org.uk/publications/articles/cossall-monument.htm>

Coming of the Railway

As the 19th Century industrial revolution gathered pace and as the demand for raw materials like coal and iron ore grew and grew, then the need for rapid transit of goods and people became more and more important. The beginning of the railway age in the 1830s addressed these problems, but caused some consternation with the colliery owners of the Erewash Valley as coal from the Leicestershire coalfields was transported into one of their most lucrative markets, Leicester, by railway and was much cheaper.¹⁵

The colliery owners met in Eastwood in 1832 and agreed to build their own railway. They included Edward Miller Munday of Shipley Hall who donated £5000 towards the building of a railway from Pinxton to Leicester through the Erewash Valley. This led to the building of the Midland Counties line in 1837 which, ironically, initially avoided the Erewash Valley for political and strategic reasons.¹⁶ It was another 10 years before the Erewash Valley line opened from Trent Junction (near Long Eaton) to connect with the North Midland Railway’s line at Chesterfield via Stapleford, Cossall and Langley Mill. The railway station on the new main line was called “New Cossall and Ilkeston Junction” becoming Ilkeston Junction in 1879 and renamed Ilkeston Junction and Cossall in 1890.¹⁶ In 1867 a short line going west was added to serve as a connection to Ilkeston Town Station. To the west of the railway line was “Ilkeston Junction” which took its name from the railway station and when it was first built the houses were mainly occupied by miners employed at Cossall Colliery and millworkers at the local factories.¹⁷

For over a hundred years the station was in the parish of Cossall and the Parish Council fought for many years to maintain the river Erewash as the County boundary, but this was changed to the railway line in 1992 and the ‘Junction’ was sadly lost to Derbyshire. The railway thrived and continued to serve the Erewash Valley coalfield until the late 1990s, although it remains as an important passenger and freight route. The station which had changed its name to Ilkeston Junction closed in January 1967 as part of the Beeching cuts. However, as rail travel increased in popularity in the 21st Century and after strong lobbying the station re-opened as Ilkeston Station in 2017. Passenger numbers in the first year of

operation significantly exceeded expectations with an estimated 252,772 passengers against a forecast of 160,000.¹⁸

¹⁵ Roy Williams "The Midland Railway, a new history" David & Charles 1988

¹⁶ Butt, R. V. J. (1995). The Directory of Railway Stations: details every public and private passenger station, halt, platform and stopping place, past and present (1st ed.). Sparkford: Patrick Stephens Ltd. p. 126. ISBN 978-1-85260-508-7. OCLC 60251199.

¹⁷ Cossall Parish Council centenary booklet 1994

¹⁸ www.railforums.co.uk/threads/ilkeston-station-services-erewash-valley-line.198238/

Cossall Parish Council

From the 16th to the late 19th centuries the Parish Vestry (administered by the church) held authority in rural areas. The Local Government Act 1894 brought this form of local government to an end and extended local democracy by the establishment of District and Parish councils.

The first meeting of the Cossall Parish Council was held on 12th December 1894 at the new school on Coronation Road, now known as Chatterley House. The minutes of this meeting and all subsequent meetings have been retained and will soon be available in digital form.

The Parish Council plays an important role in furthering and supporting the interests of the local people and 116 years on, Cossall Parish Council continues to serve the community with passion, commitment and enthusiasm.

Sale of the Middleton Estate

The slow demise of country houses began in the 19th Century as an agricultural depression reduced farming rents, and death duties on landed wealth were introduced in 1894. The demise accelerated in the 20th Century, especially between the wars, and was brought about by a change in social and political conditions. The most important factor, however, was financial as incomes reduced and costs increased compounded by an increase in taxation, then the running of a large estate became more of a burden.

The 9th Baron Middleton died in 1922 and the family managed to pay the death duty of 25% on the estate. However, when the 10th Baron died just two years later, his son, the 11th Baron Middleton, had to sell a large proportion of the Willoughby Estate in order to pay the death duties. This included Wollaton Hall in Nottinghamshire and Middleton Hall in Warwickshire as well as land and property in Cossall and elsewhere.

The property and land in Cossall was sold at the auction in March 1925 and comprised of 66 lots including 26 dwellings and 6 farms. It is interesting to note that most of the lots still retained their ancient field boundaries. The Parish is defined by these ancient fields and in places causes a complex boundary with its neighbouring parishes especially Aysworth.

Heritage assets

Heritage as defined by Historic England

“Our heritage is all that has been passed to us by previous generations. It is all around us. It is in the houses we live in, our places of work, the transport we use, our places of worship, our parks and gardens, the places we go to for our sport and social life, in the ground beneath our feet, in the shape of our landscape and in the placing and arrangement of our fields, villages, towns and cities.”

Heritage assets as defined by Historic England

“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.”

Buildings and monuments in Cossall Parish

(detail to be found in the history section)

1. St Catherine’s Church
2. Almshouses
3. Church Cottage including the D.H. Lawrence connections
4. Waterloo Memorial
5. World War Memorial
6. Glebe Farm Cottage

Site, place and landscape of Cossall Parish

(detail to be found in the green and blue spaces section)

1. The Erewash Valley and Erewash Valley Trail
2. Millennium Park
3. The Nottingham Canal
4. Robinettes Site of Special Scientific Interest
5. The Monk’s Way
6. Cossall Conservation Area *(details to be found in the built environment section)*

Heritage Objectives

Our objective is to protect the heritage left to us by previous generations including:

- The character of the environment and uniqueness of the Parish
- The historic listed buildings

Our objective for these assets is:

- To ensure the leisure assets are fully used, to encourage their proper use they should be protected and enhanced where possible
- To protect the landscape environment which helps to provide physical and mental well-being for both residents and visitors to the Parish

Present Day Cossall

A map of the parish boundary appears on page 65

Cossall Parish is situated approximately 6 miles to the west of Nottingham, close to the Nottinghamshire/Derbyshire border.

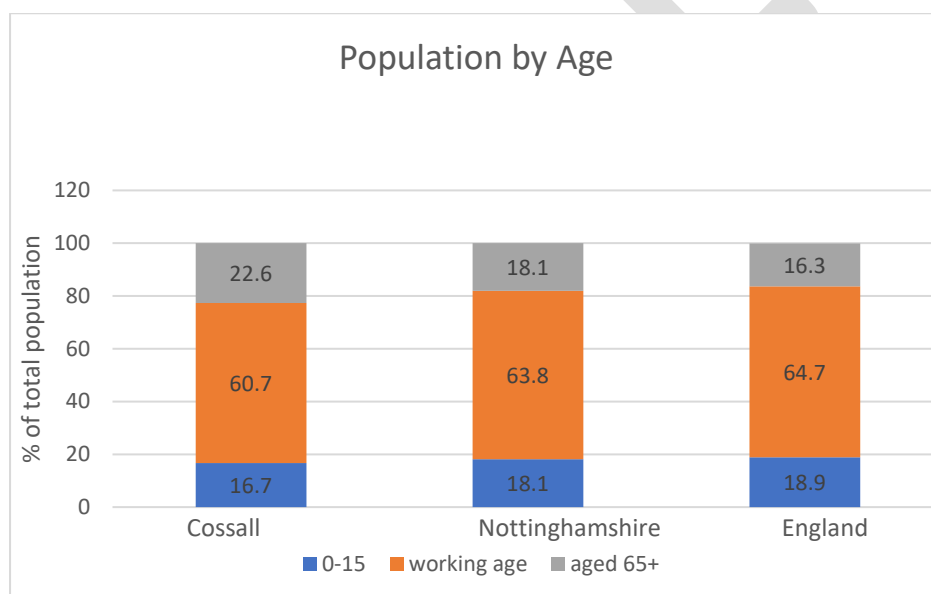
It occupies an area of approximately 291.374 hectares (720 acres in 1870-72!)

