

**From:** Blake, Patrick [mailto:Patrick.Blake@highwaysengland.co.uk]  
**Sent:** 09 June 2016 15:21  
**To:** 'mineralsandwasteplanconsultation@oxfordshire.gov.uk'  
**Cc:** Johnson, Zoe; Planning SE  
**Subject:** Oxfordshire Minerals and Waste Core Strategy – Consultation on Additional Documents

Dear Elise Batelaan

Thank you for the opportunity to comment on the consultation on additional documents to support the Oxfordshire Minerals and Waste Core Strategy.

We have reviewed the additional documents and have nothing to add to our original response to the Core Strategy Consultation (below).

Kind Regards

**Patrick Blake, Area 3 Spatial Planning Manager**

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**From:** Blake, Patrick  
**Sent:** 29 September 2015 15:35  
**To:** 'mineralsandwasteplanconsultation@oxfordshire.gov.uk'  
**Cc:** Yandell, Stephen; Johnson, Zoe  
**Subject:** Oxfordshire Minerals and Waste Local Plan Part 1 Core Strategy

Dear Peter Day

Thank you for your letter dated 21 July 2015 inviting Highways England to comment on Oxfordshire Minerals and Waste Local Plan Part 1 Core Strategy.

Please note that from 1 April 2015, we have become Highways England, a government owned company. Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In Oxfordshire this relates to the M40, A34 and A43.

We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth without careful consideration of mitigation measures. It is important that the Core Strategy provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We in general, will support proposals that consider sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort.

The transportation of waste and minerals has the potential to generate a significant number of heavy goods vehicle (HGV) trips, a large proportion of which are likely use the SRN. Although individual sites might not have a significant impact, cumulatively, developments could still have the potential to impact the SRN, particularly to road safety. In general we would be concerned with an increase in slow moving HGVs accessing the SRN and the resulting potential impact to the safe and efficient SRN. We support policy C10 which is generally in line with what is set out above, in particular road safety.

We would support proposals that promote alternatives to road based transport, such as transportation of minerals and waste via rail and water. In addition to further minimise potential impacts to the SRN we would look to site operators to identify opportunities to reduce trips during peak periods, this might be through construction and operational management plans to support individual proposals.

We look forward to continuing engagement with Oxfordshire County Council and other stakeholders to prepare the Site Allocations Document and supporting information as set out in paragraph 6.58 of the Core Strategy. It is understood that a transport assessment or transport statement will be prepared to support the Site Allocations Document and will be required for development proposals that result in significant traffic movements.

I hope this is helpful.

Your sincerely

**Patrick Blake, Assistant Asset Manager**

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