



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

From: South East Divisional Director
Operations Directorate
Southeast Region
National Highways
PlanningSE@nationalhighways.co.uk

To: David Lowin, Cherwell District Council

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

Council's Reference: 22/01829/OUT

Location: 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.

National Highways Ref: 95430

Referring to the consultation on the planning application dated 1st July 2022 referenced above, in the vicinity of the M40 and A34 that form 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: 30/09/2022

Name: Mrs Beata Ginn

Position: Assistant Spatial Planner
National Highways
planningSE@nationalhighways.co.uk

National Highways

Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

Beata.Ginn@nationalhighways.co.uk

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

Annex A National Highways' recommended planning conditions & reasons

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, following discussion with the applicant and subsequent agreement of the amendments to the wording of conditions, we recommend that the following conditions are included in any planning permission given:

1. No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. It should include but not be limited to construction traffic routes, parking and turning provision to be made on site, measures to limit trips during peak highway periods, prevent mud from being deposited on the highway and a programme for construction. Agreed details should be fully implemented prior to start of construction works.

REASON: To ensure that the M40 and A34 continue to be effective parts of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

2. Prior to occupation of any part of development hereby permitted, a Framework Operational Management Plan (FOMP) will be submitted to and agreed in writing by the Local Planning Authority. The FOMP will detail the proposals for the management of the impact of the development on the surrounding highway network, including but not limited to the following:
 - a. *Details of staff shift changes at the development (or the relevant part thereof) which seek to minimise the effect during peak (0800-0900 & 1700-1800) operational periods of the surrounding highway network;*
 - b. *A car park management plan for the development (or the relevant part thereof);*
 - c. *A strategy for road signs at the development (or the relevant part thereof). This includes both scenarios both 'before' and 'after' completion of the South East Perimeter Road.*

- d. *Details of routing and timing of delivery vehicles at the development (or the relevant part thereof).*

REASON: To ensure that the M40 and A34 continue to be effective parts of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. This is also to minimise the effect during peak (0800-0900 & 1700-1800) operational periods.

From: Ginn, Beata

Sent: 30 September 2022 13:13

To: David Lowin

Cc: Planning SE ; Blake, Patrick ; Spatial Planning

Subject: FORMAL RESPONSE as at 2022 09 30 : 95430, 22/01829/OUT Unit D1 Graven Hill, Circular Road, Ambrosden

Importance: High

For the attention of: David Lowin of Cherwell District Council

Site: Unit D1 Graven Hill, Circular Road, Ambrosden

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Application Number: 22/01829/OUT

Our Reference: 95430 (Tracker No: 17253)

Dear David,

I refer to your initial e-mail dated 1 July 2022 consulting us on this planning application, our holding recommendation dated 22 July 2022 and our formal response dated 15 September 2022. Since then, there was further communication from Oxfordshire County council in relation to the wording of the recommended conditions and agreement was reached to amend these to be more specific (applicant is also content with this approach).

Please note that this response now replaces our response dated 15 September 2022.

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REASON: To ensure that the M40 and A34 continue to be effective parts of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. This is also to minimise the effect during peak (0800-0900 & 1700-1800) operational periods.

Please find attached updated NHPR.

Regards

Mrs Beata Ginn

Assistant Spatial Planner (Area 3)

National Highways | Bridge House | Walnut Tree Close | Guildford GU1 4LZ