



c/o Robert Young
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Via email

Dear Mrs Burden and Mrs Wright

Examination into the soundness of the Plymouth and South West Devon Joint Local Plan 2014 -2034 – Transport Requirements

Further to previous correspondence, I can confirm that Position Statement 5 of the Transport Strategy Working Group (TSWG) now sets out the package of highway interventions that have been agreed as being necessary, within the Plymouth Plan Area, to accommodate the JLP development allocations. I understand that this statement is due to be submitted to you on Monday 8th January.

In addition to this and further to previous consultation responses on the JLP, Highways England have also considered the traffic implications of the plan for the Strategic Road Network outside of the Plymouth Plan Area. Our main focus has been on Okehampton where employment land uses (particularly those set out in Policy TTV19) have been allocated in close proximity to the A30.

The attached Technical Note prepared by my advisors, CH2M (now Jacobs) sets out an assessment of the traffic implications of the plan and the mitigation measures necessary to ensure the safe and efficient operation of the A30 at Okehampton. The note concludes that a minor scheme is necessary at Tongue End Cross (junction of A30 and B3260).

I would be grateful if the attached note could be included as part of the evidence base for the plan.

The attached note together with TSWG position statement 5 now establishes the essential transport and infrastructure elements of the plan. Consideration can now therefore be given to whether the Plan, which was submitted in advance of the completion of the transport evidence base, makes effective provision for the delivery of the highway infrastructure necessary for the implementation of the allocations included within it. I note that your suggested Matters and Issues for investigation allude to this consideration and I look forward to discussing this matter with you.

It is noted that policy SPT8(4)i, sets out the broad locations (major intersections of the A38) where major improvements are deemed to be required. Policy PLY47 lists certain schemes in more detail. The question remains however, as to whether these descriptions are sufficient to cover all locations where interventions are necessary. It is also noted that neither this policy or any other, describes (or makes reference to a document which describes) the now agreed package of necessary interventions. It may be the case that this could be addressed through a minor modification to provide suitable sign posting. We will be discussing this point with the JLP authorities in advance of the hearings in order to better assist you in your consideration of this matter.

Yours sincerely



Rachel Sandy
Highways England Spatial Planning Manager- South West