

A38 DERBY JUNCTIONS SCHEME—LITTLE EATON JUNCTION.
APPLICATION FOR DEVELOPMENT CONSENT ORDER

ANSWERS BY BREADSALL PARISH COUNCIL TO THE EXAMINING
AUTHORITY'S FIRST WRITTEN QUESTIONS

2.6 The material supplied by Highways England with their Development Consent Order application contains nothing of which Breadsall Parish Council was not already aware in respect of the selection of the preferred option for the Little Eaton Junction. The Parish Council therefore remains of the view that the process was seriously flawed. A detailed statement of the Parish Council's ongoing objections is given in part one of its written representations. To avoid duplication these are not repeated here.

4.37 The Parish Council supports a 50mph speed limit at the Little Eaton Junction for three reasons

- This should reduce noise levels and air pollution
- This gives more freedom in the design of the carriageway, in particular permitting a tighter radius. This in turn may be relevant to the Parish Council's objections to the choice of the preferred route. (See answer to 2.6 above).
- It is understood that even the current design involves an advisory 50mph limit.

9.13 The Parish Council's position on the tree belt is explained in Part 2 of its written representations. Again, to avoid duplication this is not repeated here.

10.13 This footpath is the only direct route from Breadsall to the north side of the Little Eaton Junction and has a length of a little under half mile. The proposed diversion appears to involve a total detour in the order of one mile which would triple the existing distance. This is clearly unacceptable. More detailed comments are given in Part 2 of the Parish Council's written representations.