

PLEASE NOTE THIS DOCUMENT CONTAINS SEPARATE REPRESENTATION PAGES/FORMS FOR PM3, PM16, PM21 and PM22 PLEASE READ ALL THE DOCUMENT 24 PAGES

**Regulation 19 Addendum: Proposed Modifications to the South Derbyshire
Local Plan Part 1 Review 2022-2041
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING)
(ENGLAND) REGULATIONS 2012
Regulation 19 Addendum
REPRESENTATION FORM**

The easiest way to **submit your comments is online** at <https://bit.ly/Part-1-Local-Plan-Review> or by scanning the QR code. We would encourage you to use the online form wherever possible. Where online is not possible, you can complete this form and return it to us using the postal address on the final page.



Submission form

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Respondent details	Agent details (where applicable)
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Organisation:	Organisation:
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	Please tick the relevant box	
	Yes	No
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2) Sound (If you check 'No', please also confirm below which of the 'tests' it fails to meet)		X
a) Positively prepared		
b) Justified		X
c) Effective		

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PM3 States that 15263 dwellings to be built in SDDC in the plan period. This equates to approx. 763 pa for the 20 year plan.

In 2031/32 and onwards the major proportion (755 dwellings pa) of this annual 763pa requirement is proposed to be built on a small number of green field mega sites on the DCC/SDDC border. Namely, Mickleover, Boulton Moor, Stenson Fields, Chellaston (STRA1, STRA2, H13,H14,H15,H16,H19)

Given the large area occupied by DCC and SDDC this placement is unsound, being unreasonably skewed both in terms of location and use of green field land.

Derby City Centre is experiencing a decline in footfall with increasing numbers of retail premises, leisure facilities, and industrial units falling into disuse and remaining empty. These brownfield areas are already well served by the adjacent infrastructure – transport links, sewerage connections, electricity and gas connections etc.

Within SDDC there are also numerous brownfield sites (ex Colliery and supporting industries, ex Power Stations – Willington) etc that have historic ready made infrastructure (Rail, Road, Utility connections etc)

Have suitable alternative locations (in both SDDC and DCC) such as those mentioned above been actively sought, identified, analysed and scored ?

Does the placing of 755pa dwellings on the Derby City Border represent Sustainable Growth?

Does this reliance on a handful of mega sites not represent a high risk strategy? If one (or more) of the proposed sites encounters issues (developer, geographic, environmental, infrastructure delivery eg A38 Derby Junctions upgrade cancelled) What alternative strategies (eg several smaller scale developments around existing settlements) have been as fully explored/modelled/assessed?

Have the existing infrastructure deficiencies (roads, doctors, schools) on the Derby/South Derbyshire border been assessed prior to publishing the Plan?

(Continue on a separate sheet /expand box if necessary)

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As mentioned in (5), there are numerous brownfield sites in and around Derby and South Derbyshire that should be considered and developed in preference to green field development on the Derby fringe.

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Please check the relevant box

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PM20		PM42	
PM21		Other (Please specify)	
PM22			

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2) Sound (If you check 'No', please also confirm below which of the 'tests' it fails to meet)	X	
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Whilst I object to STRA2 in principle, if the development goes ahead, given the level of extra traffic it would bring, the addition of the new link road in its proposed form (with the A516 access roughly at the South Western end of the dual carriageway section, prior to Burnaston Garage, as marked on the new indicative layout) is sound.

The benefits of this are that it provides additional routes for the development traffic to the major road networks.

For instance, STRA2 traffic destined towards the A50 to JCB and other Employment Zones (current and planned eg FreePort) would have direct access down A516 to A50, rather than in the absence of the link, 'junction hopping' on the A38 for one junction South and clogging the already overcapacity A38/A50 intersection. The same is true for the reverse journeys.

Similarly, the link provides much improved access for Secondary school Buses/Cars etc from STRA2 destined to John Port would have an easier, more environmentally friendly route (rather than the alternative of onto Staker Lane-Havenbault Lane-Hedingham Way-Etwall Road-A516).

Finally, the routing of Public Transport appears more integrated, allowing Bus routes to flow end to end through STRA2 on onwards to either Etwall/Hilton/Burton or Royal Derby Hospital/Derby City.

Without the link road in the position indicated, the STRA2 traffic would all be funnelled along Staker Lane towards the already over congested Hollow/Hedingham Way/Uttoxeter Road and Mickleover Village Centre.

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Finally, the routing of Public Transport appears more integrated, allowing Bus routes to flow end to end through STRA2 on onwards to either Etwell/Hilton/Burton or Royal Derby Hospital/Derby City.

Obviously, with the link road STRA2 traffic requiring access to Mickleover Centre facilities (and vice versa) have the option of two routes (ie shopping, Emergency Services based in Mickleover and Kingsway headed towards STRA2 etc)

Without the link road in the position indicated, the STRA2 traffic would all be funnelled along Staker Lane towards the already over congested Hollow/Hedingham Way/Uttoxeter Road and Mickleover Village Centre.

I am also supportive of the wide green space indicated on the plan around Burnaston and the Pastures Estate, providing green corridors through STRA2, this provides better visual separation whilst also allowing connectivity from the existing settlements.

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Yes, I wish to participate in hearing sessions	

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

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Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Please return your completed representation form(s) by post to: Planning Policy Team, Council Offices, Civic Way, Swadlincote, DE11 0AH

Forms must be received by **5pm on Tuesday 16th June 2026.**