

BRAILSFORD AND EDNASTON PARISH COUNCIL

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28 June 2017

Dear Parish Councillor

You are summoned to attend the Parish Council Meeting of Brailsford and Ednaston Parish Council to be held at 7.30 pm on Wednesday 5 July 2017 in the Brailsford Institute, Brailsford.

Yours sincerely

L Storey
Clerk

AGENDA

PART I – NON CONFIDENTIAL INFORMATION

- 1 To receive apologies for absence.
- 2 Variation of Order of Business
- 3 Declaration of Members Interests
- 4 Public Speaking
 - (a) A period of not more than ten minutes will be made available for members of the public and Members of the Council to comment on any matter. Where a Member indicates they have a prejudicial interest, but wish to make representations regarding the item before leaving the meeting, those representations must be made under item (c) below. (If the item to which representations or comment were made by a Member is on the Agenda the Member must declare that interest again and withdraw from the meeting during consideration of that item)
 - (b) If the Police Liaison Officer, a County Council or District Council Member is in attendance they will be given the opportunity to raise any relevant matter.
 - (c) Members declaring a prejudicial interest who wish to make representations or give evidence under the Code of Conduct relating to Agenda items shall do so at this stage.
- 5 To confirm the Minutes of the Meeting held on 3.5.17
- 6 To determine which items if any from Part 1 of the Agenda should be taken with the public excluded.
- 7 Chairman's Announcements
- 8 The Neighbourhood Plan
- 9 Expenditure Local Plan/Neighbourhood Plan
- 10 The Plain Playing Field
- 11 Local development plan
- 12 Grant Aid policy
- 13 Hedges
- 14 Clerks Report
- 15 Correspondence for Action
 - The Brailsford Meet Donation
 - Derbyshire Dales Local Plan Modifications Consultation 3rd July to 14th August

Accounts for Payment

Bank Payment	L Storey	Salary May	182.95
Bank Payment	HMRC	PAYE	45.20
Bank Payment	Came & company	Insurance	280.00
DD	Information commissioner	Subscriptions	35.00
Bank Payment	Brailsford PCC	Donation	200.00
Bank Payment	L Storey	Salary June	172.49
Bank Payment	HMRC	PAYE	43.00
Bank Payment	PCC of Brailsford	Donation	200.00
Bank Payment	A Towleron	Consultancy fees	1680.00
Bank Payment	S Lorking	Internal audit	50.00
Bank Payment	P Sharpe	Alley walk improvements	17.64
	Total		2906.28

17 Planning

Applications

- 17/00382/FUL - Demolition of outbuilding and pole barn, erection of stables and workshop and provision of manège - The Barn, Main Road, Brailsford
- 17/00479/FUL - Single storey rear extension and creation of parking area - 8 Sundial Walk, Brailsford

Appeal

- Land off Main Road, Brailsford - APP/3167262 - 16/00567/OUT - 17/00010/HEAR

Approved

- 16/00857/S106M L and At Wellfield Farm Slack Modification of S106 Planning Obligation dated 27.7.94 to allow for exchange of land
- 17/00204/FUL - Demolition works, 2 storey extension, alterations an works to patio area - The Close, Derby Lane, Ednaston

18 Correspondence for information

- DALC Circulars 6-7/2017
- DDDC Programme of Meetings 2017/18
- Armed Forces Day: flag flying
- Rd Closure – Ednaston 2.47.17 Yeldersley Lane/Mill Lane 5-7 June
- Removal of charges for building and demolition waste at household waste recycling centres
- Good Councillor's Guide to Neighbourhood Planning.
- DCC traffic issues Brailsford. As you may be aware, aside from the Planning and development related concerns, there has also been a good deal of correspondence between my team and numerous other interested parties concerning aspirations for further road safety improvements on the A52 in and close to Brailsford and on Luke Lane. I believe we have covered the vast majority of issues raised, but I think it would be useful to try to cover everything in one overall reply to yourselves. I will ask Steve Alcock in my team to carry out a review of all the issues raised and provide you will a comprehensive updated response. Should you have any further concerns or queries it might be an idea to meet up with yourselves to try to explain and expand upon our reasoning for various decisions.