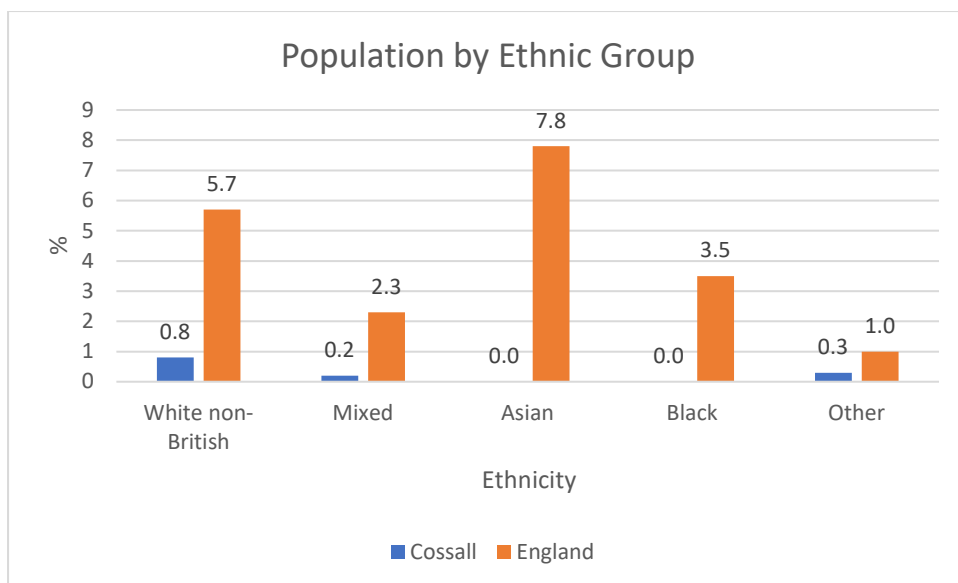
Demographics

Population

The 2011 census showed there were 605 people living in 245 households, 289 males and 316 females.

Out of these residents 100 were under 16, 370 were of working age and 135 were over 65.





The total population between 2001 and 2011 for Cossall has varied slightly over the years. It increased by 3% in 2004 and by 2011 it had fallen slightly by 1%.

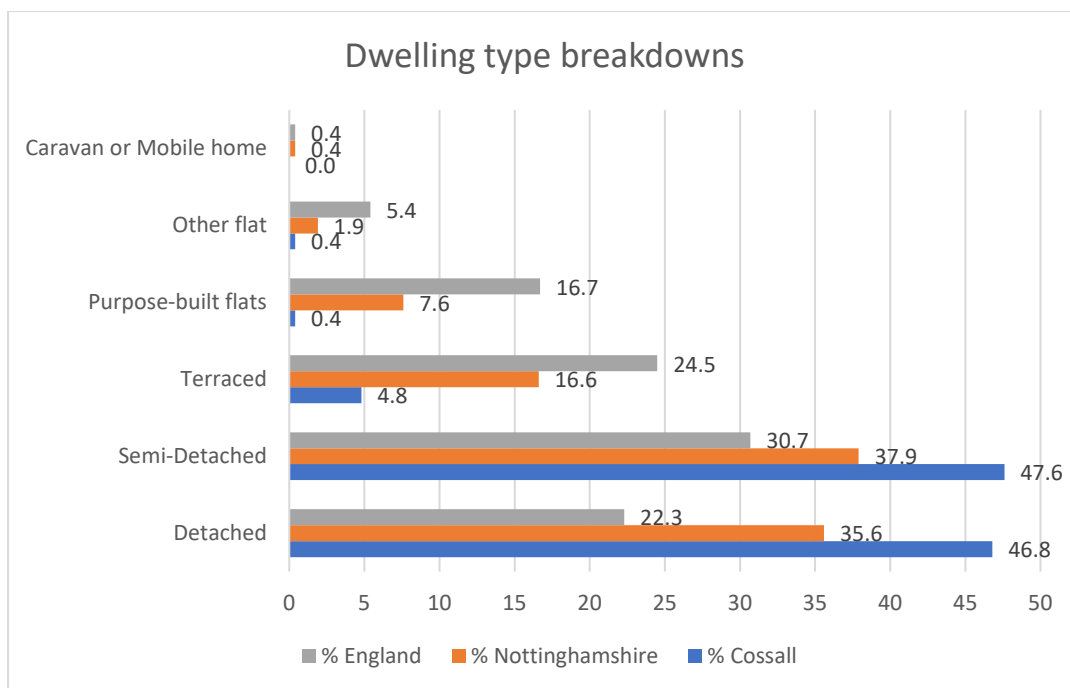
Over the last 10 years 51 houses have changed ownership (Ref: Land Registry /streetcheck.co.uk). A number of the houses on Church Lane that were once occupied by a single pensioner is now habited by a couple or young family. Based on this information, the population is now estimated to have increased again by approximately 3%.

As there is the potential of 110 new homes to be built in the parish, the local population could grow by perhaps another 264 people. This is based on the average number of persons per household in England as being 2.4. Young families will obviously lower the age profile and alter the current ratios.

Housing

According to the 2011 census the following breakdown of housing in the parish was recorded as follows:

	% of dwellings	
	COSSALL	ENGLAND
118 detached	46.8	22.3
120 semi-detached	47.6	30.7
12 terraced	4.8	24.5
1 purpose built flat	0.4	16.6
1 flat (other)	0.4	5.4
Caravan or mobile home	0	0.4



THE BUILT ENVIRONMENT

In 2020 there were 245 properties in Cossall Parish, a number that has remained fairly constant for some time. The parish has an interesting mix of semi-detached and detached dwellings of varying design, size and age, interspersed with red pantile roof cottages, farmhouses, and Grade II listed buildings, reflecting Cossall's rural location, heritage, and historic past.

Properties in Cossall Parish either overlook, or are within close walking distance of open countryside, and having this attractive amenity on the doorstep is one of the main reasons residents give for why they like living in Cossall. To preserve Cossall's uniqueness, safeguarding the surrounding countryside from future development and ensuring any new properties, extensions and alterations are in keeping with the surrounding area are all regarded as being important by residents.



Conservation Areas and Article 4 Direction

In 1972 Cossall was granted Conservation Area status and in 1996 an Article 4 Direction came into force, which applies to the area south, east and west of the Parish. See below for an explanation of both Conservation Area and Article 4 and how this has affected the built environment in Cossall Parish.

The 'Green Belt' designation, 'washes' over all of Cossall village and many of the other areas of the Parish (excluding the area within the Parish to the south of Awsworth village and land at and around Cossall Industrial Estate)

Conservation Area

A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The main attributes that define the special character of an area are its physical appearance and history, i.e. the form and features of buildings and the spaces between them, their former uses and historical development. Contrasts between the appearance of areas and the combination of buildings of various ages, materials and styles may contribute to its special character. The conservation area of Cossall Parish serves to protect the character of the area with its views over the Erewash valley, the Nottingham canal and towards Kimberley and Strelley. There are several listed buildings and notable historical associations adding to the character of the area.

