

From: Gallacher, Gaynor [REDACTED]
Sent: 08 July 2020 16:07
To: Planning Policy
Subject: Puddletown Neighbourhood Plan Submission Consultation - Highways England response

Dear Planning Policy team

Thank you for your letter of 25 June providing Highways England with the opportunity to comment on the submission version of the Puddletown Neighbourhood Plan. As you are aware, we are responsible for operating, maintaining and improving the strategic road network (SRN) which in this location comprises the A35 which bisects the plan area.

In general terms we are satisfied that the plans proposed policies are unlikely to lead to development which would generate a level of vehicle trips that would result in an unacceptable adverse impact on the trunk road, and we are supportive of those policies which seek to maintain and enhance local facilities and services and improve sustainable transport links as these will contribute to reducing the need to travel by private car. However, we have noted the various references to the impact of A35 traffic noise on the community, and the proposed housing allocations which have the potential to impact on the trunk road operational asset.

In terms of noise, Project 4 and Policy 9 are noted. We support the requirement that new housing and noise sensitive development proposals shall be accompanied by a satisfactory assessment of noise impacts, and appropriate mitigation measures provided where necessary. We have previously drawn attention to the requirements of DfT Circular 02/2013, Annex A, paragraph A1, which states that for reasons of safety, liability and maintenance, noise fences, screening and other structures must be erected within the developers land, and far enough within the developers land to enable maintenance to take place without encroachment onto highway land. We therefore welcome recognition within the document of the need to engage with Highways England in the development of any noise mitigation measures.

We have also noted that the reserve housing site at Northbrook Farm, allocated under Policy 13, may also present issues regarding visual screening and drainage as well as noise due to its proximity to the trunk road. In this case the Circular's requirements under paragraphs 49 and 50 would also require consideration in any future development proposal. We therefore welcome the inclusion of points b) and c) within Policy 13 to ensure any proposals are acceptable to Highways England and reflect the requirements of Circular 02/2013.

These comments do not prejudice any future responses Highways England may make on site specific applications as they come forward through the planning

process, and which will be considered by us on their merits under the prevailing policy at the time.

Kind regards
Gaynor

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