

Hilton, Marston on Dove & Hoon

Neighbourhood Development Plan 2020 - 2035



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Foreword

The village of Hilton in South Derbyshire is a rapidly changing area which needs time to deal with the influx of new development of the past 25 years and for the infrastructure to meet the needs of residents in a sustainable manner.

The South Derbyshire District Council (SDDC) Local Plan, adopted in 2017, designates Hilton as a 'Key Service Village' in the Local Plan Settlement Hierarchy. It is the second largest settlement in the district.

SDDC has designated Hilton, together with the neighbouring hamlets of Marston on Dove and Hoon, as a Neighbourhood Development Plan area as shown on page 6. This area coincides with the historical church parish.

The SDDC Local Plan also stated that developments must not compromise the District's heritage assets, landscape and rural character, which must be protected, conserved and enhanced. This is what has formed the basis of our plan.

The Neighbourhood Development Plan has been produced by a working party of Hilton Parish Council, the responsible body, consisting of councillors and a group of enthusiastic volunteers. The Neighbourhood Plan Steering Group has full delegated powers, and has regularly reported to the Parish Council who have reviewed and approved progress. Hilton Parish Council has supported the production of the plan through its many stages.

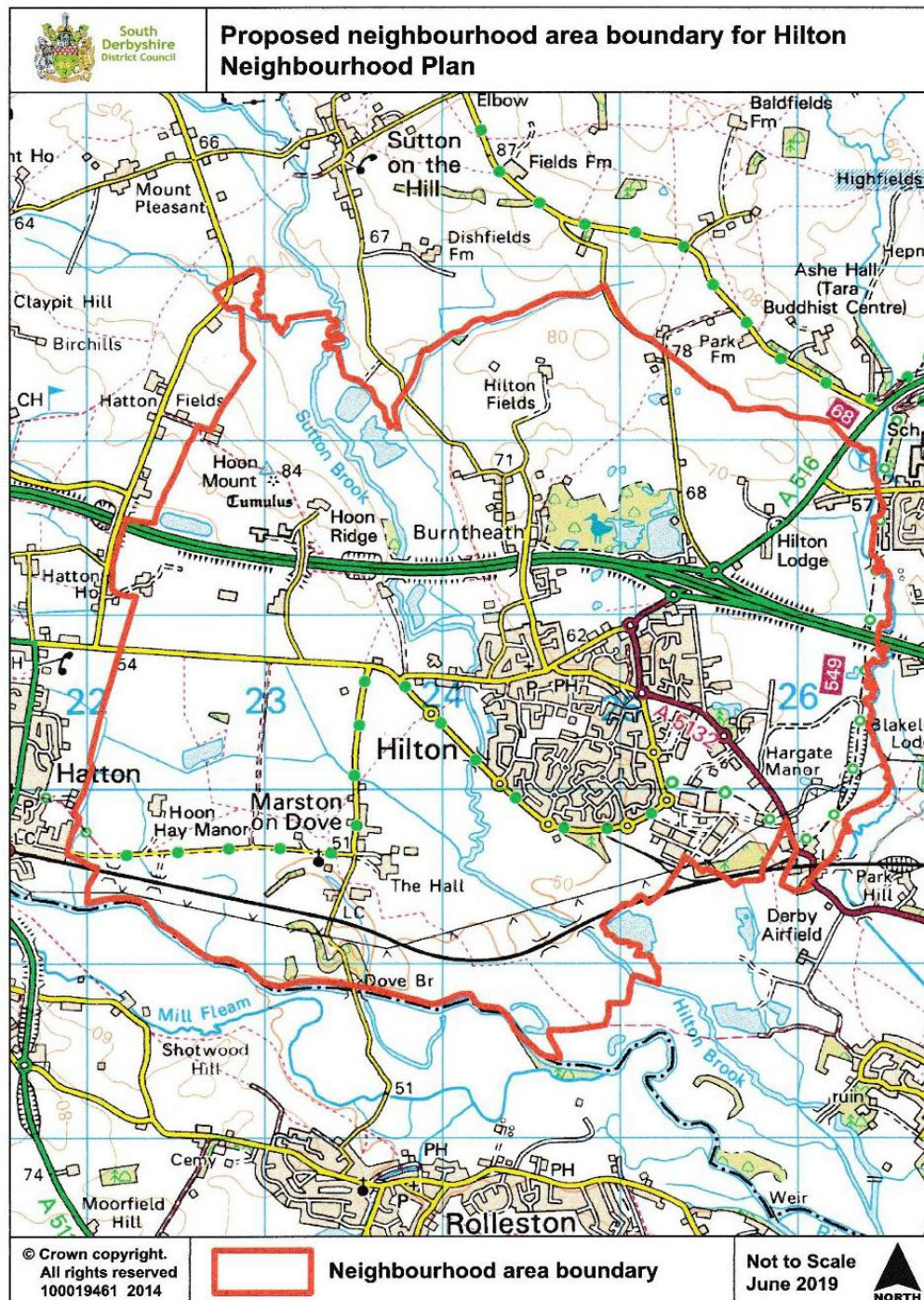
Our plan reflects the views of residents, businesses and interested parties in the parish covering all areas including housing, traffic and transport, business, environment, leisure and amenities, following detailed consultation.

Hilton Parish Council agreed to produce a Neighbourhood Development Plan covering the Designated Area in September 2017. The Steering group was established following the launch meeting in January 2018. Working groups focusing on each aspect of the plan were formed feeding information to the engagement group who developed the surveys which formed the basis of the plan.

Policies resulting from the consultation of residents are set out in each section of the plan, e.g. H1, T1, etc. However some policies which are not

related to planning matters have been designated as Community Policies, eg. CP-T1.

Hilton Parish Council is very grateful for the work carried out by the Neighbourhood Plan Steering Group and the working groups.



Map of Designated Area

Introduction

The Neighbourhood Development Plan and the planning system

The Localism Act, introduced by the Government in November 2011, aims to devolve more decision making powers from central government to communities, councils and individuals so that policies better meet the needs of local people. One of the key aspects of this is for communities to produce Neighbourhood Development Plans which are in line with higher level planning policies. Neighbourhood Development Plans must all comply with a basic set of conditions as set out in the Localism legislation.

The following is taken from the UK Government's Planning Portal website:

‘Only a draft Neighbourhood Plan or Order that meets each set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004, Revision date: 06 03 2014.’

The basic criteria which neighbourhood plans must comply with are:

1. Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood plan.
2. The making of the neighbourhood plan contributes to the achievement of sustainable development.
3. The making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of authority (South Derbyshire District Council).
4. The making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.
5. Prescribed conditions are met in relation to the plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan.

Members of the steering group consulted closely with South Derbyshire District Council, AECOM and a planning consultant, to ensure that all the above conditions were complied with in creating a robust plan for the area.

AECOM were consulted as the area had grown so rapidly that it qualifies for extra support of this nature under the planning guidelines.

About Hilton, Marston on Dove and Hoon

Hilton, Marston on Dove and Hoon, the Designated Area of the Neighbourhood Plan, is a pleasant area situated in green and gently rolling countryside with excellent road and rail links. Land ownership during and since the Second World War has played a significant part in shaping its current situation as the fastest growing settlement in South Derbyshire. Most of the surrounding area is productive farmland.

Hilton is the principal village, with currently around 3,300 houses located on the junction of the A516 and A5132, with Marston and Hoon located a mile to the west off side roads, each consisting of a dozen or so dwellings. Hoon is better classified as a hamlet.

The Designated Area had a combined population of 8,900 in mid-2017; however this is set to grow substantially over the next few years as more than 500 houses are currently under construction or have planning permission in Hilton.

The growth of Hilton far exceeds that of its near neighbours: since 2001 Hilton has grown by 114%, while the comparable figures for other nearby settlements are Willington 28%, Melbourne 15%, Findern 12%, Etwall and Hatton 11% and Repton under 10%.

Hilton has a facilities deficit compared with other places in Derbyshire with a similar population; for example it does not have a café, care home, butchers, bakers, library, swimming pool or petrol station.

Hilton lies to the south and west of two main cross country routes, the A50 running west to east and the A38 from south to north. There are two mainline railway stations a few miles away at Tutbury to the west and Willington to the east. The main line from Derby to Stoke and Crewe runs south of the village. The road and rail networks provide excellent communication links for those commuting to the nearby towns of Burton on Trent and Uttoxeter; the cities of Derby, Nottingham, Stoke and Birmingham and further afield. Significant local employers include Nestlé, Rolls-Royce, Toyota, Bombardier and JCB as well as many service industries.