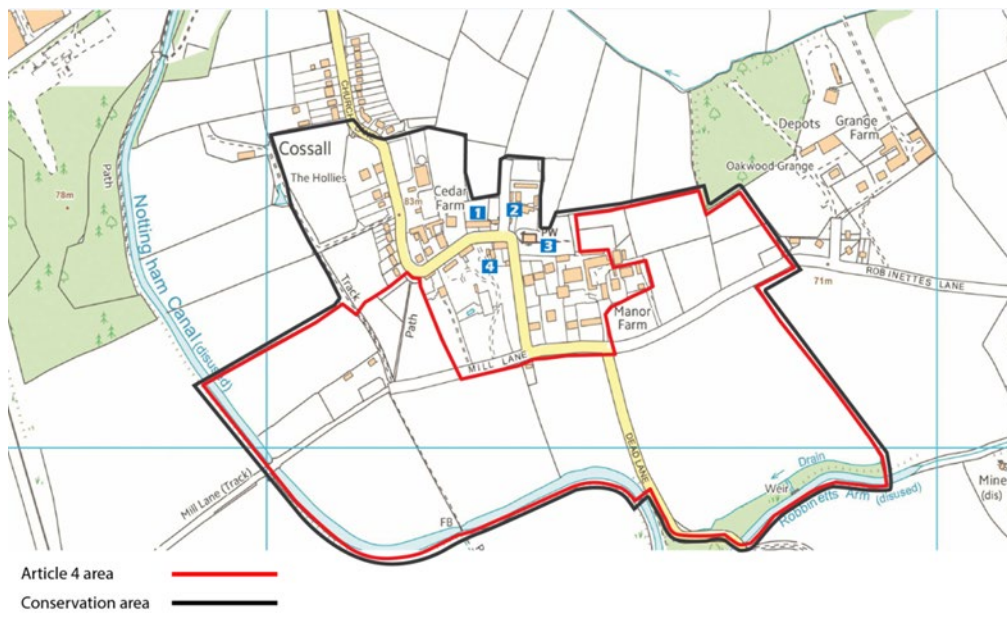
This has served to limit the scope for new dwellings and infill and has protected the open views of the countryside from within the parish. It has also ensured that any application to extend or alter properties within or adjacent to the Conservation Area must respect the scale, character and architectural style of the original building, and be constructed in matching materials. The latest new dwelling to be built in the Conservation Area was in 1988 and its traditional style, scale and brickwork blends in well with the surrounding properties. More recently, outside the conservation area on Church Lane, great use has been made in converting farm buildings into three attractive dwellings, and several other extensions and alterations have taken place in the parish, all of which have blended in seamlessly with the surroundings.

Article 4 Direction

Article 4 directions are made when the character of an area of acknowledged importance could be threatened. They are most common in conservation areas. An article 4 direction is made by the local planning authority. It restricts the scope of permitted development rights either in relation to a particular area, or a particular type of development anywhere in the authority's area. Where an article 4 direction is in effect, a planning application may be required for development that would otherwise have been permitted including that for agricultural use.

Details of the listed buildings which include the Grade II* Willoughby Almshouses dating back to 1685, and the even older Grade II* St Catherine's Church, parts of which date back

to the 13th and 14th Century, can be found in the 'History of Cossall', on pages 9 -15 along with other buildings of interest.



Above is the map of the conservation and Article 4 areas in the Parish of Cossall. In Blue are shown the positions of the listed buildings (1 to 4).



1 Alms houses 2 Church cottage 3 Church and Waterloo memorial 4 Glebe Farm Cottage

The Grade II* 'Willoughby Almshouses (and adjoining Boundary Wall)' listed building is included on Historic England's 'Heritage at Risk' Register. Further information is available on Historic England's website at the following link:

www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/214629.

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FUTURE HOUSING

Broxtowe Borough Council's Local Plan Part 1 (the Aligned Core Strategy) sets out the vision, aims and objectives for the future development of the whole of the borough up to 2028. Part 2 of the Local Plan includes specific site allocations to meet the housing needs set out in the Core Strategy.

One of the proposed site allocations, referred to as 'Land West of Awsworth inside the Bypass' is in both the parishes of Cossall and Awsworth. It is located between Newtons Lane, Cossall, Park Hill, Awsworth and the Shilo Way Bypass/A6096 with provision for the development of 250 homes. Up to 50 homes will be in Cossall, representing a twenty percent increase in housing within the parish.

MAP SHOWING LOCATION OF SITE OF PROPOSED NEW DEVELOPMENT

Proposals to build approximately 60 properties on the site of the former Cossall Colliery site have been granted permission. Of the twenty-six-acre site, 4.5 acres to the north of where the former Cossall Dry Ski Slope was built in 1990 would be used for housing development with the remaining 21 acres used as a country park. The site would provide easy access to Ilkeston Railway Station, Ilkeston, and the Shilo Way Bypass/A6096 with the properties expected to attract first time buyers and families.



The Proposed Site from the disused Ski Slope on the former Cossall Colliery Site

Residents' views were sought on the type of housing they considered was needed in any future development.

With regards to the size of new properties, 74% of respondents thought 1-2 bedroom properties suitable as starter or retirement homes were most needed. In contrast, only 10% perceived a need for 5 bedroom properties. At present, young people who would like to remain in the parish struggle to find suitable or affordable housing. Equally, elderly residents who would like to downsize are unable to find housing to meet their needs. When providing additional comments about future housing, suggestions included creating a small complex of bungalows, retirement housing, or assisted living accommodation suitable for the elderly, handicapped or disabled persons of any age.

A significant 99% of respondents felt that it was very important properties should be in keeping with the character of the area, and 90% thought it was very important to have a good road network to/from properties to cope with increased traffic and provide good access for emergency and refuse vehicles. Having adequate off-street parking was also considered important by 95% of respondents.

"It is vital that any proposed or future development must compliment and be in sympathy with Cossall as it is today. I realise that we cannot live in the past and that we must all accept change but to spoil Cossall by building unsympathetically will create a different neighbourhood to the one that most residents enjoy and love."

"Important to keep village feel, green space. Will need additional infrastructure to cope with vehicle access and parking. Housing should be in keeping with existing properties."

The provision of local school places to meet the increased demand generated by an increase in housing was considered important by 95% of respondents, with 80% considering it very important.

Residents were given the opportunity to provide additional comments or concerns they had regarding future development and these can be summarised as follows:

- The need for improved infrastructure to cope with an increase in the population.
- Concerns about traffic, public transport, limited facilities, and the access route to the new development. The consensus is that this should be from Shilo Way Bypass (the A6096) and not Newtons Lane, due to its unsuitability and concerns about safety.
- Provision of sufficient school places for local children.
- Protecting the green belt from future development.
- New builds to be energy efficient and in keeping with surrounding properties and the character of the area.
- Protecting wildlife habitats, the environment, green spaces, and maintaining a village feel.

An increase in traffic, the need for better public transport, and the access route to the new development were all major concerns expressed by residents. These concerns were not only expressed under 'Future Housing,' but also throughout the questionnaire where residents had the opportunity to provide additional comments. To avoid repetition these responses are considered under 'Infrastructure'.

Protecting the surrounding green belt and wildlife habitats from housing development is especially important to residents as it is such an integral part of Cossall's identity. Concern was expressed that the site chosen for the proposed new development was on designated greenbelt, and having allowed this to happen once, a precedent could be set whereby future housing development could be built on greenbelt.

Housing development will attract new families into the area, and it is important that there are adequate facilities to meet the needs of a growing population. Being able to send local children to school within their catchment area is particularly important, especially when they are primary school age.

As the local primary school is very popular with children from outside the catchment area, early planning will be essential to ensure sufficient places are available to accommodate the growing numbers of local children.

It is important that the proposed new development on Land west of Awsworth (inside the A6096) reflects the surrounding area with tree planting, and the creation of open spaces and green corridors. A children's play park should also be provided, in addition to safe pedestrian and cycle paths linking the site to other parts of the parish. Comments referred to the limited facilities within the parish, and it was suggested that providing a local shop or coffee shop/tearoom in the development would be a nice addition.

The following Objectives have been set in response to residents' views and concerns on Future Housing.

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HOUSING OBJECTIVES

- To conserve Cossall's identity, its distinctive local features and landscape, policies will ensure that any new development should respect the size, scale and character of the existing built environment.
- New homes should meet the needs of all sections of the community, and especially first-time buyers and people looking to downsize or find suitable retirement accommodation.
- New properties should be in keeping with the surrounding area and have adequate off-street parking.
- New housing must be supported by a good road network to/from any new development to cope with increased traffic.
- Newtons Lane should not be used as an access road to the proposed new development due to the unsuitability of the road to carry an increase in traffic, parking issues, and serious safety concerns.
- Open views and the distinctive layout of the parish should be protected to retain a small rural community feel.
- New housing should embrace green technology, be energy efficient, of high quality, and meet sustainability standards.
- Applications for development should provide an assessment of their potential impact on the environment.
- Engage with Nottinghamshire County Council, Awsworth Primary and Nursery School and East Midlands Education Trust (EMET) to raise awareness of maintaining sufficient places for local children to attend their local school.

