

South Derbyshire

Issues and Options Part 2 Local Plan Review

Paper Response Form

Your reviews are being sought on the South Derbyshire Issues and Options Part 2 Local Plan Review and the Local Plan Part 2 Review Scoping Report.

The consultation documents can be viewed at
www.southderbyshire.gov.uk/issuesandoptionsPart2Review

This form can be used as an alternative to the online questionnaire. Responses should be submitted to the Planning Policy Team by email at local.plan@southderbyshire.gov.uk or via post to Planning Policy, Planning Services, South Derbyshire District Council, Civic Offices, Civic Way, Swadlincote, Derbyshire, DE11 0AH

Comments must be received by 5pm on 30th January 2026, late comments will not be accepted.

Part A: Your Details

Respondent details

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Future notification

The District Council will retain your contact details to inform you of future consultations on the Local Plan. If you do not wish for your contact details to be added to the consultation database, please email local.plan@southderbyshire.gov.uk

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Representations will be made publicly available following the close of the consultation however personal details (personal address, signature and contact details) will NOT be made publicly available but will be kept in a secure database and used to notify you of the Plan's progress.

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Question 1: Should the Council produce a Local Plan Part 2 Review under the existing planning system, or should a single full Local Plan Review be undertaken under the new system? (please tick one)

- ☐ Produce a Local Plan Part 2 Review under the existing system
- ☒ Produce a single Full Local Plan under the new system
- ☐ Other

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 1 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 2: Where should the housing needs be met?

(Please provide site details including projected delivery timescales and the specific need being met).

Please see Miller Homes detailed response to Question 2 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 3: Are there other mechanisms that the plan should consider to securing housing delivery in addition to allocating specific sites (e.g. identifying indicative broad locations/areas for future growth adjacent to existing settlements, extending settlement boundaries, supporting certain Changes of Use)?

☒ Yes

☐ No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 3 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 4: Are there any other issues that the Council should consider when ensuring the timely delivery of the right homes in the right places (e.g. policy criteria for looked after children, re-allocating unimplemented employment allocations)?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 5: What specific accommodation needs should the Local Plan address through allocations (e.g. extra care accommodation for older people, care home provision for looked after children etc.)?

(Please provide details)

Please see Miller Homes detailed response to Question 5 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 6: What could the Council do to speed up delivery on strategic allocations?

(Please provide details)

Question 7: Should the Council allocate land South of Mackworth for development within the plan period?

☐ Yes

☒ No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 7 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 8: Are there other steps that the Council could take to accelerate housing delivery on other sites?

☒ Yes

☐ No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 8 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 9: Do you agree that settlement boundaries should be drawn around the urban edge of Derby, Drakelow and Stanton and any new allocations?

☐Yes

☐No

(Please provide a reason for your answer)

Question 10: Do you agree with the principles for assessing the settlement boundaries, as set out in Appendix 1?

☐Yes

☐No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 10 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 11: What issues regarding the settlement boundaries should the Council consider?

(Please provide a comment)

Question 12: Do you agree with the retail hierarchy?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 13: Should the Council redefine the retail centre in Swadlincote as a commercial centre which would allow for a wider range of uses?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 14: What issues regarding Swadlincote Town Centre redevelopment should the Council consider?

(Please provide details)

Question 15: Should the Council define the boundaries of all of the retail areas within the District?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 16: Should the Council include a locally specific Green Belt policy (beyond the NPPF policy) that defines what appropriate development is within the context of 'disproportionate' and 'limited infilling'?

☐ Yes

☒ No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 16 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 17: If you answered yes to question 16, what should the policy consider?

Question 18: Should the Council undertake a Green Belt review with a specific objective of identifying what, if any, Grey Belt exists within the district?

☐ Yes

☒ No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 18 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 19: What other sites and/or options should the Council consider for providing Gypsy and Traveller accommodation?

(Please provide details)

Question 20: Are there any other issues that the Council should consider when meeting the needs of Gypsies and Travellers?

(Please provide details)

Question 21: Are there any additional policies/other issues that the Local Plan should address?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 22: Are there any amendments required to the existing policies to reflect implemented changes to national planning policy, policy guidance or Regulations?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 23: Are there better/alternative mechanisms that the Council should use to secure the required infrastructure?

☐ Yes

☐ No

(Please provide a reason for your answer)

Question 24: Where there is the potential need for long-term management / maintenance of open space, SUDS or other infrastructure, should the Council introduce a policy requiring these to be adopted by a public authority unless there is clear evidence that this is not feasible.

☐ Yes

☐ No

(Please provide a reason for your answer)

Please see Miller Homes detailed response to Question 24 in the appended Miller Homes Representations – South Derbyshire Issues and Options Part 2 Local Plan Review.

Question 25: Do you have any further/additional comments?

(Please provide details)

South Derbyshire Local Plan Part 2 Review - Issues and Options

Representations on behalf of Miller Homes Limited

Land north of Egginton Road, Hilton

Miller Homes Limited

30 January 2026

LICHFIELDS

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1.0 Introduction

- 1.1 These representations to South Derbyshire District Council's ("the Council") Local Plan Part 2 Review – Issues and Options ("IO") have been prepared by Lichfields on behalf of Miller Homes ("Miller").
- 1.2 We focus on the strategic matters that are contained within the IO consultation document and relate specifically to Miller's land interests at Land north of Egginton Road, Hilton ("the wider Site"). Representations were previously submitted for the wider Site by St Modwen Homes in December 2024 and again in April 2025. St Modwen Homes was acquired by Miller Homes in January 2025 and became part of the Miller group of companies. The promotion of the site is therefore being taken forward by Miller Homes on whose behalf these representations are now made.
- 1.3 Importantly, their long-term Vision for the Site remains the same; however, in light of the Council's proposed approach of pursuing a Part 2 Plan Review, Miller is seeking to promote a 10.86 hectare [ha] Phase 1 of the Site for a residential-led development through the Part 2 Plan Review, with the remainder of the Site identified as an Area of Future Growth. To this end, a Phase 1 Vision Document is appended to these representations (Appendix 1) to aid the Council's consideration of the site. A separate Vision Document for the wider Site is also appended to the Representations (Appendix 2) to demonstrate how Miller's broader Vision for future growth at Hilton could be delivered. Crucially, Miller seeks to work constructively with the Council as it progresses towards the submission and adoption of the Local Plan Part 2 Review and trusts that the comments contained within this document will assist officers in this regard.

Land north of Egginton Road, Hilton

- 1.4 The wider Site is located on the northeastern extent of Hilton, adjoining the existing settlement boundary and the Derby Southern Bypass; further north-east is the settlement of Etwall. The immediate surrounding area to the southwest and west of the site is characterised by residential development. To the northeast and south is agricultural land.
- 1.5 The wider Site is located on the edge of Hilton, a Key Service Village, with strategic access to transportation (bus links), local services, amenities, and key regional employment hubs. As a sustainable, unconstrained site, it offers an ideal opportunity for a logical urban extension of Hilton.
- 1.6 As part of the previous Part 1 review process, the Council undertook a Call for Sites exercise. The wider Site was submitted to the Council for consideration through the Council's Strategic Housing and Economic Land Availability Assessment [SHELAA] and was assessed through the Council's SHELAA under site reference 163. Importantly, the SHELAA considered that the site was 'suitable, available and achievable' and would be developable. It was also identified within a parcel of land identified in the Growth Study as the Hilton northern expansion under reference D1 and was considered a *"Suitable Area for Strategic Growth"*.

- 1.7 As noted above, Miller has previously set out their Vision for the wider Site (Appendix 2), which outlined how the wider Site could deliver a sustainable residential development of up to 800 homes. However, recognising that the Council is only considering identifying limited growth in the Part 2 Plan Review, a Phase 1 Vision Document (Appendix 1) has been prepared in support of these representations that demonstrate that the Phase 1 Site presents an excellent, logical and sustainable location to deliver up to 200 dwellings, including affordable homes, with primary access from Egginton Road. The Phase 1 development would be responsive to its surroundings and would be set within a comprehensive network of public open spaces. Importantly, the Phase 1 development should be read alongside Miller's ambitions for the wider Site, which could be delivered in the future, either through identification as an area of future growth through the Part 2 Plan Review, or in a future New Style Local Plan.
- 1.8 Similar to Miller's vision for the wider Site, the Vision for the Phase 1 development is predicated upon evidence that ensures that there are no environmental or technical constraints to the development of this Phase 1 Site. The conceptual masterplan, which illustrates the Vision for the Phase 1 Site, has sought to address the potential for impacts to arise.
- 1.9 In addition to this, as a National housebuilder with recent experience of building within the Borough, the Council can be confident that the Phase 1 Site could be delivered in the timescales envisaged and could begin delivering in the first half of the plan period. This further demonstrates the deliverability of the Phase 1 Site.

Structure

- 1.10 These representations are structured around the questions set out in the IO and relate specifically to Miller's Site. In particular, Miller has responded to the following questions:
- Question 1: Should the Council produce a Local Plan Part 2 Review under the existing planning system, or should a single full Local Plan Review be undertaken under the new system?
 - Question 2: Where should the housing needs be met?
 - Question 3: Are there other mechanisms that the plan should consider to securing housing delivery in addition to allocating specific sites (e.g. identifying indicative broad locations/areas for future growth adjacent to existing settlements, extending settlement boundaries, supporting certain Changes of Use)?
 - Question 5: What specific accommodation needs should the Local Plan address through allocations (e.g. extra care accommodation for older people, care home provision for looked after children etc.)?
 - Question 7: Should the Council allocate land South of Mackworth for development within the plan period?
 - Question 8: Are there other steps that the Council could take to accelerate housing delivery on other sites?
 - Question 10: Do you agree with the principles for assessing the settlement boundaries, as set out in Appendix 1?

- Question 16: Should the Council include a locally specific Green Belt policy (beyond the NPPF policy) that defines what appropriate development is within the context of 'disproportionate' and 'limited infilling'?
- Question 18: Should the Council undertake a Green Belt review with a specific objective of identifying what, if any, Grey Belt exists within the district?
- Question 24: Where there is the potential need for long-term management / maintenance of open space, SUDS or other infrastructure, should the Council introduce a policy requiring these to be adopted by a public authority unless there is clear evidence that this is not feasible.

2.0 Miller's Response

Question 1: Should the Council produce a Local Plan Part 2 Review under the existing planning system, or should a single full Local Plan Review be undertaken under the new system?

- 2.1 In part, Miller does not consider that the Council should prepare a Part 2 Plan Review, and questions whether this could practicably be achieved in the c.11 months left prior to the Government's December 2026 deadline for the submission of plans under the current plan-making system. Moreover, it is envisaged that such plans would not exist under the New Style Local Plan system, and Miller questions the longevity of this document given that the Council will need to prepare a New Style Local Plan in due course.
- 2.2 In particular, many of Miller's concerns in relation to the need for a Part 2 Plan Review can – and should have been – addressed through the Part 1 Plan Review, such as housing needs being addressed. Indeed, as set out in the previous responses to the Council's Part 1 Plan Review – on behalf of St Modwen Homes at that time – the Council's Part 1 Plan Review does not allocate sufficient housing. By way of example, the IO openly acknowledges that the Part 1 Plan Review will not address the District's housing needs in full, with a 57 dwelling shortfall (Pg.8). This is without considering the provision for a buffer or 'headroom' within its supply, or the fact that the Council is still relying on extant allocations that have not delivered in the last decade or so.
- 2.3 As highlighted in previous representations to the Part 1 Plan Review, it is expected that Local Plans should be sufficiently flexible to adapt to rapid change. In practice, this means ensuring a housing trajectory has sufficient land supply across the plan period so that it can adjust and accommodate any unforeseen circumstances, such as a degree of flexibility in delivery rates and densities. Critically, this means that to achieve a housing requirement, a Local Plan must release sufficient land or allow sufficient 'headroom' so that there is an appropriate buffer within the overall planned supply. Typically, Inspectors have supported 'buffers' ranging between 10-20%. At present, the IO, if anything, highlights a significant deficiency in the Council's Part 1 Plan Review, which will be hard for the Council to argue against at the EiP in due course, and further highlights the need for a series of further strategic sites to be allocated in the Part 1 Plan Review, rather than the Part 2 Plan Review – such as Miller's wider Site.
- 2.4 As such, the 'need' for housing to be addressed through the Part 2 Plan Review is not 57 dwellings, but – in order to deliver a buffer to support the delivery of the housing needs identified in the Part 1 Plan Review – more likely to be c.1,200-2,400 dwellings. Whilst this matter will likely be picked up by Inspectors as a part of the Examination in Public [EiP] of the Part 1 Plan Review, the Council could rely further on allocating sites through the Part 2 Plan Review to address this shortfall – such as Miller's Phase 1 Site.
- 2.5 Linked with the above, the Council's adopted Development Plan establishes that strategic sites are sites with 99+ dwellings, and non-strategic sites are under 99 dwellings. However, the Part 1 Plan Review proposes to redefine the definition of 'strategic sites'. Notably, the Council's proposed definition comprises "*sites which are defined as housing or mixed-use sites of over 1000 dwellings*". It is therefore fundamentally unclear as to what 'scale' of sites

the Part 2 Plan Review is seeking to identify and allocate. Indeed, the inference of the Council looking to allocate land South of Mackworth is that the Council is considering a site up to 250 dwellings, but this is not clear within the IO. Whilst Miller considers that the need for a land supply buffer would imply that further needs will need to be addressed through the Part 2 Plan review, it is unclear as to why, when the Council considers it only has a 57 dwelling shortfall, it needs a site of 250 dwellings to address these needs. Ultimately, Miller considers that the purpose of producing the Part 2 Plan Review is unclear, and many of the issues it is seeking to resolve could have been adequately addressed through the Part 1 Plan Review. To this end, it would appear more sensible to undertake a full review under the New Local Plan system in due course.

Question 2: Where should the housing needs be met?

- 2.6 Notwithstanding Miller's response to Question 1, as the Council will be aware, Miller's Phase 1 Site and wider Site are located on the northeastern edge of Hilton. In this regard, the Part 1 Plan Review identifies Hilton as a 'Key Service Village' (Tier 2) settlement (draft Policy H1) – which is partly reflected in the IO. It is critical that, as a part of the Part 2 Plan Review, the Council ensures that development is directed towards the most sustainable settlements – thus Key Service Villages, such as Hilton. In this context, paragraph 83 of the National Planning Policy Framework (2024) [NPPF] is clear that:
- “To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.”*
- 2.7 Directing growth to settlements across the District supports local services and also ensures development is located sustainably in line with the NPPF (Para 11a). Existing settlements often have access to education, healthcare, retail, jobs, and public transport, and should therefore be considered as ideal locations for growth – all of which are services that Hilton has access to. Further growth in these settlements, such as Hilton, can also broaden the scope for these settlements to seek improvements to services and infrastructure, helping to address imbalances between the rural and urban areas in terms of provision and access to facilities.
- 2.8 Notwithstanding the above, as set out in more detail in Miller's response to Question 3, Hilton's role in the settlement hierarchy may change in the context of the forthcoming Strategic Rail Freight Interchange/ Freeport at Egginton Common. In due course, it may be appropriate for the Council to reassess the Settlement Hierarchy, as Hilton may be considered as a Tier 1 settlement, in light of its access to a major employment hub. This will, in time, create significant local and regional job opportunities, which will invariably put pressure on Hilton to accommodate new workers who want to relocate to an area in close proximity to where they work.
- 2.9 The NPPF emphasises that the supply of large numbers of new homes can often be best achieved through planning for larger-scale development, such as significant extensions to existing villages and towns, provided they are well-located and designed, and supported by the necessary infrastructure and facilities (Para 77). It is also important that developments are focused on locations that are or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes (Paragraph 109).

