

Rachel Tibbetts

From: Planning
Sent: 28 July 2021 16:00
To: DC Support
Subject: FW: 21/01630/OUT Land at North West Bicester, Home Farm, Lower Farm and SGR2, Caversfield
Attachments: HEPR Holding Rec 21_01630_OUT.PDF

From: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Sent: 28 July 2021 15:54
To: Planning <Planning@Cherwell-DC.gov.uk>
Subject: FW: 21/01630/OUT Land at North West Bicester, Home Farm, Lower Farm and SGR2, Caversfield

Please could you record and scan onto the above application?

Thanks

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Environment and Place Directorate
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From: Blake, Patrick <Patrick.Blake@highwaysengland.co.uk>
Sent: 28 July 2021 15:51
To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Cc: Planning SE <planningse@highwaysengland.co.uk>; Colclough, Joseph <Joseph.Colclough@jacobs.com>; Nock, George <George.Nock@jacobs.com>; Ginn, Beata <Beata.Ginn@highwaysengland.co.uk>; transportplanning@dft.gov.uk; Spatial Planning <SpatialPlanning@highwaysengland.co.uk>
Subject: 21/01630/OUT Land at North West Bicester, Home Farm, Lower Farm and SGR2, Caversfield

For the attention of: Caroline Ford

Site: Land at North West Bicester, Home Farm, Lower Farm and SGR2, Caversfield

Proposal: Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks, and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination

Application Number: 21/01630/OUT

Our Reference: # 91757

Dear Caroline,

Highways England (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 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.

In the case of this development proposal, our interest is in the M40, A34 and A43.

Having examined the Transport Assessment we note that the proposed development is for the creation of up to 530 dwellings on land which forms part of the North West Bicester Eco Town development located in Oxfordshire in England.

This site lies along both sides of the consented North West part of the Bicester Eco Town development (Planning Ref 10/01780/hybrid), effectively forming two parcels. A further two Outline Applications have been submitted representing additional phases of the Eco Town Development, both have resolutions to grant subject to S106 contribution agreement.

The methodology used for the trip generation assessment is consistent with that set out in the 'Interim Access & Travel Strategy' (Hyder Consulting, March 2014) document prepared to support the assessment of the wider North West Bicester Masterplan and has been used to forecast the predicted travel demand for the development by all modes of travel.

No baseline traffic surveys have been undertaken, 'Due to COVID-19'. Traffic flows from the Bicester Transport Model (BTM) have been obtained. Traffic modelling has been undertaken using the data from the BTM for the future year of 2031, which includes all committed and planned developments, as set out within the adopted Cherwell District Council Local Plan and as such it is the maximum growth scenario. The 2031 Future year traffic flows derived from the BTM have been used to undertake local network analysis and junction capacity testing.

The distribution and assignment of the development generated vehicular trips has been undertaken using the distribution from an existing 'Home Farm Application' at the site. The TA appraises 550 dwellings as a worse case. Impact on the SRN is only shown north of the site on the A34 in the TA flow diagrams, with +13 trips assigned to the A34 northbound during the AM peak being the highest impact here. However, the impact is not shown south at Jct 9 of the M40, development flows can be seen to travel south on the B4100, A4095 and subsequently Vendee Drive towards Jct 9 but no further distribution is provided in the diagrams nor mentioned in the text. The highest development flow shown being +83 trips southbound in the AM peak on Vendee Drive. We are content with the trip generation and distribution methodology, however more information is required to show the traffic impact at Junctions 9 and 10 of the M40.

The TA scoping note states that the transport consultants consider the historic traffic impact assessments by WYG, Hyder and others in historic applications already account for the majority of the proposed scheme and have established the offsite strategic highway improvements necessary to deliver the NW Bicester Masterplan. The transport consultants also state that with this in mind the applicant will be agreeing to proportionate financial contributions to these strategic improvements. To be clear, the Jct 9 M40 pinchpoint improvement is already in place.

Construction traffic will access the Site via the routes included in the permitted Construction Traffic Management Plan from the existing permitted development, identified as follows:

- From the North, North West and Midlands (M40 Junction 10, A43, B4100);
- From the North East (M1 Junction 13, A421, A43, B4100);
- From the East (A41, A4421, A4095, B4100); and
- From the South/South West (M40 Junction 9, A41, A4421, A4095, B4100).

Based on the above points we conclude that the impact on the SRN needs further detail until we are satisfied with the application. We suggest a holding recommendation until details are provided on the traffic impact for Jct 9 of the M40.

Recommendation

Highways England recommends that the Local Planning Authority does not grant planning permission for the application (Ref: 21/01630/OUT) for a period of 56 days from the date of this recommendation to enable further assessment to be undertaken.

Reason: To allow Highways England 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.

Please find attached our formal response outlined in the HEPR document.

Kind Regards

Patrick Blake, Area 3 Spatial Planning Manager

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