INFRASTRUCTURE

TRAFFIC

The majority of roads in Cossall are 'through roads' connecting Cossall to the adjoining parishes of Awsworth, Trowell and Ilkeston. Residents were asked to provide details if they had any comments or concerns about traffic flow or parking in Cossall Parish. In response, 64% of participants highlighted concerns about the volume of motorists driving through the parish, and the speed at which vehicles were being driven on the winding narrow country roads.

Concerns were also expressed about the impact additional traffic would have on the parish if Newtons Lane were to become a secondary access route to a further 250 homes. Concerns for the safety of pedestrians, cyclists and horse riders were expressed by residents across the whole of the parish.

AWSWORTH LANE

In 1976 permission to construct the Shilo Way Bypass/A6096 was granted. It is sometimes referred to as the Awsworth and Cossall Bypass, was built to limit the number of vehicles passing through Cossall and Awsworth. Providing an alternative route for through traffic has meant the roads in Cossall and Awsworth are both quieter and safer for residents. However, concerns were expressed that an increasing number of vehicles were now passing through the villages once again and many of these were exceeding the 30mph speed restrictions on Awsworth Lane.



We live within metres of a traffic camera, vehicles slow down until just level with the camera and then engines revving they hurtle away seemingly well above the speed limit.

“The development access should be from Shilo Way and not through Awsworth and Cossall. The bypass was built to take traffic away. This development will bring a massive amount of traffic into the area”.

CHURCH LANE, MILL LANE, ROBINETTES LANE

An increased volume of traffic and speeding motorists are also experienced on Church Lane, Mill Lane and Robinettes Lane, especially when commuters are travelling to and from places of work. The lanes connect with Cossall Road and the A609 Nottingham Road in Trowell and provide a short-cut and reduced journey time for commuters who wish to avoid a longer journey through Ilkeston. Church Lane becomes quite narrow as it reaches the top of the hill and has three sharp bends, with a particularly sharp one in front of St Catherine’s Church, which needs to be taken with extreme care.

Road signs on all approaches to Cossall alert drivers to the ‘7.5 Tonne except for access,’ weight restrictions. It is important these are adhered to as it is difficult for HGVs to navigate Church Lane without bringing traffic to a standstill. Drivers of HGVs who need access to the industrial site off Robinettes Lane should avoid Church Lane by approaching the site from Cossall Road and returning in the same direction.



One of several sharp bends on Church Lane



One of several weight restriction signs

Illegal off-road bikers have been observed on roads across the parish and add to residents' concerns about safety on the roads. At the time of writing the Neighbourhood Plan there is an ongoing joint initiative between Cossall, Awsworth and Trowell Parish Councils to address the problems caused by off-road bikers.

"The traffic that passes through the village is heavy and would increase with the proposed 250 houses. Speed and noise created from accelerating noisy fast cars is disturbing in an area where horses are on the roads. The road speeds are exceeded and it feels dangerously fast on such a windy road. Lorries use the road that exceed the legal size. Traffic calming humps should be raised."

COSSALL ROAD

From Robinettes Lane, Cossall Road winds its way through open countryside for a mile and a half before reaching Trowell. It has a series of bends, with a sharp one as the road passes over the Nottingham canal. A small, raised concrete bank has been erected to prevent vehicles which take the bend too fast ending up in the canal, signs and road markings alert motorists to slow down. Further on, visitors can access a small car park and enjoy a walk along the Nottingham canal. Wildlife, horse riders and cyclists are frequently encountered on Cossall Road and occasionally pedestrians as there are no pavements, so the utmost of care needs to be always taken. Wherever motorists are in Cossall Parish they are likely to encounter horse riders as there are two large livery stables in addition to smaller privately owned fields where horses are kept. It is essential that the effectiveness of traffic calming and speed reducing methods are regularly reviewed to ensure the safety of everyone using the roads and pavements throughout the parish.



NEWTONS LANE

There are 82 properties on Newtons Lane; 35% of all the housing in Cossall Parish and a further 67 properties are located on The Glebe whose only access route is via Newtons Lane. It is a fairly narrow road not built to accommodate large volumes of traffic, and when the bypass was built it ceased to be a through road. Access to Newtons Lane is from Awsworth Lane in Cossall at its junction with The Lane in Awsworth. Exiting Newtons Lane can be problematic if vehicles are parked on either Awsworth Lane or The Lane, as visibility to oncoming traffic is restricted. Parked vehicles on Newtons Lane also reduces the road to a single lane, which could become a safety concern if not only vehicles from existing properties, but from an additional 250 properties, also use it as an access route, especially at peak commuting times.

“Access to and from the proposed sites may spill onto Newton’s Lane and or the main road further down. This will increase traffic on Awsworth Lane and not the bypass. Effecting our families health with air pollution”.

“Very concerned that if, as has been proposed, Newtons Lane should be opened at the bottom, the road would become an unsafe place for current residents, their children and pets”.

“Increased traffic through the village as it is already extremely busy during rush hours. The road through the village is not suitable for heavy goods vehicles”.

As referred to under ‘Future Housing’ page xx, it is important that any new development is an integral part of the parish, and the Neighbourhood Plan supports the recommendations by Opun Design (Ref xx) to introduce pedestrian and cycling paths which link Newtons Lane with the new development. The Neighbourhood Plan also supports the governments’ own findings in ‘Manual for Streets’ (Ref xx) that *‘streets should not be designed just to accommodate the movement of motor vehicles - a prime consideration is that they meet the needs of pedestrians and cyclists.’*

Cossall Parish Council and the Neighbourhood Plan Steering Group have vigorously opposed Newtons Lane being used as an access route to the proposed new development in all consultation processes.

TRAFFIC OBJECTIVES

- To work with planners to improve road safety for all road users, including motorists, pedestrians, cyclists and horse riders.
- Discourage speeding, clamp down on illegal off-road bikers, and actively report HGVs not observing the weight restrictions on Awsworth Lane and Church Lane.

PARKING

Residents' comments about parking focus largely on two roads within the parish. One is Newtons Lane where residents commented on parked cars on the relatively narrow road, and their concerns about congestion and safety for pedestrians, cyclists, horse riders and pets if it became a secondary access route for the proposed development. Parked cars on The Lane in Awsworth and Awsworth Lane in Cossall were also considered a safety issue due to motorists' visibility being obstructed when exiting Newtons Lane.

"Exit from Newtons Lane onto The Lane/Awsworth Lane is dangerous as cars are parked on The Lane and visibility is reduced for cars turning right towards Ilkeston. They cannot see cars approaching from the left over the brow of the hill".

"Due to the limited width of the present roads, where traffic is at a premium now, access to the new development needs to be via the bypass. Cars are parked on one side of Newtons Lane for instance which virtually means it is a single carriageway. It is absolutely necessary that Newtons Lane should NOT give access to the new development".

The second road is Church Lane, where comments were made about the limited parking space available when attending events at Cossall Community Hall/Old School Room and St Catherine's Church. There is a car park to the front of the Hall, but this is insufficient when there are special services such as weddings, christenings, and funerals at St Catherine's or larger events in the Hall. As the road is very narrow on its approach to St Catherine's, it is not possible to park here at any time without causing problems for motorists, pedestrians, cyclists and horse riders. Therefore, when special events take place traffic builds up as motorists look for somewhere to park.

"Parking in the village for events at the village hall and the church is a major issue".

With regards to any new housing development the provision of adequate off-street parking was considered important to avoid clogging up the roads, especially as many households now have two cars or more.

