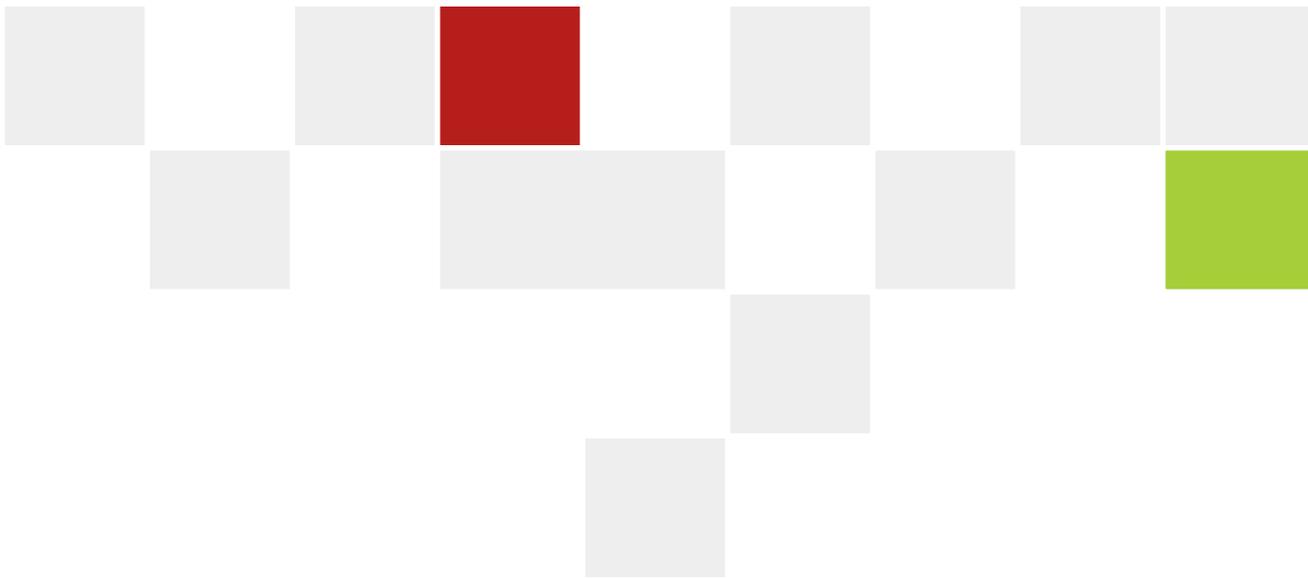


# Draft Ashbourne Neighbourhood Plan

Representations



**Boyer**

## Report Control

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## **APPENDIX**

Appendix One – Vision Document

## 1. INTRODUCTION

- 1.1 These representations have been prepared by Boyer Planning on behalf of Green4Developments on the current Regulation 16 Publicity of the Draft Ashbourne Neighbourhood Plan.
- 1.2 The plan proposal was formally submitted to the District Council on 23rd January 2019. Since that time the accompanying documents have been updated to reflect in more detail the consultation carried out and comments received.
- 1.3 The draft Neighbourhood Plan was the subject to a six week period of public consultation from 14th August 2020 to 25th September 2020. A further period of six weeks consultation for statutory bodies and stakeholders is now running from 25th September to 6th November 2020.
- 1.4 These representations aim to support the key objectives of the Plan but also to demonstrate that they can be achieved through alternative proposals which include a by-pass to the west and north of the town.

## 2. VISION AND AIMS

2.1 The main principles of the Plan are generally supported. The Plan clearly sets out in the SWOT analysis the issues that are facing the town. These are:

- To enable sustainable economic growth, supporting innovation and attracting new employment to create a lively, prosperous well-maintained market town.
- To ensure that new housing is well designed and sustainable and meets the needs of all sections of the community.
- To make Ashbourne and its countryside a destination for visitors, tourists, families and shoppers.
- To ensure that new development enhances the character and special landscape features of Ashbourne and does not result in urban sprawl.
- To protect Ashbourne as a town of quality heritage and character, including the town's important green spaces and vistas.
- To ensure that new development contributes to and does not prejudice the town's highway infrastructure.
- To ensure Ashbourne's community services are increased and enhanced to support the scale of housing and economic growth identified in the Neighbourhood Plan.
- To create a place that prioritises pedestrians.

2.2 However, in order to achieve these objectives there is no recognition of how these will be delivered. More importantly there is no clear objective for the delivery of the by-pass for the town which would provide many of the objectives. It is considered that the delivery of the much needed by-pass should be a clear objective in the Plan.