As regards the request for a controlled crossing close to Luke Lane, please be assured that we agree in principle that such a facility here would be useful here and we not be opposed to promoting and eventually funding this but regrettably there are practical and design type issues with visibility of a controlled crossing that gives us a real cause for concern. Obviously, you'll appreciate the siting of such facilities on such a busy road needs to done in such a way it does not cause added safety problems to traffic using the road. Steve will of course expand upon these in his reply and I will ask that he and my Traffic Signals Engineer undertake a further review of the site to try to see if there is anything we can do here.

I hope the above is of use and please be assured that the County Council shares your aspirations for the village to be as safe as possible, but we do of course need to take a consistent and fair approach across the entire county in terms of road safety.

- Institute. Minutes of Meeting - 26th April 2017
- Brailsford Institute. Live and Local shows for the next season

- DCC response to traffic concerns. There appears to be a number of issues raised, some relating to a current planning application, some relating to future planning applications and some general concerns regarding traffic issues. In terms of planning applications, Derbyshire Dales District Council is the planning Authority with Derbyshire County Council, as the Highway Authority, being a consultee. As with all planning applications, any highway comments provided are commensurate with the scale and nature of the development being proposed. The Highway Authority needs to consider each application on its own merits, however, transport assessments or transport statements (depending on the scale of development being considered) will take into account committed development in the vicinity of the site, if this is appropriate – this may be development that has planning consent, but has not yet been constructed. As in all instances, the Highway Authority has used due diligence in assessing these documents (where submitted) and has sought to mitigate any impacts which can reasonably be required under planning legislation i.e. mitigation must be directly related to the impact of the development, reasonable, proportionate and enforceable. The Derbyshire Dales District Council Local Plan process has considered the likely impacts of development across the Derbyshire Dales area, in order to meet its strategic housing and employment needs over the next Local Plan period. Supporting documents for the Local Plan have included a transportation evidence base, which has looked at the potential effects of proposed development growth on the existing highway network within the district. This did not highlight the need for any significant interventions in the Brailsford area to deal with the anticipated growth.

With regard specifically to the development proposal for 32 dwellings on land off Main Road, Brailsford by Gladman Developments Ltd, I note that the application was deferred by the Planning Committee to gather further information on the highway implications of the proposed development. As a result of this, I have been made aware that a Transport Technical Note has been produced on behalf of the developer which provides a comprehensive assessment of the highway issues that have been raised in connection with the development. Having read this document, it takes into account existing as well as additional activity associated with the new development and the improvements being proposed do appear reasonable based on the projected usage. This document will be submitted for consideration by the Planning Committee to enable them to make a final decision.

In terms of the existing pedestrian crossing in the village, this is sited centrally to the settlement area and is convenient for pedestrians accessing the majority of the village facilities such as the Brailsford Institute (inc. nursery), the Rose and Crown and the village shop as well as the other businesses in the village. Whilst it is always a challenge to locate a crossing facility to meet everyone's needs, the crossing in Brailsford is close to the pedestrian link to The Plain/Throstle Nest Way and, of course, to the school before it was relocated. Therefore, even when the school moved, it was considered that the crossing should stay where it is for these reasons.

With regard to the provision of a new controlled crossing, such facilities are provided to assist pedestrians crossing the road where the pedestrian/vehicle conflict justifies it. However, there also has to be a suitable location for a crossing taking into account such things as the proximity of side roads, adequate forward visibility of any proposed signal heads, adequate footway widths and so on. Also, Department for Transport advice states that caution should be exercised when considering a signal controlled crossing on roads when pedestrian flows are light for long periods of the day. Drivers become accustomed to not having to stop at the crossing and may begin to ignore its existence. This can increase the risk for pedestrians who, on seeing a green man signal, assume it is safe to cross and may step out in front of a driver who has ignored the crossing. It has to be borne in mind that signal controlled crossings do carry their own risks and I note that the only injury related collision involving a pedestrian in Brailsford during the last 5 years was on the existing pelican crossing in 2015. There have been no other pedestrian collisions recorded in Brailsford during the last 5 years.

