



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

From: Andrew Jinks (Regional Director)
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To: **Cherwell District Council – FAO: David Lowin**

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

Council's Reference: 22/01340/OUT

Location: OS Parcel 6124, East of Baynards Green Farm, Street to Horwell Farm, Baynards Green

Proposal: Application for outline planning permission (all matters reserved except means of access (not internal roads) from B4100) for the erection of buildings comprising logistics (use class B8) and ancillary offices (use class E(g)(i)) floorspace; energy centre, HGV parking, construction of new site access from the B4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure

National Highways Ref: 95187


Referring to the consultation on a planning application dated 7 June 2022 referenced above, in the vicinity of the A43 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: 22 September 2022
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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' 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.

Recommended Non-Approval

It is recommended that the application should not be approved for a period of three months from the date of this response to allow the applicant to provide the additional information required.

The closest point of impact from the proposed development on the SRN in the area is at the A43/ B4100 Baynards Green roundabout, located adjacent to the development site.

Reasons

National Highways has been engaged with the applicant/ their consultants on this development proposal since the pre-application stage in August 2020. The applicant arranged a meeting in March 2022 including National Highways, the Local Highway Authority (LHA) and Local Planning Authority (LPA) to agree on matters relating to trip generation, trip distribution, use of strategic model available in the area, requirement for wider level assessments, etc.

We note that the quantum of development has now increased from 176,787 sqm to 300,000 sqm when compared to pre-application discussions. However, we note that the land use remains the same.

Traffic related matters

Updates as of 22 June 2022

Based on our review of the Transport Assessment (TA dated April 2022), National Highways had the following comments to make.

Trip generation and distribution

The applicant has used the approved trip rates corresponding to the adjacent employment site, land at M40 J10 (planning applications 21/03267/OUT, 21/03268/OUT and 21/03266/F) and we consider this to be acceptable.

We noted that the applicant has interrogated Census 2011 data and trip distribution data from the adjacent employment site to undertake trip distribution and assignment

of the development trips. However, it was agreed with the applicant that the trip distribution for the light vehicles will be undertaken using the Bicester Transport Model (BTM) available for the area to ensure a robust assessment. It was also agreed that the applicant would adopt the HGV trip distribution used for adjacent employment development.

It was agreed by all the parties at the meeting in March 2022 that the traffic impacts of the proposed development will be considered cumulatively with the adjacent employment development (21/03267/OUT, 21/03268/OUT and 21/03266/F). We look forward to reviewing the assessment scenarios in due course.

As such, we recommend that the applicant includes a section on this within the TA to reflect the latest updates.

Further to this, we understand from the pre-application discussions that the applicant proposes an employment development on land near M40 J9, in addition to the current development proposal. National Highways recommends that the applicant considers the wider traffic impacts of this development at the M40 J10 and A43 junctions in the area.

Capacity assessments

The applicant has undertaken capacity assessments at four junctions (including A43/ B4100 Baynards Green Roundabout) using ARCADY with outputs presented within the TA. However, there is no reference to the model validation element.

Nonetheless, it was agreed with the applicant that the capacity assessments at M40 J10 and A43/ B4100 Baynards Green Roundabout will be undertaken using National Highways' VISSIM model developed in the area. As such, we have not currently reviewed the modelling results presented with the TA.

Following the review of the outputs from the BTM runs, we may also require the applicant to undertake capacity assessments at wider SRN junctions in the area.

Committed development

We recommend that the applicant liaises with the relevant LPAs to identify if any additional committed developments are to be considered for the assessments in addition to those available within the BTM.

Merge/ Diverge Assessments

We also recommend that the applicant carries out merge and diverge assessments on the slip roads at M40 J10 and provides the outputs for our review.

Updates as of 22 June 2022

The applicant has now provided the scope of the BTM runs to be undertaken and overall, National Highways is content with the assessment scenarios. However, we have provided a few comments on the data outputs to be extracted from the BTM. We have requested some clarity on the committed developments/ infrastructure schemes considered.

Following the completion of the BTM runs, we recommend that the applicant provides us with the BTM model outputs, and forecast year matrix methodology for our review and agreement, prior to any assessments being carried out.

Further to this, the applicant has shared the updated VISSIM model with National Highways reflecting the latest DS3 Growth Deal scheme drawings. We have completed our review of this and have provided our comments.

As a general note, we recommend that the TA is agreed in a staged approach to avoid any abortive work.

Travel Plan

We acknowledge that the applicant has submitted a Framework Travel Plan considering the sustainable travel options to and from the development site and we welcome this.