### **3. COMMUNITY ENGAGEMENT**

- 3.1 It is acknowledged that the Plan has been subject to public consultation and engagement in its development in accordance with good practice.
- 3.2 However, much of the work that has been undertaken is now dated or the full scope of alternative developments have not been considered or consulted on. The Regulation 14 Consultation was back in 2017 and the Ashbourne Housing Needs Assessment was undertaken in 2016 some 4 years ago.
- 3.3 In order for the Plan to be found sound by an Inspector, it must be based on the most up-to-date information available. Only then can a proper assessment be made of the policies and whether they adequately provide for the needs of the town, whether it be for employment, housing or other infrastructure.
- 3.4 It is considered that in order for the Plan to be made sound, it should be based on the most up-to-date information especially with regards to housing needs for the town and that the local community are made fully aware of the alternatives that are available to achieve their objectives.

## 4. EVIDENCE BASE

4.1 As with the comments in the previous section, much of the evidence in the Plan is now dated.

4.2 In respect of Transport the Plan correctly states that:

***The Derbyshire County Council has also maintained 'in principle' support for a north-south by-pass for a number of years, and in June 2017 recommended four actions to take this further –***

- ***The carrying out of Stage 1 (option appraisal development) work on a possible A515 Ashbourne Bypass. (as set out in their report)***
- ***To procure consultants to help develop proposals and options;***
- ***To initiate a programme of local stakeholder engagement, including local businesses, residents and Members of Parliament; and***
- ***For Cabinet to receive a further report on its completion recommending the next steps***

4.3 However, nowhere in the Plan are the possible routes of the by-pass discussed and it fails to provide the most up-to-date situation. In order for the Plan to be found sound, it should include the details of the road so that the local community are fully aware of the benefits this will bring to the town and assist in meeting the Plan's objectives.

4.4 As stated earlier, the evidence in respect of Housing is now significantly out-of-date. The current position is that Derbyshire Dales DC (The Council) cannot demonstrate a 5 Year Housing Land Supply (5YHLS) based on the current methodology.

4.5 The current situation is as follows:

A Five Year Requirement 2019-202 is 1787

B Revised Annual Requirement 1st April 2019 -31st March 2024 is 357

Housing Supply

C Commitments at 31st March 2019 is 1534

D Peak District Contributions 100

E Windfall Contribution 75

F Local Plan Allocations 65

G Total Supply 2019 -2024 (C + D+ E + F) is 1774

***H Fiver Year Supply 2019-2021 (G divided by B) is just 4.96 years***

- 4.6 As a consequence, it is evident that the Council will have to allocate additional housing in the review of the Local Plan and that as Ashbourne is a sustainable settlement, it will be required to accommodate addition land. Whilst this may not be within the boundary of the Neighbourhood Plan, its impact must be considered within it to make the Plan sound.
- 4.7 Moreover, if the future allocation of additional housing land facilitates the delivery of the by-pass and all the acknowledged benefits it would bring, it should be properly assesses as part of the Neighbourhood Plan.

## 5. POLICIES

- 5.1 Policy EMP1 - Ashbourne Airfield is supported in principle. However, in order for it to be sound further assessment work is required to ascertain the full impacts of the proposed development and whether it is likely to actually be delivered particularly in the current economic situation.
- 5.2 Policy EMP2 - Existing Employment Land and Premises – This policy does not reflect the current economic situation or changes to national planning policy in respect of changes of use. It is therefore, in its current wording unsound and needs to be amended to reflect these factors.
- 5.3 Policy ATC1 - Ashbourne Town Centre is supported in principle but as stated earlier in these representations the delivery of all of the key objectives without urgently addressing the economic plight of the town caused by the current levels of traffic and air pollution generated by current traffic levels. Many existing retail units in the town are either closing or have closed. In order to revitalise the town, the delivery of the by-pass must be a priority.
- 5.4 Policy HOU1 - Housing Mix – This policy, in order to be found sound and implementable, must be based on up-to-date evidence.
- 5.5 Policy TRA1 – Transport – makes no reference to the urgent need for the by-pass for the town. Whilst the line of this may fall outside the plan area for the Neighbourhood Plan, it would enable the objectives of the policy to be met. The current situation is unlikely to be improved by this policy as any new development would only exacerbate the problems of traffic and air pollution.

## 6. IMPLEMENTATION

6.1 It is interesting to note that it is not until paragraph 6.30 that the Plan states:

***Initial key projects that Town Council and the community should be focussed on include:-***

- ***The Ashbourne by-pass.***
- ***Traffic management schemes to support retail growth in the Town Centre.***
- ***Community and sports provision on Ashbourne Recreation Ground.***
- ***The development of Cycling Hub linked to an Ashbourne cycle network.***
- ***The proposed new Training and Enterprise centre on the Airfield development site.***
- ***Continued monitoring of Health and Education provision to ensure that it is meeting need.***
- ***Supportive residential care.***
- ***Affordable housing to meet local need.***

6.2 In order for The Neighbourhood Plan to be found sound it is considered that the delivery of the Ashbourne by-pass should be the focus and from this the objectives set out within it can be delivered.