"Any new housing should have plenty of parking provision off street. Too many new developments rely on street parking which becomes a problem and clogs the streets".

OBJECTIVES FOR PARKING

- To encourage safe parking throughout the parish and ensure any new housing developments provide sufficient off-street parking and safe roadside parking.
- To ensure Newtons Lane remains a safe environment for pedestrians, cyclists, horse riders and motorists.
- To make greater use of signage to ensure safe parking when special events take place and encourage visitors to use the Community Hall/Old School Room car park whenever possible to minimise congestion and maintain safety.

TRANSPORT

Some 97% of residents who completed the questionnaire said they either owned or had access to a car. Travelling by car, rather than public transport can sometimes be a necessity rather than a lifestyle choice as it is dependent on where people have to travel to and if they have access to a bus service that meets their needs.

Residents were asked if public transport in Cossall Parish met their needs.

The response was: Yes 33% No 52% No opinion 15%

Respondents who answered 'No' were asked to provide comments on what improvements could be made and all but one respondent provided a response.

Concerns expressed about transport focussed on the bus service in Cossall. These can be summarised as follows:

- Frequency of service, which does not operate in the evenings or on Sunday.
- Requires a change of buses to connect to Nottingham or Derby.
- Does not connect with the tram service at Phoenix Park.
- Long walk to reach a bus stop for many Cossall residents.
- Inadequate service leads to a reliance on private means of transport.
- Potential to lead to social isolation for some residents.

Improvements to the bus service could therefore substantially help the community by ensuring those who do not drive are not significantly disadvantaged in their ability to reach nearby towns and facilities which are very accessible to residents who have their own transport. Local children who attend the secondary school in Kimberley can catch the school bus.

Residents who do have their own transport largely view Cossall as well-situated for commuting, with 76% selecting both its proximity to Ilkeston Station and commuting links to the M1, Nottingham, Derby and the East Midlands airport as something they like about living in Cossall.

Below are a few examples of resident's comments about the public transport provided in Cossall.

"We have no Sunday bus service, no evening bus service, so no way of getting back from Nottingham or Derby".

"Very poor bus service. Nothing at all after early evening. Most journeys involve changing buses to get anywhere".

"Public transport does not serve the whole of the village and there is a long walk to access public transport."

"The number 27 is busy at times and empty at others. Rescheduling to provide a service in the evening would enable people to go out more without using cars/taxis."

"There is no public transport along Church Lane/Cossall Road. This means reliance on the poor service along Awsworth Lane which does not operate in the evenings or on a Sunday. This leads to a heavy reliance on a car, especially for the elderly and young people who would otherwise have to catch taxis. It makes Cossall quite isolated especially when there are limited social opportunities and facilities."

"Older disabled people without private transport are forced to rely on an incompetent service where medical appointments are missed and social interaction is greatly compromised as a result. No evening and Sunday buses together with an infrequent and unreliable service, limits travel and makes using the railway station almost impossible. People who have no choice but to use the buses feel stressed, upset, disregarded and discriminated against. This issue is by far the most important for a significant number of Cossall residents."

OBJECTIVES FOR TRANSPORT

- Establish the needs of residents and work with transport providers to deliver a more flexible and viable seven day/evening service.
- Encourage the use of Ilkeston Station.

THE NATURAL ENVIRONMENT

Participants were asked what they like about living in Cossall Parish, with the opportunity to select from fourteen options, and/or provide their own answer.

The five most popular options from the list all related to the natural environment and were selected by over 90% of participants, reflecting just how important the natural environment is to residents.

Surrounding open countryside, green spaces, and open views	99%
Surrounding Greenbelt	92%



Quiet and peaceful

85%



Footpaths and bridleways through the countryside and along the canal

97%



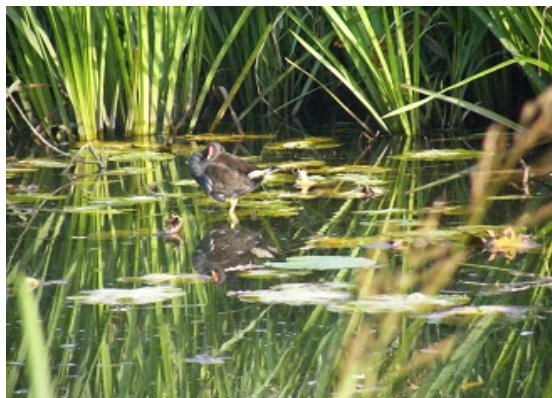
Hedgerows, trees, and verges

92%



Local wildlife and habitats

92%





When providing their own responses, residents referred to the surrounding countryside as being tranquil and a peaceful haven, where bridleways and footpaths provide endless opportunities to enjoy walks, open spaces, the Nottingham Canal and wildlife, all on the doorstep. There was a sense of being miles from anywhere whilst having the benefit of being able to access all the facilities of Nottingham and Derby, and closer to home the Giltbrook Retail Park, and the shops and facilities in Ilkeston.

Cossall Green and Blue Spaces

Green infrastructure refers to trees, lawns, hedgerows, parks, fields, forests, etc.

Blue infrastructure refers to water elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, etc.

Cossall Parish is blessed with an excellent array of green and blue spaces, including beautiful pastoral views, grassland meadows and a canal which is no longer in use but does now incorporate a nature reserve.

In this summary are some of the most prominent of these areas with information relevant to these special places.

Benefits of Green Infrastructure

There are many direct and indirect benefits associated with a thriving green infrastructure network and some benefits overlap into different areas:

1. Economic Benefits

- Green spaces can increase land values and make areas attractive to businesses and home buyers.
- Green infrastructure can provide features which help to address flooding, pollution, and biodiversity loss.
- Good quality green space encourages exercise with associated physical and mental benefits.
- Employment generation.

2. Environmental Benefits

- Improving air quality.
- Vegetation can help reduce temperature peaks in built up areas.
- Green infrastructure can provide opportunities to control peak water flows.
- Ecological biodiversity benefits.

3. Social Benefits

- Health and well-being - quality green space provides opportunities for exercise and leisure activities.
- Community development.
- Education resource.
- Employment generation.

Considerations for Green Infrastructure

If any development has to go ahead, it should offer significant opportunity for biodiversity with careful consideration to inclusion of the following wildlife and horticultural features.

- All planting should comprise native species of trees, shrubs and meadows, etc.
- Bat/bird boxes are integrated within new building.

- Gardens are protected and garden areas in any developments are maximised.
- Garden boundaries are made permeable (e.g. incorporate gaps in fences for hedgehog access).
- Protect views of green vistas.



The Erewash Valley

The Erewash Valley is a fascinating landscape that has been manipulated by man over many centuries to provide industry, housing, fuel and aggregates. There exists now a fragmented pattern of remnant grasslands and pockets of marshland associated with the River Erewash and the Nottingham and Erewash canals.

The Erewash Valley still contains a rich mosaic of habitats, and is particularly important for its wet and dry grasslands which contain a wealth of native wild flowers. These grasslands support a vast range of invertebrates, the most visible of these being the brightly coloured butterflies, moths, beetles, dragonflies and bees. It is increasingly important therefore, that we retain these grasslands to ensure survival of this wildlife.

Strategically the Erewash Valley is important as a wildlife corridor connecting the Trent Valley with the countryside of Derbyshire. This migration route allows a variety of species, particularly birds to move into different habitats with the seasons.

The Erewash Valley Trail

This popular trail takes in 30 miles of beautiful waterway and countryside landscape in a circular trail, on the Nottinghamshire and Derbyshire borders. The trail was created in 2010. The route is available for walking, and sections also for horse riding and cycling. It offers good access to the fantastic wildlife and heritage features which make this area so interesting and enhance the biodiversity, amenity and healthy living opportunities. A detailed guide is available at www.erewashvalleytrail.co.uk

Map of The Erewash Valley Trail as it passes through parts of Cossall



Millennium Park

Millennium Park is close to **The Erewash Valley Trail** and is a valuable grassland area managed for wildlife as a Blue Butterfly site through partnership with Nottinghamshire County Council and Nottinghamshire Wildlife Trust.

