

HPC objections to Burnaston Cross/Axis 50 planning application DMPA/2019/0948

Whilst the development proposal is not in or even adjacent to Hilton Parish, the Parish Council feels that the proposed development is of such a scale and in such a position that it is not only contrary to the Local Plan we are all striving to work to, but it will also have a direct impact on the residents of Hilton as they go about their daily life.

Development of the land in question has previously been rejected in 2009 by the Inspector appointed by the Secretary of State. He cited the main issues as:

1. Landscape and visual impact
2. Effect on the Trent and Mersey Canal Conservation Area
3. Effect on the settings of listed buildings
4. Highways considerations
5. Strategic site selection

The Introduction to Local Plan Part 1 is very clear in its aims: The plan should be holistic i.e. not piece-meal; preserving the 'high quality of life' currently enjoyed by the residents; ensuring new developments are of the 'highest possible quality, allowing easy and convenient access to jobs...reducing the need to use the car'; will provide some certainty to residents.

Nowhere in the Local Plan is there any consideration of a development such as Axis 50; in Willington or anywhere else.

At over 30 Hectares, this proposed development would represent nearly a 40% increase in the industrial land allocation as seen in the Local Plan.

There is no demonstrated need for such a large development within South Derbyshire and certainly not in Willington as there are plenty of available nearby industrial sites at Hilton Depot and Dove Valley Business Park, not to mention the large units on the A38 in nearby Staffordshire.

The issues under item 5 above as part of the previous refusal still apply today in the latest Local Plan.

Use of Mercia Marina and the Trent and Mersey canal are popular leisure activities for some of the residents of Hilton.

In terms of the issues 1,2 and 3 above nothing has changed in the area so the conclusions of the Inspector should still be valid. In particular, "the landscape and visual effects of the proposals would be unacceptably harmful overall" and "the proposals would not preserve, but would have a harmful effect on the character of the Conservation Area, through its influence on views from the Area."

Traffic congestion at the A50/A38 roundabout is of great concern to Hilton residents as it is used by many in their journeys to work.

The 687 page Transport Assessment is not only difficult to wade through but it is hard to find the key issues.

As is noted in the report, the roundabout is already over capacity and whilst it appears that there may be some mitigations at some point in the future, it is hard to see how these measures will remove what could be considered the most dangerous feature of the

overcapacity. This is the queuing on some of the slip roads at peak time back onto the main carriage way of either the A50 or the A38.

The forecast queue lengths within the report show that this will still be the case.

Justifying adding this proposed development traffic to an already overcapacity situation on the basis that it will not add much more would be an irresponsible basis on which to approve development plans.

The queuing on Castle Way is also an issue for Hilton residents and there are other aspects of the Transport Assessment that could be challenged e.g. the forecast growth rate of traffic.

In conclusion the case for refusal by the Inspector in 2009 still stands today and indeed is probably stronger.

We urge SDDC to refuse planning permission. Not to, would set a very bad precedent for the area and the Local Plan.