- 2.10 In this context, as set out above, recognising that the Council is only considering identifying limited growth in the Part 2 Plan Review, Miller is promoting a Phase 1 development through the Part 2 Plan Review, and the Phase 1 Site lends itself well to achieving these objectives. If the Council does proceed with the Part 2 Plan Review, the Phase 1 Site offers the opportunity to deliver an initial phase of development in an excellent, logical and sustainable location, in advance of development across the wider Site to meet longer-term housing needs in due course, that would meet South Derbyshire's indigenous housing needs next to a forthcoming strategic employment opportunity (i.e. the SFRI). It also has the opportunity to link into existing connections to the Hilton Depot, and beyond to the Mease Primary School, alongside wider access to the public open space provided as a part of the Hilton Depot development.
- 2.11 A Phase 1 Vision Document (Appendix 1) has been prepared in support of these representations that demonstrate that the Phase 1 Site could deliver up to 200 dwellings, including affordable homes, with primary access from Egginton Road. The Phase 1 development would be responsive to its surroundings and would be set within a comprehensive network of public open spaces. To this end, the Phase 1 Vision Document (Appendix 1) envisages that the development proposals would include:
- 1 A landscape-led urban extension for up to 200 dwellings, including affordable homes;
 - 2 Primary vehicle access from Egginton Road;
 - 3 Footpaths and cycleways connecting the development to Hilton's key services; and
 - 4 Public open space integrated throughout the development helping to maintain and enhance existing trees and hedgerows.
- 2.12 The Council will also be aware of the importance of demonstrating the deliverability of all sites that are proposed for allocation when the Part 2 Plan Review is examined for soundness. The Vision for the Phase 1 Site is predicated upon evidence that ensures that there are no environmental or technical constraints to the development. The conceptual masterplan, which illustrates Miller's Vision for the Phase 1 Site, has sought to address the potential for impacts to arise.
- 2.13 In addition to this, subject to the outcomes of the Viability Assessment, and in the absence of any known constraints on the site which may otherwise equate to abnormal costs for development, it is anticipated that affordable housing would be delivered on the Phase 1 Site. In addition, given Miller's former presence within the settlement already and wider area, and the scale of the Phase 1 Site, it is envisaged that housing could be delivered as early as mid-2028 . Importantly, the Phase 1 Site could begin delivering within the first 5 years of the plan period, thereby forming part of the district's required housing land supply. Moreover, as a National housebuilder, the Council can be confident that the Phase 1 Site could be delivered promptly, as it is within single ownership and being promoted for development by Miller. This further demonstrates the deliverability of the Phase 1 Site, and supports its allocation through the Part 2 Plan Review in due course.

Question 3: Are there other mechanisms that the plan should consider to securing housing delivery in addition to allocating specific sites (e.g. identifying indicative broad locations/areas for future growth adjacent to existing settlements, extending settlement boundaries, supporting certain Changes of Use)?

- 2.14 Yes. Whilst Miller considers that more housing growth is required within the District to meet its indigenous housing needs than the limited amount the Council is seeking to address, the Part 2 Plan Review also provides the opportunity for the Council to identify areas of future growth to meet future housing needs that can be realised through the next full Local Plan Review under the New Local Plan System, in due course. Crucially, these areas for future growth should be located adjacent to sustainable settlements within the District – rather than on the edge of the District – such as Hilton.
- 2.15 As alluded to above and set out in the previous responses to the Council’s Part 1 Plan Review – on behalf of St Modwen Homes at that time – Miller’s wider Site comprises an area of 50.57 ha, and is formed of a series of irregular parcels of greenfield land that are currently agricultural land. As a part of the Part 1 Plan Review process, the Council undertook a Call for Sites exercise. The wider Site was submitted to the Council for consideration through the Council’s SHELAA and was assessed through the Council’s SHELAA under site reference 163. Importantly, the SHELAA considered that the site was ‘suitable, available and achievable’ and would be developable. It was also identified within a parcel of land identified in the Growth Study as the Hilton northern expansion under reference D1 and was considered a “*Suitable Area for Strategic Growth*”.
- 2.16 In this regard, as demonstrated in Miller’s Vision for the wider Site (Appendix 2), the wider Site offers the opportunity to achieve a medium-sized green infrastructure-led urban extension, on the north-eastern edge of Hilton, which is one of the most sustainable locations for growth within the District. The Site could provide approximately 28ha of residential development, supporting delivery of up to 800 dwellings, including affordable homes and potential custom/self-build, and potential additional elderly care, subject to market and housing needs, with the remaining 23 ha of the wider Site delivered as green infrastructure. It is also conveniently and sustainably located on the edge of Hilton, with opportunities to provide sustainable links into both Hilton and Etwall. These settlements offer a range of facilities and amenities, alongside the existing bus service provision.
- 2.17 Miller’s Vision for the wider Site (Appendix 2) demonstrates that the wider Site presents an excellent, logical and sustainable location and that the residential development would be responsive to its surroundings and would be set within a comprehensive network of public open spaces and would provide connectivity through the site to Hilton and Etwall to encourage sustainable travel.
- 2.18 To this end, the Vision Document envisages that the development proposals would include:
- 1 A community of up to 800 dwellings, including affordable homes and potential custom/self-build, and additional elderly care, subject to market and housing needs;
 - 2 Primary vehicle access from Egginton Road, with pedestrian and emergency access from Lucas Lane;

- 3 A network of footpaths and cycleways connecting the development to Hilton's key services and linking to the Hilton-Etwall cycle path, situated to the east of the site;
- 4 Substantial public open spaces and green corridors across the site helping to maintain and enhance existing trees, hedgerows, and the Local Wildlife Site, and including landscape buffers to manage noise impacts from the A50; and
- 5 Potential Local Centre, where market need exists, providing a suitable mix of retail and community uses.

2.19 Moreover, the identification of the wider Site as an area of future growth would also have the added benefit of supporting the allocation of the Egginton Common for a Strategic Rail Freight Interchange/ Freeport (draft Policy INF3) ("SFRI") in the Part 1 Plan Review. This is because it is critical, where opportunities exist to do so, that residential development is co-located around key employment opportunities to facilitate sustainable transport access to jobs. This will enable the Council to align economic growth ambitions with housing needs to ensure there is sufficient housing for the future workforce and support the provision of housing in a sustainable location, which can easily access new and existing employment opportunities through sustainable transport modes. In addition, co-locating residential development in close proximity to new regional employment opportunities will also serve to discourage unsustainable patterns of commuting.

2.20 In time, as the wider Site is delivered, this will strengthen Hilton's role within the District, as it will have convenient and sustainable access to both the SFRI and the Toyota Plant. In the absence of further growth in the settlement, this will put pressure on the existing housing stock as new workers seek housing in closer proximity to where they work. Without sufficient growth to facilitate this, new workers could be forced to move further afield, thus reducing the labour supply in the local area and increasing unsustainable commuting patterns.

2.21 In this regard, identifying the wider Site as an area of growth would enable the Council to align economic growth ambitions with housing needs in the future to ensure there is sufficient housing for the future workforce and support the provision of housing in a sustainable location, which can easily access new and existing employment opportunities through sustainable transport modes. In addition, co-locating residential development in close proximity to new regional employment opportunities will also serve to discourage unsustainable patterns of commuting.

Question 5: What specific accommodation needs should the Local Plan address through allocations (e.g. extra care accommodation for older people, care home provision for looked after children etc.)?

2.22 As set out in the previous responses to the Council's Part 1 Plan Review – on behalf of St Modwen Homes at that time – the Council's Part 1 Plan Review does not set clear thresholds, requirements, or specific allocations to meet the identified needs for older persons' housing (i.e. care homes and extra care). To this end, if the Council does proceed with the Part 2 Plan Review, it should seek to identify areas of need across the District, and potentially allocations to meet these needs.

- 2.23 Indeed, paragraph 63 of the NPPF is clear that Councils should assess and reflect in policy the need for (*inter alia*) older persons' housing (including those who require retirement housing, housing-with-care and care homes). This is also supported by the Planning Practice Guidance [PPG].¹ However, draft Policy HOU5(c) of the draft NPPF is clear that plans should, at the most appropriate level, identify “*sites, or setting requirements for parts of allocated sites, which can provide specific types of housing where there is an identified need, including (but not limited to):... i. specialist housing for older people*”.
- 2.24 Whilst the current NPPF does not mandate the allocation of sites to meet needs in full, the PPG does expect plans to ‘provide’ for such needs – albeit not in full – and the draft NPPF will expect plans to identify individual sites, or parts of wider sites, suitable to meet these needs. Given the absence of this approach in the Part 1 Plan Review – subject to the outcomes of the EiP – and, notwithstanding Miller’s views on the need to prepare the Part 2 Plan Review, Miller considers that it is critical that the Council establishes the need for such accommodation across the District, and seeks to address these needs through allocations accordingly. In this respect, as demonstrated in Miller’s Vision for the wider Site (Appendix 2), older persons' accommodation could be incorporated into the design, which would assist the Council in addressing any needs arising from Hilton over the plan period.

Question 7: Should the Council allocate land South of Mackworth for development within the plan period?

- 2.25 No. As the Council will be aware, for a plan to be found ‘sound’, it must set out an appropriate strategy, taking account of reasonable alternatives, and be based on proportionate evidence (Para 36b). As such, the Council also needs to robustly test reasonable alternatives for the spatial distribution of the district’s housing needs through the Sustainability Appraisal [SA] process at an early stage – as per the requirements of paragraph 32 of the NPPF, the PPG², and Friends of the Earth High Court judgment.³
- 2.26 Whilst Miller broadly understands the rationale for allocating land South of Mackworth, given the development coming forward in Amber Valley, Miller has concerns in relation to a strategy which potentially holds’ this allocation as a ‘constant’ in the Council’s proposed spatial strategy.
- 2.27 Crucially, the Part 2 Plan Review is being prepared to address the district’s indigenous housing needs over the plan period. The Council is already pursuing a spatial strategy in the Part 1 Plan Review, which seeks to deliver a significant amount of housing growth on the edge of the District, which would not meet the needs of its residents, but those in Derby whose needs are not being met – an approach which Miller have strongly objected to as a part of the Part 1 Plan Review. It would therefore be perverse and unsustainable to take such an approach again, albeit in relation to Amber Valley. In essence, Miller is concerned that the Council would again expect residents of South Derbyshire who need housing to relocate to the very edge of the district to meet their needs, rather than having their needs met in settlements within the district where they already reside.

¹ PPG ID 63-006

² PPG IDs: 11-017 and 11-018

³ Paragraph 88 of R (Friends of the Earth England, Wales and Northern Ireland Ltd) v The Welsh Ministers [2015] EWHC 776 (Admin)

- 2.28 Moreover, if the Council took such an approach, and did not consider allocating any other sites across the District, the Council runs the risk of potentially falling into a position where either the evaluation of reasonable alternatives in the SA could be interpreted to either have not been undertaken or to have been ‘improperly restricted’, in the context of the iterative process necessary for progressing a plan. To this end, whilst it is perfectly reasonable for the Council to consider land South of Mackworth through the Part 2 Plan Review, Miller strongly contends that the Council should consider other sites which are sustainably located adjacent to settlements within the District, when formulating a spatial strategy as a part of the iterative plan-making process. Indeed, Miller’s Phase 1 Site, located on the northwestern edge of Hilton, could provide a similar level of growth (i.e. c.200 dwellings) far quicker in terms of delivery timescales, and in a more logical and sustainable location to meet the District’s indigenous housing needs, than land South of Mackworth. To this end, other sites, such as Miller’s Phase 1 Site, and the wider Site – as an area for future growth – should be tested through the SA process, and in due course allocated accordingly.

Question 8: Are there other steps that the Council could take to accelerate housing delivery on other sites?

- 2.29 Yes, albeit, not within the Part 2 Plan Review itself. As the Council will be aware, draft Policy HO13(2) of the draft NPPF states that:
- “Consideration should be given to whether to impose a planning condition requiring that development begins within a timescale shorter than the relevant statutory default period, where this would expedite the development without threatening its implementation or viability”*
- 2.30 This mechanism would sit outside the Part 2 Plan Review, but would provide the Council with the ability to – where appropriate – expedite development within the District. In this respect, as a housebuilder, Miller would be amenable to agreeing to a condition requiring the submission of a Reserved Matters application within two years, or implementation of a Full Application within two years, at the point of submission of an application on the Phase 1 Site in due course.

Question 10: Do you agree with the principles for assessing the settlement boundaries, as set out in Appendix 1?

- 2.31 In principle, Miller does not object to the principles outlined in Appendix 1 in respect of defining settlement boundaries. However, in light of Miller’s response to Question 3, Miller also considers that where land is identified for future areas of growth, this should be included within the Settlement Boundaries accordingly.

Question 16: Should the Council include a locally specific Green Belt policy (beyond the NPPF policy) that defines what appropriate development is within the context of ‘disproportionate’ and ‘limited infilling’?

- 2.32 No. As the Council will be aware, the Government is consulting on changes to the NPPF. Obviously, the proposed changes to the NPPF are only a consultation and carry limited weight for the purposes of plan-making at this point in time. However, the Government has been clear that the primary objective of implementing National Development Management Policies [NDMPs] is to make local plan production swifter and slimmer by removing the need for local authorities to write their own versions of generic, nationally applicable policies.
- 2.33 Indeed, draft Policy PM6(c) (General principles for plan-making) is clear that plan-makers, in preparing plans, should not “*duplicate, substantively restate or modify the content of national decision-making policies unless directed by other policies in this Framework*”. To this end, draft Policy GB7 (Development which is not inappropriate in the Green Belt) is clear about what types of development are considered appropriate in the Green Belt. As such, Miller does not consider that the Part 2 Plan Review should include locally specific Green Belt policy (beyond the draft NPPF policy).

Question 18: Should the Council undertake a Green Belt review with a specific objective of identifying what, if any, Grey Belt exists within the district?

- 2.34 The NPPF is clear on the need for releasing Green Belt to meet housing needs (Para 146), where ‘exceptional circumstances’ exist (Para 145). However, as was established in the Part 1 Plan Review, there is no need to consider reviewing the Green Belt boundaries, as the Council purports that it is able to address its housing needs on non-Green Belt land throughout the District. Whilst Miller does not agree with the Council’s proposed spatial strategy, Miller does agree that the Council does not need to review the Green Belt, as there are available sites on non-green belt land within South Derbyshire.
- 2.35 Related to this, in a plan-led system, whilst Grey Belt development is considered an appropriate development in the Green Belt, when adopted, a Local Plan should be able to demonstrate a five-year housing land supply (“5YHLS”). In this context, whilst a Green Belt Assessment might identify areas of the Green Belt that do not perform strongly against purposes A, B and D of the Green Belt, paragraph 155 sets out the wider Grey Belt tests (Para 155) that development proposals need to comply with in order to not be considered inappropriate development. This includes the need to demonstrate that there “*is a demonstrable unmet need for the type of development proposed*” – which relates to the absence of a 5YHLS, or failed housing delivery test [HDT]. Notably, this largely remains the same in the draft NPPF in draft Policy GB7(g). To this end, the capacity for Grey Belt applications in South Derbyshire should be limited at best, as if the Council allocates sufficient land to meet its needs, they would be able to demonstrate a 5YHLS, and therefore, no speculative Grey Belt applications could demonstrate ‘demonstrable needs’.
- 2.36 As such, it appears fundamentally clear to Miller that the Council does not need to undertake a Green Belt assessment in support of the Part 2 Plan Review due to

opportunities on non-Green Belt sites within South Derbyshire. Indeed, Miller's wider Site at Hilton could provide c.800 dwellings on a sustainable greenfield site, which is not designated as Green Belt, indicating that the Council has a sufficient supply of non-Green Belt sites across the District capable of accommodating the District's housing needs in sustainable locations, without relying on any Green/Grey Belt release.

Question 24: Where there is the potential need for long-term management / maintenance of open space, SUDS or other infrastructure, should the Council introduce a policy requiring these to be adopted by a public authority unless there is clear evidence that this is not feasible.