This species rich meadow supports a diverse range of wildflowers and grasses and its location next to the Nottingham Canal, adds to its ecological value, as species of bird such as reed bunting and also dragonflies and damselflies will use this area for foraging in addition to the canal and its associated habitats. On this meadow the following butterflies - Common Blue, Gatekeeper, Comma, Small Copper and Meadow Brown may be seen.



Bridge to Millennium Park



Wild flowers in Millennium Park

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The Nottingham Canal

The Nottingham Canal lies to the north west of central Nottingham and passes through Cossall Parish. The site extends from Anchor Road in Eastwood (SK 457467), running south easterly to Latimer Drive in Bramcote (SK 509394).

The Nottingham Canal, which was built in 1796 to transport coal to Nottingham, once crossed Coronation Road but was replaced by a piped crossing in the 1960s. The area towards Ilkeston, now forming Cossall Industrial estate has been extensively mined and the large hill next to the site was artificially formed from colliery waste.

The canal was abandoned for navigation in 1937, it remained in water until 1971. Since the cessation of use by the British Waterways in 1976, the Nottingham Canal was purchased by Broxtowe Borough Council in 1977. In 1993 the Nottingham Canal was designated as a Local Nature Reserve (LNR). The Nottingham Canal features in 'The Rainbow' by D.H. Lawrence.

This LNR forms a 6 mile section of **The Erewash Valley Trail**. The route is available for walking, horse riding and cycling and offers good access to the rich wildlife and heritage features which make this area so interesting.

Grass snakes and water vole are to be found along this LNR together with the following birds from the RSPB's amber and red status birds – Bullfinch, Kingfisher, Little Grebe, Spotted fly-catcher and Willow Tit. On the list of invertebrates to be found along the canal are the Emperor Dragonfly, Blue Tailed Damselfly and the Peacock Butterfly, to name but a few.

The LNR follows the former towpath of the Nottingham Canal. The canal was designed as a contour canal and it *clings* to the side of the valley following the same level so reducing the need for locks. This arrangement means the canal offers an easy level route for walkers with spectacular views along and across the valley.



Cossall Canal Walk

This easy circular three mile walk along paths with a moderate gradient; the main car park is on Dead Lane. Post Code NG9 3PH; Ordnance Survey Grid Reference SK483414; W3W medium.robot.else



One of the key habitats along the route is open water, formulated from the former canal and several ponds and ditches along the route. Areas that have been filled in include woodland and grassland habitats. The site also provides scrub and tall habitat, with scattered trees and hedgerows throughout. The Erewash Canal and the River Erewash are also located in close proximity to the canal. The canal walk is one of several excellent walks through Cossall Parish enjoyed by residents and visitors alike.

Robinettes Site of Special Scientific Interest

Located in Cossall Parish, approximately 50m east of the Robinettes Arm section of the LNR (within the Southern Section) is Robinettes Site of Special Scientific Interest (SSSI), notified under Section 28 of the Wildlife and Countryside Act 1981. Ordnance Survey Grid Reference: SK 492421 It is approximately 6.2 (ha) and has been designated as it contains one of the best examples of acidic grassland in the county. It comprises of a mosaic of grassland, varying in wetness and acidity, typical of the west Nottinghamshire coal measures which now support a few remaining areas of unimproved grassland. This grassland varies in character within the site. Species to be found here include black knapweed, bush vetch, bugle and oxeye daisy.

The dramatic loss of traditional wildflower meadows means that remaining areas of grassland are vitally important habitats, not only for wildflowers, but also for the vast range of invertebrates including moths, butterflies, beetles and bees. This variety of plants provides ideal conditions for a range of invertebrates.



Map of Robinettes Site of Special Scientific Interest (in red)



View towards Robinettes Site of Special Scientific Interest



Robinettes Site of Special Scientific Interest



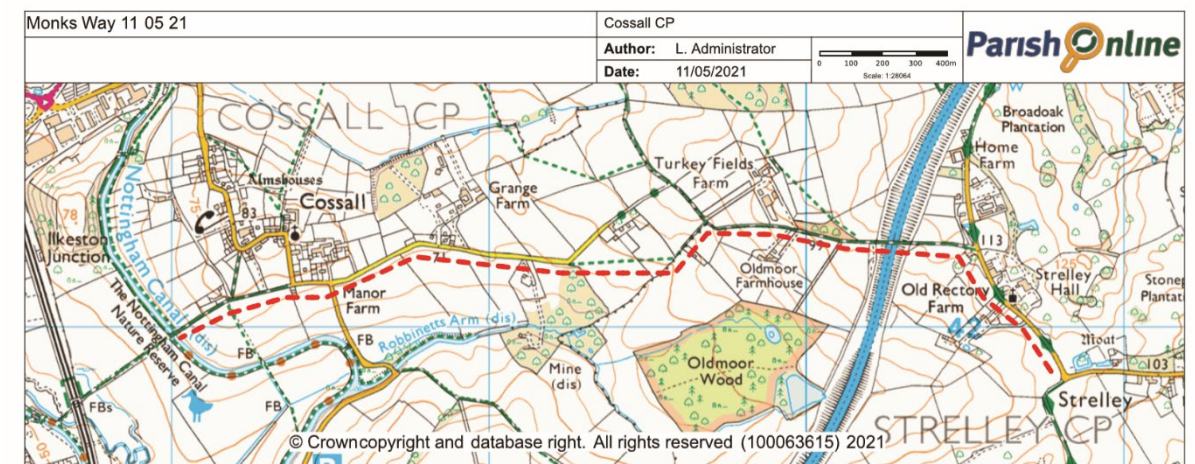
Oxeye Daisies

The Monk's Way

Monks Way, Monks Path, Monks Steps, and Pilgrims Path are all terms used locally to describe the traces of sandstone paving or causeway which can be found in Cossall, Strelley, Ilkeston and beyond. The term 'Monks Way' is a general term frequently used to describe the network of ancient tracks which often linked monasteries and settlements to facilitate trade and communication.

The monastic connection for the paths around Cossall, Strelley, and Ilkeston is not clear but it is known that the monks of Dale Abbey, Newstead Priory, Lenton Abbey, Felly Priory, and Beauvale Priory had land and mining interests in the areas around the Erewash Valley as early as the 14th Century. It is therefore possible that the stones are all that is left of the route ways that linked the monasteries and provided access to Nottingham and the River Trent.

Legend has it that the stones were laid by monks who brought a slab on the back of a mule each time they used the path. This may be true but equally there are theories that the stones are more recent having been laid for the transport of coal by packhorses during the 18th Century. No one knows for sure the origins of the Monks Way, although the stone paths almost certainly pre-date the canal era.



Mill Lane – part of the Monk's Way



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OBJECTIVES FOR THE NATURAL ENVIRONMENT

- To protect: the surrounding landscape and greenbelt, the open views and green spaces.
- To maintain: the natural environment for wildlife habitats, biodiversity, and recreation for walkers, cyclists, horse riders and nature lovers alike.

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THE COMMUNITY

Over 90% of respondents to the Household Questionnaire thought Cossall has a 'friendly feel,' and 25% said the friendliness of the people was one of the reasons they particularly liked living in Cossall. This view was also echoed by pupils at Awsworth Primary and Nursery School who thought the people were 'nice and friendly' when asked to share their opinions about living in Cossall.

It is often community events which bring people together and the annual Cossall Open Gardens has been instrumental in bringing the community together for 23 years and attracts hundreds of visitors to the parish. Its success relies not only on residents being willing to open their gardens to the public, but also on residents who help in other ways on the day such as baking cakes, serving refreshments, driving the shuttle bus, providing parking space for all the visitors and looking after the car parks. Residents also meet throughout the year to plan for the event.

