

[REDACTED]

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**From:** Ginn, Beata [REDACTED] >  
**Sent:** 28 January 2021 17:46  
**To:** Planning Policy Vale  
**Cc:** Planning SE; [REDACTED]  
**Subject:** FORMAL RESPONSE: #12315 Your comments are invited on the Community Infrastructure Levy and Developer Contributions consultations

**FAO: Planning Policy Team**

**Our Reference:** Tracker ID: #12315

**RE: Your comments are invited on the Community Infrastructure Levy and Developer Contributions consultations**

Dear Sir or Madam

Thank you for inviting Highways England to comment on the above consultation.

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 Highways England 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.

We have reviewed this consultation and have the following comments:

*CIL Viability Assessment April 2020 (Appendices 1-5)*

We note that in the CIL viability review table, under Core Policy 15b: Harwell Campus Comprehensive Development Framework in the CIL implications column mentions incorporating site specific assumption in respect of strategic infrastructure and S106/S278 requirements (transport assessment, travel plan etc.). Further mention about Harwell Campus is in the section under 'Local Plan 2031 Part 2 Detailed Policies and Additional Sites - APPENDICES 3. South-East Vale Sub-Area Harwell Campus (36.78 ha) Around 1,000 dwellings, subject to masterplanning'.

We are very much in support of Master Plan for the site being developed and we note that one of the key objectives is to identify through the site assessment any necessary mitigation and also to investigate access arrangements. This will only be possible if the infrastructure requirements are considered from the outset (as opposed to a piece meal approach). We are specifically interested in understanding traffic impact of the Harwell Campus Site as a whole on the A34 Chilton Interchange (together with the impact from the local road network may have on its safe and efficient operation). This will in turn assist us with reviewing individual applications in a more expedient way.

However, we do note inclusion of objectives, which we welcome, towards more sustainable means of transport, namely contribution towards improved bus services and associated infrastructure for the area and integrating walking and cycling routes into the rest of the Harwell campus site.

In addition to that we note that Core Policy 8b: Dalton Barracks Comprehensive Development Framework indicates that all new development at Dalton Barracks will be guided by a comprehensive development framework. We are keen to understand what the council's strategy is, in terms of local road network improvements and how these will be funded, such that they assist in facilitating both local plan development and windfall development sites that come forwards in the future. Sites, such as Kingston Bagpuize and Dalton Barracks, will need local road network improvements to ensure that the vehicle trips from those developments that need to access the Strategic Road Network will be able to do so.

I hope this is helpful. Please do continue to consult Highways England on the matters relating to Vale of White Horse Local Plan.

Regards

**Mrs Beata Ginn**

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