

Lynne Baldwin

From: DC Scanning
Sent: 25 July 2022 08:16
To: DC Support
Subject: FW: 95430 22/01829/OUT Unit D1 Graven Hill, Circular Road, Ambrosden
Attachments: 220722 Holding_NHPR_2201829OUT_Unit_D1_Graven Hill.pdf

From: David Lowin <David.Lowin@Cherwell-DC.gov.uk>
Sent: 25 July 2022 07:33
To: DC Scanning <DCScanning@Cherwell-DC.gov.uk>
Cc: Andy Bateson <Andy.Bateson@cherwell-dc.gov.uk>; Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>; White, Joy - Communities <joy.white@oxfordshire.gov.uk>
Subject: FW: 95430 22/01829/OUT Unit D1 Graven Hill, Circular Road, Ambrosden

Please place on 22/01829/OUT as a public document and note that it is a consultee response.
David

From: Blake, Patrick <Patrick.Blake@nationalhighways.co.uk>
Sent: 22 July 2022 13:57
To: David Lowin <David.Lowin@Cherwell-DC.gov.uk>
Cc: Planning SE <planningse@nationalhighways.co.uk>; transportplanning@dft.gov.uk; Spatial Planning <SpatialPlanning@nationalhighways.co.uk>; Ginn, Beata <Beata.Ginn@nationalhighways.co.uk>; Colclough, Joseph <Joseph.Colclough@jacobs.com>; Doyle, Simon/LON <Simon.Doyle@jacobs.com>
Subject: 95430 22/01829/OUT Unit D1 Graven Hill, Circular Road, Ambrosden

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For the attention of: David Lowin of Cherwell District Council

Site: Unit D1 Graven Hill, Circular Road, Ambrosden

Proposal: Outline (fixing 'Access' only) – redevelopment of Graven Hill D1 Site, including demolition of existing buildings, development of B8 'Storage or Distribution' use comprising up to 104,008 sq. m (GIA), creation of open space and associated highway works, etc.

Application Number: 22/01829/OUT

Our Reference: 95430 (Tracker No: 17253)

Dear David,

Thank you for consulting National Highways on the planning application dated 1st July 2022 referenced above.

National Highways ("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 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.

In the case of this development proposal, our interest is in the M40 and A34, specifically M40 Junction 9 Wendlebury Interchange.

Having reviewed the application materials available on Cherwell District Council's planning portal, we have concerns regarding the Transport Assessment methodology and the expected impact of the proposed development on the SRN – more particularly:

Trip Rates

- The trip rates assumed for the proposed development might be significantly higher than the trip rates assumed for the historic consented use (Council's Reference: 11/01494/OUT), they do not represent the greatest trip generating potential as per the description of the land use (i.e. B8 parcel distribution) actually being applied for, thereby underestimating potential traffic impacts across the broader highway network. Accordingly, the trip generation of the proposed development needs to be re-visited assuming higher agreed trip rates.

Trip Distribution

- The trip distribution assumed for the proposed development is identical to that assumed for the historic consented use (Council's Reference: 11/01494/OUT). Nevertheless, it appears to underestimate the number of trips generated by the proposed development that might use M40 Junction 9 and the M40 and A34 beyond M40 Junction 9. Accordingly, the trip distribution of the proposed development needs to be re-visited to either confirm it is reasonable or amended to reflect more reasonable assumptions that reflect the actual proposed land use. The percentage and absolute numbers of trips passing through M40 Junction 9 in the weekday morning and afternoon highway network peak hours should then be reported on.

Traffic Modelling

- Assuming the current trip rates and distributions in the submitted Transport Assessment, the expected traffic impact at M40 Junction 9 is already of an order that would require traffic modelling of M40 Junction 9. Following agreement on the above (i.e. the trip rates and trip distribution to be assumed), National Highways may require modelling as per DfT Circular 02/13 as a minimum (i.e. the year of opening, assuming the full delivery of the proposed development, and ten years after the date of application registration, with background traffic growth clearly explained including which committed and allocated development has been included/excluded).

Construction Traffic Impacts

- The Transport Assessment expects *'that a Construction Logistics Plan (CLP) would be conditioned as part of the planning permission'*, more specifically *'as part of a subsequent Reserved Matters Application ... discharged by the Contractor, based on their preferred construction access arrangements and management procedures'*. A Construction Traffic Management Plan will be a recommended condition by National Highways.

National Highways will liaise with the transport consultants who undertook the Transport Assessment to discuss the proposed development and work undertaken to assess the impact on the SRN.

Based on the above National Highways recommends that the Local Planning Authority does not grant planning permission for this application (Ref: 22/01829/OUT) for a period of 56 days (until 16th September 2022) from the date of this recommendation to enable further assessment to be undertaken. Please find attached our NHPR form in this respect.

Regards

Patrick Blake, Spatial Planning Manager – South East

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