To the west of Hilton lies Hilton Brook which drains into the River Dove. The Hilton Brook and the Derby - Stoke railway line form the southern boundary of Hilton. The area of land to the west and south of Hilton is prone to flooding. The soils surrounding the villages are alluvial with a high degree of gravel in them but nevertheless provide productive farmland. North of the A50 lie flooded gravel workings which are now a designated Site of Special Scientific Interest (SSSI). The village of Marston on Dove is at 50m above sea level, rising to 60m for Hilton and to 82m for Hoon Mount where the hamlet of Hoon is situated.

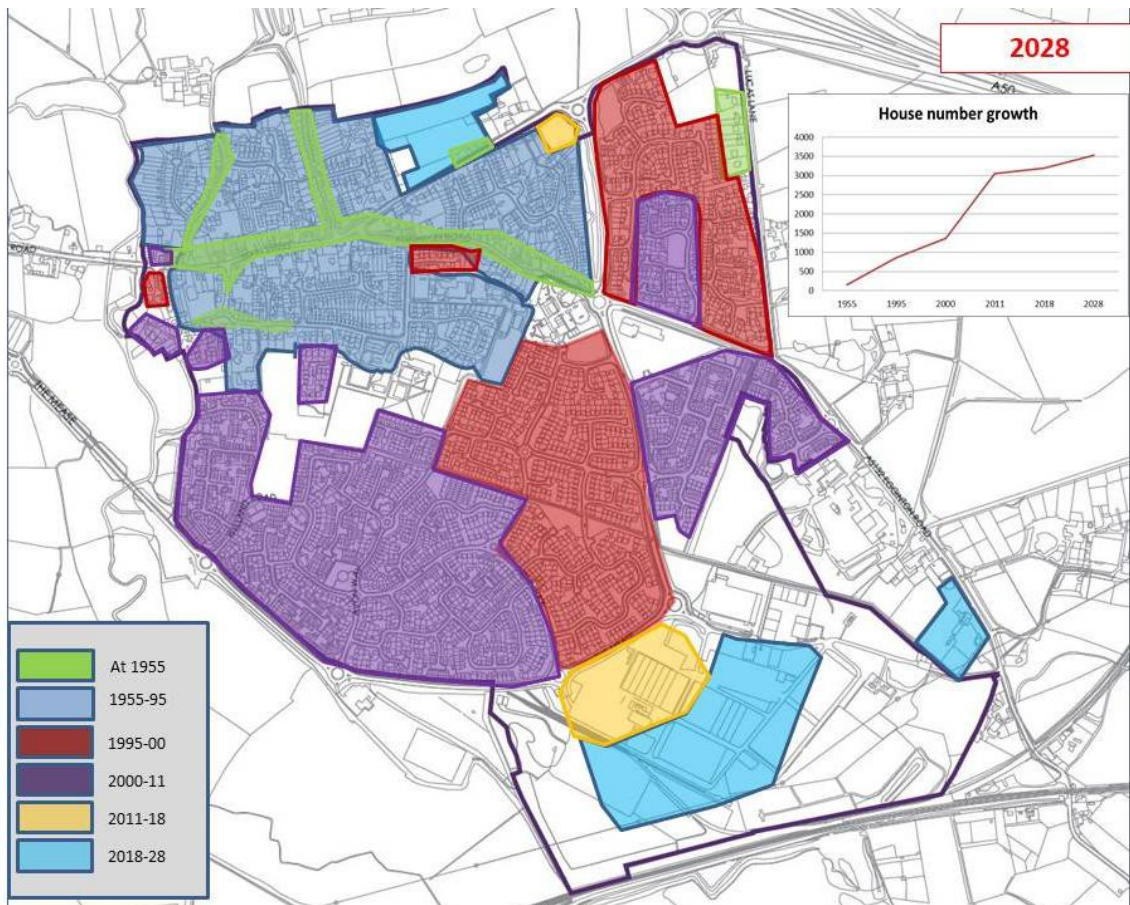
In 1942, three of the farms lying immediately to the south of Hilton were requisitioned by the War Department for use as a US Army camp, many times the size of Hilton, which was then a ribbon development along Main Street and Egginton Road. After the war the land continued in use as a Central Vehicle Storage depot by the Ministry of Defence before being acquired by St. Modwen in 1992. Parts of this brownfield site were sectioned off and have been developed for housing, additional shops, a doctor's surgery, a pub and road infrastructure for the village. This has led to a split centre for Hilton. Most of the new development lies to the south and west of Main Street.

Hilton is a dormitory village with residents commuting to work in a wide range of locations across the East and West Midlands, but particularly Derby and Burton on Trent. See table below:

Location of work	Hilton	South Derbyshire	England
Less than 10km	30.2%	48.4%	52.3%
10km to less than 30km	28.7%	23.9%	21.0%
30km and over	14.7%	10.4%	8.0%
Work mainly at or from home	20.5%	10.6%	10.3%
Other	5.8%	6.8%	8.5%
Average distance travelled to work	26.7km	16.4km	14.9km

Source: ONS 2011, AECOM Calculations

The following map shows how rapidly Hilton has grown over the last 25 years. Prior to that there had been modest infill development along Back Lane, West Avenue, Shady Grove, Cherry Tree Close and Willowfields.



Map showing the growth of Hilton



Examples of pre-war cottages

The pre-war cottages, farms, pubs and shops along Main Street and Egginton Road had evolved organically and form the older part of Hilton.

Many of these dwellings open directly onto the pavement of Main Street. Wakelyn Hall, dated 1625, is the notable exception set back from the road.



Houses on Main Street and Wakelyn Hall



Methodist Chapel, Main Street and St Mary's, Marston on Dove

Serving the villages are two churches: the Methodist Chapel on Main Street and St Mary's, a mile away, in Marston on Dove. These are outnumbered by the pubs: the Old Talbot, the King's Head, the Hilton House Hotel and the Hilton Brook.



Old Talbot Pub



Hilton House Hotel

The King's Head

Hilton Brook



In addition there is Hilton Primary School, on Peacroft Lane, which has 850 children on its roll. Primary Education was supplemented in September 2019 by the opening of The Mease Spencer Academy in Hilton.



Hilton Primary School, Peacroft Lane

An outline of the villages would not be complete without mentioning the Park and Memorial Meadow south of Back Lane with the neighbouring Hilton Village Hall and Scout Hut. Further recreational facilities are provided at The Mease Pavilion south of The Mease and the Cricket Club to the west on Marston Lane.

Notable employers/businesses in Hilton are Don Amott's Leisure Kingdom, Hilton Garage, Bowler's, Alpha Construction, Talbot Turf and shops which include Aldi and a small Tesco. There are two small industrial estates. These businesses do not just serve Hilton but the wider hinterland bringing in trade and traffic.

Sustainability statement

The Designated Area needs to develop in a sustainable way in line with government policy to achieve net zero emissions by 2050. The impact on the environment will inform all the other policies in this plan. We will encourage safe active travel through increased connectivity and improve public transport to serve all areas. We will promote energy efficiency and the use and production of renewable energy. We will protect our green spaces, support tree planting, safeguard biodiversity, improve air quality and reduce the impact of noise, light and air pollution. We will reduce waste by boosting recycling and composting.

Well-being statement

It is recognised that for a community to thrive as a well-ordered social unit, the general well-being of the residents needs to be addressed.

There are several aspects to well-being including the general safe connectedness of various aspects of village life. This is addressed through the policies T1 and T3 on paths and cycle paths. Connectedness also means that those older residents do not have to move away from friends, neighbours and relatives to seek sheltered housing or care home facilities. This is addressed through policy H1A. Social connectedness can also be promoted by venues for meeting which is encouraged through policy L3.

Well-being also means an environment that encourages being active. This is also addressed through the policies T1 and T3 on paths and cycle paths but also by the provision of sports facilities, allotments, etc. These requirements are addressed through policies L1 and E3.

Adult education is not only another venue for meeting but also for improving the life opportunities for residents. This is addressed through policy CP-ED1.

In any modern community there will be issues of noise and pollution. The major source of noise in the Designated Area is from the A50. It runs on a raised roadway for most of the time and skirts the northern area. Policy N1 addresses the maintenance of the level of well-being from noise disturbance.

Associated with the noise from the A50 is the problem of air pollution. Again the major source is from vehicles both on the A50 and within the Designated Area. Policies H4, H6 and A1 address this issue.

Policy N1 Noise mitigation

Proposals for new development on sites within the Plan area that are close to the major road network, and principally the A50 road, shall be accompanied by a noise assessment report to identify any mitigation measures that may be necessary to avoid any adverse impacts upon health and the quality of life for residents, employees and others occupying the development.

Where required, such measures shall include additional landscaping, including the planting of trees and hedgerows, and relevant building design features.

