

Brailsford & Ednaston Parish Council

Notes from Neighbourhood Planning Public Consultation Evening 27 July 2016

22 residents present

The session was introduced by Tim Tayler from Action Team Brailsford and facilitated by Joe Dugdale (JD) from Rural Action Derbyshire (RAD).

The purpose of the meeting was to provide feedback on the outputs from the Public Consultation on potential development sites within the village of Brailsford (29 June) and to receive a report from PTB the traffic consultancy commissioned by the Parish Council to prepare a Traffic Management Survey and Recommendations report. The findings of the survey would be used in the preparation of the Neighbourhood Plan. A summary of the findings was presented by James Parker (JP) from PTB.

Development Sites

JD had prepared an independent analysis and assessment report for the Parish Council and Action Team Brailsford from the data received from the Public Consultation held on 29 June 2016. The collated raw data can be viewed on the Parish Council website.

The analysis had been conducted against material planning considerations – the impact of development on:

- Landscape
- Traffic
- Amenity
- Drainage
- Wildlife

A ‘miscellaneous’ category had also been included to capture any relevant and key comments which fell outside these groupings.

JD reminded the meeting that this exercise had been undertaken as it is a requirement of the Neighbourhood Plan criteria that sites for potential development are selected and reported. These have to take account of the requirements for development set out in the draft Local Plan.

JD reaffirmed the importance of an approved Neighbourhood Plan. Across the UK, over 80% of appeals against refusal of planning permission resulted from the requirements of a Neighbourhood Plan when this was in place. If there was no Neighbourhood Plan, Planning Inspectors almost always decided in favour of the development. However the Neighbourhood Plan did need to reflect the requirements of the Local Plan and the relevant Housing Needs Assessment.

The findings from the independent analysis of the consultation outputs identified that:

- Two sites – SHLAA 177 - Brailsford Green and SHLAA 479 - Junction of Luke Lane/Mercaston Lane (Richborough Estates) were considered unsuitable by the majority of respondents
- Two sites – SHLAA 279 (Miller Homes Extension) and SHLAA 197 (the Old Cheese Factory) were considered acceptable by a majority of respondents. The latter because of its brownfield status with the possibility of a mixed (business and homes) development to be considered
- Two sites – SHLAA 233 (Gladmans site) and SHLAA 235 (Throstlenest Way) received mixed but similar comment but had been deemed 'possibles' in the independent analysis.

Large urban styles sites were considered unsuitable for any future development.

A requirement for appropriate design criteria which reflected the village environment was a cross-cutting theme for all sites. The current Miller Homes development was considered to have an 'inappropriate' design.

The Neighbourhood Planning Group was actively pursuing the development of a Design Principles Guidance Note which would reflect the character of the original village and be consistent with the maintenance of a rural environment

A copy of the Assessment Summary will be available on the Parish Council website. Against these findings JD proposed that the meeting consider two options for the Neighbourhood Plan:

Option 1 – Miller Extension, Cheese Factory and Gladmans **OR**

Option 2 – Miller Extension, Cheese Factory and Throstlenest Way

The following comments were made:

- SHLAA 235 - Throstlenest Way
 - Not enough evidence (emphasis) had been reflected about the status of the sites, the reservoir and the ongoing drainage and runoff problems which often affect The Plain and Alley Walk
 - The proposed access to the Throstlenest Way site was considered dangerous and a safety hazard in the centre of the village
- Both SHLAA 233 and SHLAA 235 were too large for the village environment. Phased and small scale developments should be promoted in the Neighbourhood Plan
- SHLAA 197 should retain many of the original features of the site and its existing if developed. One resident expressed concern about its inclusion.

A vote was taken on Options 1 and 2 by a show of hands and resulted in 14 in favour of Option 1 and 3 in favour Option 2 with 5 abstentions. There would be a further opportunity to comment when the draft Neighbourhood Plan was published in late August.

Traffic Management Survey

JP described the brief for the survey and the use of published DfT data to validate findings from the primary research. He summarised the key findings as:

- Using the industry standard of the 85th percentile traffic speeds were considered 'reasonable'. This means that in the survey period 85% of road users were travelling at or below the speed limit in during the day time. This result could be affected by the number of hgv's and agricultural vehicles on the route. Of course 15% could be travelling at unacceptable speeds and it was accepted that speed during nighttime hours are likely to be higher.
- The number of HGV movements was much higher than the national average UK average c 3.5%, Brailsford recorded as 12% and 7.7% by DfT) but had not increased significantly over a 10 year period.
- Traffic flows generally had not increased over a 10 year period.
- The perception of speed and danger was probably exacerbated by the narrowness of most footway in and on the approaches to the village.
- The Luke Lane junction was currently at c 35% of its capacity based on industry standards. The development identified in the Local Plan was likely to increase it to c 50%, Capacity would be exceeded at 200 new houses or above.
- Accident levels (reported) were not exceptional and could not be directly related to traffic volumes
- DCC had plans to improve the Derby (Shiely) Lane junction – an accident blackspot- by creating a right turning lane.

A number of traffic calming and management methods were possible and described in the report, and included the re-siting of the Pelican crossing. These measures should be identified in the Neighbourhood Plan and promoted as essential investment from and S106 monies resulting from development.

The following comments were made:

- Would traffic lights improve the junction management and resulting safety . JP felt that this was not the case
- Throstlenest Way site had a more dangerous access than the potential Gladman site. Both have disadvantages in traffic management terms. However the development of SHLAA 233 could result in the 30 mph limit being extended into Commons side.
- How much mitigation of traffic impacts would be required for any development. The requirement for 'No detriment ' was no longer applied by Planning Inspectors.

The Traffic Survey report would be available on the Parish Council website and any further queries could be posted there.

Next Steps

Simon Thompson from the Parish Council confirmed that the aim was to submit the Neighbourhood Plan for examination in the first week of September, Drafting work would continue through early

August taking account of comments made at this consultation session. The draft report would be made available for review to all residents before the submission was made and this would allow further time for comment.