When funds were needed to extend and renovate the Old School Room for community use, residents formed what became known as the Cossall Community Chest and held a wide range of events to raise money. These events were not only successful in fund raising but brought people together who might otherwise not have met. The significant amount raised by the Cossall Community Chest and the Open Gardens, together with a generous grant from Biffa saw the official opening on the 4th May 2016 of a beautifully restored and extended building. The Cossall Community Chest, Cossall Parish Council and St Catherine's Church continue to host a wide range of community events in the hall which is also increasingly used by residents for private functions. It is now referred to as the Cossall Community Hall, reflecting its role in the community, but for many it will always be affectionately known as The Old School Room.



The Old School Room/Cossall Community Hall

Another popular community event which has been running for 20 years is Cossall Get Together organised by St Catherine's Church. Each month residents can enjoy a cooked lunch served in the Old School Room and Cossall Community Chest ensure transport is available for residents who would otherwise be unable to attend. Other popular annual events include a summer barbeque, St Catherine's Harvest Supper, a Bonfire Supper and Games night, St Catherine's Christmas Fair and a New Years Eve party.

Meals are available at both The Gardener's Inn and Trinity Farm. In addition, the Gardener's Inn provides entertainment events and Trinity Farm grows a range of organic vegetables and fruits which can be purchased in the farm shop along with other produce.

Health care providers, pharmacies, leisure facilities, shops and places to eat can be found in nearby Ilkeston and the Giltbrook Retail Park. The latter houses many well-known retailers including IKEA, Decathlon, Boots, M&S and Next although residents say it would be nice to have a local shop and health care providers in Cossall.

Newsletters delivered to every household have proved to be a successful way of ensuring that all residents are kept aware of community events and in recent years the ***wearecossall*** facebook page has become a popular media for sharing photographs of Cossall and advertising events. When Cossall Open Gardens had to be cancelled in 2020 due to Covid-19 residents were able to enjoy the gardens virtually on the facebook page which featured photos of a different garden each day.

Initiatives by the Parish Council to combat loneliness and the joint initiative with the Parish Council and the Community Chest to provide a network of contacts to support residents

who needed help throughout the coronavirus lockdowns saw many residents volunteering to help and ensured support was available to everyone who needed it.

The importance of maintaining and fostering a strong community spirit and preserving and enhancing existing services and facilities are reflected in the Objectives.

COMMUNITY OBJECTIVES

- To foster a strong community spirit where everyone feels a sense of belonging.
- To ensure residents continue to be informed of the opportunities to get involved in activities taking place in the Parish through leaflets, newsletters, Cossall Parish Council website and the ***wearecossall*** Facebook page.
- To preserve and where possible enhance existing facilities and services including the social facilities and events provided by Cossall Parish Council, Cossall Community Chest and St Catherine's Church to reach across all ages.
- To continue to support the elderly and lonely through the initiative introduced by Cossall Parish Council and the provision of a luncheon group organised by St Catherine's.
- To encourage the use of the Community Hall/Old School Room for private hire and by clubs, groups, and societies, and to support the voluntary and community sector in providing services for the wellbeing of the community.
- To support the provision of any future improvements to communications including high speed internet to all properties and increase mobile phone signal strength.

Local Businesses

Employment History:

As far back as the thirteenth Century, Cossall was an industrial village and by 1283, colliers were working a mine of sea coal. This is reported as being the first Nottinghamshire coalmine.¹

Farming has always been a long-established opportunity for local employment and to a very much smaller extent is still carried on today.

As well as farming and mining, other employment opportunities have included education, retail and the leisure industry. In the 1990s a dry slope ski centre was operating on the old spoil heap of the then closed Cossall Pit.

Cossall colliery was a big source of employment from 1878/9 until 1966. Cossall Industrial Estate was built on the site in the late nineteen sixties.

Present Employment:

The latest analysis on the types of employment held by Cossall residents, based on the 2011 census, showed that the three largest employment sectors were retail, manufacturing and construction. The types of occupations held in these sectors were managerial, professional, administrative, skilled trade and elementary. Cossall was found to have a higher percentage of people in managerial, professional or associate professional occupations compared with Nottinghamshire and England.²

At the present time the number of businesses in Cossall is approaching 50. The majority 33, being located at Cossall Industrial Estate. In addition, there are a further 14 businesses registered in Cossall Parish. (October 2020)³

Cossall Industrial Estate:

This small industrial estate is situated on Coronation Road in close proximity to Ilkeston Railway Station with easy access to the M1 at junction 26. It is a thriving centre for a diverse range of businesses from printing and design to engineering, retail and services. The units tend to be fully occupied with only the occasional light industrial unit becoming available. Metreel Ltd, crane suppliers and services, was actually founded in 1969. It is still in business on the industrial estate today as is Ilkeston Plumbing and Heating Supplies that have been operating there for 25 years. From the 40 businesses surveyed by the Cossall Neighbourhood Plan (CNP) Business Survey there were 15 responses and out of these, 6 businesses had been operating in the parish for more than 16 years and 2 more for between 11 and 15 years.

Concerns were raised in the business survey regarding broadband speeds and lack of signage at the entrance to the estate. High speed fibre broadband is now available in Cossall with a high speed hub installed on the estate. Following further consultation in October

2020 with over half of the businesses, most are now satisfied with the current broadband performance and with a fibre connection to the hub speeds of up to 100 megabytes can be achieved. Plans are already underway for a sign displaying unit occupancy and a preliminary design has already been developed, a final design will be submitted for planning approval in due course.

¹ W E Doubleday, Notts villages: Cossall, *The Nottinghamshire Guardian* (1945)

² Community profile for Cossall (Parish), © ACRE, OCSI 2013 Page 27

³ www.postcodearea.co.uk



Other Businesses:

There are a few other well established businesses in the parish such as: The Gardeners Inn Public House and restaurant which is a family friendly pub; Trinity Farm organic market garden with its shop and kitchen; Mabey UK Hire Depot, a temporary works specialist.

Cossall has always been well known as a horse-riding area and two thriving liverys operate in the parish.

Home-Based Businesses:

A growing proportion of employed parishioners are self-employed. The CNP residents survey indicated that 9% parishioners are self-employed and working from home plus another 6% are self-employed and working from elsewhere making 15% in total. The 2011 census ⁴, based on a much larger sample, found 13.1% of the parishioners were self-employed. This census also recorded that 4.3%, 20 people, worked from home compared with England's average of 3.5%. The arrival of high speed broadband provides further opportunities in this sector.

Commuting Distance:

From the 2011 census information, 4.3% of parishioners aged 16-74 were working from home, ie. 0 km, 15.2% were travelling less than 2 km to work and those travelling 40 km+ was 3.9%. ⁴

CNP businesses questionnaire reported that 33% of the business managers/owners lived in Cossall, the remainder commuting greater distances. In addition, 11 businesses employed people living in close proximity to Cossall Parish.

⁴ Community profile for Cossall (Parish), © ACRE, OCSI 2013 Page 36

Business Opportunities:

Broxtowe Borough Council ⁵ is dedicated to supporting the local economy, by assisting new start-ups, supporting existing businesses and inward investors. There are different kinds of support available to Broxtowe businesses through the council in conjunction with other organisations such as Nottingham University, Nottingham Trent University, DBC Training and Skills Local. The support ranges from business advice to grants and funding to job skills and training. A commercial property search system is also available

The D2N2 Growth Hub⁶ connects businesses in Derbyshire and Nottinghamshire to the most appropriate support with any current or future skills needs. Broxtowe Borough Council in partnership with D2N2⁷ promotes events that are free to attend, the majority online, and can provide access to a Marketing Specialist, an Accountant or Solicitor as well as a Business Growth Adviser about different aspects of your business. These courses help both existing and new start-up businesses. This help and advice will aid any future new business in Cossall. These could be operating from a home office or on any small pocket of undeveloped land if any becomes available in the parish.