- 2.37 Miller considers that private management of public open space [POS] can offer clear benefits that would not necessarily be achievable under Council control. In Miller's experience, private management companies are often able to maintain POS to a higher standard than is financially or operationally feasible for a local authority – for example, through more frequent grass-cutting regimes, enhanced landscape planting, or more responsive maintenance arrangements. These benefits are routinely valued by residents across Miller's developments and should be recognised when considering any policy that would require public adoption as the default position.
- 2.38 There are also practical challenges associated with requiring the Council to adopt all POS. A significant issue is the increasingly close interrelationship between POS and Biodiversity Net Gain [BNG] delivery. BNG sites typically require long-term (often 30-year) habitat management that differs materially from the routine inspection and upkeep of general amenity open space. The specialised and habitat-specific nature of this management – together with the legally secured monitoring and reporting required for BNG – would require the Council to take on obligations that differ from conventional POS responsibilities. It is unclear how these requirements would be resourced, delivered, or overseen in practice if adopted at scale.
- 2.39 In addition, proposing that the Council adopt all POS across new developments risks generating substantial upfront and long-term financial burdens that could significantly affect development viability. As the Council will be aware, national policy (NPPF paragraphs 35 and 72) requires that all planning policy burdens be viability-tested to ensure they do not cumulatively undermine the deliverability of the Local Plan. Miller's experience indicates that the costs associated with securing and funding long-term maintenance – particularly over a 20-30 year period – can be considerable. Introducing a blanket adoption requirement could therefore constrain the ability of developments to meet other policy obligations and, ultimately, threaten deliverability. Any such requirement must therefore be subject to robust viability assessment in accordance with national policy.

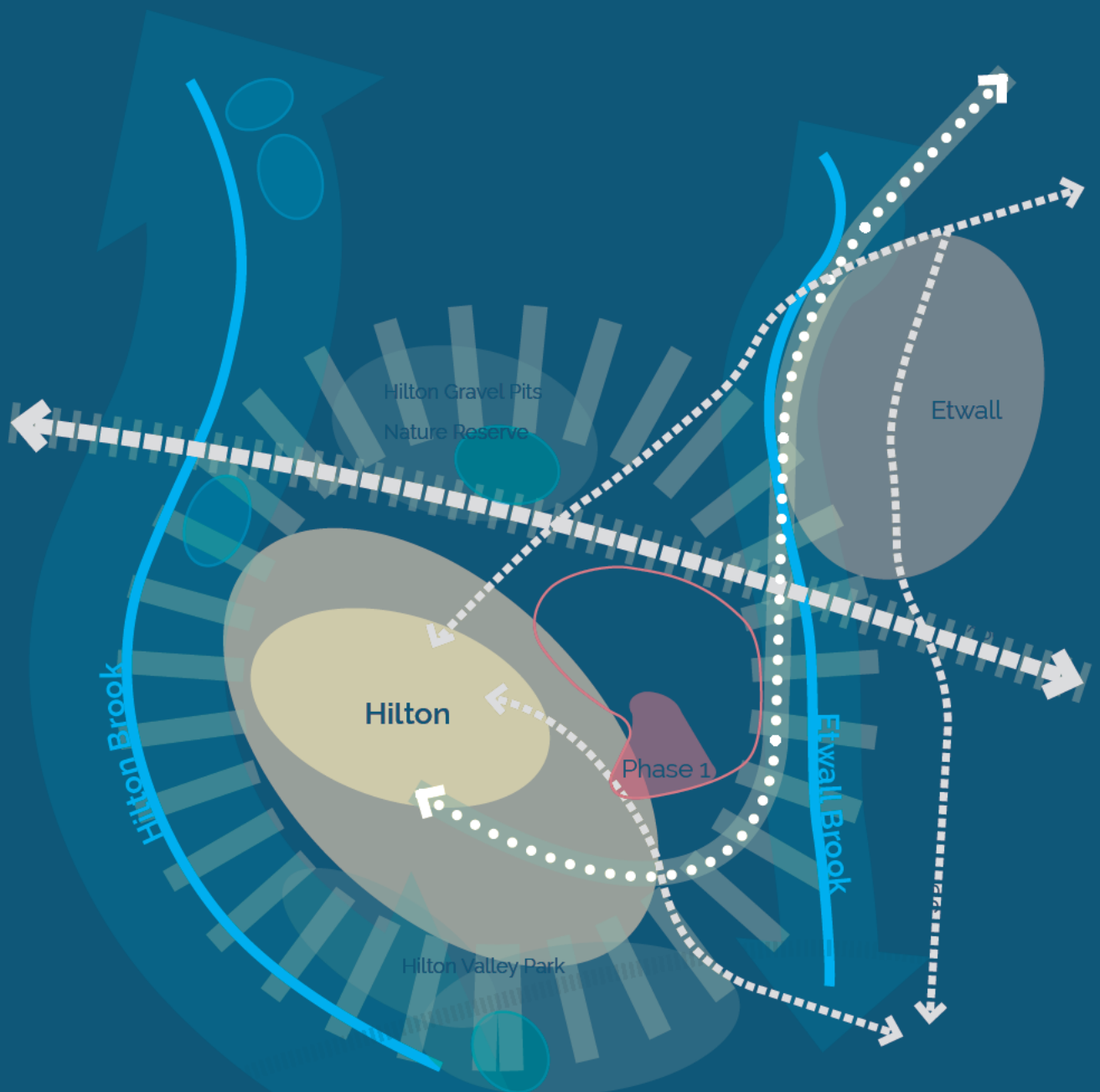
Conclusion

- 2.40 In conclusion, while Miller does not consider a Part 2 Plan Review necessary and has concerns about delivering it before the December 2026 deadline, given the likely need for further housing beyond the Part 1 Plan Review to maintain a sufficient and flexible land supply, the Council should consider allocating the site at Hilton.

- 2.41 These representations therefore contend that the Council should allocate additional sites across the District to meet local housing needs, rather than directing further growth to edge-of-settlement locations adjoining areas outside the District. In this context, Miller's Phase 1 Site provides a logical and sustainable location for approximately 200 dwellings on Hilton's edge. The Site is well placed to benefit from Hilton's future links to the forthcoming SFRI and could form the initial phase of a broader Area for Future Housing Growth.
- 2.42 The Phase 1 Site presents an opportunity for a medium-scale, green-infrastructure-led extension on Hilton's north-eastern edge, one of the District's most sustainable growth locations. The Phase 1 Vision Document (Appendix 1) demonstrates that the Site could deliver up to 200 dwellings, including affordable homes, with primary access from Egginton Road. Development would be sensitively integrated with its surroundings and set within a comprehensive network of public open spaces. The Vision Document proposes:
- 1 A landscape-led extension for up to 200 dwellings, including affordable homes;
 - 2 Primary vehicle access from Egginton Road;
 - 3 Footpath and cycleway connections to Hilton's key services; and
 - 4 Public open space throughout, maintaining and enhancing existing trees and hedgerows.
- 2.43 Miller's Vision for the Phase 1 Site is underpinned by evidence confirming no environmental or technical constraints, and the masterplan has been designed to mitigate potential impacts. Importantly, allocating the Site would provide several key benefits, including:
- 1 Delivery commencing within the first five years of the plan period, contributing to the housing land supply;
 - 2 A viable and attractive location for much-needed market and affordable housing, alongside improved services and facilities in Hilton;
 - 3 Opportunities to integrate with existing connections to the Hilton Depot, the Mease Primary School, and new public open space;
 - 4 Alignment of economic growth and housing provision, ensuring accessible homes for the future workforce and promoting sustainable travel to employment;
 - 5 Reduced unsustainable commuting through co-location of homes and new regional employment; and
 - 6 Formation of the first phase of a wider Vision for growth at Hilton.

Appendix 1 Phase 1 Vision Document

HILTON



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Introduction

This site presents a logical and exciting opportunity to create a truly sustainable urban extension.

A Vision Document (April 2025) has previously been prepared for the wider site, and sets out the broad principles of how a new development could adorn the edge of Hilton as a medium sized Green Infrastructure-led urban extension, which contributes positively towards addressing the housing needs of the District and the unmet housing need within Derby Housing Market Area. The diagram opposite demonstrates that the site presents a logical location within Hilton, outside of flood zone constraints and close to existing facilities.

This document focuses on how a first phase of the vibrant new community could come forward. It has been informed by, and responds to, a suite of technical studies and brings together opportunities and strategies for integrating these into a robust and exciting development framework. The first phase sits close to existing settlement edge and sits within the existing field compartment.

Miller Homes are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional blue and green infrastructure at the heart of the of the scheme, to form a sensitive, green, well connected new neighbourhood to Hilton.



Vision

This will be a high quality new residential neighbourhood. A new place that is integrated into existing village infrastructure, but of its own distinct identity that enhances the diversity and vitality of Hilton.

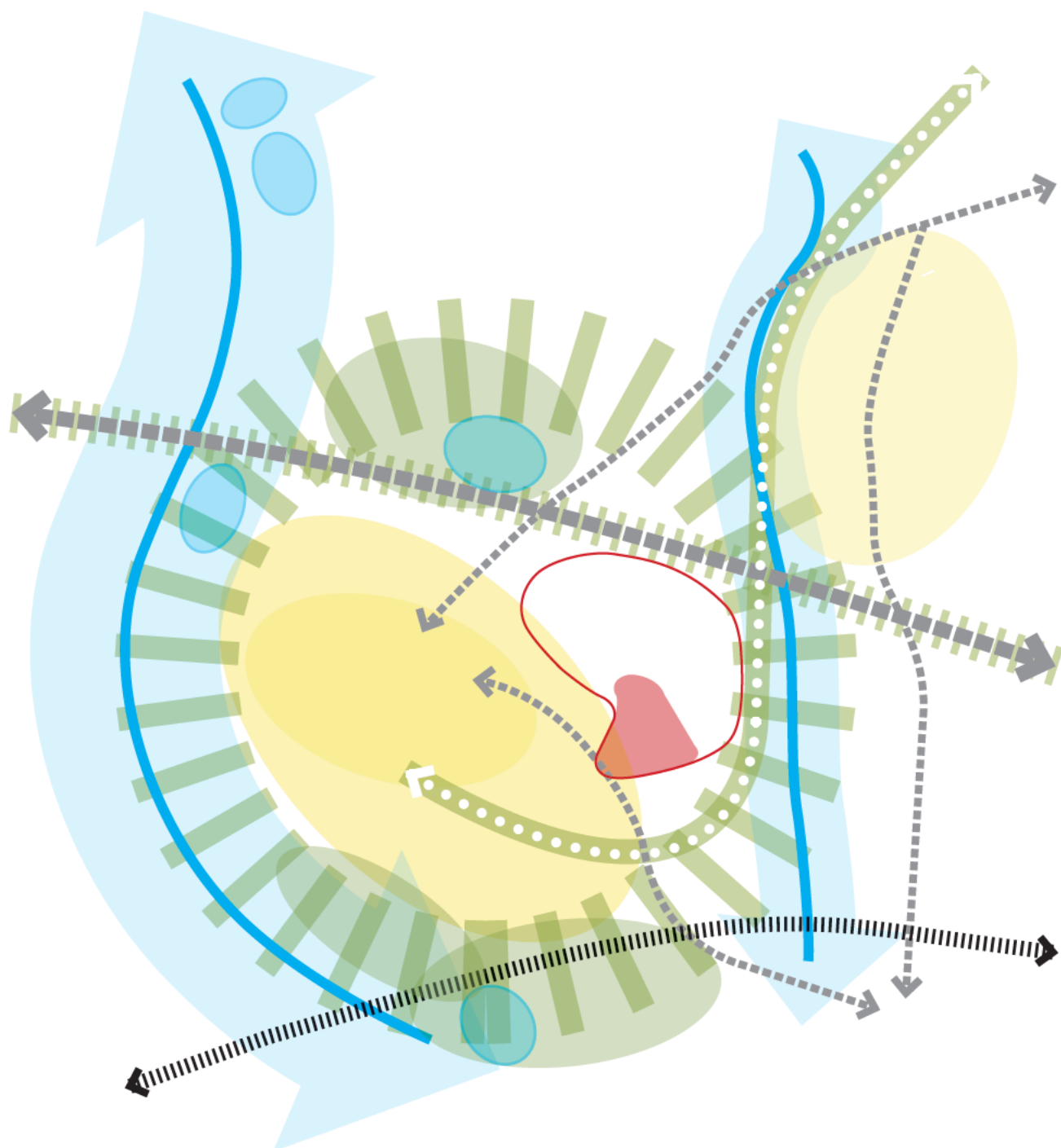


Figure 1: Concept Diagram

The Wider Site

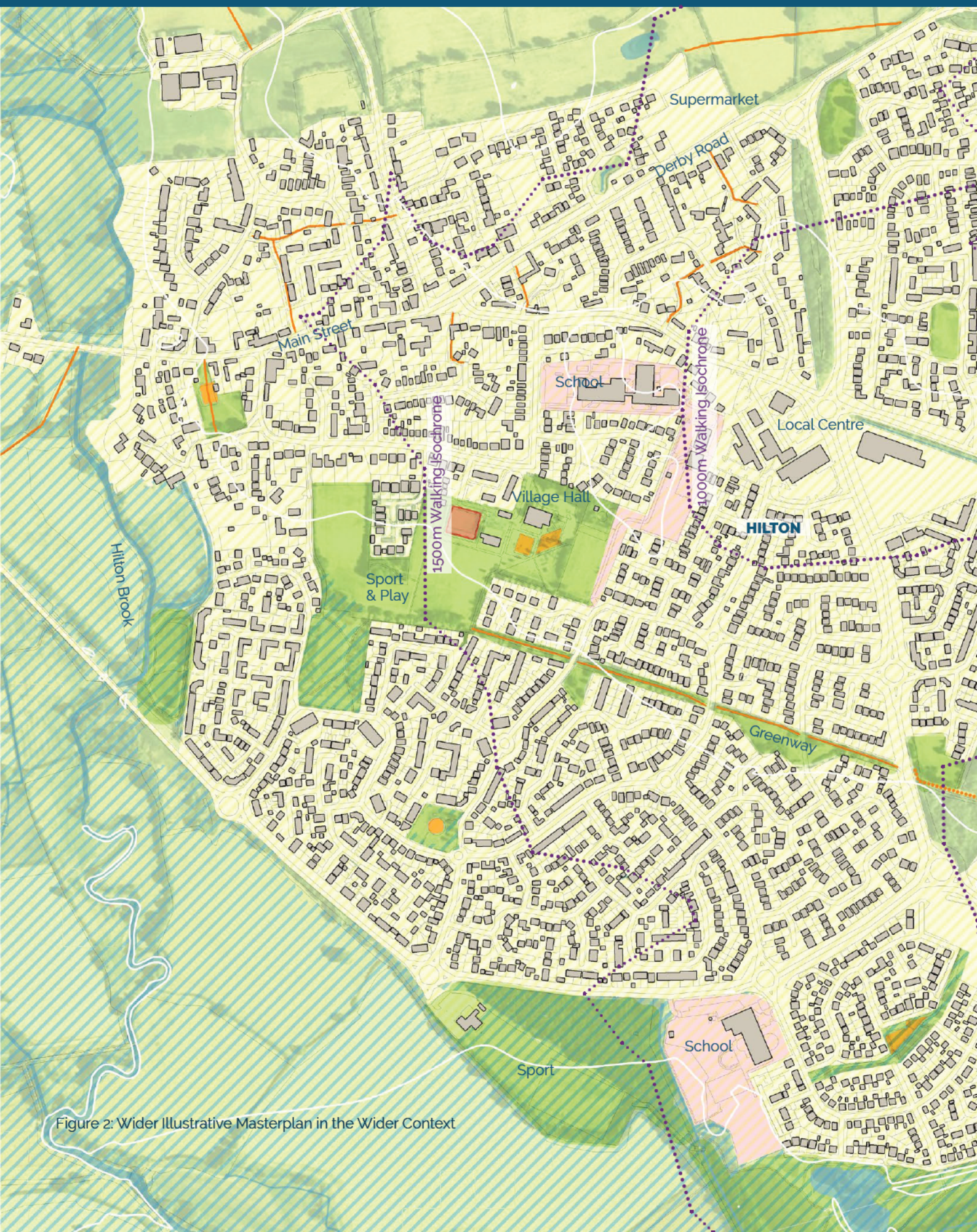


Figure 2: Wider Illustrative Masterplan in the Wider Context



Potential location for a local centre (LC) / extra care facility (EC) (subject to demand and feasibility) centrally located along the primary street, with direct access to walking / cycling 'greenways' and addressing the feature squares.

