



## National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: South East Divisional Director  
Operations Directorate  
Southeast Region  
National Highways  
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To: Cherwell District Council FAO James Kirkham  
[james.kirkham@cherwell-dc.gov.uk](mailto:james.kirkham@cherwell-dc.gov.uk)

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

**Council's Reference:** 22/02866/OUT

**Location:** Land East of Ploughley Road, Ambrosden

**Proposal:** OUTLINE planning application for up to 120 dwellings, vehicular and pedestrian access off Ploughley Road, new pedestrian access to West Hawthorn Road, surface water drainage, foul water drainage, landscaping, public open space, biodiversity and associated infrastructure. Access off Ploughley Road is not reserved for future consideration.

**National Highways Ref:** 96393

Referring to the consultation dated 12<sup>th</sup> October 2022 on the planning application referenced above, in the vicinity of the A34 and M40 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>

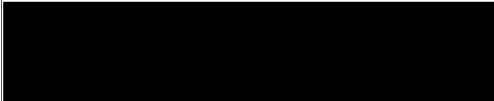
This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

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.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningSE@nationalhighways.co.uk](mailto:PlanningSE@nationalhighways.co.uk).

**Signature:**

**Date:** 20/12/2022



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**Position:**

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A National Highways' assessment of the proposed development**

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 A34 and M40 located west of the site. In particular, we are interested in M40 J9 which is a 6-mile drive from the site. We would be concerned if there were any potential safety or efficiency impacts to our network.

We have reviewed the Transport Assessment (TA) submitted alongside this application. We agree with the trip generation methodology, which is sourced using standard TRICS practices. The distribution however only shows directional distribution of development traffic onto the A41 just north of the site, with no further detail of the number of vehicles that could be expected to travel towards the M40 J9 and thus use the SRN. Table 6-4 in the TA shows that 64% of development traffic travels along the A41 in the Bicester direction, which is also the direction for access to the SRN. With 83 AM peak and 73 PM peak hour trips for the development overall, there could potentially be an impact on the M40 J9.

National Highways therefore requests that the applicant provides updated traffic distribution data showing the estimated distribution of trips to the M40 J9 and the A34.

### **Recommended Non-Approval**

We previously sent detailed comments on 1st November 2022 to allow the applicant more time to respond. We have not received a re-consultation request on new or updated information since this time.

It is recommended that the application (Ref: 22/02866/OUT) should not be approved for a period of 56 days (until 14<sup>th</sup> February 2023) from the date of this recommendation to enable a further assessment to be undertaken and to allow us to provide the Local Planning Authority with fully informed advice.

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.

## **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.