Policy A1 Air quality

Proposals for new development within the Plan area shall, where required, include an assessment of air quality impacts within the vicinity of the proposed development site arising from traffic serving the development.

Proposals which are assessed as leading to a deterioration of existing measured air quality will not be supported.

*In accordance with the latest Government guidance on air quality, Paragraph 008 ref ID;32-008-20191101.

<https://www.gov.uk/guidance/air-quality--3>

Housing

As detailed above, in the Designated Area, Hilton has seen rapid expansion of the housing stock over the last approximately 25 years. Whilst this is generally understood and accepted as being the best use of the large brown field site that was previously owned by the Ministry of Defence, this phase of the development is drawing to a close and attention is now passing to the use of green field sites in and around Hilton.

The policies that have been derived from the survey of the residents can in large part be seen as a consequence of the issues that have arisen from the rapid expansion of Hilton; the survey shows that the community does not wish to proliferate what are seen to be the shortcomings of the housing policies/decisions of the past. In particular, the *housing needs* (as opposed to the supply) have not been addressed and as a result, the current housing stock does not serve the future needs of Hilton and the surrounding Designated Area.

The first area where this mismatch can be seen is in the result of the survey which shows a need for better housing provision at both ends of the age spectrum. This result is independent of the age of the respondents.

Housing delivery

Policy H1 Housing delivery

Proposals for the residential development of the sites in Policy H1A and H1B will be supported subject to the criteria in those policies.

Elsewhere in the Plan area, proposals for new residential development within the Hilton settlement boundary will be supported where they comply with all relevant Policies in this Plan. Proposals for residential development beyond the Hilton settlement boundary will not be supported unless they meet the national and local criteria for appropriate development within the countryside.

Policy H1A The Mease mixed use development site

Proposals for the mixed-use redevelopment of this site, as shown on Map 1, will be supported where proposals include:

- i) an appropriate level of new residential dwellings, including affordable housing and
- ii) specialist residential accommodation for older persons, and
- iii) the provision of retail units within Use Class E and associated car parking provision as set out in Policy L3.

Development proposals should comply with all relevant Policies in this Plan.

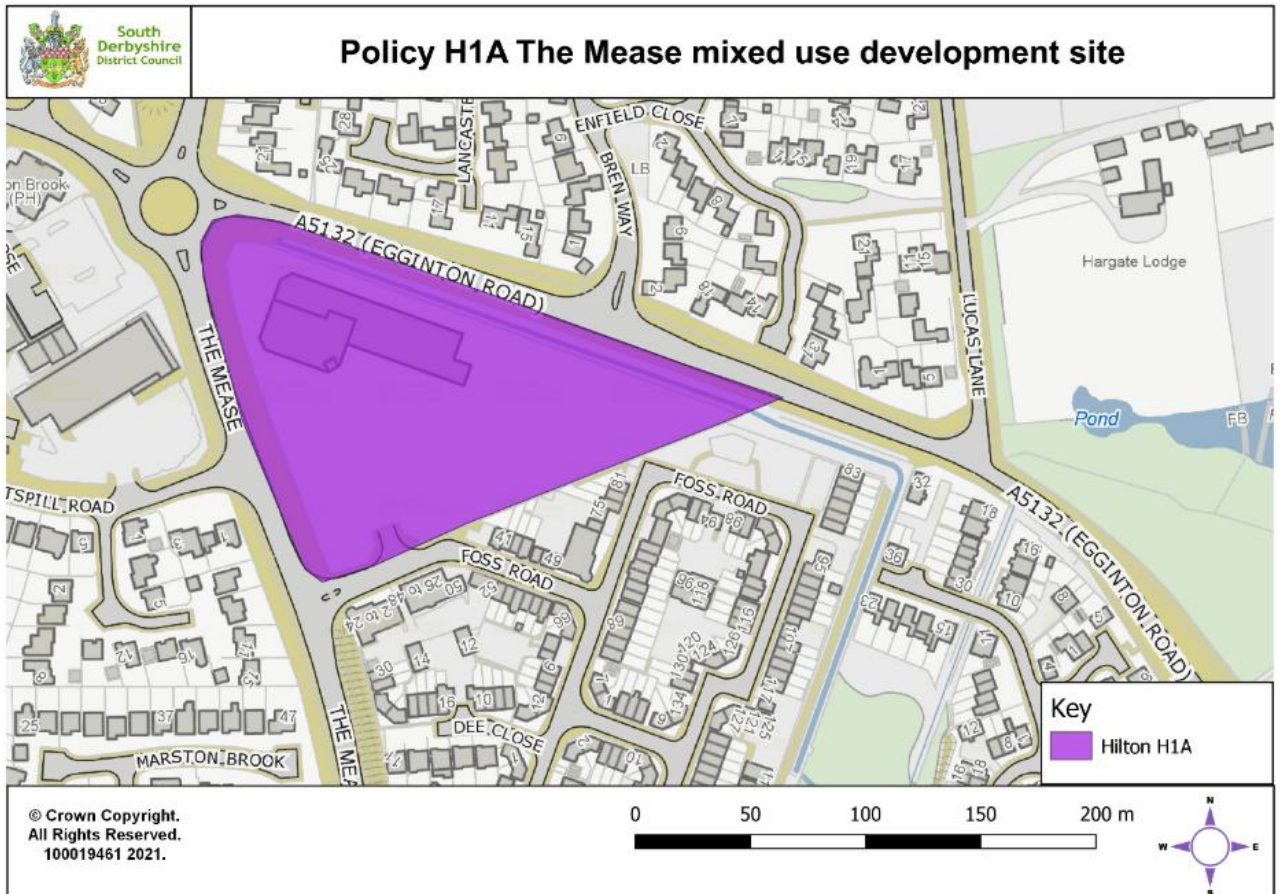
Policy H1B Lucas Lane housing development site

Proposals for the residential development of this site, as shown on Map 2, will be supported where proposals include:

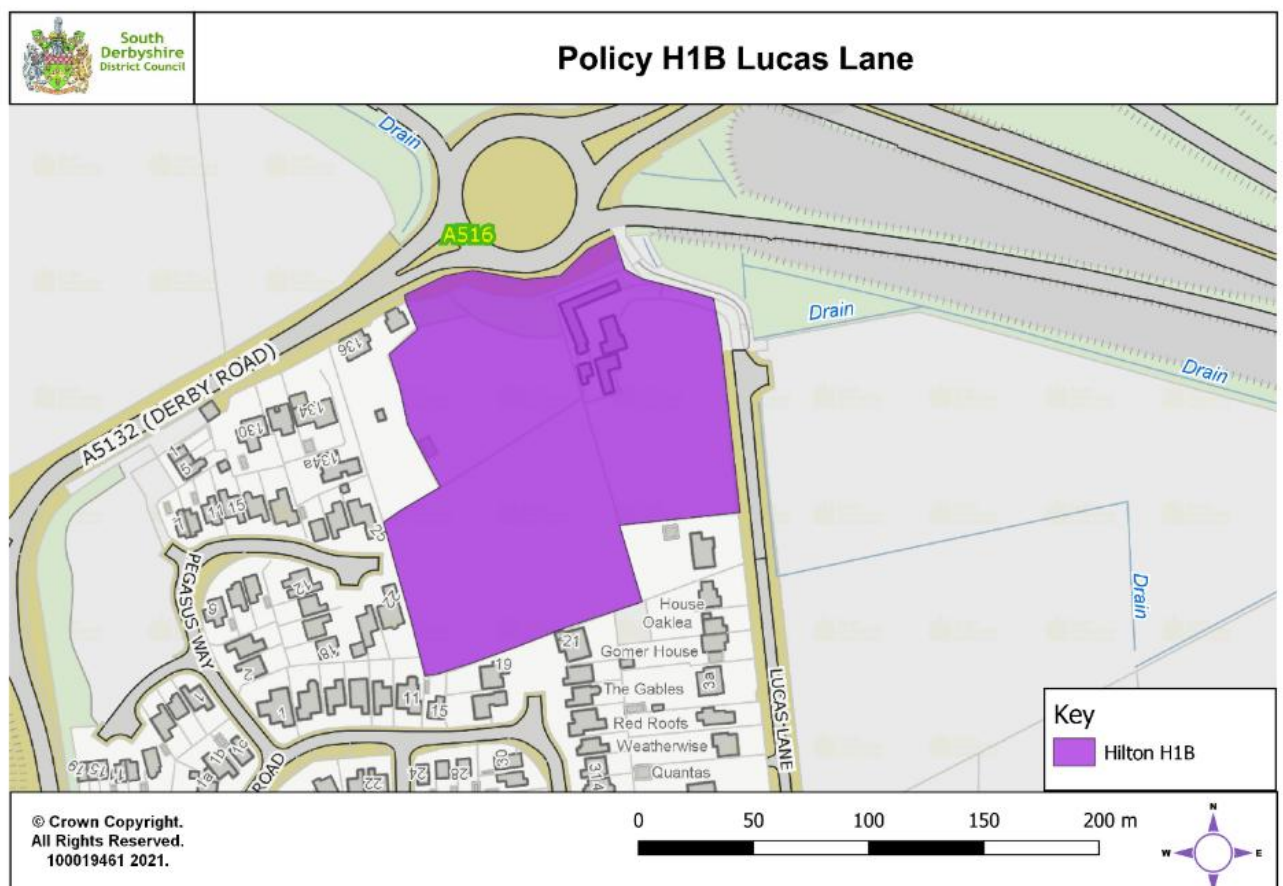
- i) an appropriate level of new residential dwellings, including affordable housing, and
- ii) an appropriate landscaping scheme which safeguards the amenity value of Lucas Lane, and
- iii) noise mitigation measures, if required following a noise assessment report, in accordance with Policy N1, and
- iv) open space and amenity areas in accordance with the District Council's standards

Development proposals should comply with all relevant Policies in this Plan.

