

View Response

Response #1306946

From

[REDACTED]

Date

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Status

Complete

First Name

Fiona

Last Name

Collis

Address Line 1

[REDACTED]

Address Line 2

[REDACTED]

Address Town

[REDACTED]

County

[REDACTED]

Address Post Code

[REDACTED]

Visibility

Unknown.

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 option and provide a reason for your answer)

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

Please enter any additional comments

Our villages of Aston/Weston are at risk from unacceptable speculative planning applications until Local Plan Parts 1 and 2 are completed and fully adopted.

2.

Where should the housing needs be met? (Please provide site details including projected delivery timescales and the specific need being met).

- Derby City's housing needs should be wholly delivered by brownfield development within the city instead of continuing development on greenfield developments in rural South Derbyshire.
- Aston and Weston historically have had numerous examples of small to mid-sized developments, built on an infrastructure designed to support small rural villages and not a key service village.
 - o Highways, sewerage and secondary schools are beyond capacity
 - o Health provision is constantly under pressure
 - o Developments consume Best & Most Versatile land - some of this land has SHELAAAs, others do not. I / We oppose these SHELAAAs in Aston
 - o Woodland, trees, hedgerows and biodiversity are under constant threat.
 - o Public transport is inadequate and road/pedestrian safety is a constant issue given the number of cars in the villages, and insufficient parking. Increasing numbers of delivery vehicles are adding to the problem.
 - o Flooding from surface water is an ongoing challenge.
 - o Noise is an ongoing and increasing problem.
 - o Light pollution is challenging from warehousing in Castle Donington, with the prospect of further logistical development proposed south of the A50 (SHELAA 61) right up to Weston's Parish Boundary and in Shardlow (SHELAA 199).
 - o Neither Aston nor Weston can tolerate further housing beyond windfall developments within settlement boundaries until the challenges above are resolved and development can proceed sustainably
- Every one of the current proposed developments is on Best and Most Versatile agricultural land, outside settlement boundaries – 9 of these sites

already have developer interest, totalling around 850 additional dwellings on 45 hectares of land which would be permanently lost from agriculture.

- ***Four of the HIGHLY problematic SHELAAAs (48, 189, 186 and 47) are in the Moor Lane area, totalling c.280 dwellings on 13 hectares of Best & Most Versatile. Extensive and detailed objections have been made again Providence Land's Planning Application DMPA/2025/1645 for SHELAA 48. I am highly opposed to the above FOUR SHELAAAs for the extensive list of objections shared by the group of residents in Moor Lane. If SHELAA 48 is given the go ahead, the carriageway modifications will open up applications for SHELAAAs 48, 186 and 189 along with extensive development

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)? (Please provide a reason for your answer)

- ☒ Yes
- ☐ No

Please enter any additional comments

Settlement boundaries for Aston and Weston should remain as they are.

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)? (Please provide an answer to your question)

- ☐ Yes

☒ No

Please enter any additional comments

«No response»

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)

«No response»

6.

What could the Council do to speed up delivery on strategic allocations? (Please provide details)

«No response»

7.

Should the Council allocate land South of Mackworth for development within the plan period? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

8.

Are there other steps that the Council could take to accelerate housing delivery on other sites? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

9.

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

(Please provide a reason for your answer)

☒ Yes

☐ No

Please enter any additional comments

How can planning proceed in a rules-based direction without these basic tools. The settlement boundary for the urban edge of Derby is important for Aston and Weston

10.

Do you agree with the principles for assessing the settlement boundaries, as set out in Appendix 1? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

11.

What issues regarding the settlement boundaries should the Council consider? (Please provide a comment)

- As previously advised in the Local Plan Part 1 review, Aston's and Weston's positions in the settlement hierarchy must be corrected.
- Weston's services do not warrant Weston being classified as a local service village – it is a rural village.
- Aston, as a small village cannot grow more than it already has without radically altering its rural character; developing north toward the A50 and becoming indistinguishable from any other suburb of Derby; or encroaching upon its neighbours in Weston and Shardlow. If it can remain as a Key Service Village without taking on additional housing and industrial commitments fine, but its size and services indicate it would be more accurately classified as a Local Service Village.

12.

Do you agree with the retail hierarchy? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

13.

Should the Council redefine the retail centre in Swadlincote as a commercial centre which would allow for a wider range of uses? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

14.

What issues regarding Swadlincote Town Centre redevelopment should the Council consider? (Please provide details)

«No response»

15.

Should the Council define the boundaries of all of the retail areas within the District? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

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'? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

17.

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

«No response»

18.

Should the Council undertake a Green Belt review with a specific objective of identifying what, if any, Grey Belt exists within the district? (Please provide a reason for your answer)

☒ Yes

☐ No

Please enter any additional comments

«No response»

19.

What other sites and/or options should the Council consider for providing Gypsy and Traveller accommodation? (Please provide details)

«No response»

20.

Are there any other issues that the Council should consider when meeting the needs of Gypsies and Travellers? (Please provide details)

«No response»

21.

Are there any additional policies/other issues that the Local Plan should address? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

22.

Are there any amendments required to the existing policies to reflect implemented changes to national planning policy, policy guidance or Regulations? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

23.

Are there better/alternative mechanisms that the Council should use to secure the required infrastructure? (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

«No response»

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. (Please provide a reason for your answer)

☐ Yes

☐ No

Please enter any additional comments

- The sewerage system in Aston can't cope with any more houses, but developments still continue to go ahead.
- ***We would like to request a formal view of the surface water and sewerage situation in Aston and Weston, covering the Moor Lane area including impact of proposed developments (SHELAAAs 189, 48, 186 and 47), and more broadly recognising that Aston is not recognised as pumping station – the nearest is Shardlow which serves other areas in South Derbyshire too. Ideally this would include recommendations as to policy regarding adoption as above.

25.

Do you have any further/additional comments? (Please provide details)

As with the objection raised against DMPA/2025/1645 - the following points also apply to SHELAAAs 48, 186 and 187, thus making them unsuitable sites.

1. Inadequate Supporting Infrastructure

Local infrastructure—including education, medical services, and public transport—is already overstretched. A development of this scale would not generate sufficient Section 106 contributions to make meaningful improvements.

2. Highway Safety – Fundamental Concern

Moor Lane is narrow, constrained, and lacks continuous footways or adequate lighting. Traffic from 25 dwellings would materially worsen congestion and safety risks, particularly around key junctions and school times.

3. Deficiencies in the Transport Statement

The submitted Transport Statement relies on outdated, unrepresentative data and significantly underestimates actual traffic generation. It also fails to account for recent collisions and known pinch points.

4. Drainage, Sewage, and Flood Risk

There are longstanding issues with foul sewer capacity, system collapses, and unreliable pumped systems in the area. The proposal does not demonstrate that essential upgrades will occur.

5. Environmental and Agricultural Impacts

The site includes Grade 2 Best and Most Versatile agricultural land and features protected trees and hedgerows. The development would cause irreversible harm to valuable natural assets.

7. Residential Amenity and Noise

Future residents would be exposed to significant noise from the A50 and aircraft pathways, with no adequate mitigation strategy proposed.

8. Community Amenity and Local Businesses

Increased traffic would harm recreational routes and impact local businesses reliant on unrestricted access via Moor Lane.