

From: DC Scanning  
 To: DC Support  
 Subject: NH/24/05397 24/00539/F Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington  
 Date: 28 May 2024 16:19:00

From: Laura Bell <Laura.Bell@Cherwell-DC.gov.uk>  
 Sent: Tuesday, May 28, 2024 3:56 PM  
 To: DC Scanning <DCScanning@Cherwell-DC.gov.uk>  
 Subject: FW: NH/24/05397 24/00539/F Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

Please can this be logged in DEF as a formal consultation response from National Highways (dated received 28<sup>th</sup> May 2024)

Thanks

From: Patrick Blake <Patrick.Blake@nationalhighways.co.uk>  
 Sent: Tuesday, May 28, 2024 2:28 PM  
 To: Laura Bell <Laura.Bell@Cherwell-DC.gov.uk>; Planning SE <planningse@nationalhighways.co.uk>  
 Subject: RE: NH/24/05397 24/00539/F Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

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Hi Laura

We provided the following to the applicant on 19 April:

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Appendix

Area	Section	Paragraph, Table or Figure	Relevant Text	Item	NH Response
Proposed Scenarios	2	2.1.5	A link impact assessment will be undertaken to provide evidence of the worst impacted time period. The length of closure will need to be agreed with [the] safety board and with OCC and NH, so that the model reflects the agreed diversion duration.	1	This is acceptable if there is an understanding that different stakeholders (especially, the LHAs associated with the road networks affected by the proposed development) might have different interests dictating different time periods.
		2.1.6	A complete list of all recommended scenarios is provided in Table 2.1. This shows that if all scenarios are required, including scenarios with and without traffic management along Oxford Road for all scenarios, a total of 64 scenarios could be created, including the requirement to create, validate and agree 8 base models and reference case scenarios.	2	Review of Table 2.1 and paragraphs 5.1, 5.2, 5.3.1, 5.4.1 and 5.4.2 suggests the development of 14 rather than 12 VISSIM models and a different distribution of LinSig models across the seven bulleted categories. Our count is:
		2.1.7	It is recommended that the following number of models and model types are developed, equating to a total of 12 VISSIM scenarios (of the cordoned VISSIM model) and 36 LinSig model scenarios (per junction): • 3 VISSIM and 2 LinSig Base Models • 3 VISSIM and 2 LinSig Reference Case models • 6 VISSIM and 6 LinSig 2031 16,000 Attendee scenario models • 6 LinSig 2031 12,500 Attendee scenario models • 6 LinSig 2031 10,500 Attendee scenario models • 12 LinSig 2031 6,500 Attendee scenario models • 2 LinSig Weekday Conference scenario models	3	• 3 VISSIM and 3 LinSig Base Models • 3 VISSIM and 3 LinSig Reference Case models • 6 VISSIM and 6 LinSig 2031 16,000 Attendee scenario models • 6 LinSig 2031 12,500 Attendee scenario models • 6 LinSig 2031 10,500 Attendee scenario models • 12 LinSig 2031 6,500 Attendee scenario models • 2 VISSIM Weekday Conference scenario models Irrespective of the actual model count, the applicant is advised to make sure that sufficient models are budgeted for to cover all proposed scenarios.
		Table 2.1	NA	4	An additional column representing the '2018 BASE YEAR' models should be added to Table 2.1 for clarity.
VISSIM modelling	4	4.1.3 & Figure 4.1	The highway network will be amended, this will include the cordoning of the existing network to the extents shown in Figure 4.1.	6	The model cordoning (and extension) proposal appears reasonable. However, the amounts of traffic not loading onto the VISSIM network should be monitored and tracked if queue lengths exceed available highway queue storage.
		4.1.6	Further updates to the network will be made for the forecast scenarios, to include any further highway mitigation measures that have been completed or are expected to be completed up to 2031, access points associated with the PR sites in the modelled area, and network associated with OUF, such as the car park access and egress and further highway proposals along Oxford Road.	7	The sustainable transport measures proposed for the north of Oxford should be mentioned as part of the 2031 Reference Case to avoid confusion.
2031 Reference Case scenarios	5	Table 5.3	Average Tuesday 2031 Reference Case - AM Peak 07:00 to 10:00 (Standard Day) DEVELOPED BY SLR, NO CHANGE PROPOSED	8	NH assumes that these scenarios will include the sustainable transport measures and associated traffic demand changes proposed for the north of Oxford. Is this assumption correct?
			Average Tuesday 2031 Reference Case - PM Peak 15:00 to 18:00 (Standard Day) DEVELOPED BY SLR, NO CHANGE PROPOSED	9	
Saturday models		5.3.5	A review of the TRICS database has been undertaken and identified that there are four 7 day surveys undertaken in 2019 that could be used to calculate a weekday to weekend factor, which would then be applied to the trip generation for all PR sites and other committed development included within the current AM and PM peak periods.	10	This appears to be a reasonable approach.
OUFC model scenarios		5.4.4	The traffic distribution and trip generation associated with OUF will be included within the model. This is included within the Transport Assessment currently submitted for planning.	11	NH is still working through the Transport Assessment. A full review of the trip generation and trip distribution assumptions is still to be completed.
		5.4.6	The model forecast report will be updated to summarise the results of this scenario and an updated report will be issued to OCC and NH for review.	12	NH appreciates being consulted and looks forward to seeing developing model documentation.
Model outputs		NA	NA	13	As standard, NH would like to receive copies of all models used to assess the development once available. Further, NH will expect the following model outputs more specifically: • A34 off-slip flows and queue lengths for both the northbound and southbound off-slips at Peartree IC and the A34 southbound off-slip at Manor Park; • A34 on-slip flows for both the northbound and southbound on-slips at Peartree IC and the A34 northbound on-slip at Manor Park; • A34 mainline flows over the entire length of the VISSIM models; and • stadium flow contributions to all A34 off-slip, on-slip and mainline flows.
Documentation		6.1.1	For the base models, an LMVR will be prepared, which will set out the development, validation and calibration of the base models for use for future year testing, a summary and reference to the 2018 base model development undertaken by SLR will also be included within this report. Similar outputs will be included within the Model Forecast Report but comparing the without and with OUF scenarios.	14	NH appreciates being consulted and looks forward to seeing developing model documentation.
		7.1.6	It is envisaged that documentation when available, such as the LMVR, initial Model Forecast Report and final model forecast report including the outputs of with OUF, will be provided to OCC and NH for review. OCC comment at each stage of model development will be sought so not to result in abortive work.	15	NH appreciates being consulted and looks forward to seeing developing model documentation.
Forecast background mode share assumptions		6.2.1-6.2.18	NA	16	NH notes but does not endorse the forecast background traffic mode share assumptions underpinning the VISSIM modelling. NH requests clarity concerning mode shift assumptions on SRN-related trips.

