

Ellen Callaghan

From: Ginn, Beata [REDACTED]
Sent: 14 June 2019 17:22
To: Risborough Expansion
Cc: Planning SE; Blake, Patrick
Subject: FORMAL RESPONSE: #7650 FW: Consultation on the Princes Risborough Expansion Supplementary Planning Document (SPD)

Follow Up Flag: Follow up
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FAO: Planning Policy Team

Re: Consultation on the Princes Risborough Expansion Supplementary Planning Document (SPD)

Our Ref: 7650

Dear Sir or Madam,

Thank you for your email dated 4 June 2019, formal notification on 'Consultation on the Princes Risborough Expansion Supplementary Planning Document (SPD)', inviting Highways England to comment.

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 M40 motorway.

We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth in Wycombe District without careful consideration of mitigation measures.

When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. Highways England in general, will support a local authority proposal that considers 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.

We have reviewed the information provided and whilst individually, the sites, due to their size and/or location would unlikely materially impact the operation of the SRN consideration should be given to assessing the cumulative impact of new proposals together with already planned growth in Wycombe on the SRN. In summary we require an assessment of the impact to the M40 motorway and its

junctions, as a result of this proposal. If any new infrastructure is required on the M40 to facilitate delivery of proposals, further dialogue will be required with delivery partners. However, it is not presently known what level of infrastructure might be required and if this would mitigate any potential safety concerns as a result of proposals. We are concerned that currently there is insufficient detail available to understand the level of infrastructure required to facilitate the potential level of car based trips, particularly during peak periods. The level of development trips from a proposal of this size could potentially have an adverse impact to the M40 without consideration of a package of targeted mitigation measures

We look forward to continuing engagement with the council and other stakeholders to identify how planned growth in Wycombe District can be delivered through the spatial planning process.

For background, you may be interested to read “The Strategic Road Network Planning for the Future” which is a guide to working with Highways England on planning matters. Please see:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461023/N150227_-_Highways_England_Planning_Document_FINAL-lo.pdf

Regards

Mrs Beata Ginn

Assistant Spatial Planning Manager (Area 3)

Highways England | Bridge House | Walnut Tree Close | Guildford GU1 4LZ

Tel: [REDACTED] Mobile: [REDACTED]

Web: www.highwaysengland.co.uk



Registered Office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
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Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |
<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

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Two councils instead of five - the best solution for the people of Bucks

There is currently a debate in Buckinghamshire about the future of local government. The district councils' proposal is for two new unitary councils for Bucks. We believe this is the best solution for the people who live and work here. Find out more at www.modernisingbucks.org

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