(Outline planning permission was granted in 2020 for the development of up to 57 dwellings at this site.)



Map 1 above, H1A The Mease mixed use development site & Map 2, below, H1B Lucas Lane development site



This Neighbourhood Plan incorporates the allocation of the number of houses in SDDC Local Plans Part 1 and Part 2. To address the specific housing needs of Hilton and the surrounding area, a population forecast has been developed to assess the objective housing need of the area. Taking a share of another area's housing need does not accord with the bigger requirement to reduce the use of car journeys and to address the environmental targets. The result is that two potential sites within the settlement boundary are proposed. It is the intention that these developments will help reduce the facilities deficit identified in the residents' survey, directly or through S106 funding.

The Mease mixed use site is appropriate to address the shortfall in retail units identified in the residents' survey, specifically a bakers, butchers, café, restaurant and allows for other similar businesses.

The survey also revealed the need for a residential care home and the population forecast for Hilton shows that a care home of up to 40 beds can easily be supported by the ageing population. Similarly there has been no sheltered housing bungalows built in Hilton since the 1960s; another need identified by the survey.

The site could support up to 20 bungalows equalling the size of the existing sheltered housing in Hilton. Of these a proportion would be M4 (3)* standard as required by Derbyshire County Council (DCC) policy for older people. This proposal is in line with DCC's policy for South Derbyshire and the AECOM Housing Needs Assessment for Hilton. **

*See www.gov.uk/guidance/housing-optional-technical-standards

** See yourvillageyourvoice108648237.files.wordpress.com/2019/08/hilton-hna-final-1.pdf

The site would also incorporate a 40 space car park to serve the needs of visitors to the care home, parking for the flats and possibly some of the sheltered housing, leaving some space for general parking

The Lucas Lane residential development site is situated close to the A50, and development proposals will need to be accompanied by a noise assessment report and, if necessary, by suitable noise mitigation measures.

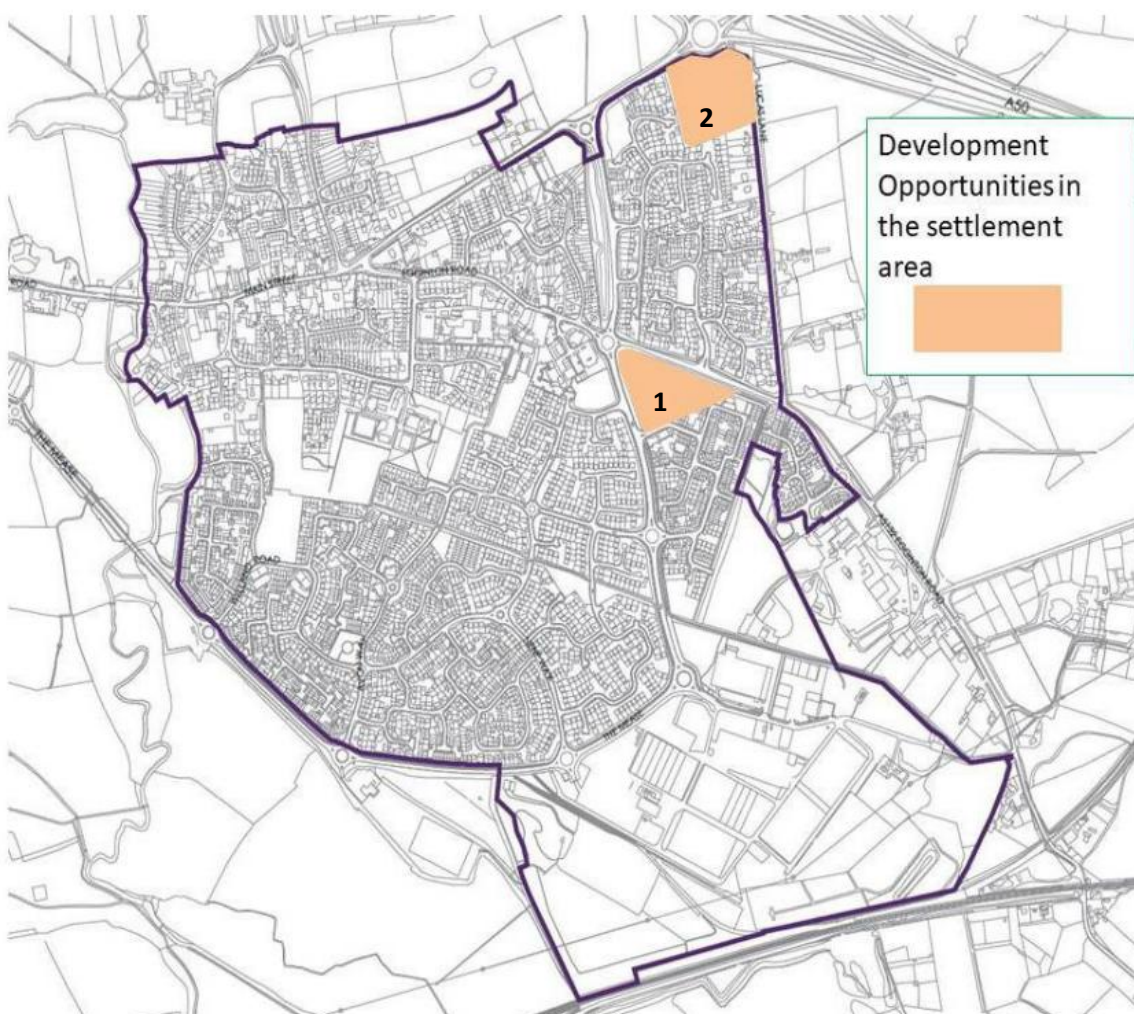
Lucas Lane itself is a valued amenity for the community providing an attractive landscape and is popular with walkers, cyclists and dog walkers. It also provides a safe route for school children from Derby Road to Egginton Road.

If residential housing is proposed in line with the policy, the number of houses would have to be small enough such that the redevelopment of Lucas Lane itself was not necessary i.e. it retains its grass verges, current width and remains a 'shared space' for pedestrians and traffic.

The environmental policies in the Local Plan combined with the noise policy in this plan ensure that Policy H1B is fully compliant with the criteria of Paragraph 122 of the NPPF.

Map showing remaining the potential development sites

- 1.** Mease mixed use site ref: Policy H1A
- 2.** Lucas Lane site ref: Policy H1B



Housing mix

The survey re-enforced the issue that past development had not adequately addressed the housing mix. In particular, the lack of bungalows was highlighted as a glaring oversight with only 13 bungalows built as part of developments over the past 20 years. A policy for a more balanced development of dwellings was overwhelming supported.

Policy H2 Housing mix

Housing developments of five or more dwellings, should conform to the following proportion of dwelling types; exceptions will be considered on a case by case basis:

- **25% 1 or 2 bedroom, 40% 3 bedroom and 35% 4 or 5 bedrooms;**
- **25% of all developments to be bungalows.**



Some of the few bungalows in Hilton

Requirements for housing

There has long been an issue with parking in some areas of the recent developments. In the past, little regard was given to how many spaces should be made available and where parking provision should be made. This has resulted in parking being a real problem in those areas with the highest housing density which not only affects the routine service of bin collection, but also represents a safety hazard for the access of emergency vehicles. The ability to convert a garage into another living area may also contribute to the overall problem. A comprehensive parking survey has informed the following policy.

In addition, the residents' survey revealed a need for the housing to be environmentally friendly and a desire for 'family sized gardens'. The resulting policy was overwhelmingly supported by the residents.



