

From: Patrick Blake [REDACTED]

Sent on: Thursday, December 21, 2023 4:53:19 PM

To: Planning Policy <planningpolicy@oxford.gov.uk>

CC: Planning SE [REDACTED]

Subject: NH/23/03641 Oxford Local Plan 2040 and Partial CIL Charging Schedule Review Consultations Open

For the attention of: Planning Policy Team, Oxford City Council

Proposal: Oxford Local Plan 2040 and Partial CIL Charging Schedule Review Consultation

Our Reference: NH/23/03641

Dear Planning Policy Team,

Thank you for inviting National Highways (NH) to comment on the Regulation 19 Oxford City Council (OCC) Local Plan Public Consultation 2040 Proposed Submission.

NH 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 NH 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. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A34 and M40.

Overall, in accordance with national policy, we look to OCC to promote strategies, policies and land allocations that will support alternatives to the car and the operation of a safe and reliable transport network. We would be concerned if any material increase in traffic were to occur on the SRN or at its junctions because of planned growth within the city, without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. NH will support a local authority proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN.

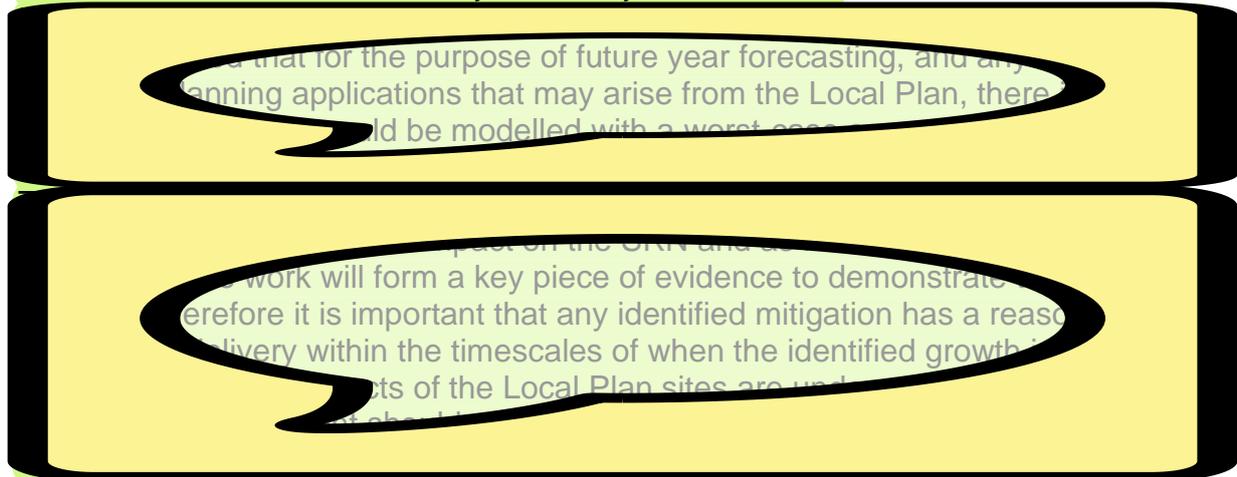
As part of this latest Consultation, NH have reviewed:

- Oxford Local Plan 2040, Proposed Submission, November 2023
- HELAA, 2023
- Infrastructure Delivery Plan (IDP), October 2023
- Duty to Cooperate – General Statement of Common Ground, August 2023
- Community Infrastructure Levy (CIL) Partial Review Draft Charging Schedule, November 2023

Oxford Local Plan 2040 Proposed Submission

NH support Policy C6 “Transport Assessments, Travel Plans, and Servicing and Delivery Plans” which requires that adequate transport-related measures are put in place to facilitate development. In particular, we support the central aims of this policy which is to ensure that there is no unacceptable residual cumulative impact on the road network, whilst prioritising pedestrian and cycle movements and facilitating access to high-quality public transport.

We also support Policy C8 “Motor Vehicle Parking Design Standards” which limits residential parking for new developments and requires that they are ‘low car’ if sites meet a certain set of accessibility criteria by other modes.



NH supports OCC's commitment to work with NH to consult on potential developments coming forward within the city and the Transport Assessment supporting the Local Plan. We note that this consultation does not include an update on the Local Plan transport evidence base modelling and request that further information about this is provided.

We look forward to working with all parties to identify and produce a robust transport strategy which would inform the size and scale of development deliverable within Oxford up to and beyond the Local Plan process.

Community Infrastructure Levy (CIL) Partial Review Draft Charging Schedule

We have reviewed all documents provided as part of the CIL consultation. National Highways are not party to contributions from developments, which include CIL payments. As such, the policy documents and charging schedule we have been consulted on do not have implications for the SRN. We have no comments to make on the CIL charging schedule consultation.

Other documents

Regarding the HELAA, IDP and General Statement of Common Ground, there is nothing contained within these which impact the SRN and therefore we have no comments to make.

I hope this is helpful.

Kind Regards

Patrick Blake, Area 3 Spatial Planner

National Highways | Bridge House | [REDACTED] GU1 4LZ