Proposed Hilton Country Park

Grade II listed Hargate House Farm

Sustrans 549

Elvill Brook

The site forms a logical location with few site constraints, but with an opportunity to provide a high quality development with a strong sense of place, embracing and reflecting the character of Hilton.

Key

- Site Boundary
- Proposed Built Development (Approx. 800 New Homes)
- Proposed Green Infrastructure
- Strategic Off-Street Footway / Cycleways
- Equipped Play
- Indicative Sustainable Urban Drainage Features
- Existing & Proposed Woodland, Scrub, Trees & Hedgerows

Employment

Hilton Valley Park

Railway Line



Phase 1 Illustrative Masterplan

Delivery of a strong network of Green & Blue Infrastructure including Sustainable Drainage Systems (SuDS) and at least a 10% Biodiversity Net Gain to form a framework within which new homes are set.

The Illustrative Masterplan sets out how the new community could come forward following a detailed analysis of the site and its opportunities. The wider site offers approximately 800 homes set within a robust landscape framework that includes a new Hilton Country Park within the northern part of the site. A first phase of approximately 200 new homes and associated open space, play and infrastructure, forms a logical first step in delivering this, accessed from Egginton Road. This responds to the Grade II listed Hargate House Farm and forms the first public square as a focus for the new community.

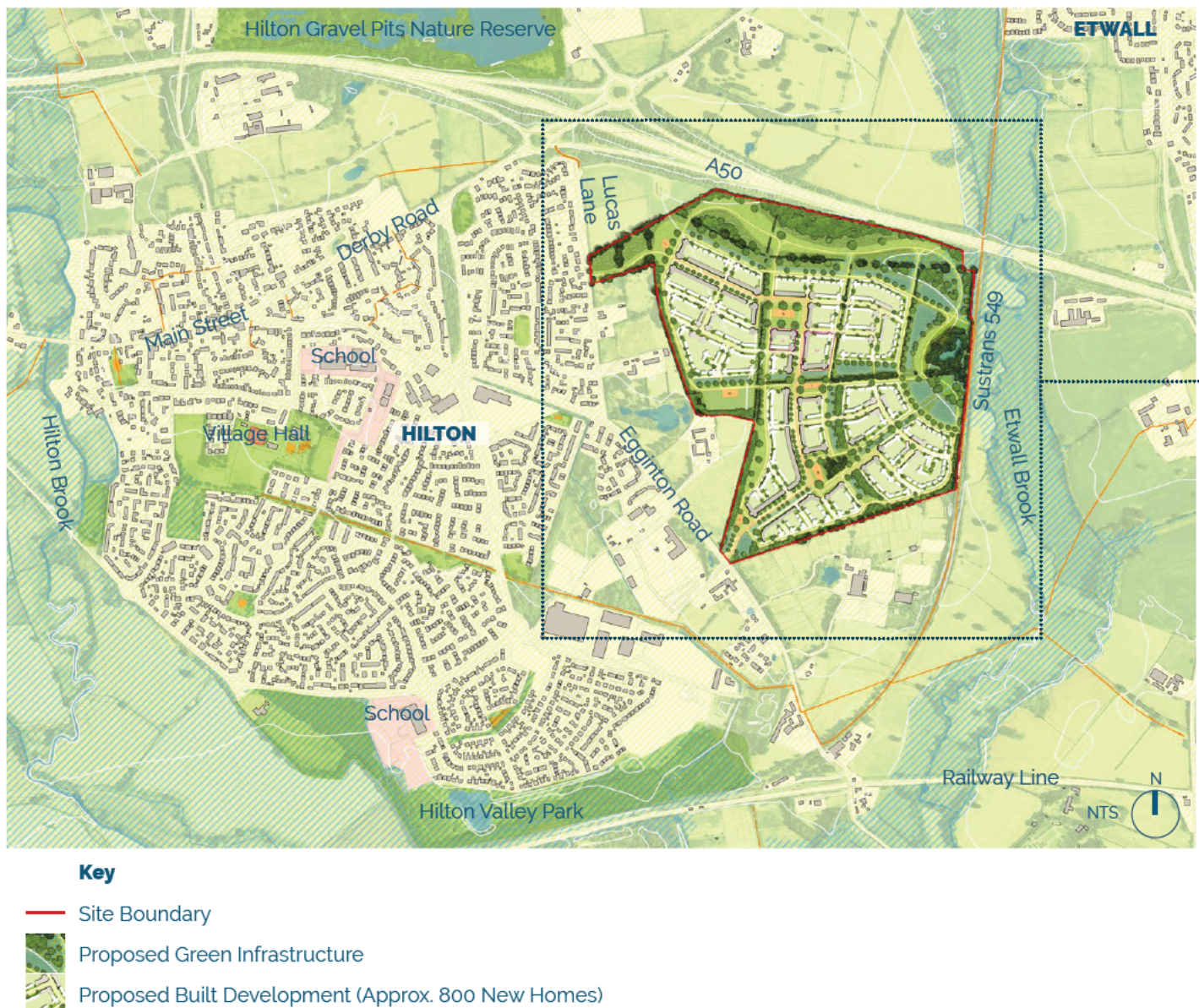


Figure 3: Wider Illustrative Masterplan



Key

— Site Boundary

Proposed Green Infrastructure

Proposed Built Development (Approx. 200 New Homes)

Strategic Off-Street Footway / Cycleways

Equipped Play

Indicative Sustainable Urban Drainage Features

Existing & Proposed Woodland, Scrub, Trees & Hedgerows

Figure 4: Illustrative Masterplan for Phase 1

Placemaking Principles

Creating a desirable and inclusive place of high environmental quality for the local community in Hilton.

The following design responses, or principles, come from an evaluation and analysis of the baseline studies, ensuring that the development responds to features within the site, as well as its context. It also enables the development to address any specific constraints as well as maximising opportunities.

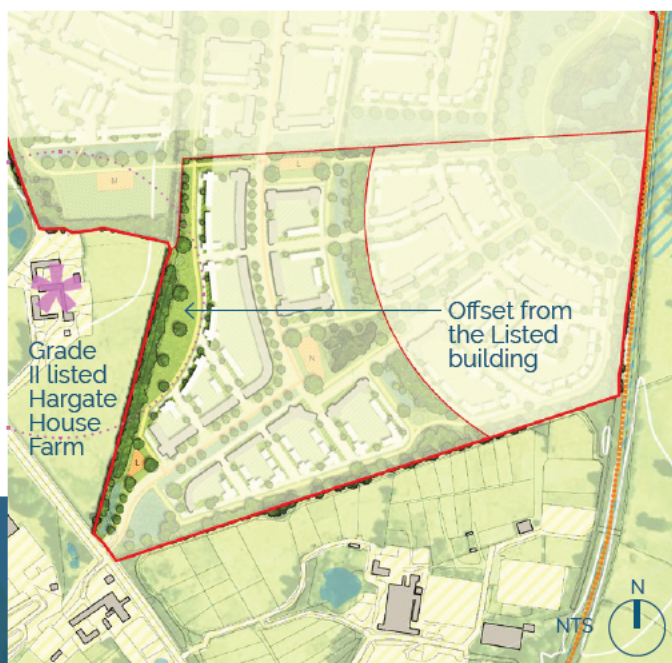


Figure 5: Phase 1 - Response to the Settlement Edge

- The western boundary is reinforced with native species rich structural planting to provide a separation to the Grade II listed Hargate House Farm.
- Street alignment is orientated to allow a view towards the listed building, with a strategically placed gap in the structural planting.
-



Figure 6: Phase 1 - Green Infrastructure Framework

- A ground-up, landscape led approach, with green and blue infrastructure forming a framework within which any built form can sit within. This utilises the existing trees and hedges and strengthens these a matrix of new planting.
- An attractive 'green' arrival space / first impression from Egginton Road, with large stature trees, SUDS features, and high quality built form. From the Egginton Road approach, views have been allowed right through into the heart of the scheme, at the Central Green.
- Southern and eastern boundaries are reinforced with native species rich structural planting. This ensures a green edge to the scheme that assimilates built form into the surrounding landscape. It is not proposed that the structural planting completely screens views of the development. Instead, breaks in the structural planting at the end of some streets are proposed to afford the new community views out into the surrounding landscape, enhancing a sense of place in the wider area.
- Sustainable drainage features are integrated throughout, using a mix of strategies.

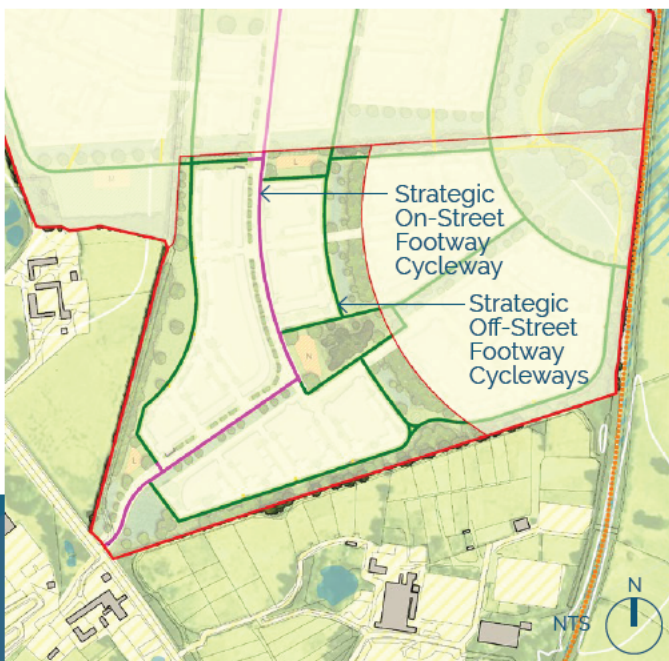


Figure 7: Phase 1 - Movement and Health & Wellbeing

- Key to the developments inherent sustainability are pedestrian / cycle routes that are designed to encourage modal shift away from short journey car use. Tree lined streets assist in achieving a walkable development, as well as being direct, and linking into the adjacent footpath network and adjacent settlement edge. Tree lined streets reduce the urban heat island effect by increasing canopy cover.
- Strategic off street and on street pedestrian and cycle routes link the Green in all directions to allow the new community to access this important space easily and safely. Off street, 'greenway' walking / cycle routes, take cues from elsewhere in Hilton. Future links are provided through to the National Cycle Route that runs along the wider site's eastern boundary.
- Along the route, pocket parks are positioned to provide incidental open spaces that the new community can meet and socialise to encourage community cohesion. Even simple spaces with a bench can be invaluable for health and wellbeing as they can provide a moment for people to pause and notice the seasons or nature that surrounds them. These have been located at intervals along the green routes, and have been designed to coincide with the vistas along the street network to act as focal spaces, increasing legibility in the layout, and 'pulling' green into the areas of built form.

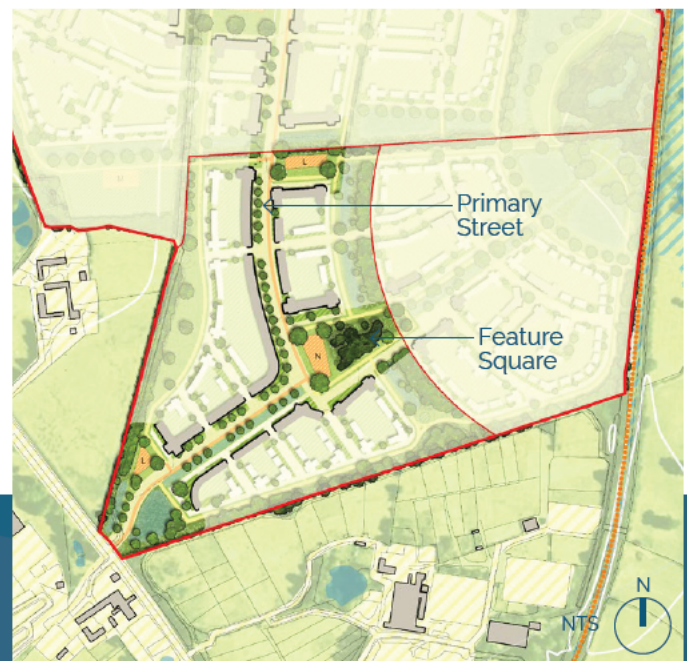


Figure 8: Phase 1 - Street Hierarchy & Feature Spaces

- A distorted grid of development blocks provide a connected network of routes in a north-south and east-west direction ensuring filtered permeability throughout.
- Primary street connects into Egginton Road and through phase 1 into the future phases. These include cycleways, and broad verges to one side of the street to allow for larger stature street tree planting at regular intervals.
- Built form and trees define and frame key spaces along the primary street.
- Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling. The layout of streets would provide a safe and well overlooked network of public spaces as set out by best practice.
- Primary equipped play spaces are located along the primary street as a focus for the new community and for easy accessibility by all.

Summary

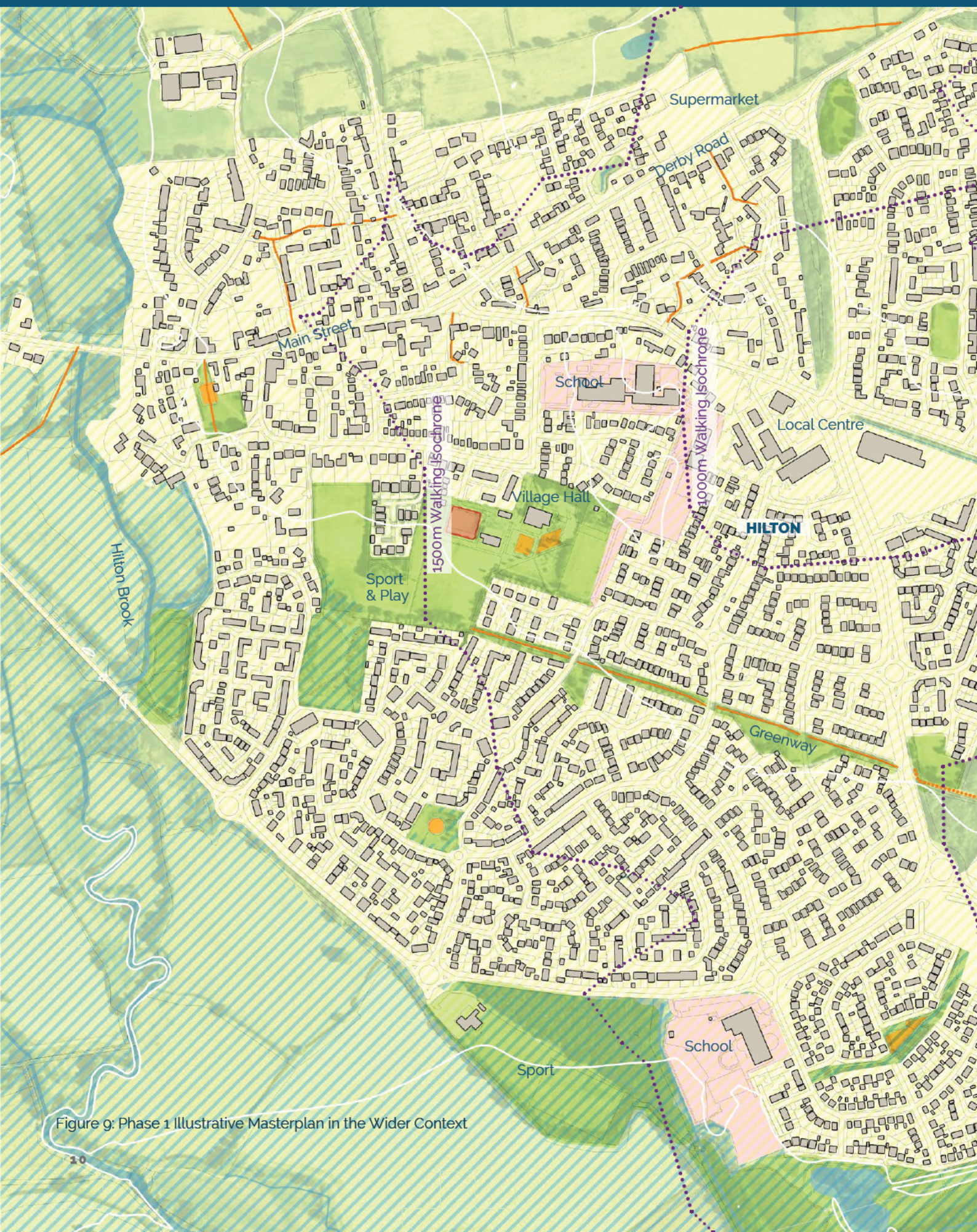


Figure 9: Phase 1 Illustrative Masterplan in the Wider Context



Phase 1 forms a logical first step in the wider masterplan. Accessed from Egginton Road, it is within walking and wheeling distance of the local amenities and facilities. The design responds positively to the site and its context, making the most of what's there while ensuring there is a strong vision for a memorable new neighbourhood that compliments the existing settlement.