Parking problems in Wildhay Brook

Policy H3 Requirements of housing: Residential car parking

New residential development must provide the following permanently available off-road parking:

- **1 bedroom – 1+ space**
- **2 bedroom – 2+ space**
- **3 bedroom – 3+ space**

The configuration of parking spaces should be adjacent to the house.

Policy H4 Requirements of housing: homes designed for energy efficiency

New development and significant extensions should demonstrate a high level of sustainable design and construction and be optimised for energy efficiency, targeting zero carbon emissions. This includes:

- **Siting and orientation to optimise passive solar gain and lighting.**
- **High quality, thermally efficient building materials.**
- **Energy efficiency measures which contribute to achieving reduced energy usage**
- **On-site renewable energy generation such as ground or air-source heat pumps and solar thermal and Photo Voltaic panels.**
- **Electric Vehicle charging point for every dwelling.**
- **Permeable surfaces, sustainable drainage systems (SuDs) and accessible cycle storage.**
- **Unnecessary external lighting will not be supported to minimise the impact on nocturnal species.**



South facing roofs with solar panels

Policy H5 Gardens

New housing within the Plan area should make provision for adequate private amenity space for each dwelling as follows:.

- **The minimum size for a garden will be 70 square metres for a 2-bedroom dwelling and 100 square metres for 3 or more bedrooms.**
- **Flats will have communal garden space of 35 square metres per bedroom.**

Housing design

The survey revealed that there was general feeling that the developments of the recent past were not particularly coherent leading to a loss of character for Hilton. In order to achieve this housing design must at least meet at BREEAM* four-star rating. The following policy received overwhelming support.

*Building Research Establishment Environmental Assessment Method.

Policy H6 Housing design

Residential development should reflect the character and density of the immediate surrounding area and use building materials consistent with neighbouring properties.

- **Use green infrastructure, in particular trees, to create a barrier between sources of pollution and residents.**
- **All new developments should include footpaths to encourage and facilitate walking.**
- **All new development should be located within 800 metres walking distance of shops, parks, recreational facilities and services including medical facilities.**



Different styles of housing design in Hilton



Modern styles of housing in Hilton

Transport

Hilton, together with the neighbouring communities of Hoon and Marston on Dove, is a thriving and expanding community which has good road transport links to other parts of the East Midlands. However within the village there are a number of issues of concern to residents which are addressed in this plan. They include parking, bus services, cycle paths, traffic and speed management, particularly on Main Street and the Mease, and safe walking and cycling routes.

In developing our transport policies we have also borne in mind the need to develop a sustainable transport policy for the future. Some residents would like to see a railway station for Hilton built near the former Egginton Junction

In order to assess exactly how much traffic was using the roads around Hilton, the Parish Council commissioned a traffic survey which was carried out by Derbyshire County Council (DCC) in June 2018. The results of that survey have been used to inform the policies developed in this plan

Around 37 per cent of residents in the Designated Area use their cars every day with another 51 per cent using them occasionally. Just six per cent never use their cars locally and a further six per cent do not have a car.



Traffic in Main Street

Traffic and speed management

The two issues of traffic going through Hilton, particularly in Main Street, and speeding generated the greatest number of comments in the transport section during the consultation process. Residents living along Main Street and nearby reported heavy traffic using the street as people take the shortest route from Hatton to Derby or Willington rather than travelling around The Mease with its seven roundabouts.

Heavy traffic is also an issue on the roundabout near Tesco and Aldi, making it difficult for residents to cross the road, particularly at rush hours.

Speeding is an issue on both Derby Road and The Mease where the speed limit is currently 40mph.

Derbyshire County Council (DCC) is responsible for traffic and transport in the county and, at the time of writing, is considering measures to address the problems of heavy traffic and speeding in Hilton.



Speeding is a problem in Hilton

Parking

In addition to the issue of sufficient parking being provided in new developments (see Policy H3) more car parking is required around the village. The existing car park near the Post Office in Main Street is frequently full and so are the car parks at the Witham Close shops. A site for a further public car park will be sought in line with policy H1A to relieve this situation.

The existing school in Peacroft Lane attracts large volumes of traffic at the start and end of each school day and the same will apply to the new primary school on The Mease. Diversionary car parks will be sought for both of these locations.



Main Street car park

Community Policy CP-T1

Highway safety and traffic management

Implement the traffic/speed management controls as agreed with DCC and evidenced in the 2018 survey. Work with DCC to implement the parking policy referenced in Policy H1A.

Policy T1 Active Travel

All proposals for new development in the Plan area should include proposals which make walking, cycling and public transport more attractive, including safe pedestrian access to provide links to existing footpaths, cycling routes and public transport.

Development proposals should contribute to the creation and improvement of a safe, direct and convenient cycle route network, between homes and local destinations, such as schools and shops, and to the wider cycle network.

Safe and secure storage and parking for cycles should be provided at local facilities, including the Village Hall, the Wellbrook Medical Centre, shops and schools.

Policy T2 Access to schools

All new housing developments must include proposals for safe travel to school, including provision of new pedestrian crossings over the Mease at the new primary school and on the A50 slip roads.

Any proposals for new pedestrian crossings on the A50 slip roads will be subject to the agreement of Highways England.

Community Policy CP-T2 School access

Reduce indiscriminate parking at both the new school and the existing Peacroft Lane site.



One of the few cycle paths on the outskirts of Hilton

Safe walking and cycling routes

Walking and cycling provide dual benefits of improving the health of the community whilst going some way to addressing traffic problems. The Derbyshire Cycling Plan 2016 – 2030 and The South Derbyshire Cycle Action Plan 2016 – 2021 both have the strategic aims of:

- 1) Infrastructure Connectivity – Provide high quality connective routes, in all cycling environments, supporting all forms of cycling, creating and supporting economic growth.
- 2) Increased participation: Behaviour change approaches and targeted participation programmes at community level will support and enable more people to cycle. Closing the gaps in participation and reducing health inequalities.

It is evident from the survey that over 95% of respondents want to improve the safety of pedestrians and cyclists and provide good connectivity ensuring safe routes to Hilton Primary School, The Mease Spencer Academy and John Port School in Etwall.

In addition opportunities should be taken to provide safe routes to access leisure facilities and sports grounds (such as the Mease Pavilion, Etwall Leisure Centre and Hilton Cricket club) and safe routes to church. Good connectivity that provides access to the railway stations at Hatton and Willington - and access to places of work connecting with cycle routes to Derby and Burton would reduce traffic and improve health and wellbeing.

Opportunities must be taken to improve the connectivity of current cycle routes, which are disjointed and switch from off-road to on-road in areas of high traffic. In particular cycle access to John Port School has many areas of concern:

- Cycle route at Tesco Roundabout not clearly defined.
- Cycle route out of Village A5132 (Talbot Turf to A50 Slip road) on road no crossing point to current cycle path under the A50.
- Cycle route across busy A50 slip roads.
- The cycle route then ends at junction of A516 and Derby Road and does not start again until just before Etwall Leisure Centre.

Alternative access to John Port School using Great Northern Greenway is poorly used as it regularly floods in winter and access is poor across the busy A5132 just before the railway crossing.

Hilton has links to national cycle routes 54 to Mickleover and Burton on Trent, 549 to Doveridge and 68 to Ashbourne. Opportunities should be taken to improve connectivity which is currently poor with significant on road sections and busy junctions to negotiate.

Community Policy CP-T3 Cycle routes

Improve the provision of cycle lanes in the Designated Area, particularly those routes between homes and local destinations and the wider cycle network.



The Greenway in Hilton

Bus services

Trent Barton operates bus services through Hilton every half an hour in each direction on routes to both Derby and Burton upon Trent. The route these services take through the village was controversially changed a few years ago, with buses no longer running through Main Street but running through newer parts of the village instead. This has resulted in complaints from elderly people living in the older part of the village that they can no longer access bus services.

In order to address this we propose to liaise with Trent Barton and encourage them to review the routes of their services and the location of bus stops.

Community Policy CP-T4 Bus services

All opportunities will be explored, including developer contributions to improve provision of bus services within the Designated Area, particularly for the elderly and disabled.



The local Villager bus and a bus stop

Environment

The natural environment of the Designated Area is an important part of its character and visual appeal. For many people, living in the area gives them direct access to the countryside providing recreation and general amenity. There was overwhelming support in the consultation that this should be preserved and enhanced where possible.

Historical features

There are the 11 listed buildings in the Designated Area; apart from the Church, which is Grade 1, they are all Grade 2.

- Marston Church
- Lychgate – North East of the Church
- Marston Hall
- Sudale and Hazeldene
- Wakelyn Hall
- Old Talbot Inn
- Hargate House
- Hilton Lodge
- Lodge Cottage
- Hoon Ridge
- Hilton Field Farmhouse

The tumulus at Hoon Mount is a Scheduled Monument.



