



WEST DORSET, WEYMOUTH & PORTLAND LOCAL PLAN EXAMINATION

STATEMENT OF COMMON GROUND 5

1. GENERAL

- 1.1 This Statement of Common Ground (SOCG) has been produced by West Dorset and Weymouth & Portland Councils' to assist the Inspector at the West Dorset and Weymouth & Portland Local Plan Examination.
- 1.2 This statement of common ground is intended to clarify the Councils' position with the Highways Agency on matters relating to strategic allocations and their potential impact on the Strategic Road Network.
- 1.3 This statement was sent to Andrew Roberts of the Highways Agency for agreement on the 27th October 2014.

2. CONCERNS RAISED BY THE HIGHWAYS AGENCY

- 2.1 At pre-submission stage the Highways Agency raised initial concerns about the need for additional evidence to identify the level of infrastructure improvements required to accommodate growth proposed in the plan. Subsequent consultations have raised further responses from the Highways Agency in light of changes to the levels of development proposed, particularly in relation to Crossways (Policy CRS1) and Dorchester.

3. AGREED POSITION

- 3.1 The Highways Agency confirms that no further changes are necessary to policy COM7 of the Pre Submission Draft (June 2012) with Proposed Modifications (June 2013) West Dorset, Weymouth & Portland Local Plan (the Submitted Plan) in respect of Traffic Assessment and Travel Plan requirements.

- 3.2 The Highways Agency confirms that in relation to Strategic Road (A35 and A303) infrastructure, there are no changes required to the most recent Infrastructure Delivery Plan (IDP), September 2013.
- 3.3 The Highways Agency confirms that there is no objection in principle to the strategic allocations in the draft West Dorset, Weymouth & Portland Local Plan, with regard to impacts on the A35(T). This includes the allocations CRS1 Land at Crossways and BRID1 Land at Vearse Farm. The Agency currently expects that any residual impacts on the A35 if highlighted by site specific Transport Appraisals, can be addressed at planning application stage. The Agency anticipates that any such impacts will be capable of mitigation through the use of planning conditions requiring specific improvements to be implemented and funded by the site developer.
- 3.4 The Highways Agency do not expect Community Infrastructure Levy (CIL) contributions to be used on any improvement scheme on the A35(T).
- 3.5 The position was agreed by the Highways Agency on 07 November 2014.