Key

- Site Boundary
- Proposed Built Development (Approx. 200 New Homes)
- Proposed Green Infrastructure
- Strategic Off-Street Footway / Cycleways
- Equipped Play
- Indicative Sustainable Urban Drainage Features
- Existing & Proposed Woodland, Scrub, Trees & Hedgerows



FPCR | environment
& design

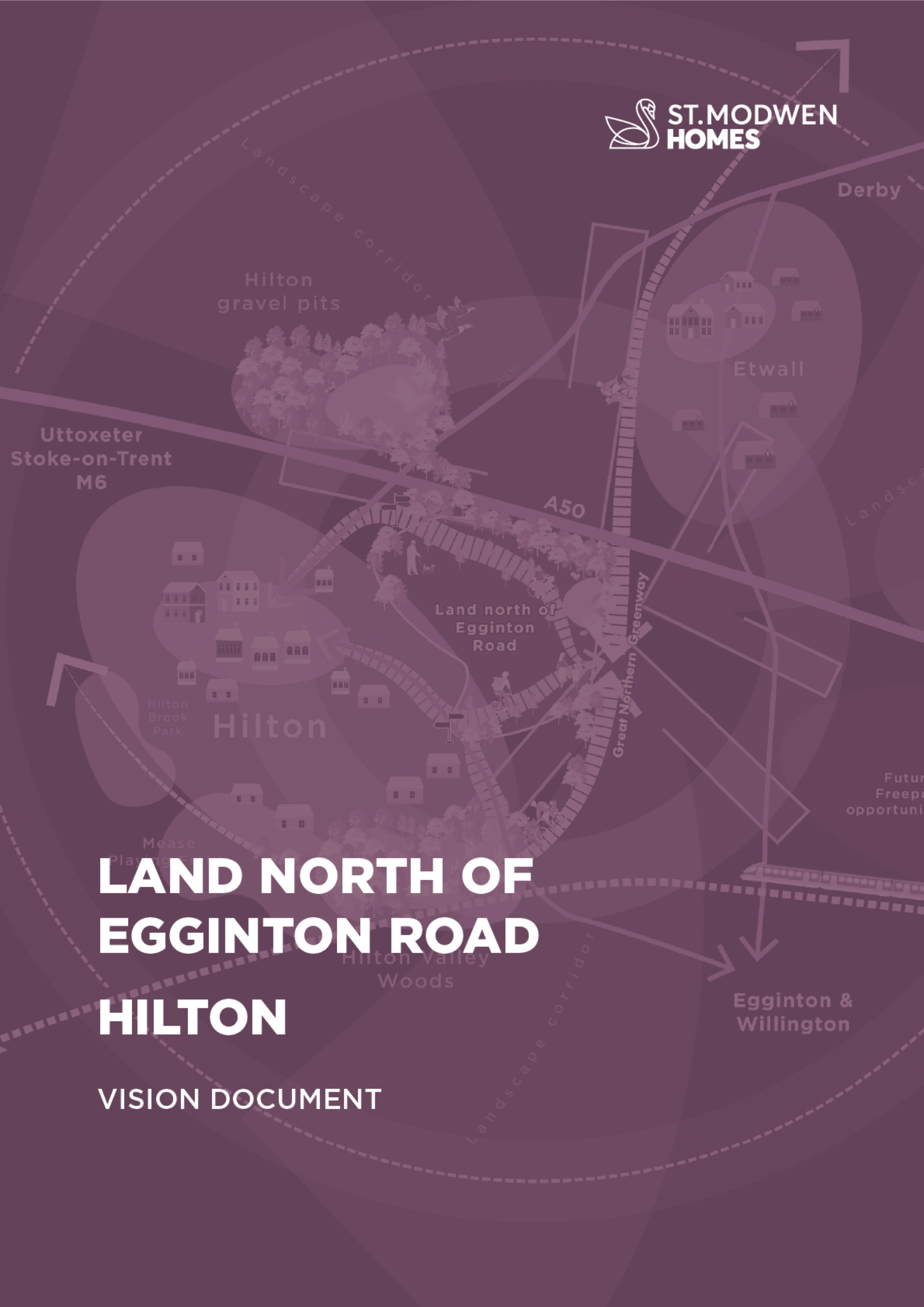
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masterplanning environmental assessment landscape design urban design ecology architecture arboriculture

Rev	Issue Status	Prepared / Date	Approved / Date
P01	Draft	JJT / December 2025	BC / December 2025
P03	Issue	JJT / January 2026	BC / January 2026
P04	Issue	JJT / January 2026	BC / January 2026
P05	Issue	JJT / January 2026	BC / January 2026
P06	Issue	JJT / January 2026	BC / January 2026

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Appendix 2 Wider Site Vision Document



LAND NORTH OF EGGINTON ROAD HILTON

VISION DOCUMENT



RIDGE

LAND NORTH OF EGGINTON ROAD HILTON, DERBYSHIRE VISION DOCUMENT

APRIL 2025

This vision document has been informed by a number of complementary studies including;

- Preliminary Access Strategy
- Preliminary Landscape and Visual Review
- Preliminary Ecological Appraisal
- Air quality Appraisal
- Acoustics Appraisal
- Archaeology and Heritage Appraisal
- Lighting Survey Report and Statement
- Arboricultural Assessment
- Flood risk and drainage

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LAND NORTH OF EGGINTON ROAD HILTON

VISION DOCUMENT

PROPOSITION

This Vision Document has been prepared on behalf of St Modwen Homes to support proposals for the development of Land at Egginton Road. It is submitted in support of representations that will promote the allocation of the site for residential development through the South Derbyshire Local Plan Review.

The document is informed by detailed site analysis set out in accompanying technical reports, and the Vision Document should be read alongside these documents.

The site is adjacent to Hilton, which is identified as a 'Key Service Village' within the adopted Local Plan Part 1.

Given its provision of services, facilities and transport connections, and proximity to key employment locations, Hilton has the potential to be a key area for growth in the near future and is a sustainable location for residential development.



St Modwen considers that this site offers an opportunity to achieve a medium sized green infrastructure-led urban extension, and to contribute positively towards addressing the housing needs of the District and the unmet housing need within Derby Housing Market Area [HMA].



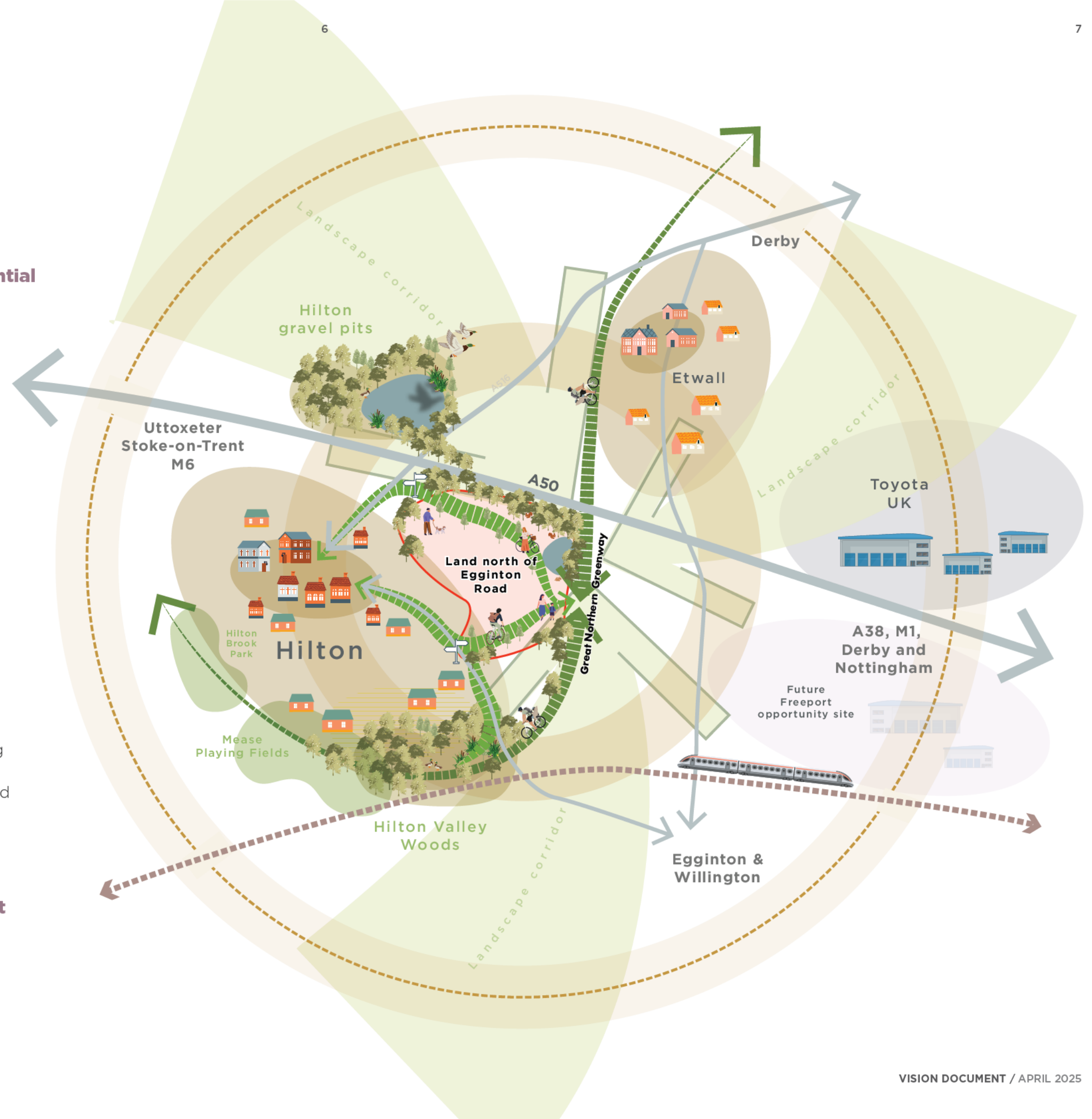
VISION

This will be a high quality new residential neighbourhood. A new place that is integrated into existing village infrastructure, but of its own distinct identity that enhances the diversity and vitality of Hilton.

This new place will be well connected, occupying a strategically important location. It will;

- Help to open up, support and sustain wider links and economic development opportunities, capitalising on wider connectivity offered by two key cross-country routes, the A50 and A38.
- Be shaped by the unique character of the landscape setting, maximising existing site features and responding to local context to create a distinctive identity and strong sense of place.
- Create new multifunctional green infrastructure assets, accessible by existing and new residents, creating a biodiverse and healthy environment where wildlife and communities flourish.

This will be a place where people can enjoy active lifestyles and where connected streets and spaces support community cohesion.



STRATEGIC PRINCIPLES

The location, scale and character of the site form the foundation to a development that be planned and designed to align with the following strategic principles. These reflect sustainable development objectives at local and national level.



PLANNING CONTEXT

Emerging Local Plan review

The site is situated within the administrative boundary of South Derbyshire District Council (“the Council”) and is located on the north eastern edge of Hilton, which is defined as a Key Service Village. It is also located within a parcel of land identified in the Derby Housing Market Area Growth Study (August 2021) as the Hilton northern expansion under reference D1.

The Council is currently preparing the Local Plan Review which will extend the current Local Plan Part 1 up to 2041, which is seeking to guide the scale, location and nature of new development in the area to meet the unmet housing needs of Derby over the plan period up to 2041.

The site has been submitted to the Council and considered through the South Derbyshire Strategic Housing and Employment Land Availability Assessment [SHELAA] 2024, under reference number 163 - Land north of Egginton Road and east of Lucas Lane, Hilton. The SHELAA concluded that “The site is considered available, achievable, and suitable. However, a number of suitability criteria would need to be overcome/require mitigation”. To this end, St Modwen have submitted a suite of further information to the Council to support the deliverability of the site.

However, to meet Derby's unmet housing needs, the Council is proposing to allocate two sites on the edge of Derby to assist in meeting their need; Infinity Garden Village south of Derby and South of Mickleover.

Adopted NPPF and Standard Method

As the Council will be aware, the Government has recently published the revised National Planning Policy Framework [NPPF] and Standard Method [SM] for calculating Local Housing Needs [LHN]. Whilst the Council's current consultation seeks to grapple with the requirements of the previous NPPF and SM, it is clear that the Council will need to reconsider their plan in light of the new requirements and housing needs established in the revised NPPF and SM as they do not benefit from the transitional arrangements.

Whilst the Council is planning for the housing need and land supply dynamic within the Derby HMA based on the previous SM, this has fundamentally changed under the revised SM and NPPF. The Council's own needs will increase, alongside Amber Valley's, whilst Derby's will reduce. As a consequence, the unmet needs of Derby will be reduced, whilst needs will also arise in Amber Valley that are not planned for.

In addition, the Council will need to plan for a 15-year plan period from adoption (Para 22, NPPF), which will require the Council to look up to 2041/42 as a minimum. This will increase the housing needs of the HMA further and require further allocations to meet these needs. Furthermore, the Council will need a variety of land to meet these needs and should not be overly reliant on strategic Garden Village scale developments to meet these needs, as this could take a significant period of time to begin delivering.

National Design Guide, MHCLG, 2021

Design quality continues to be at the forefront of the national planning agenda. The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. The guide forms part of the Government's planning practice guidance and supports the NPPF.

The guide states that “*The long-standing, fundamental principles for good design are that it is: fit for purpose; durable; and brings delight*” (para 4), and “*Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal.*” (para 16)

The guide identifies ten characteristics which can contribute to well-designed places; contributing to a sense of community, character of place and climate resilience.

10 Characteristics of a well-designed place

- 1. Context.** A sound understanding of the features of the site and surrounding context, integrated into the surroundings, responsive to local history, culture, and heritage.
- 2. Identity.** A positive and coherent identity, a character which suits context, is visually attractive to delight their occupants and other users.
- 3. Built Form.** Compact forms that are walkable, accessible to local public transport, services, and facilities, defining streets and spaces, memorable features, or groupings of buildings.
- 4. Movement.** Safe and accessible for all, providing a genuine choice of sustainable transport modes, encouraging cycling and public transport, promoting activity and social interaction, incorporating green infrastructure.
- 5. Nature.** Existing and new natural features, prioritising nature so that diverse ecosystems can flourish, providing attractive open spaces in locations that are easy to access.
- 6. Public Spaces.** Well-located public spaces that feel safe, secure, and attractive for all, have a hierarchy of spaces, have trees and other planting.
- 7. Uses.** A mix of uses including local services and facilities to support daily life, an integrated mix of housing tenures and types and well-integrated housing designed to be tenure neutral and socially inclusive.
- 8. Homes and Buildings.** Good quality internal and external environments, resolve details around operation and servicing so that they are unobtrusive and well-integrated.
- 9. Resources.** Layout, form and mix of uses that help reduce resource requirements, including land, energy, and water, are fit for purpose and adaptable over time reducing the need for redevelopment and unnecessary waste, use materials and adopt technologies to minimise their environmental impact.
- 10. Lifespan.** Designed and planned for long term stewardship by landowners, communities, and local authorities, provide developments which are easy to use and look after and enable a sense of ownership, adaptable to their users' changing needs and evolving technologies.

Our vision is founded on established and emerging local policy objectives and will help to address a sub-regional unmet housing need of over 3,000 households



The 10 characteristics of a well-designed place will continue to shape our vision, and have informed the indicative masterplan set out in this vision document.