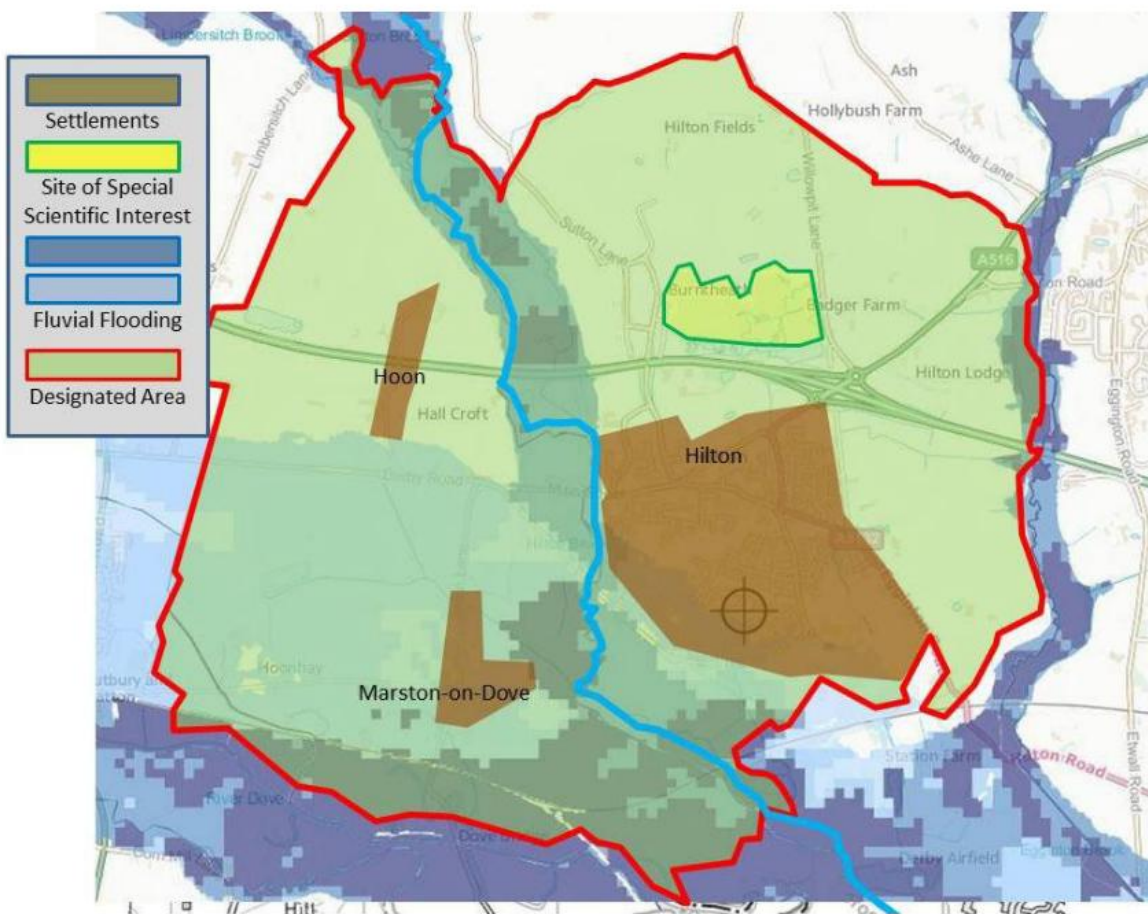
St Mary's Church at Marston and Wakelyn Hall

Flooding

The Hilton Brook transects the area from north to south, with the Etwall Brook forming the east boundary. The area of land between Hilton and Marston-on-Dove is at medium to high risk of fluvial flooding; this has been the case several times in recent years. There is a residual low risk of flooding extending into the west/south west of the Hilton village settlement and Marston-on-Dove.



The area is prone to flooding



Map showing the areas at risk of flooding

Policy F1 Flood mitigation

Opportunities will be taken with landowners and statutory bodies to explore better water management of upland areas to reduce the flow of floodwater, including the use of sustainable drainage systems, landscaping, green roofs, rainwater harvesting and tree planting.

Site of Special Scientific Interest

Hilton Nature Reserve, which is owned and managed by Derbyshire Wildlife Trust, is located just north of the A50. It is an area of biological and geological interest.

The reserve supports species that are fast declining in this country including the great crested newt and black poplar. It is well-known for its dragonflies and damselflies. Fifteen species have been recorded here, among them the emperor and ruddy darter dragonflies and the emerald and red-eyed damselflies.



Images of Hilton Nature Reserve

Green spaces

The residents of Hilton, in particular, are very concerned that future housing development may result in the loss of existing green spaces, further reducing the overall amenity value of those areas.



Path next to Hilton Brook and the Memorial Meadow

The consultation process was conclusive that residents wanted to preserve green spaces within the settlement area and that, where possible that these should be expanded.

Nineteen Local Green Spaces have been identified, agreed and designated in, and adjacent to, the settlement area, as shown on the map on page 43.

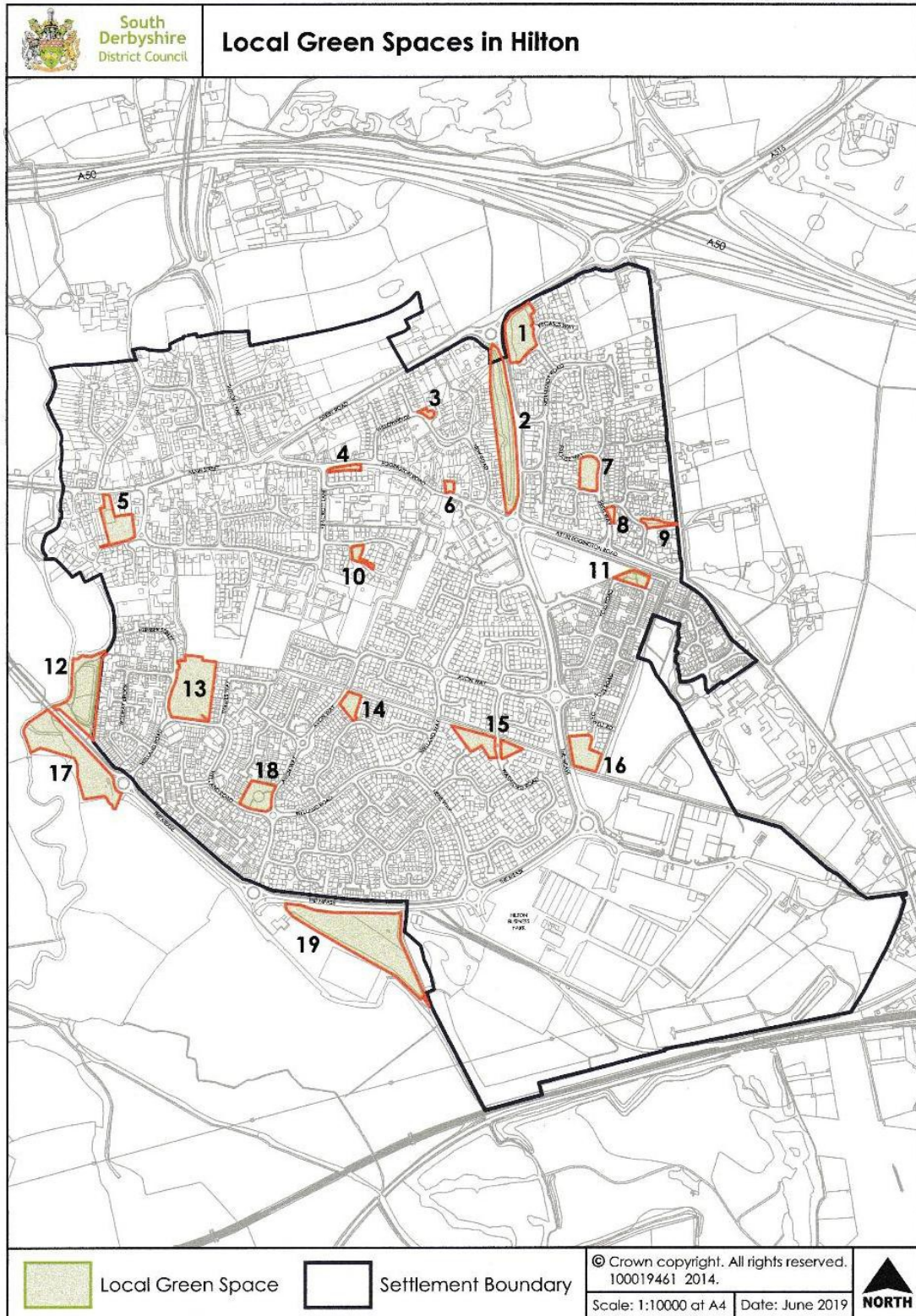
1. Land off Pegasus Way
2. Land between A5132 and New Road
3. Willowfields
4. South of Egginton Road/ Corner of Peacroft Lane ('Roma's Garden')
5. South of Main Street (Village Green and Play area)
6. Land north of Egginton Road
7. Bren Way
8. Corner of Bren Way / Enfield Close
9. Enfield Close
10. Bancroft Close
11. Foss Road (Play area)
12. Mease Meadow
13. Humber Street / Welland Road (Memorial Meadow)
14. Amenity area south of cycle route, Avon Way (Trusley Brook)
15. Amenity area south of cycle route, Washford Road (Orwell Road)
16. Amenity area adjoining cycle route, The Mease
17. Land adjacent to Hilton Brook, The Mease
18. Wellavon Playground, Welland Road / Avon Way
19. Woodland, South of The Mease

Policy E1 Local Green Spaces

The 19 sites listed above and shown on the map on page 43 are all designated as Local Green Spaces in the adopted SDDC Local Green Spaces Plan.

