

Philip Reese

From: Gallacher, Gaynor [REDACTED]
Sent: 08 February 2018 09:24
To: Planning Policy NDCC
Cc: Hellier, Steve
Subject: Gillingham Neighbourhood Plan - Highways England response

Follow Up Flag: Follow up
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Dear planning policy team

Thank you for providing Highways England with the opportunity to comment on the submission version of the Gillingham Neighbourhood Plan. Highways England is responsible for operating, maintaining and improving the strategic road network which includes the A303 to the north west of the plan area. Due to the close proximity of the A303, we are keen to ensure that development proposals are supported by an appropriate assessment of traffic impacts and suitable mitigation. However, we note that the plan is not looking to promote levels of growth above those already set out within the North Dorset Local Plan.

Of particular interest to us is the developing masterplan for the delivery of the southern extension site, as it is important that the development is supported by a robust assessment of the traffic impact on the strategic road network. We are currently engaging with Dorset County Council and developers' transport consultants in the production of the necessary transport evidence base in order to assess whether there will be an impact on the A303 and whether any mitigation may be required. We hope to finish this soon but we note that two applications have already been submitted in relation to part of the allocated site which are currently the subject of public consultation: land at Shaftsbury Road (planning reference 2/2018/0036/OUT); and Park Farm (planning reference 2/2018/0077/OUT).

In more general terms, we welcome the plan's proposed policies which seek to maintain the vitality of the town centre as the economic hub and focus for retail uses, protect employment space, enhance and protect community facilities, and promote improved pedestrian and cycle links along with the development of a public transport hub around the mainline railway station. These measures should support sustainability and reduce the need for out-commuting and the reliance on the private car.

These comments do not prejudice any future responses we may make on site specific applications as they come forward through the planning process, which will continue to be considered by Highways England on their merits in line with prevailing policy.

Regards
Gaynor

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