

Planning Consultation (DPD)

From: Parish, Sally [REDACTED]
Sent: 07 October 2019 16:32
To: Planning Consultation (DPD)
Cc: [REDACTED]
Subject: Cullompton Neighbourhood Plan - Regulation 16 Consultation - Highways England Response

Follow Up Flag: Follow up
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Dear Forward Planning,

Thank you for providing Highways England with the opportunity to comment on the submission draft of your Neighbourhood Plan. We have previously provided comments on the pre-submission draft of the Plan in October 2017.

The Neighbourhood Plan seeks to set out local planning policies for the Parish of Cullompton up to 2033. The adopted Mid Devon Local Plan (currently under review) sets the overarching strategic policies for the Mid Devon District, which includes the Neighbourhood Plan Area, and therefore the Neighbourhood Plan is required to ensure its policies conform to the wider strategic Local Plan.

Since the pre-submission draft consultation, the Mid Devon Local **Review** has undergone Examination in February 2019 and is currently under consideration by the Inspector. In addition, the proposed Culm Garden Village on the east of the M5 is being progressed as part of the Greater Exeter Strategic Plan (GESP). The GESP is intended to provide the overall spatial strategy and level of housing and employment land to be provided up to 2040 across the Exeter City, East Devon, Mid Devon and Teignbridge local authority areas.

As you are aware, Highways England is responsible for operating, maintaining and improving the strategic road network which in the Plan area includes the M5 and Junction 28. It is in the context of these responsibilities that our following comments are made.

In general terms, we welcome those policies which seek to support development which will lead to improved links and facilities to encourage non-car modes of travel, and which seek to integrate the proposed Garden Village development to the east of the motorway with the existing community. We also welcome those policies which will support a mix of retail, leisure and community facilities, which will all contribute to creating a sustainable community and reducing the need to travel, thereby reducing the reliance on the private car.

Draft Policy SD01 – Traffic Impact of Major Development

As raised in our response to the pre-submission draft, we agree that major development should be required to assess and appropriately mitigate their traffic impacts as set out in Policy SD01. However this Policy requirement is currently restricted to the mitigation of the impacts on the local network and the Town Centre only. Noting the Plan's view of the criticality of the M5 in supporting economic growth in Cullompton, we remain of the view that the Policy should require that developments should also assess the traffic impact of their proposals on the M5 and Junction 28.

Draft Policy SD06 – Culm Garden Village

Highways England is currently working in close partnership with both Mid Devon District Council (MDDC) and Devon County Council (DCC) to identify the transport infrastructure and associated phasing to support the proposed Culm Garden Village. We therefore welcome draft Policy SD06 section (viii) which sets out the requirement to ensure a co-ordinated approach to achieving the timely delivery of infrastructure.

Draft Policy SD07 – Timing of Infrastructure

Highways England agrees that it is necessary to ensure that development is phased in tandem with the delivery of infrastructure required to support it, both to support sustainable growth and prevent development coming forward which places an 'unacceptable strain' on the existing infrastructure.

Draft Policy HT01 – Motorway Connection

We note the draft Plan's support of proposals to ensure the safe and efficient performance of the M5, and Junction 28. Highways England continues to work with MDDC and DCC in respect of the delivery of the infrastructure required to support the growth within the MDDC Local Plan area.

Draft Policy TC03 – Pedestrian Priority in the Town Centre

Draft Policy TC03 seeks to support design and highway proposals which will reduce traffic through the town centre and enhance the main transport corridors for pedestrian use. As noted in our previous response, whilst we acknowledge the reasons behind this policy, the High Street and Fore Street are part of a wider network of potential diversion routes for occasions when the M5 is necessarily closed. Unless and until alternative routes may become available we would expect any proposals for such measures to be subject to consultation by Devon County Council to enable any potential impact on the M5 to be considered and addressed.

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.

If it would be helpful to discuss any of the above, please do not hesitate to contact me.

Regards,

Sally

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