In accordance with Policy BNE8 in the adopted Local Plan, the Local Green Spaces will be protected from development except in very special circumstances or for the following limited types of development where they preserve the openness of the Local Green Space and do not harm the purpose for its designation:

- i) **The construction of a new building providing essential facilities for outdoor sport. Outdoor recreation, cemeteries, allotments or other uses of the open land;**
- ii) **The carrying out of an engineering or other operation.**



Map showing the designated Green Spaces

Retaining village identity

Hilton is a large village with 3,300 houses, and 8,500 people; Marston-on-Dove is a small farming community, centred around the Parish church; Hoon is a dispersed community of farms. In particular concern was expressed during the consultation that future housing developments would result in an expansion of Hilton which would consume Marston-on-Dove resulting in a loss of its individual character.



A view across the fields to Marston on Dove

Policy E2 Safeguarding Village Identity

Development proposals within the countryside beyond the Hilton settlement boundary, as shown on the map on page 43, will be assessed in terms of their impact upon the character of the area and the settlements and hamlets that lie within the countryside. Proposals which would result in the loss of the character and identity of such settlements will not be supported.

Community land

Currently there is just one plot of land on Sutton Lane, Hilton which is available for residents' allotments in the Designated Area. The consultation identified a strong interest in more allotments, as well as other forms of community gardening.



Allotments off Sutton Lane

Policy E3 Community land

Development proposals which increase land for community gardening, orchards and allotments will be supported.

Nature conservation

The consultation highlighted that residents were very keen on protecting and developing hedgerows, trees, landscapes and wildlife habitats. Much of that has been lost during the most recent housing developments and it is a particular priority that any new developments are mindful of preserving and promoting indigenous flora and fauna.



Hilton Brook from Uttoxeter Road

Policy E4 Nature conservation

Development proposals in the Plan area should include landscaping schemes, which seek to retain and protect existing wildlife habitats, create new habitats through the planting of native species and maintain and extend linked habitats to provide wildlife corridors. Where possible, they should integrate existing trees, hedgerows, and vegetation.

Policy E5 Biodiversity

Any proposals that would result in a net loss of biodiversity will not be supported.

Proposals for new residential and commercial development in the Plan area should seek to deliver no net loss to biodiversity and achieve a measurable net gain. If significant impacts are identified appropriate mitigation or compensation measures will be required. These measures should be targeted to benefit local conservation priorities as identified in the Lowland Derbyshire Biodiversity Action Plan.

All designated Local Wildlife Sites and the Hilton Nature Reserve SSSI, will be protected from development.

Leisure, amenities and services

Over the last 20 years, Hilton has doubled in size. However the supporting facilities have not evolved at that same rate of growth. Marston-on-Dove and Hoon are small rural settlements so there are no community facilities other than the Parish Church and cemetery at Marston.

According to the National Planning Policy Framework Section 8, planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible, and enable and support healthy lifestyles. Also they should provide the social, recreational and cultural facilities and services the community needs.

Recreational facilities

Hilton Village Hall, located near the Primary School, is home to many local interest groups and a church; it is available for event/meeting hire. Nearby is the Scout Hut. The Mease Pavilion supports a number of groups and is adjacent to the sports pitches in the south of the village.

There are four separate play areas for young children throughout Hilton and a skateboard park near to the Village Hall. Adjacent to the hall are the main sports pitches and artificial turf areas; there is a cricket pitch and facilities in Marston. The consultation highlighted that the facilities were generally good for under-11s but were considered poorer for older children and adults.

Grace Church uses the Village Hall for its services. The Parish Church is at Marston-on-Dove and there is a Wesleyan Chapel in Main Street, Hilton.

A mobile library visits the Village Hall on a monthly basis.

Future plans include an extension to Village Hall.

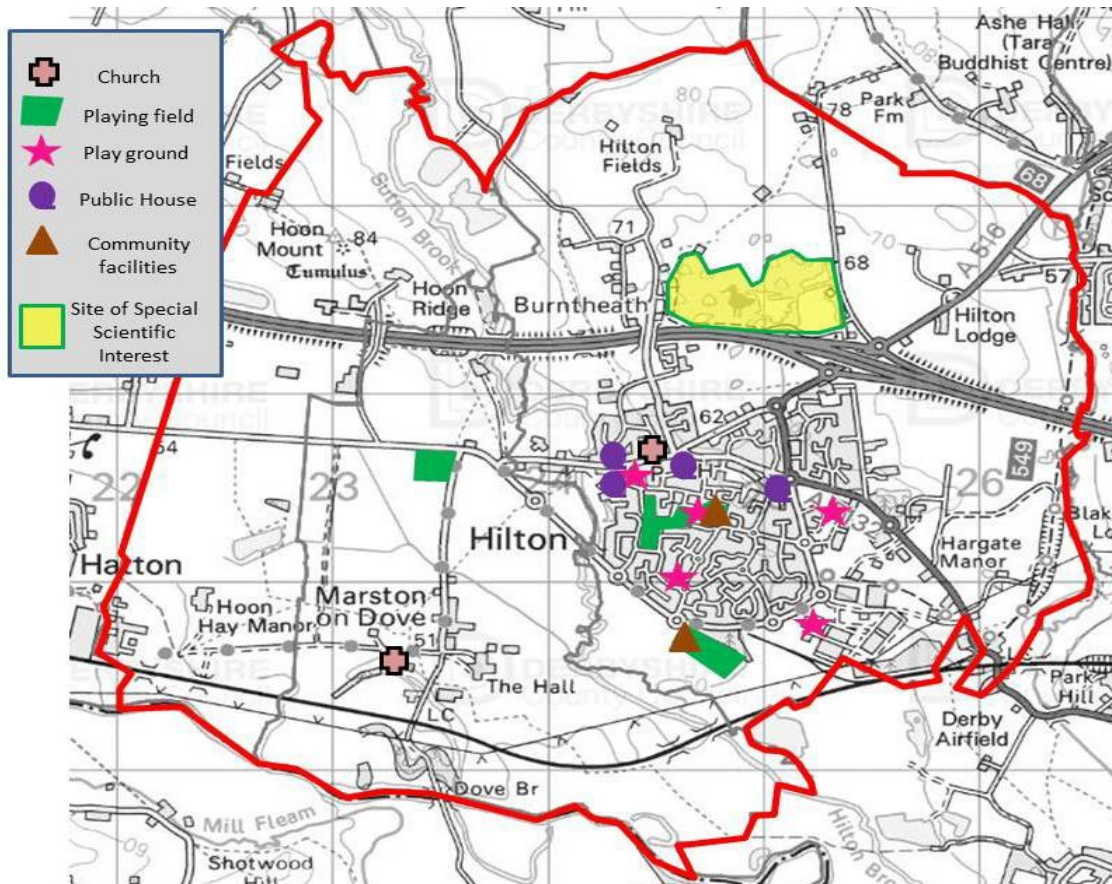


Children's play areas in Hilton

Policy L1 Recreational facilities

Developer contributions through Section 106 Agreements will be sought from new residential developments permitted in the Plan area for the improvement and enhancement of sports and children's play facilities. These may be enhancements to existing facilities, or the provision of new facilities, depending on the size and location of any new development.

Provision and/or improvements are required of outdoor children's play areas and provision for a range of outdoor activities and sports will be encouraged.



Map showing community facilities in Hilton

Healthcare

Whilst the Medical Centre has been developed it does not have enough capacity to support the needs of the local residents. This results in many people travelling to neighbouring villages to access primary care.