Left: Extract from the National Design Guide: the ten characteristics of a well-designed places
(Source: National Design Guide, 2021)

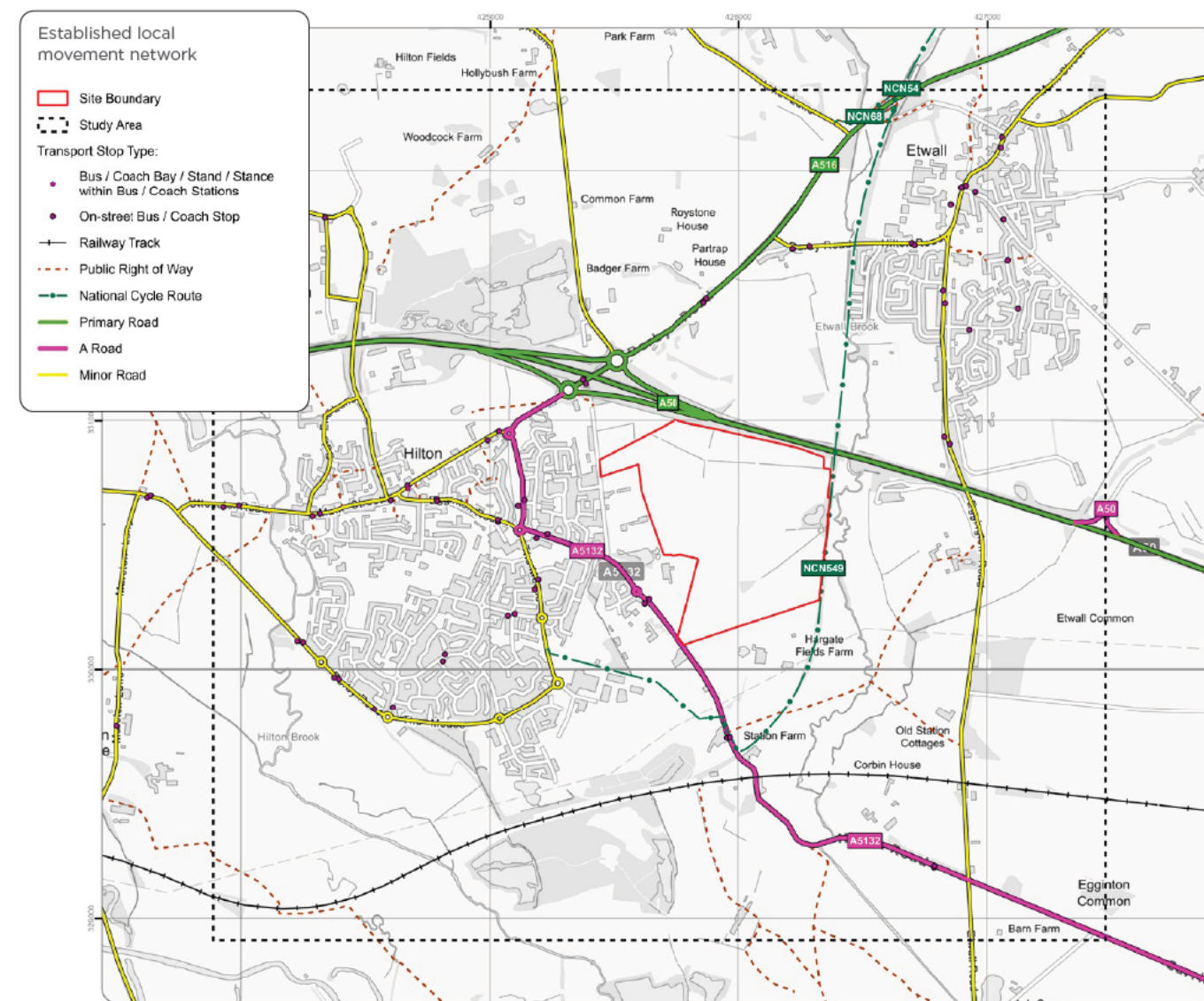
ACCESSIBILITY

The site forms part of a mixed and evolving urban fringe incorporating new and emerging physical infrastructure. Its western and southern boundaries adjoin the existing settlement edge, including existing commercial uses south of Egginton Road. Further south, the redevelopment of the former Hilton Depot by St Modwen continues to deliver new homes and green infrastructure alongside the Mease Spencer Academy Primary School, bolstering the sustainability and accessibility of local services and enhancing sense of place.

Hilton is a Key Service Village in recognition of its range of services and facilities, good public transport

connections and links to wider social infrastructure networks across South Derbyshire and Derby. The site can support development that enhances these attributes, linking established pedestrian and cycleway connections to local services, education and employment areas.

The site is well located in terms of local and national destinations including Derby to the north-east via the A50 and A38. Tutbury and Hatton Railway Station is located less than 5km west of the site, served by East Midlands Rail with regular services including to Derby and Crewe via Stoke-on-Trent. Rail connectivity also underpins the East Midlands Freeport initiative promoted



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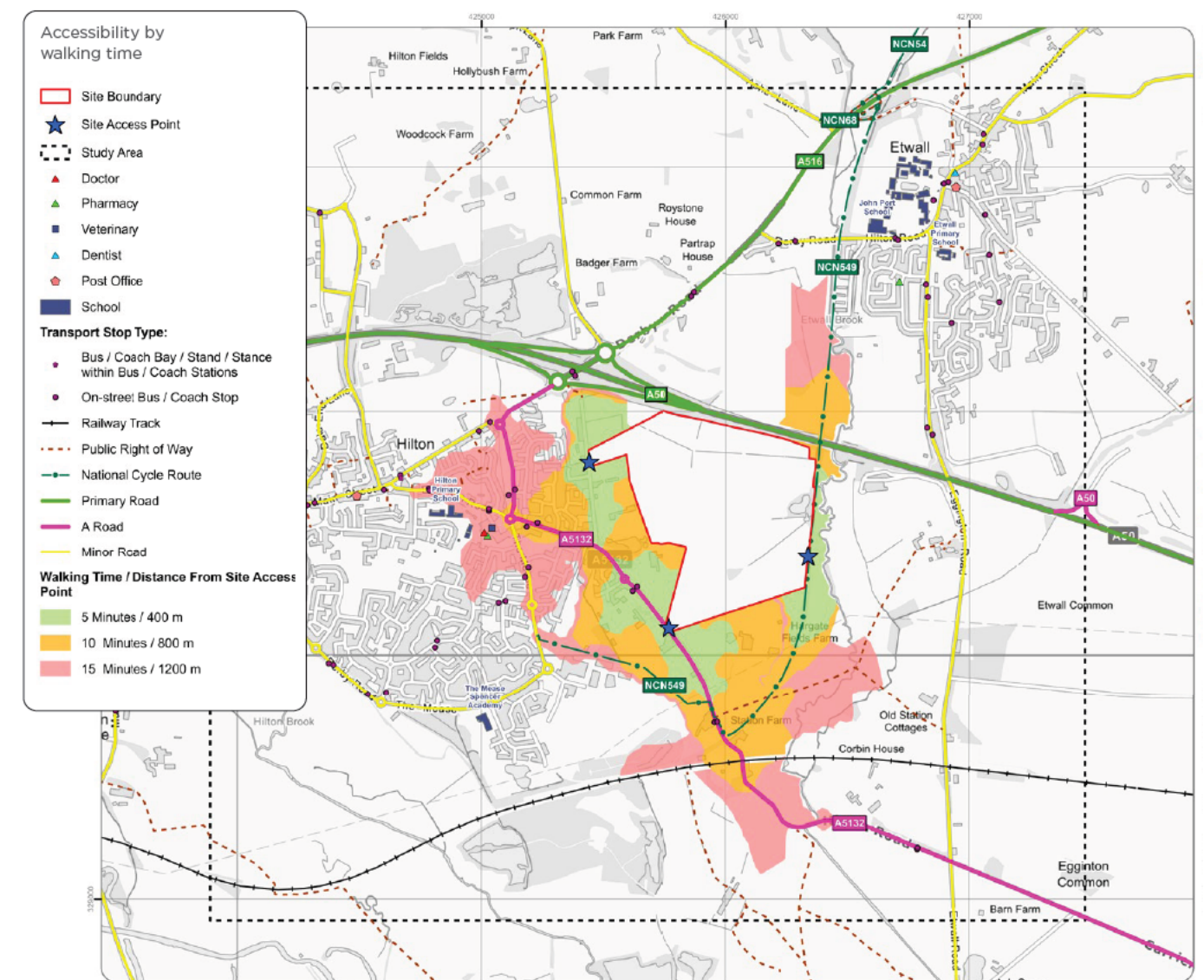
Hilton has experienced positive growth over recent decades. The site provides an excellent opportunity to create a well-connected, integrated residential neighbourhood with established pedestrian and cycleway connections to local services, education and employment destinations.

by the Council and its partners, including the potential 'East Midlands Intermodal Park' to the east of the site.

The local Public Right of Way (PRoW) network is well developed and gives access to recreational routes through adjacent countryside. The most significant PRoWs are Etwell-SD19/10 and Hilton-SD25/13 located to the south and east of the site. National Cycle Route (NCN) 672 ('Great Northern Greenway') runs along the eastern boundary, comprising a shared route for pedestrians, cyclists and horse riders that provides access to Etwell and its key services, including John Port Spencer Academy and Etwell leisure centre.

Hilton has frequent bus service (Villager/V1 service) as well as a daytime hourly service between Uttoxeter and Burton. Other services include the 230 (Etwell-Hilton) and 403 (Darley Abbey-Hilton).

There are currently two primary schools in the village; Hilton Spencer Academy and The Mease Spencer Academy. The latter opened in September 2019 as part of St Modwen's redevelopment of the Hilton Depot site and has the potential to expand to a two form entry school. There are additional primary schools in Etwell (c2km from the site) and Egginton (c3km from the site).



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THE SITE

Boundaries / visual context

The site is well-enclosed by established vegetation with boundaries generally formed by mature hedgerows and trees. Internal field boundaries comprise hedgerows and trees, with their condition and frequency differing across the site, and include two woodland copses; one centrally located in the southern field and another to the eastern boundary, associated with an existing pond.

West

Filtered views are experienced from along the northern extent of Lucas Lane. Such views may be more apparent during the winter months when vegetation is not in leaf. It is assumed that dwellings to the west of Lucas Lane experience views to the site.

North

Vehicle users along the A50 experience brief, intermittent views of the site. It is assumed that distant views of the upper stories of dwellings at Etwall may be available from within the site, and vice versa, although views of the site are screened by the vegetated embankment of the A50.

East

Glimpsed views of the site are available through gaps in the vegetation when walking or cycling on the Great Northern Greenway. This may become more apparent during the winter months. Further east, views of the site are screened by the well-established vegetation along the Great Northern Greenway and within adjacent fields.

South

A narrow view of the site is available at the field gate along Egginton Road. Otherwise, views into the site from Egginton Road are screened by well-established hedgerows and tree groups. It is assumed that views may be experienced from the upper-story of the farmhouse at Hargate Manor, and glimpsed views may also be available through boundary vegetation during winter months.



The site is free of primary environmental constraints and presents opportunities for development to integrate, enhance and strengthen existing local environmental features including hedges, tree groups and the existing Local Wildlife Site.

Issues and opportunities summary

This vision document is informed by a range of technical assessments to ensure comprehensive and robust appreciation of constraints and opportunities, as listed earlier in this document. The document is also informed by the assessment report submitted to South Derbyshire Council as part of the SHELAA process (*Technical Matters to Support the SHELAA for Site 163*, SLR, May 2024). Selected findings from this site analysis are reflected in the summary constraints plan over page.

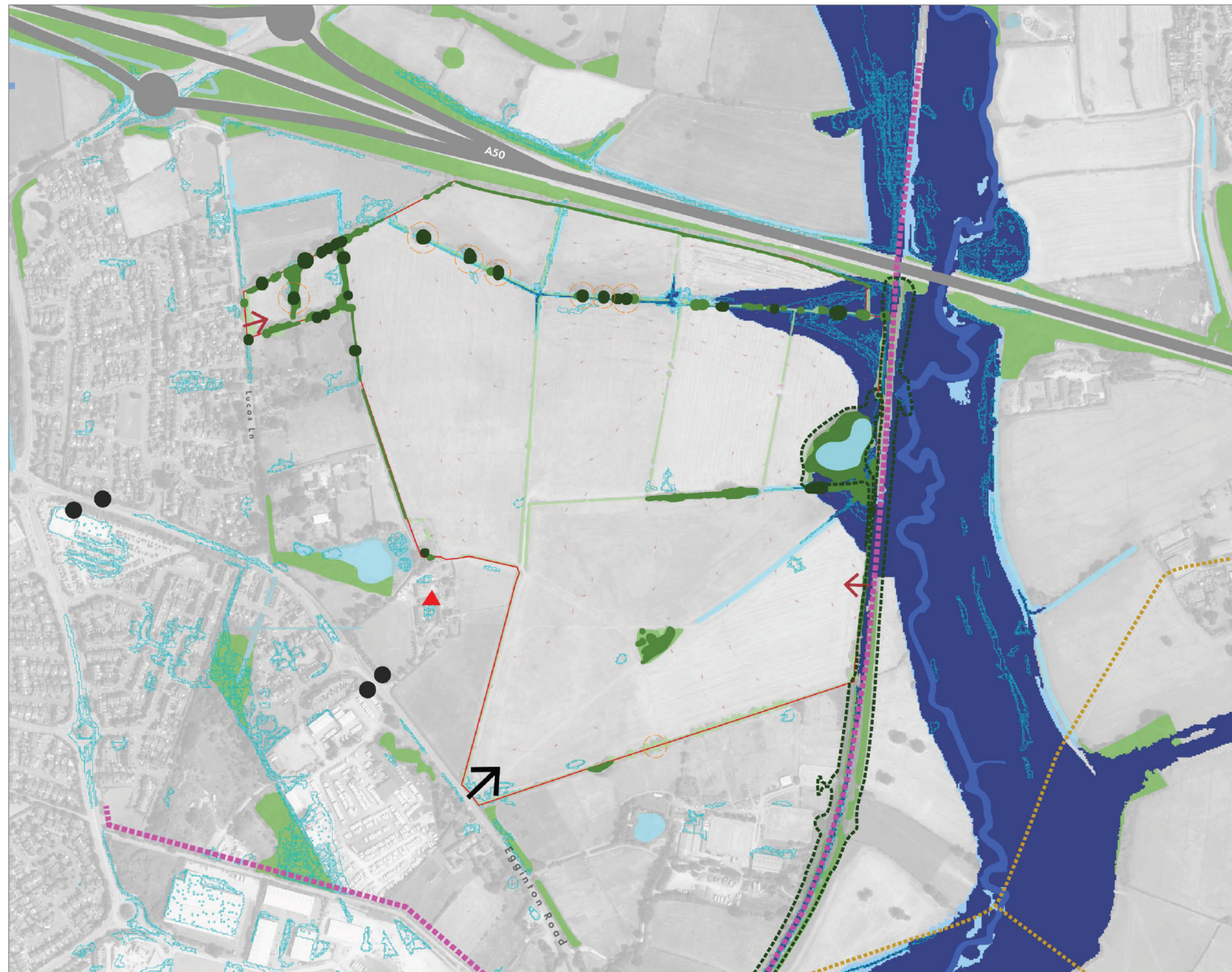
Selected issues for consideration

- Established Local Wildlife Site falls within and immediately adjacent to the eastern boundary.
- Potential noise impacts from the A50, to the immediate north of the site.
- Listed Building located approx. 95m west of the site.
- Established tree groups and hedges along site boundaries.
- Tree groups of medium and high quality within the site.
- Established ditches and water courses within the site boundaries.
- Potential for some landscape and visual sensitivity to eastern boundary along the Great Northern Greenway.