Speed limits are set with regard to criteria published by the Department for Transport. For a speed limit to be successful, it should be seen as reasonable by the majority of drivers by reflecting the environment through which the road passes and require little enforcement attention. For instance, a 30mph area is considered to be built up in nature with development in depth on both sides, frequent accesses, heavy pedestrian activity, etc. Also, the speed limit should change as close to the change in environment as possible to convey the correct message to the motorist. In this instance, it could be argued that the 30mph limit starts too far in advance of the built-up area anyway and does not reflect the change in environment correctly. The new development proposal would create a new access within this 30mph zone and add to the built-up nature of the roadside at that point. There wouldn't be any scope for extending the 30mph limit further out into the rural area than it already is as this would further dilute the effectiveness of it as a gateway into the village. Enforcement of the speed limit is a Police function and they could also provide guidance on setting up a Community Speedwatch scheme for the village.

Traffic calming can take a number of forms, but, due to the classification of the road (A class primary route), we are very limited as to what types of traffic calming measures could be introduced. For instance, adequate two way width needs to be maintained at all times for the largest of vehicles and vertical deflection (eg road humps) is not recommended for use on such routes – as you will appreciate, the noise and vibration generated by such features would not be acceptable to nearby residents. There is already "gateway" treatments on the A52 at the start of the 30mph speed limit at both ends of the village and further treatment outside these areas would not be considered. Some Parish Councils have sought to enhance the signing at the entrances to their villages by purchasing bespoke village name signing. I have attached a couple of examples for your information. Whilst these are a slight departure from the Regulations, we can licence them as "Objects in the highway" under the Highways Act should you wish to consider something similar.

Derbyshire County Council has a policy on the provision of interactive signing. I have attached a copy for your information. The A52 through Brailsford would not meet these criteria for a new VAS at present. Obviously, there is already a mobile VAS in operation in the village which is moved from one end of the village to the other on a cyclic basis.

On the subject of warning signs for the proposed new access, as this would be within the 30mph zone, accesses and side roads should be expected and there should be no requirement to provide a warning sign for this. Any new junction should be constructed to the latest design standards which will include good inter-visibility. Care also has to be taken to not urbanise the village and, in the process, make it look like a main road. This is a link to a document entitled "Traffic in Villages Toolkit" produced by Dorset CC: <http://www.dorsetaonb.org.uk/our-work/rural-roads/traffic-in-villages-toolkit.html> . It provides some useful guidance on formulating proposals in village settings and is a more sustainable way forward than merely adding to the signing, lining, lights, etc.

With regard to your aspirations for the village in relation to a road infrastructure masterplan, I assume that these will be contained in in your Neighbourhood Plan to enable consideration to be given in the event of any future planning applications.

- Rural Service Network - survey on living in a rural area
- Institute Meeting 14th June 2017 – Minutes
- Proposed Public Path Diversion Order: Highways Act 1980. Section 119
- Public Footpath No.7, (Part) Hollington, continuing as Public Footpath No.34, Brailsford
- DDDC Programme of Meetings - 2017/18
- Digital Derbyshire 5.6.17. Brailsford cabinet 5 located on The Plain will soon be live and accepting orders for fibre broadband. We anticipate services in the next 4-6 weeks. As soon as it is live, I'll inform you so you can relay this to residents and businesses in the area.
- Highways act 1980 the derbyshire county council (public footpath no. 17 (part) parish of brailsford) public path diversion order 2017 Yeldersley Lane Ednaston
- Ovo Women's Tour of Britain - Saturday 10 June

19 Date of next meeting

- 6 September 2017 7.30pm Brailsford Institute