

Our ref:
Your ref:

Brailsford Neighbourhood Plan
Regeneration and Policy
Planning Policy
Derbyshire Dales District Council
Town Hall
Bank Road
Matlock
DE4 3NN

via Email: localplan@derbyshiredales.gov.uk

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Nottingham
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17 December 2020

Dear Sir / Madam,

Consultation on the Brailsford Neighbourhood Plan

Highways England welcomes the opportunity to comment on the Brailsford Neighbourhood Plan which covers the period of 2013 to 2033. We note that the document provides a vision for the future of the area and sets out several key objectives and planning policies which will be used to help determine planning applications.

Highways England has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the Brailsford Neighbourhood Plan, Highways England's principal interest is safeguarding the A38 which routes approximately 6 miles to the east of the Plan area.

We understand that a Neighbourhood Plan is required to be in conformity with relevant national and Borough-wide planning policies. Accordingly, the Neighbourhood Plan for Brailsford is required to be in conformity with the emerging Derbyshire Dales Local Plan (DDLPL) and this is acknowledged within the document.

Highways England most recently responded to a consultation on the pre-submission draft of this Neighbourhood Plan in December 2016. In our review we noted that a total of 597 dwellings could come forward in Brailsford over the Plan period of which 50 are committed. This included a planning application for 367 dwellings and 8 hectares of employment land on the Ashbourne Airfield site. Highways England has previously commented on this site as part of its response to the Derbyshire Dales pre-submission Local Plan and considered that it would not have a significant impact on the operation of the A38.

Our previous Neighbourhood Plan response concluded that with the remaining sites being small in scale, we would expect no material impact on the SRN and as such no further comments were provided.

From review of the submission version provided under this consultation we note that there are no significant changes from that reviewed in 2016.

Our position therefore remains unchanged and we have no further comments to provide and trust the above is useful in the progression of the Brailsford Neighbourhood Plan.

Yours sincerely,

S Freek

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