



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows(Regional Director)
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To: Cherwell District Council

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

Council's Reference: 21/02467/F

Location: OS Parcel 0005 And Part OS Parcel 1300 0878 And 7566 Banbury

Proposal: Erection of mixed-use development including a 240-bed hotel, 4-storey office building and roadside services including 2 no hot food restaurant drive-throughs, a coffee shop drive-through and a petrol filling station with ancillary retail store.

Referring to the planning application referenced above for erection of mixed-use development including a 240-bed hotel, 4-storey office building and roadside services including 2 no hot food restaurant drive-throughs, a coffee shop drive through and a petrol filling station with ancillary retail store, at OS Parcel 0005 And Part OS Parcel 1300 0878 And 7566, Banbury, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~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/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.

Signature: S. Gogna

Date: 4 October 2022

Name: Sunil Gogna

Position: Spatial Planner

National Highways

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¹ Where relevant, further information will be provided within Annex A.

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a 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.

The proposed development is located on a site adjacent to the M40 J11 on land between the motorway offslip and the A361. The site currently has extant planning consent (planning application number 19/00128/HYBRID) for warehousing.

Previously, AECOM on behalf of National Highways (NH) undertook a modelling audit of the Vissim base year models and reviewed the associated Local Model Validation Report (LMVR) developed by Stantec. AECOM found several issues, summarised in Technical Note 02 and recommended that Stantec address these issues and resubmit the models for review.

Stantec submitted an updated LMVR dated 1st August 2022, and AECOM requested further information, which was received on 22nd August 2022, for review.

In this review, AECOM has found that Stantec has addressed some of the issues identified earlier (TN 02). However, it is found that there still are a few significant issues/errors critical to model acceptability. There are also a few medium and minor issues associated with the models which can cumulatively have a significant impact on the models. AECOM has provided several comments and recommendations based on the modelling standards and guidelines that Stantec should address.

The key issues identified in this audit are summarised as follows:

- The AM and PM peak models lack consistency for some of the Desired Speed Decisions and Reduced Speed Areas coding;
- The pedestrian inputs coded at pedestrian crossings in the Vissim models seem too low considering the location, where higher pedestrian volumes would be expected;
- The pedestrian stage intergreen time coded at pedestrian signals is too low (5 seconds) which does not reflect guidance for long crossings over multiple traffic lanes;
- The journey time validation results for some of the key routes passing through M40 J11 fail to meet the TAG criteria (15%) in the PM peak model; and
- The journey time comparison is missing on M40 J11 slip roads approach arms, which is a key omission from National Highway's perspective.

Based on the issues identified in the present audit, AECOM cannot approve the Vissim base models in the present state and recommends making changes to address the issues identified in this audit.

Based on AECOM's assessment it is considered that updating the Vissim base models as recommended is likely to result in a better match to the observed data at some of the key locations.

It is therefore recommended that the Vissim base models and LMVR are updated and revised calibration/ validation results are provided. The models can then be used to develop the forecast year scenarios to assess the impacts of the proposed Application.

National Highways was in receipt of further information from the applicant on 27th September 2022. This is currently under review.

In light of the above, National Highways recommends that planning permission not be granted for a period of three months from the date of this response to allow time to review the additional supporting information.