



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: South East Regional Director
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Cherwell District Council

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 24/00539/F

Location: Land To The East Of Stratfield Brake And West Of Oxford Parkway
Railway Station, Oxford Road, Kidlington

Proposal: Erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures.

National Highways Ref: NH/24/05397

Referring to the consultation on a planning application dated 5 March 2024 referenced above, in the vicinity of the A34 that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection;~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

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| Signature:  | Date: 03/04/2024 |
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¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways (“we”) 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 we work 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 the case of this development proposal, our interest is in the A34.

National Highways has undertaken a review of the information currently available on Cherwell District Council’s planning portal for proposals set out in 24/00539/F.

To inform our view of the potential impact from proposals to the safe and efficient operation of the SRN, it is essential that traffic modelling is undertaken. The applicant has yet to undertake this traffic modelling, however we are currently working with the applicant to scope out the applicant’s required highway modelling exercise.

The applicant proposes to use Oxfordshire County Council’s VISSIM model to assess the impact generated from the proposals set out in 24/00539/F alongside an assessment of the effect of the proposed matchday traffic management on the local and strategic road networks.

We are also concerned on the potential impact to the SRN from proposals on and close to the Water Eaton Bridge and access to Oxford Parkway Station. We are pleased to see the development of a Framework Construction Traffic Management Plan and that further detailed development will be secured through a condition. Due to the proximity of the proposal to the SRN, we would expect to see the development of a Construction Environmental Management Plan to fully manage the potential adverse impacts of construction on the SRN.

We look forward to further engagement from the applicant and due to the interdependency of the local and strategic road networks, further work with Oxfordshire County Council to ensure that sufficient information is available to enable National Highways to form a view of the impact from proposals on the safe and efficient operation of the SRN and provide the Local Planning Authority with fully informed advice.

Recommendation:

National Highways recommends the Local Planning Authority does not grant planning permission for the application Ref: 24/00539/F until 26 June 2024 to enable for the applicant to supply required information and for us to review it. This does not prevent the authority, if they so wish, to either refuse the application or agree an extension of time beyond 26 June 2024.

Reason: To allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.