Objectives for Local Businesses

- To continue to support local businesses and help provide more opportunities for increased local employment where possible.
- To help Identify potential new sites for appropriate business premises and look favourably on local planning applications
- To encourage robust, sustainable and environmentally friendly businesses that contribute to the local and circular economy.
- To support entrepreneurs and business creation that has benefits for the local economy and community.
- To help identify and offer support with any 'skills gaps' by signposting relevant training
- To continue to monitor the concerns of local businesses and take appropriate action when necessary.

⁵ www.broxtowe.gov.uk/for-business/business-support-advice/

⁶ www.d2n2growthhub.co.uk

⁷ www.d2n2growthhub.co.uk/events/

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PARISH BOUNDARIES

A section on parish boundaries was included in the questionnaire to seek residents' views on a proposal by Awsworth Parish Council to re-draw neighbouring parish boundaries. This would effectively see properties and land on Newtons Lane, The Glebe and possibly the northern part of Awsworth Lane, which are currently in Cossall Parish, become part of Awsworth Parish.

Following an explanation of this proposal, residents were asked:

'Are you in favour of land and properties which are currently in Cossall Parish, remaining in Cossall Parish?'

The results were:

Yes	92%	No	2%	No opinion	5%	Box not ticked	1%
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Residents had the opportunity to provide any comments or concerns they had about the proposal and 54% responded.

Very strong opposition was expressed to re-drawing the boundary with Awsworth by the majority of respondents. Others referred to not being able to see any benefit for Cossall residents who would be affected by the proposed boundary changes. Respondents said they had bought their properties because they were in Cossall and stressed the importance of Cossall maintaining its distinct identity and not being consumed by Awsworth Parish. The objectives below reflect the overwhelming response to maintain the present boundaries.

OBJECTIVES FOR PARISH BOUNDARIES

- Aspire to ensure that the distinct identity of Cossall Parish is preserved by maintaining the parish boundaries.
- Cossall Parish Council will always engage co-operatively, constructively, and respectfully with neighbouring parishes and share joint initiatives for the mutual benefit of residents in all the neighbouring parishes.
- Cossall Parish Council will vigorously oppose Awsworth Parish Councils proposal in their Neighbourhood Plan to have the boundary between Awsworth and Cossall revised in their favour.

POLICIES

Green Infrastructure

Development proposals should ensure that existing Green Infrastructure is protected and, where appropriate, enhanced to provide a high quality and accessible network of well-connected multi-functional spaces for the benefit of wildlife, residents and visitors.

Where new Green Infrastructure is proposed, including the creation of country parks or pocket parks, the design should reflect and enhance the area's local character, including landscapes, habitats and the use of local plant species.

Recreation Facilities

Local community facilities for recreation should be retained and protected. Their loss (either in part or whole) will be strongly resisted, unless it can be shown that the current site is no longer suitable or viable and that any loss will be off-set by the replacement or provision of an equal or better standard in an equally-accessible location elsewhere in the Parish.

Community Facilities

Development proposals which would result in the loss or detriment to the existing community use of an important community asset, as listed below, will not be supported unless it can be demonstrated that the operation of the asset is no longer viable for community use, following a process of community engagement,

Important community assets within the Parish include, but are not limited to:

- The Old School Room, Church Lane, Cossall
- Millennium Park, Church Lane / Awsworth Lane junction

Quality of Residential Development

Planning permission will normally only be granted for residential development if it scores 12 'greens' under the criteria in Building for Life 12 (BfL12).

Locally Important Buildings and Historic

Development proposals which would result in the partial or complete loss of any building or other asset which has been designated as a Locally Important Building or Historic Asset within this Neighbourhood Plan, will be strongly resisted.

Contacts

To view this document on-line visit www.cossallparishcouncil.co.uk

To contact Cossall Parish Council – email info@cossallparishcouncil.co.uk or the Parish Council Clerk suelliott60@sky.com;

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Cossall Parish Boundary

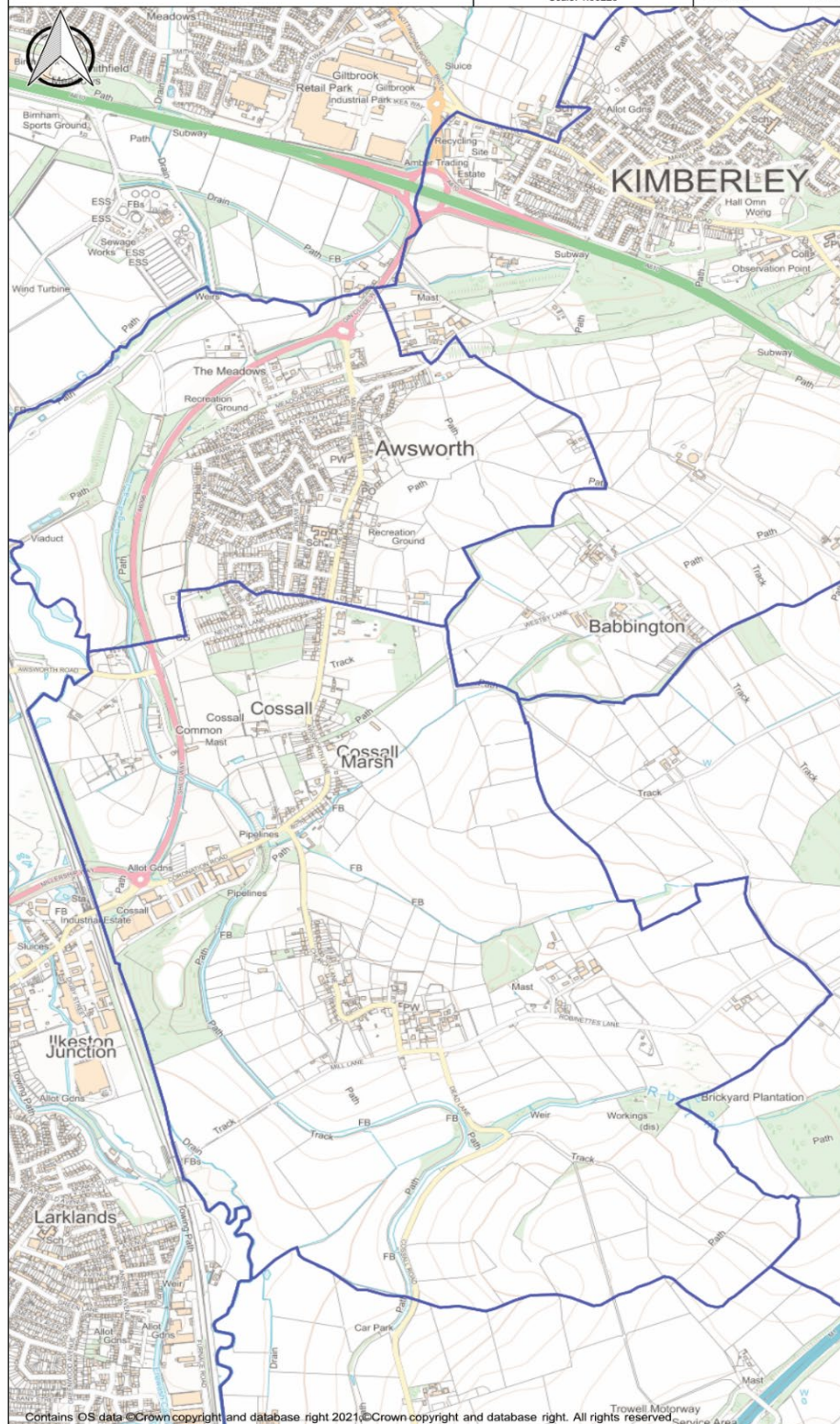
Cossall CP

0 100 200 300 400m
Scale: 1:30229

Author: L. Administrator

Date: 04/05/2021

ParishOnline



Parish



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