



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

From: Nicola Bell (Regional Director)  
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To: Cherwell District Council FAO Robin Forrester

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 22/01144/F

**Location:** OS Parcel 5700 South West of Grange Farm Street Through Little Chesterton, Chesterton

**Proposal:** Full planning application for the erection of a new high quality combined research, development and production facility comprising of Class B2 floorspace and ancillary office floorspace with associated infrastructure including: formation of signal-controlled vehicular access to the A41 and repositioning of existing bus stops; ancillary workshops; staff gym and canteen; security gate house; a building for use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yard; waste management area; external plant; vehicle parking; landscaping including permanent landscaped mounds; sustainable drainage details; together with the demolition of existing agricultural buildings within the red line boundary; and the realignment of an existing watercourse.

**National Highways Ref:** 94812

Referring to the consultation on the planning application referenced above, in the vicinity of the M40 and A34 that forms part of the Strategic Road Network, 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)~~

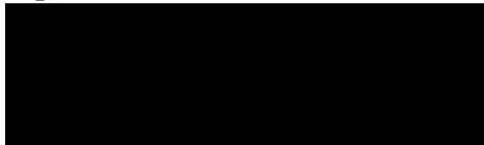
Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

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](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

**Signature:**

**Date:** 17/05/2022



**Name:** Mrs Beata Ginn

**Position:**

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<sup>1</sup> 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.

This application is for a large research, development and production facility combining B2 General Industrial and B1 Office uses. The site is located just north of the A41 with a new signalised junction access from the A41 proposed as the main access point. In the case of this development proposal, our interests relate to the M40 and A34, in particular M40 J9.

### **Off-site Vehicle Impacts and Sustainable Transport Mitigation**

We are currently reviewing the impacts of development at M40 J9 and the emerging package of proposed mitigation put forward by the Applicant, the latter of which we note is still being developed by the Applicant in consultation with Oxfordshire County Council as Local Highway Authority (LHA). The site is located in a remote edge of town location and has the potential for being significantly dependant on car-based travel. We note from the supporting Transport Assessment (TA) that discussions remain on-going regarding the details of the overall transport package required to mitigate the residual cumulative impacts of development. The supporting TA notes (paragraph 4.4) that the *Applicant's committed to encouraging the use of more sustainable modes of transport*, which we welcome.

We agree with the applicant that the inclusion of cycling infrastructure to connect the site to the wider cycle network is a key requirement for reducing the vehicle trip impact of the site. We note that the TA Appendix H shows details of the proposed cycle path between the site and Wendlebury Road. We note that the final design of this cycle connection is subject to discussion with Oxfordshire County Council Highways (OCCH), and request that National Highways are notified of the outcomes of these discussions given the interdependency of the SRN and local highway network.

We note that details of improvements to the bus stops on the A41 are also subject to discussion with OCCH and again request that we are notified of the outcome of this discussion as detail emerges. The necessary bus stop improvements and enhancements to the bus services are essential for the vehicle trip impacts from this site to be acceptable in transport terms. It is envisaged given the bespoke commercial nature of the site, that bespoke services linked to operating hours of the site will be pursued subject to OCCHs acceptance.

As agreed with the Applicant during an extensive pre-application period, planning conditions and requirements will be advised by National Highways following the release of any no objection response relating to the car parking strategy, the developer proposed workforce 70:30 split and the naming of end-occupier giving the highly bespoke nature of the development proposals and how this is reflected in the transport assessment work.

### **Recommended Non-Approval**

It is recommended that the application (Ref: 22/01144/F) should not be approved for a period of 56 days (until 12<sup>th</sup> July 2022) from the date of this recommendation to enable further assessment to be undertaken and for the relevant discussions between ourselves, the applicant and OCCH to take place.

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.