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Our ref: 8239846/HDC/SH/39165
Your ref: DMPA/2019/0948
Date: 14 October 2019

Dear Mr Sylvester

Proposed Commercial Development (Use Classes B2 & B8 with ancillary B1 offices) at Axis 50 (formerly Burnaston Cross), Etwall Road, Willington

As you are aware, the above site was the subject of a 2007 planning application (9/2007/1470) which was refused on planning grounds and was dismissed at appeal.

The current application is similar to that previously submitted inasmuch as the application is for commercial premises with access into the site being proposed by means of a roundabout on the B5008 Etwall Road. The proposed roundabout, subject to technical approval, is considered to be acceptable by the Highway Authority. The Highway Authority also considers that a suitable road layout can be achieved within the site along with adequate parking and manoeuvring space to accommodate the demand generated by the proposed uses.

It is anticipated that the majority of HGV traffic serving the site would do so from the north via the A38 and A50 trunk roads and this is confirmed in the Transportation Assessment. However, in the event of planning permission being granted and in order to ensure that this will be implemented and can be enforced, any future reserved matters or full application should include a Service & Delivery Management Plan or HGV Routing Plan. In addition, whilst it is noted that the weight limit and low bridges to the south of the site do add some element of control over the situation, Section 106 contributions will be required to provide additional signing on Etwall Road warning drivers of the restrictions to the south and informing them to turn left out of the site towards the Toyota Island.

Bearing in mind the above comments, the Highway Authority is satisfied that a suitable access into the site can be achieved, the main concern in respect of the proposal is the impact of the development on the existing highway network and this is considered in the Transport Assessment (TA). In response to this document the County Highway Authority's Transportation Officer made the following comments:

Based upon the previously agreed trip rates, the proposals are to generate a total of 280 vehicular trips in the morning peak hour and 200 vehicular trips in the evening peak hour. Table 6.3 of the transportation assessment headed 'Multimodal Trip Generation'

calculates that the site would generate 321 'Total People' during the morning peak hour and 229 during the evening peak hours respectively. It would be helpful, however, if the TA provided a comparison of these numbers against an estimate of the number of jobs that development is expected to directly employ. How does this take account of methodologies contained within the Homes and Communities Agency's "Employment Density Guidance", for example, applied with an employment density where a mix of National and Regional Distribution Centres would typically generate around one job per 80 square metres floor area. This suggests that numbers could be of the order of 1250, dependant obviously upon staff working shift patterns over a 24 hour/7 day period.

It is probably worth noting that the original distribution model set out in the scoping reports has been slightly adjusted in order to reflect the evidence of existing congestion at peak times in the centre of Willington which, as the transportation assessment points out, could influence route choice, particularly where two options have similar journey times. The TA considers that less traffic from the site would use the centre of Willington than previously assumed, although more traffic would use Findern Lane than previously assumed. Overall both transport statement and scoping study assume a broadly similar split of traffic assigned onto Toyota Island and local roads.

The TA includes capacity assessment of the double mini roundabout arrangement in Willington village centre, 'Willington Cross'. I suspect however much of the congestion on Repton Road through Willington is the result of downstream constraints notably the railway arches spanning two of the approaches to the junction, pedestrian crossing and on street parking all of which act to further constraints to junction capacity in the village centre.

The TA includes capacity assessment of the A38/A50 Toyota Island, providing a comparison between the background growth, committed developments and assessed development traffic under a do minimum and do something scenario. The modelling results show that the A38/A50 junction will be subject to a significant increase in future traffic demand due largely to future traffic growth and the inclusion of committed developments traffic. The analysis indicates that anticipate traffic impacts are such that mitigation to accommodate background growth would be required.

The analysis suggest that the junction would experience an increase in both journey times and queue lengths once the development was built which would have a further negative impact on the junction operational performance, exacerbated by the lack of a mitigation scheme for the background growth and committed development. The TA suggests that with the forecast background traffic growth and assumed committed development, the junction is forecast to be significantly over capacity and require intervention / mitigation works, although neglects to make any reference to or mention of the mitigation strategy agreed with the then Highways Agency at the 5 site conjoined Public Inquiry.

Appendix N of the transportation assessment alludes to an 'Approval in Principle for Mitigation Scheme at A50/A38' although it is not clear what exactly the form of mitigation would be or, more importantly, how potential queuing on the B5008 approach to the junction will be mitigated. This is particularly important because perceived delays on the approach to the (Toyota) junction will inevitably influence route choice, in particularly the number of movements through the centre of Willington.

I would be obliged if you would ask the applicant to address these comments.

Public

It is noted that a Travel Plan has been submitted and the Highway Authority's response was forwarded to you on 9 September 2019. The TA also includes measures to encourage the use of alternative forms of transport including the diversion of the V3 Derby/Burton bus service to the site and a new service from Swadlincote. Any such measures would need to be implemented upon first occupation to encourage their use before employees' car based patterns become established. In addition, to encourage pedestrian access to the site and the use of the railway, the widening of the Etwall Road footway is included and, whilst this is not indicated on the application drawings, this would be welcome and could be provided within existing highway limits.

The site is affected by a Public Right of Way (Footpath 9 in the Parish of Willington, as shown on the Derbyshire Definitive Map). The applicant proposes to divert the footpath which could be open to objection. The applicant should make provision to accommodate such a situation.

Yours sincerely

Sue Highley

Highways Development Control