



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

From: Nicola Bell (Regional Director)
Operations Directorate
Southeast Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Cherwell District Council FAO Robin Forrester

CC: transportplanning@dft.gov.uk
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, received on the 27th April 2022, 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.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: 	Date: 21 June 2022
Name: Patrick Blake	Position: South East Spatial Planning Manager National Highways planningSE@nationalhighways.co.uk
National Highways Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ Patrick.Blake@nationalhighways.co.uk	

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.

Development Site Context

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.

Trip Generation and Trip Distribution

A first principles approach has been taken to derive the development trips. This is acceptable given the identified end-user and the bespoke operation of the site. The supporting traffic modelling reflects the assumptions made for the site operation.

Off-site Vehicle Impacts and Sustainable Transport Mitigation

We have reviewed the available information regarding the impacts of development at M40 J9 and the package of proposed mitigation put forward by the Applicant.

The Applicant has undertaken junction impact assessment at M40 J9 in compliance with DfT Circular 02/2013 as presented in Table 7.3 and Table 7.5 of supporting Transport Assessment Tritax Symmetry and Siemens Healthineers, Symmetry Park, Oxford North [VECTOS. March 2022]. The analysis presented does demonstrate that in a worst-case scenario (without any mitigation on the local road network) that there is sufficient stacking space on the M40 slip-roads to accommodate forecast queues, meaning these queues are not predicted to extend back to the M40 mainline. As a result, the residual cumulative impacts of development are not considered severe nor considered to have an unacceptable impact upon highway safety in accordance with paragraphs 110 and 111 of the National Planning Policy Framework (July 2021)

Summary

We are satisfied that subject to the provision of the planning conditions advised below the residual cumulative impacts of the development will not be severe in accordance with the National Planning Policy Framework (July 2021). The provision of planning conditions has been discussed and agreed with Cherwell District Council as Local Planning Authority (LPA), Oxfordshire County Council as Local Highway Authority and the Applicant, and for the avoidance of doubt are replicated below in full and are endorsed by National Highways.

Recommended Conditions

1. Prior to occupation of the development a Workplace Travel Plan prepared in accordance with the Framework Travel Plan (January 2022, included as Appendix S of Vectos Transport Assessment dated March 2022, to include implementation of working practices set out in 'Healthineers Way of Working' (December 2020) to achieve a broad 70/30 split of office/remote based working going forward) will be submitted to and approved by the Local Planning Authority. The plan shall incorporate site specific details of the means of regulating the use of private cars related to the development in favour of other modes of transport and the means of implementation and methods of monitoring.

Reason: In the interests of sustainability, to ensure a satisfactory form of development and to comply with Policies SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

2. No development **of any phase** shall take place, including any works of demolition until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall be appropriately titled (site and planning permission number) and shall provide for as a minimum:
 - Routing of construction traffic and delivery vehicles including means of access into the site;
 - Details of and approval of any road closures needed during construction;
 - Details of and approval of any traffic management needed during construction;
 - Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway;
 - Measures to control the emission of dust and dirt during construction;
 - Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions;
 - The erection and maintenance of security hoarding / scaffolding if required;
 - A regime to inspect and maintain all signing, barriers etc;

- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided;
- Details of the loading and unloading of plant and materials and the use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc;
- Details of arrangements for site related vehicles (worker transport etc);
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc;
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted;
- Any temporary access arrangements;
- Delivery, demolition and construction working hours;
- Storage of plant and materials used in constructing the development;
- A scheme for recycling/ disposing of waste resulting from demolition and construction works.

The approved Construction Management Plan shall be adhered to throughout the construction period for the development.

Reason: In the interests of highway safety and to ensure that the environment is protected during construction in accordance with Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

3. The Delivery and Servicing Management Plan (January 2022, included as Appendix T of Vectos Transport Assessment dated March 2022) shall be implemented in perpetuity for the operation of the development hereby approved. The Plan shall ensure the implementation of specific details on the routing of vehicles in order to ensure that larger service / delivery vehicles avoid inappropriate routes on the local road network, in order to mitigate the impact on the surrounding network.

Reason: In the interests of highway safety and to ensure that the environment is protected during operation in accordance with Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

4. Prior to the first occupation of the development car park facilities shall be provided on the site (as shown in drawing ref: 13-222-SGP-ZZ-ZZ-DR-A-131000 Rev V: Site Plan – Phase 1). Thereafter, the car park facilities shall be permanently retained and maintained for the parking of vehicles in connection with the development.

Reason: In the interests of maintaining a well-functioning road network and in accordance with Policy SLE4, ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government advice in the National Planning Policy Framework.

5. Prior to the first occupation of the development, covered cycle parking facilities shall be provided on the site (as shown in drawing ref: 13-222-SGP-ZZ-ZZ-DR-A-131000 Rev V: Site Plan – Phase 1 Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: In the interests of promoting sustainable transport modes in accordance with Policy SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government advice in the National Planning Policy Framework.

6. Shift change overs of Production Staff will avoid start and finish times during the peak highway network hours of 08:00 – 10:00 and 16:00 – 18:00, Monday-Friday, in order to mitigate the impact of the development on the local highway network during peak network hours.

Reason: In the interests of sustainability, to ensure a satisfactory form of development and to comply with Policies SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.