

Derby Road, Hilton Site Planning Application (9/2019/0419) – Hilton Parish Council observations

Noise Assessment – the most northerly edge of this development will be ~500-600m from the A50. A busy, elevated section, of the main dual carriageway road. The recent Lucas lane planning application in Hilton 9/2019/0244 included a full Noise Assessment recognising noise readings, from the same road (albeit slightly nearer), well in excess of the maximum level for amenity areas of 55dB. Adjacent to this development, readings have been taken in excess of 60dB. A noise assessment should be completed prior to approval to ensure that the proposed development fully complies with the noise regulations both for external amenity areas (max 55dB), and internal living space (max 35dB).

The Highways report which is the underpinning document for the site access plan does not contain any speed survey data. It assumes that the 85th percentile speed is below 41mph. A traffic survey performed by Derbyshire County Council on behalf of the Hilton Parish Council (for the Neighbourhood Plan) demonstrated that the 85th percentile speed exceeded 41mph. This would suggest that the assertion about the 65m safe visibility distance is unsafe.

Pedestrian crossing – the original application 9/2017/1293 showed a proposed pedestrian crossing opposite to 13 Derby Road. This is too close to the bus stop zone and conflicts with the highway regulations. This application does not resolve this issue. Additionally the entry point to the crossing from the east side is a 'blind' spot and is a dangerous position to cross the road. This is especially the case given the known speeding problems at this position. The Parish Council view is that a crossing is essential but it must be sited in a safe place that conforms to all regulations, and which recognises the latest speed data taken by Derbyshire County Council on behalf of the Hilton Parish Council (for the Neighbourhood Plan)

The Hilton, Marston and Hoon Neighbourhood Plan Steering Group is in the process of producing a draft plan and policies. Relative to the emerging Neighbourhood Plan there are areas of the application which fall short of the proposed policies for new developments. Whilst the plan is not yet able to be considered 'emerging', the conclusions may help inform the decision around this application.

Specifically, these are:

- Only 8% of the dwellings are bungalows in the application. The NP plan requires 25% of dwellings to be bungalows
- Parking. 70% of the development is dwellings with 4 or more bedrooms. The 4 bed roomed houses (60%) only have 2 , non-garage spaces, all of which are end-on-end. From the parking survey completed for the Neighbourhood Plan having this configuration leads to a parking problem and makes for a potentially unsafe environment, makes access for the bin lorry difficult and potentially could be an issue for the access of emergency vehicles.
- Location of storage areas for refuse bins. The risk with the proposed layout is that for such properties, the end on end drive, will become the location for refuse bins thus resulting in a reduced provision for off-road parking and exacerbating the on-street parking problem.
- Informative 11 to the outline planning permission only “encourages” the developer to provide full fibre broadband connections. High quality connectivity is an important element of the Neighbourhood Plan, and for modern living. Given this, the developer should be mandated that full fibre broadband is installed.