We are reviewing trips rates etc. and we have subsequently met with Oxfordshire CC. We hope to provide some further information later this week.

Kind Regards

Patrick

Patrick Blake, Area 3 Spatial Planner

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**From:** Laura Bell <[Laura.Bell@Cherwell-DC.gov.uk](mailto:Laura.Bell@Cherwell-DC.gov.uk)>  
**Sent:** Tuesday, May 28, 2024 2:17 PM  
**To:** Patrick Blake <[Patrick.Blake@nationalhighways.co.uk](mailto:Patrick.Blake@nationalhighways.co.uk)>; Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>  
**Subject:** RE: NH/24/05397 24/00539/F Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington  
**Importance:** High

Dear Patrick

Thank you for your comments on the above mentioned application.

The LPA sent a focused re-consultation to National Highways and to OCC as LHA on 15<sup>th</sup> April 2024 in relation to the applicant's transport modelling scoping note, titled 'North Oxford VISSIM Model Scoping' note. The LHA have responded with their comments to this (attached), but I am yet to receive anything from NH. I am in the process of preparing a Regulation 25 request to the applicants and would be grateful if you could confirm if you have anything further to add to the comments originally sent below, with specific reference to the transport modelling scoping document.

Many thanks

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**From:** Patrick Blake <[Patrick.Blake@nationalhighways.co.uk](mailto:Patrick.Blake@nationalhighways.co.uk)>  
**Sent:** Wednesday, April 3, 2024 11:28 AM  
**To:** Laura Bell <[Laura.Bell@Cherwell-DC.gov.uk](mailto:Laura.Bell@Cherwell-DC.gov.uk)>; Planning <[Planning@Cherwell-DC.gov.uk](mailto:Planning@Cherwell-DC.gov.uk)>  
**Cc:** Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>; Beata Ginn <[Beata.Ginn@nationalhighways.co.uk](mailto:Beata.Ginn@nationalhighways.co.uk)>; Doyle, Simon/LON <[Simon.Doyle@jacobs.com](mailto:Simon.Doyle@jacobs.com)>; Colclough, Joseph <[Joseph.Colclough@jacobs.com](mailto:Joseph.Colclough@jacobs.com)>; Spatial Planning <[SpatialPlanning@nationalhighways.co.uk](mailto:SpatialPlanning@nationalhighways.co.uk)>; [transportplanning@dftr.gov.uk](mailto:transportplanning@dftr.gov.uk)  
**Subject:** NH/24/05397 24/00539/F Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

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**For Attention of:** Laura Bell of Cherwell District Council

**Site:** 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.

**Application Number:** 24/00539/F

**Our Reference:** NH/24/05397

Dear Laura

I refer to your initial letter dated 5 March 2022 in respect of the above planning application.

National Highways 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 National Highways 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.

Please see attached the National Highways formal response to the application.

Regards

**Patrick Blake, Area 3 Spatial Planner**  
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