Within the vicinity of the centre, there is a private dental practice, a physiotherapist, opticians, two chemists and a veterinary practice.



Wellbrook Medical Centre

Policy L2 Healthcare facilities

Developer contributions through Section 106 Agreements will be sought from new residential developments permitted in the Plan area for the improvement and accessibility of health and social care facilities, including integrated community health facilities.

Amenities and leisure

Within Hilton there are four pubs, the Hilton Brook being the most recent addition since 2000. Apart from eating in a pub, there are just three places to dine out: the Hilton House Hotel, The Shed and The Mandarin Chinese Restaurant. The consultation identified that many people felt that the local choice was too restrictive: there are limited places for a coffee, snacks or casual meeting and there are too few restaurants.

Although Hilton has a Tesco Express and an Aldi store, there are no places for more local produce such as a baker, butcher, delicatessen or cake shop.

The area includes an estate agent, post office and is well served with beauty and hair salons.



Retail facilities at Witham Close

Community Policy CP-L1 Witham Close improvements

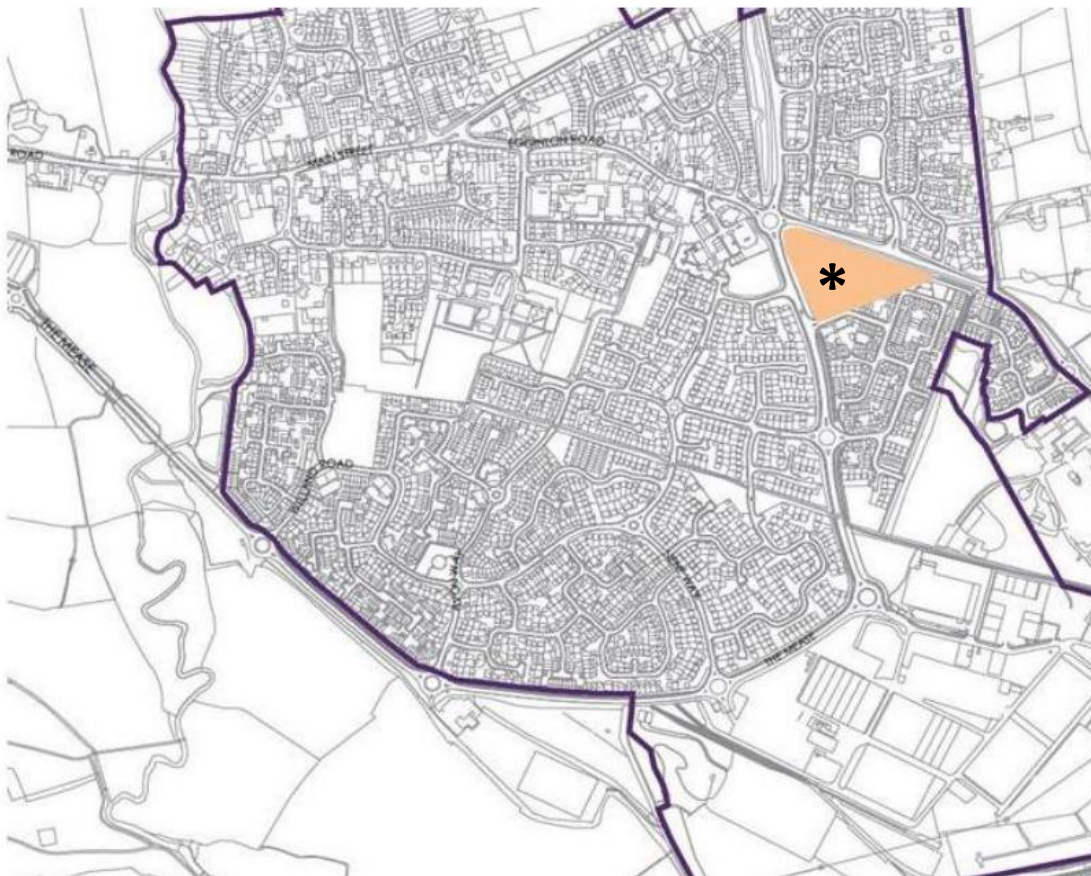
We will work with the owners of Witham Close to provide a pavement and better lighting on the west side of the road to assist pedestrians approaching from the old part of the village.

Policy L3 Hilton village shopping centre development

Hilton Parish Council will support the inclusion of retail units as part of the wider development proposals for The Mease housing allocation site, as defined on Inset Map 1, and set out in Policy H1A.

The development of at least six retail units falling within Class E of the Use Class Order 2020 will be supported together with parking provision for up to 40 cars and adequate servicing arrangements for larger vehicles.

Map showing mixed use development site



Education

The majority of children and young people in the area are served by the Hilton Primary School and John Port Spencer Academy in Etwall. Primary Education was supplemented from September 2019 by The Mease Spencer Academy in Hilton.

There is no provision in the Designated Area for non-formal education, especially for adults. A significant number of people in the consultation expressed a wish to see a provision in the local area.

Community Policy CP-ED1 Adult Education

Engage with local educational organisations to establish Adult Education opportunities.



The new primary school, opened in September 2019

Business

The Designated Area is home to around 100 business organisations including farms, employing between them 800-1000 people with a combined annual turnover in the region of £250m. The vast majority of these companies are located in this area due to the easy access to the main road network. Very few local residents are employed by these businesses.

There are six sites within the Designated Area which provide units from which companies can trade. Further units will become available on the St Modwen's estate south of The Mease and Badger Farm on Willowpit Lane.

There are many sole traders who operate from residential properties either through specific property conversions, using an existing room as an office, or simply parking space for the business van.

The Neighbourhood Development Plan supports opportunities for people to work from home, or close by, to improve local employment and to promote its social advantages.

Availability of business units

During the consultation many respondents raised the issue that there were not enough units available for small businesses away from domestic properties but within the Designated Area. In the event that conversions to houses were requested the concern was that the planning authority would not view these favourably.



Business units on Hilton Business Park

Policy B1 Business units

Appropriate development proposals for small-scale¹ and micro-businesses² will be supported through conversion of existing buildings within the Plan area, or by the development of new buildings within the Hilton settlement boundary. Business use will be restricted to commercial, business and services uses falling within Class E of the Use Class Order 2020 and will be subject to the requirements of other relevant Policies in this Plan.

Any such use will need to demonstrate that the effects including access and parking does not affect residential or other public amenity. Off street parking and the provision of EV charging points appropriate to the demand as required.

¹ Defined as using buildings of around 150-200m³ floor area.

² EU definition is less than ten employees and turnover under £2m.

Policy B2 Home working

Development that facilitates home working (such as the addition of office or workshop space) will be supported as long as the effects including access and parking do not affect residential or public amenity.



Working from home

Policy B3 Proposals for the redevelopment or conversion of business properties

Proposals for the redevelopment or change of use of properties currently in business use to other uses, including residential use, will only be supported if the existing use is no longer economically viable and the property has been actively marketed for at least 12 months without restriction.

This Policy only applies to those proposals which require planning permission, and not to proposals for which Permitted Development rights are applicable.

Broadband provision

Businesses rely on high-speed, reliable internet connections. The consultation identified a concern amongst people who wanted to operate their business from the Designated Area that the broadband was not sufficiently reliable at high speeds.

Policy B4 Broadband

Proposals for new development in the Plan area should enable the enhancement of digital infrastructure and incorporate full fibre broadband connections, including ducting capable of accommodating more than one digital infrastructure provider.

Vision for the future

As our village and neighbourhood develops, that development will be shaped by us, its residents.

We will ensure that infrastructure, services and amenities are driven by the needs of this community, not by commercial or political imperatives and take into account the impact on the wider environment.

The Neighbourhood Development Plan will ensure that Hilton and its environs retain their semi-rural identity and remain a safe and sustainable village in which people in every stage and from every walk of life can enjoy living.

A place we are proud to call our home.

When necessary, we shall keep the Plan up to date by undertaking a formal review of its Policies and proposals, particularly when the current South Derbyshire Local Plan is reviewed to extend beyond 2028. We shall need to take account of any implications arising from that Local Plan Review, to ensure that this Plan remains an important part of the statutory development plan for the Parishes.



New developments rooted in the past

Notes

Supporting Documents

The Neighbourhood Development Plan is sponsored by the Hilton Parish Council.

All supporting evidence and survey results are available to view on our website <https://yourvillageyourvoice.org.uk/>

Photography Credits

All photography © **Russell Pollard** apart from the following three images;

Page 13, Hilton Primary School photo, with thanks to Headteacher, Mr Kevan Lomas.

Page 54, The Mease Academy artist impression, with thanks to Principal, Mrs Julia Hart.

Page 56, working from home photo, with thanks to Mrs Chris Nield.