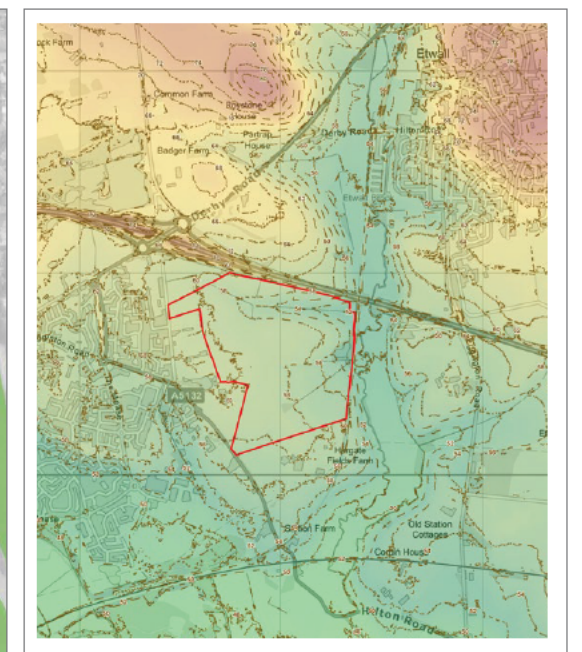
Selected opportunities to maximise

- Clear site access opportunity from Egginton Road.
- Potential for additional point of connection to/from Lucas Lane and Great Northern Gateway, opening up access to wider local route network and social infrastructure.,
- Lower lying land and water course to the north east provides foundation for potential gravity SuDS system.
- Consideration to be given to retaining, where possible, all trees and hedges that have been identified as having a high and moderate quality and value.
- Established trees and vegetation can help to screen the development area from wider views, with opportunities to also provide new planted areas, and enhance existing boundary vegetation.





Non-technical constraints summary plan



Inset: local topography



- Site
- Ground level contours within site boundary
- Existing watercourse (Etwell Brook)
- Areas at risk from flooding (fluvial)
- Areas at risk from flooding (surface water)
- Existing PRow network (selected)
- Great Northern Greenway (National Cycle Network)
- Existing Local Wildlife Site (approx)
- Existing areas of local woodland (approx)
- Existing trees mapped within site
 - Category A
 - Category B
 - Category C and U
- Root Protection Area for Veteran trees
- Existing hedgerows within site
- Local bus stops
- Opportunities for direct vehicular site access
- Opportunities for ped/cycle site access
- Listed Building

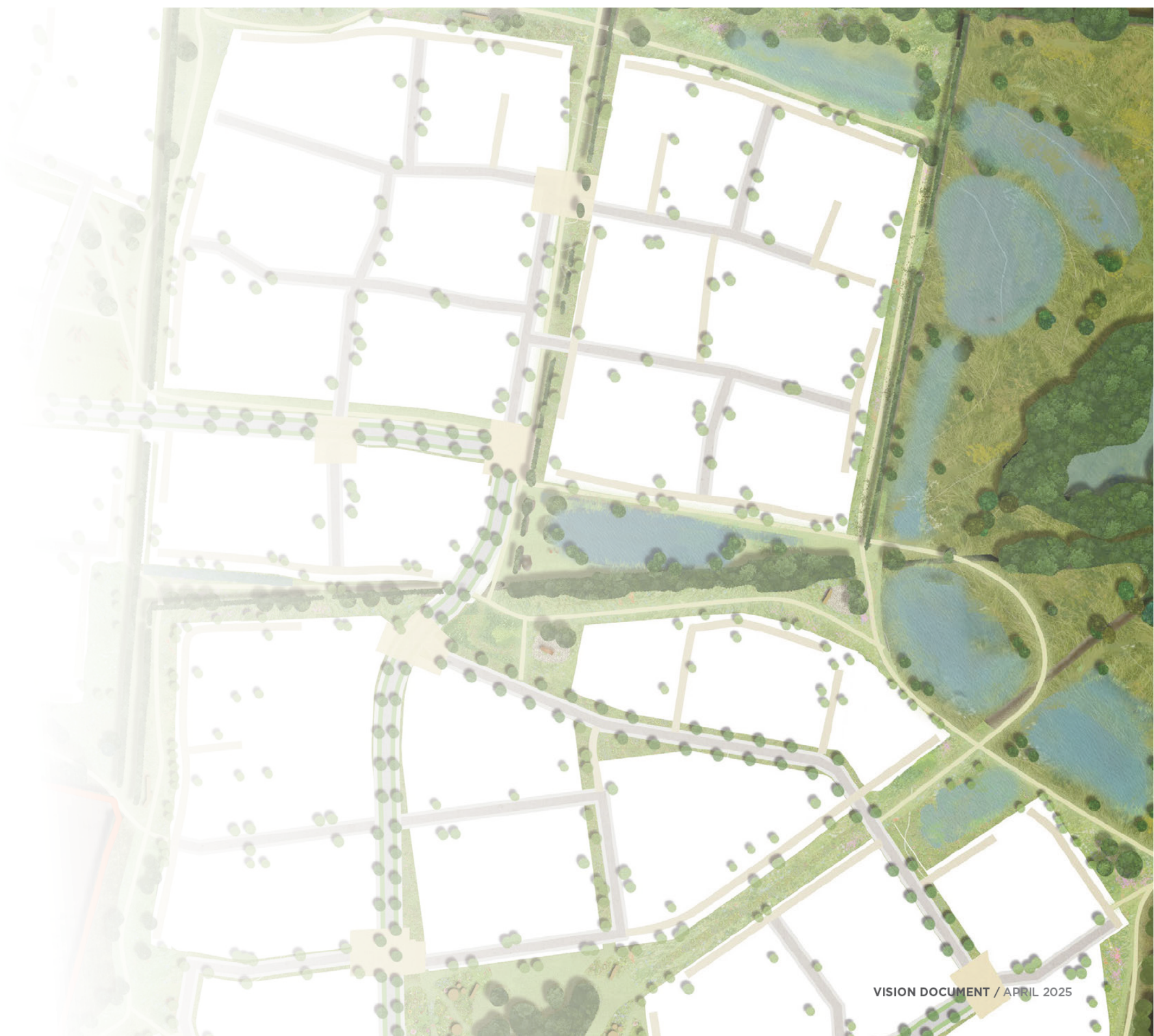
3 Delivering the vision

St. Modwen is proposing the development of land at Egginton Road for a green infrastructure-led, mixed-use urban extension that applies the vision and responds to context.

This is a sustainable, unconstrained site offering an ideal opportunity for a logical urban extension to Hilton.

St. Modwen's emerging proposals include:

1. A community of up to approx. 800 homes offering a mix of market and affordable housing and potential self/custom build plots, and additional elderly care, subject to market and housing need.
2. Primary vehicle access from Egginton Road, with pedestrian and emergency access from Lucas Lane.
3. A network of footpaths and cycleways connecting the development to Hilton's key services and linking to the Hilton-Etwall cycle path, situated to the east of the site.
4. Substantial public open spaces and green corridors across the site helping to maintain and enhance existing trees, hedgerows, and the Local Wildlife Site, and including landscape buffers to manage noise impacts from the A50.
5. A potential new local centre, providing a mix of retail and community uses, subject to market need.



INDICATIVE MASTERPLAN

THE INDICATIVE MASTERPLAN ILLUSTRATES POTENTIAL FOR A NEW PLACE THAT ENHANCES THE DIVERSITY AND VITALITY OF HILTON: A PLACE THAT IS INTEGRATED WITH EXISTING VILLAGE INFRASTRUCTURE BUT CREATES ITS OWN DISTINCT IDENTITY.

- 1 Existing Local Wildlife Site retained and integrated into green infrastructure network
- 2 Key arrival space - a welcoming and green gateway from Egginton Road
- 3 Secondary arrival spaces that welcome pedestrians and cyclists with inviting paths and views through to trees and green spaces, and provide connectivity to the Great Northern Greenway
- 4 Potential to integrate route for emergency vehicle access, if required
- 5 Direct pedestrian / cyclist links into and through the site, creating safe active travel routes
- 6 Potential location for mixed-use development incorporating community facilities, subject to demand and feasibility
- 7 Potential location(s) for specialist housing types for elderly and/or Extra Care needs, subject to demand and feasibility
- 8 Potential location(s) for self-build plots, subject to demand and feasibility
- 9 Potential space for community garden / orchard and/or food production (e.g. allotments), subject to demand and feasibility

Key

	Existing trees		SuDS ponds / basins
	Existing hedges		Swales
	Existing pond		Main streets
	Footpaths & cycleways		Residential avenues
	Lowland meadow		Lanes & shared spaces
	Semi-natural open space		Rear courtyards
	Amenity open space		
	Recreational open space		
	Scattered tree planting		



INDICATIVE MASTERPLAN

THE INDICATIVE MASTERPLAN ILLUSTRATES POTENTIAL TO ACHIEVE APPROXIMATELY **800 NEW HOMES** AT A DENSITY OF C35-40DPH SUBJECT TO FUTURE LAYOUT DESIGN.

MASTERPLAN APPROACH

The indicative masterplan balances our vision and objectives with an appreciation of context and key site characteristics. It has been developed as a collaboration across a multi-disciplinary team, maximising opportunities but maintaining feasibility.

A sustainable new place

Landscape led

The indicative masterplan demonstrates that both wider landscape and visual considerations and local, site-specific green infrastructure opportunities can positively shape and be compatible with new development.

Enhanced connectivity

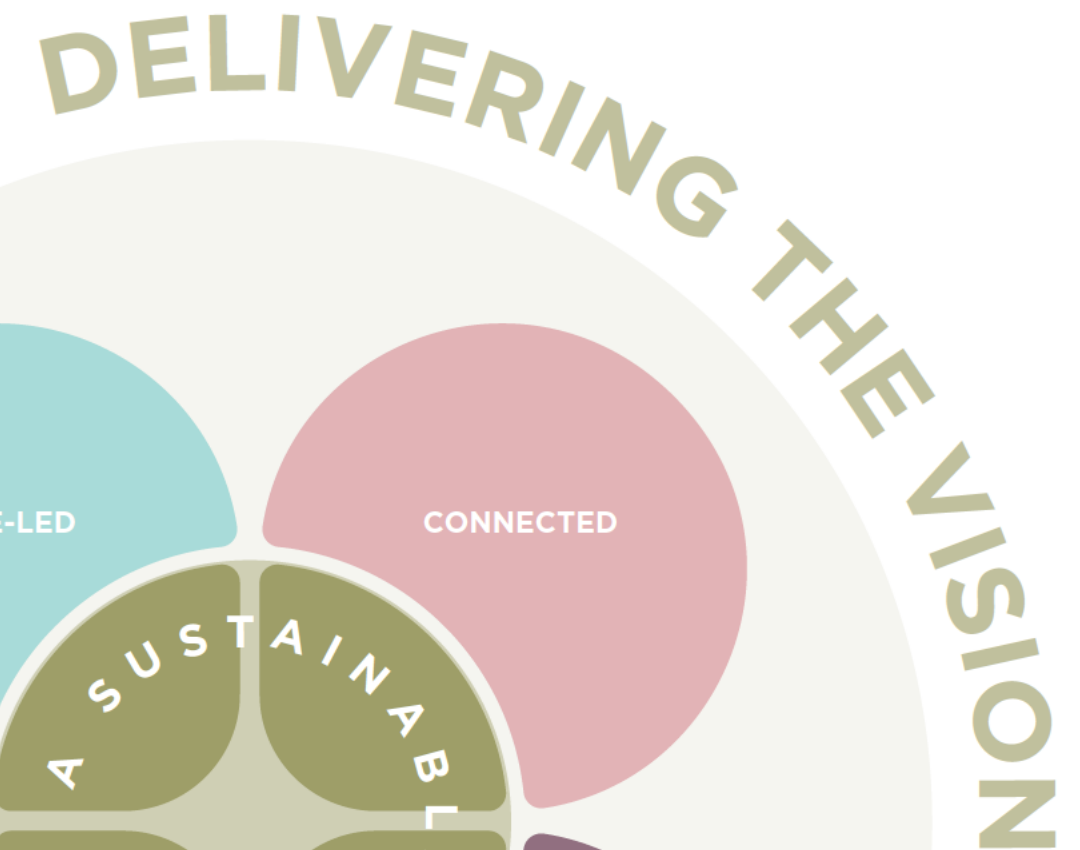
The indicative masterplan recognises the role that development can play as part of the wider strategic growth opportunities, not just being the next 'phase' of Hilton's spatial growth but linked to, enhancing and facilitating wider development opportunities and economic growth.

Supporting communities and economic growth

The indicative masterplan meeting wider sustainable development objectives contributing to the continued development and enhancement of established communities, social infrastructure networks, and existing and future employment centres.

Sustainable design and construction

St. Modwen aims to be net zero carbon by 2040, and operationally net zero by 2025, as it looks to take a leading position in responsible business practices to deliver a meaningful, positive impact on the environment. Development can deliver low-carbon and low-carbon-enabled buildings.



LANDSCAPE-LED

A comprehensive landscape strategy is central to the vision. Development will aim to protect and maximise the benefits of landscape and ecological assets to provide a rich and distinctive setting, create accessible green spaces with different characters and functions, and provide valuable amenity, wildlife and recreational resource for the whole community.

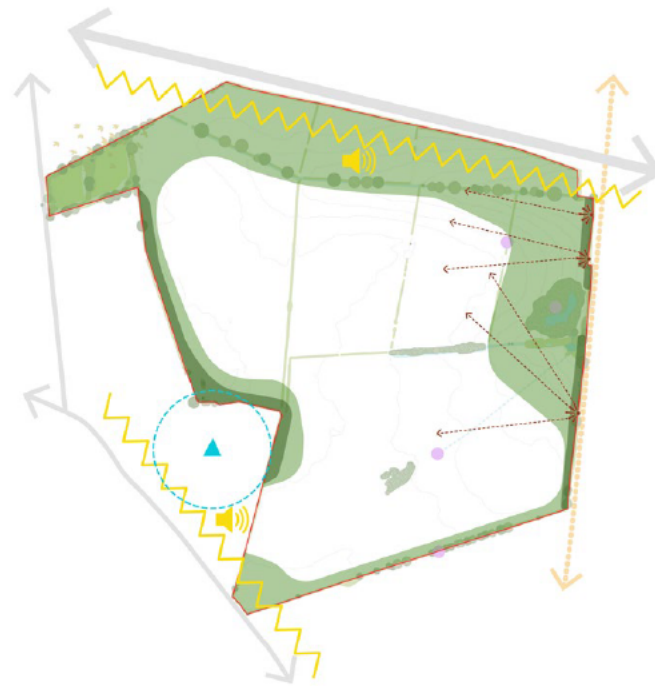
This can include integrating existing distinctive features which already make the site unique, using these to shape urban structure and movement patterns.

Strategic principles for landscape-led development



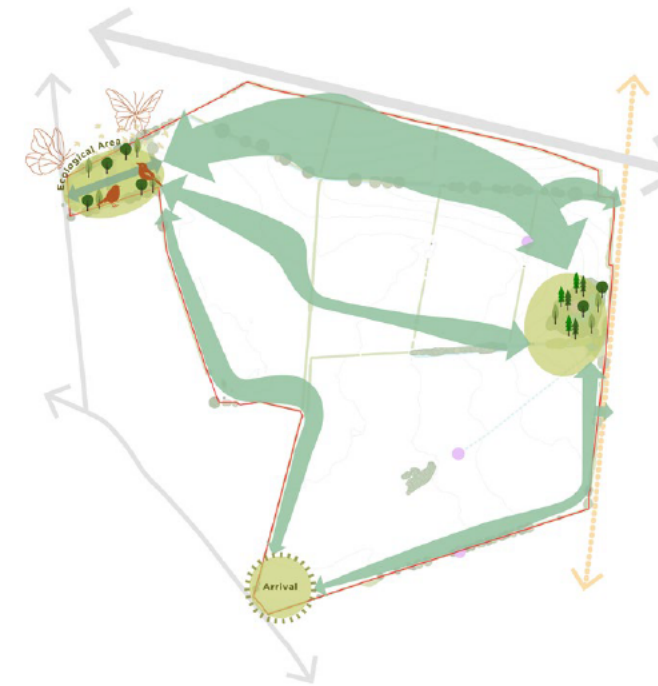
1. Retain existing features

- Identification of key trees, hedges, copses and ponds to maintain existing landscape character, amenity and biodiversity value, and provide instant maturity to development with a strong sense of place.
- Suitable stand-offs around retained features to ensure longevity and reduce the impact of development on character and amenity value.
- Areas at risk of fluvial and surface water flooding will remain free from built development, roads and strategic connections; allowing them to be retained within the green space network.
- Retention of the western-most part of the site, at the interface with Lucas Lane, as an enhanced ecological area that remains unimpeded by development.
- Utilise the existing network of field boundary hedges to inform the settlement pattern.