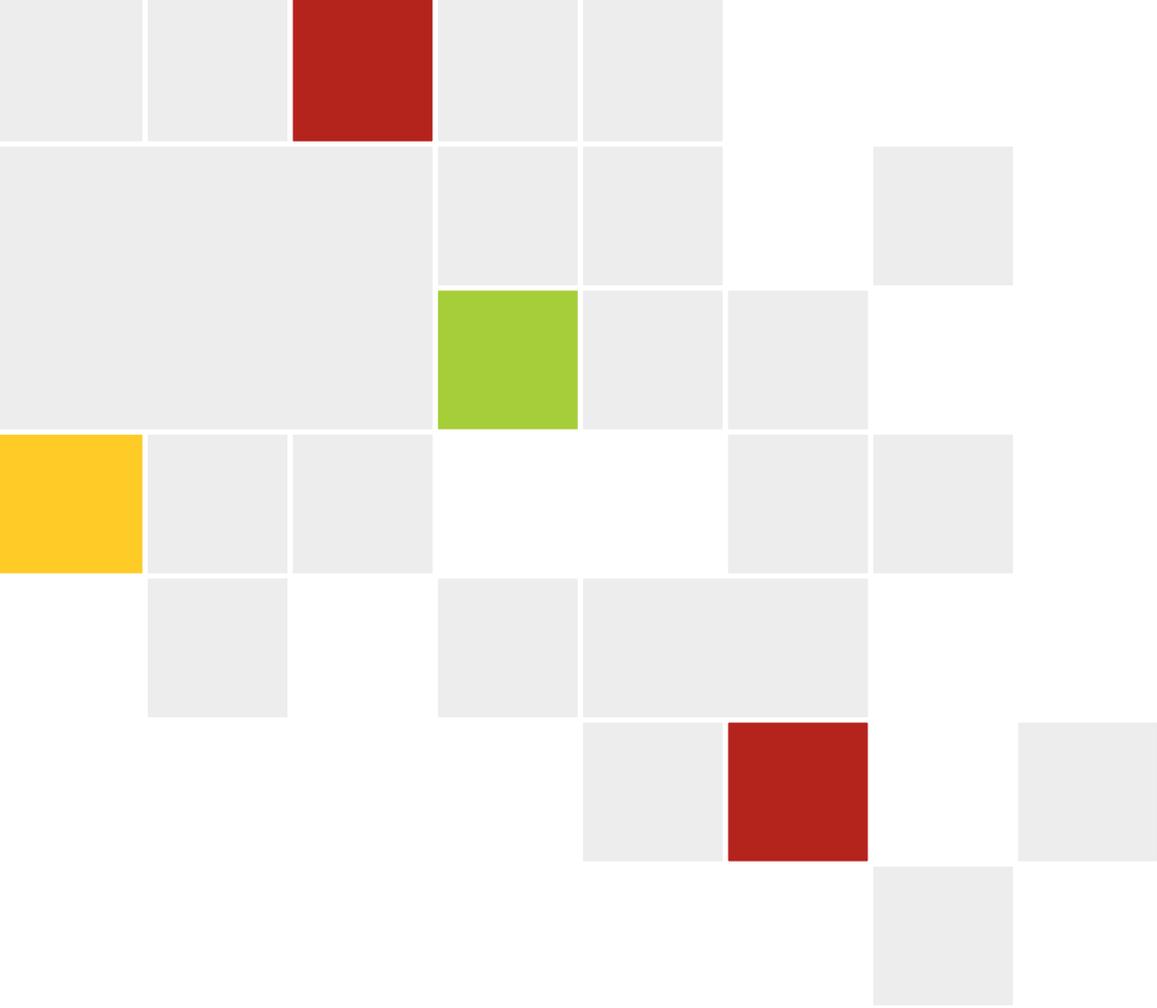
6.3 As part of these submissions, our clients Green4Developments have produced a Vision Document which is attached as an Appendix to the representations.

6.4 This clearly shows that the by-pass can be delivered to the west and north of the town. The land is available and a Pre- Application submission and a Environmental Impact Screening Opinion have already been submitted to Derbyshire Dales DC.

6.5 It is our clients view that the delivery of the scheme should be the key part of the Neighbourhood Plan and that it would assist the town in delivering its key objectives.

6.6 These being reducing traffic and air pollution, revitalising the town centre, protecting the conservation area and historic buildings, provide safe pedestrian and cycle links and delivering new housing (including much needed affordable housing), employment and green spaces/landscapes.

# APPENDIX ONE – VISION DOCUMENT



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