2. Create landscape buffers and sensitive interfaces

- Built form to be set back from the eastern boundary to limit visual effects on views from the Great Northern Greenway, with potential for enhanced planting to further screen views.
- Development to be offset from the northern boundary to limit visual effects and influence of the A50 on proposed development.
- Offset from the boundary with Egginton Road to limit potential noise impact.
- Provide a landscape buffer to the western boundary to manage impact upon the Grade II listed Hargate House Farm.



3. Enhanced connectivity and open space

- A connected multifunctional network of green spaces around identified high value habitats, trees and field boundaries to enhance connectivity and biodiversity value for wildlife.
- Linear green spaces connecting key assets and edges along established corridors and desire lines; particularly to the north providing a biodiverse corridor free from development.
- Ensure existing ecological habitats have influence over the proposed open spaces, with semi-natural environments drawn in from the edges of the site.
- Provide an attractive landscaped arrival space at the interface with Egginton Road.



4. Integrated development and enhanced access

- Development shaped by landscape within the least constrained parts of the site, delivering connections between the Great Northern Greenway and the existing network to the west and south, via the site.
- Maximise green corridors and spaces as pedestrian and cyclist links through the development.
- Create a new network of people-friendly streets that provide a range of safe, low speed, well-lit routes along key desire-lines.
- Create outward-facing development blocks that overlook open spaces.

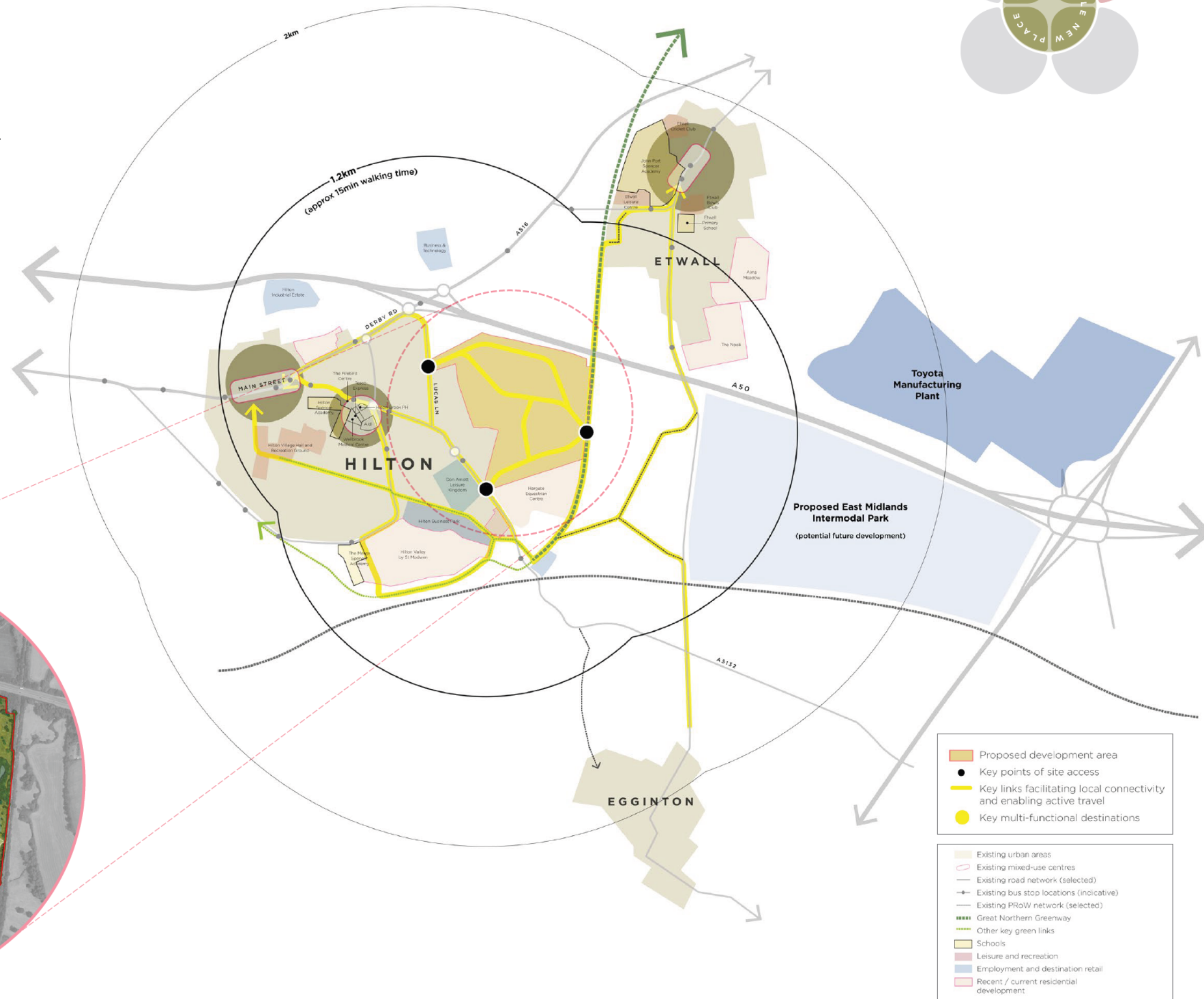
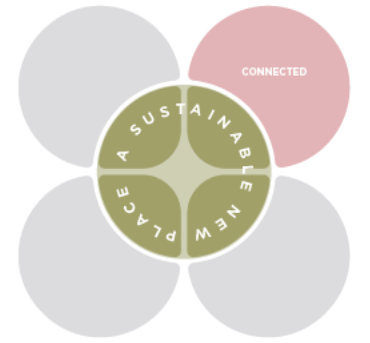


ENHANCED CONNECTIVITY

The site is well-connected, offering easy access to local amenities and public transport, reflecting healthy neighbourhood principles. Many essential services are within a 15-20 minute walk or cycle, promoting reduced car usage and encouraging active travel.

Existing and proposed pedestrian access points will link the site to bus stops on Egginton Road and within Hilton, and to local facilities in Hilton and up to Etwall. These include Aldi, a Post Office, Opticians, Wellbrook Medical Centre, as well as various eateries and personal business services. The site is also within walking distance of two primary schools; Hilton Spencer Academy and the Mease Spencer Academy. A potential new local centre on the site could include a mix of retail and community uses, subject to market need.

The Great Northern Greenway along the eastern boundary offers safe cycling and walking routes to other key local destinations, such as Etwall Leisure Centre and John Port Spencer Academy. There is potential for new development to connect to this route, whilst creating a people-friendly street network within the site that facilitates active travel and is easy to navigate for pedestrians and cyclists. Development can also help to promote the use of pedestrian and cyclist connections across the wider area, facilitating longer distance active travel.



SUPPORTING COMMUNITIES AND ECONOMIC GROWTH

Strong communities

Alongside meeting the Council's and HMA's housing needs in a sustainable location, the development would meet the wider objectives of sustainable development, as set out in the NPPF (Paragraphs 7 and 8). To this end, the proposed development would deliver a range of social benefits, with a focus on supporting strong, vibrant and healthy communities.

- Delivery of up to 800 new homes across a range of tenures and sizes, including affordable housing and a mix of 1-4+ bedroom dwellings.
- In addition to the above, homes allocated for self build and custom housing to support local residents interested in building their own homes, where market need exists.
- Additional opportunities for care and support options that address the housing needs of older residents, subject to market need.
- Homes will, in principle, meet the policy requirement for Part M4(3)(a) subject to supporting evidence.
- Design proposals that prioritise placemaking and urban design principles to create high-quality living environments.
- Convenient access to public transport, with bus stops within a 5-minute walk offering connections to Hilton and Etwall. The site is accessible via various transport modes, including cycling, public transport, and private vehicles.
- The site is well-served by existing amenities in Hilton and Etwall, including schools, a GP surgery and shops, ensuring residents have easy access to day-to-day services. Many amenities are within walking or cycling distance from the site, promoting active travel, alongside improved access to the Hilton-Etwall cycle path for both pedestrians and cyclists.
- The creation of a Local Centre with a mix of community and retail uses, where market need exists, along with proximity to services would help to foster a new community reflecting 'healthy neighbourhood' principles, encouraging sustainable and fulfilling lifestyles.
- The development could provide an extensive open space network, incorporating formal and informal green areas, a Sustainable Drainage System (SuDS), landscape, and children's play areas for the benefit of future and existing residents.

Economic Growth

The NPPF is clear that sustainable development should help build a strong, responsive and competitive economy (Para 8a). In this regard, the proposed development will contribute to delivering this objective in South Derbyshire and particularly Hilton, in terms of job creation and increased expenditure in the local economy.

It will also enable the Council to align economic growth ambitions with housing needs to ensure there is sufficient housing for the future workforce and support the provision of housing in a sustainable location, which can easily access new and existing employment opportunities through sustainable transport modes. In addition, co-locating residential development in close proximity to new regional employment opportunities will also serve to discourage unsustainable patterns of commuting.



LICHFIELDS

The economic benefits of Egginton Road

The proposed development of up to 800 new homes, across a mix of sizes and tenures, including affordable housing alongside additional older persons accommodation and self build and/or custom build plots, depending on market requirements and housing need which will be continually reviewed throughout the construction phases to ensure the development meets the evolving needs of the community.

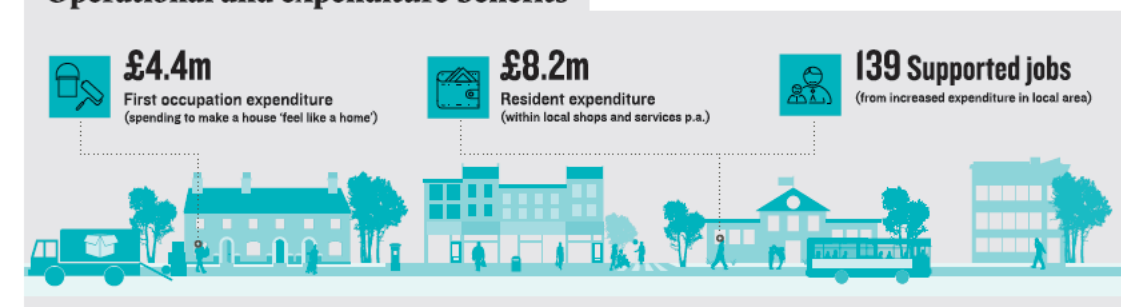
Land at Egginton Road offers the opportunity to provide sustainably located homes within close proximity to Hilton and Etwall with opportunities to access via public transport and active travel, stimulate economic growth locally, create jobs, align with future strategic employment land opportunities, assist in meeting the housing needs of South Derbyshire and contribute towards local authority revenues.



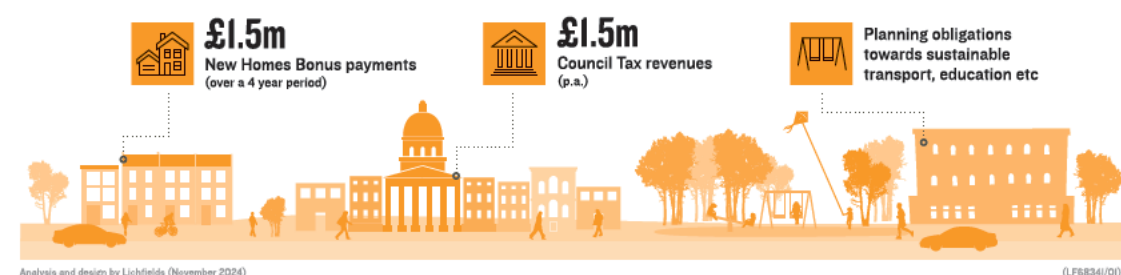
Construction benefits



Operational and expenditure benefits



Local Authority revenue benefits



SUSTAINABLE DESIGN AND CONSTRUCTION

Sustainable placemaking

Protecting and enhancing the natural environment, whilst using natural resources prudently, and mitigating and adapting to climate change, is key to addressing the environmental objectives of the NPPF (Para 8c).

This vision document has demonstrated potential for development to;

- Deliver a high-quality, sensitive and sustainable development, with clear opportunities for formal and informal green space, including SuDS and publicly accessible open space.
- Retain existing green capital, through the retention of existing hedgerows and trees within the Site (where possible), along with the planting of new native trees and hedgerows within the Site, to soften the appearance of the built form within the landscape and enhance the ecological significance of the area.
- Implement attenuation ponds within the site, which would allow for the most effective and efficient drainage for the site whilst ensuring that the groundwater environment is protected and surface water is effectively managed.
- Direct growth to an area where there is less pressure on water resources.
- Deliver habitat enhancement and improved biodiversity across the site through the effective management of trees, hedgerows, open space provision, the implementation of attenuation ponds and enhancements to the Local Wildlife Site.
- Ensuring that BNG is at the heart of the design process, with a view to incorporating extensive green spaces throughout the site and street trees along key highway and pedestrian routes. This would ensure that the site could deliver a 10% biodiversity net gain as a minimum.
- Offer a genuine choice of sustainable transportation modes to new residents to encourage active forms of travel.



Further opportunities

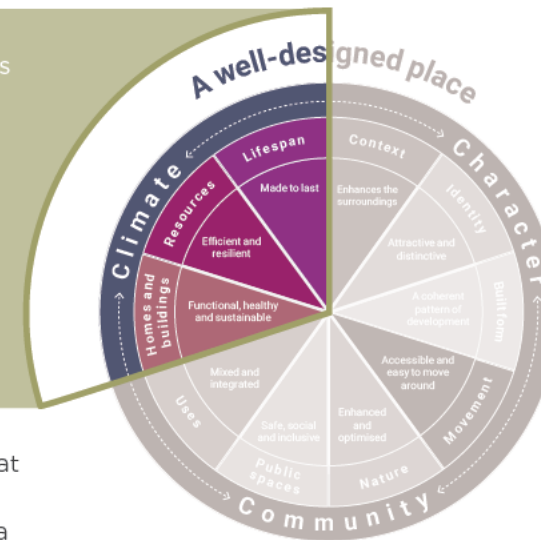
St Modwen aims to be operationally net zero carbon by 2025, and fully net zero carbon by 2040.

We pledge to invest 1% of cash profits annually into education partnerships by 2025.

Site proposals will aim to integrate and maximise sustainable design and construction through next steps of design development, focussing on the 'climate' elements of a well-designed place.

This will include exploring opportunities to;

- Optimise renewable energy sources
- Manage materials and waste
- Ensure water efficiency and sustainable treatment
- Integrate digital connectivity
- Embed sustainable management and maintenance practices



There will be particular opportunities at detailed design stage to;

- Reduce carbon emissions through a robust 'fabric first' approach to the build specification and measures to improve efficiency and performance.
- Incorporate low carbon energy generation technologies.
- Provide electric vehicle charging ports.

4 Summary

The Council's Local Plan Review has outlined several social, environmental, and economic objectives that can be met by the development of this site.

This Vision Document outlines how development would integrate with Hilton, a Key Service Village, with strategic access to transport links, local services, amenities, and key regional employment hubs.

As a sustainable, unconstrained site, it offers an ideal opportunity for a logical urban extension to Hilton. The site will help meet diverse housing needs in terms of tenure and type.

The Council will also be aware of the need to demonstrate the deliverability of proposed sites during the Local Plan examination. The Vision for this site is backed by evidence confirming there are no environmental or technical barriers to development. As a National housebuilder, St. Modwen can ensure the site will be developed within the expected timeframe, further reinforcing the site's deliverability.

The site is suitable, available and achievable. It is suggested that the Council consider allocating this site for residential development in the next stages of the Local Plan Review.







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