

Friends of Stratfield Brake

Comment on OUFC planning application ref 24/00539/F

We refer to your email to us on 21 March 2024 (see below) and note that there will be a three month delay plus an additional minimum period of 30 days for consultation.

We hope that the additional modelling which OUFC is required to carry out includes the cumulative effects of: the planned closure of Sandy Lane; the nearby Oxford North development; and the bus gates (aka traffic filters) which Oxfordshire County Council is intending to install once the Botley Road is open.

On Thu, 21 Mar 2024 at 12:36, Planning <Planning@cherwell-dc.gov.uk> wrote:

Dear Friends of Stratfield Brake

RE Oxford United planning application

Thank you for your email. The Transport Assessment (TA) that has been submitted with the application includes LinSig modelling to assess the impacts of the stadium. LinSig models are detailed static models used to test the performance of individual junctions and have a specific role to play in understanding the traffic impacts of new development. However, LinSig modelling does not enable the interactions between junctions (e.g. due to blocking back) nor the potential implications of route choice, to be fully understood.

For these reasons, whilst OCC Highways accepts that LinSig modelling is appropriate for impact testing of some scenarios associated with the stadium proposals, additional 'micro-simulation' VISSIM modelling has also been requested. OCC Highways require this additional modelling to be informed by weekend and evening surveys to demonstrate that impacts have been appropriately and robustly modelled.

OUFC have been trying to obtain access to the VISSIM model for many months, but the owners of the model have not yet provided access. OUFC advise that they hope to have access by the end of this week, which will enable their Transport consultants to run the additional micro simulations. This additional modelling is likely to take at least 3 months to complete.

The Local Planning Authority would have preferred to have received a TA that included this information from the outset, but it is not a requirement nor a reason to invalidate the planning application, as the documents submitted meet the necessary national requirements for such applications.

It is not uncommon for large scale, strategic applications of this nature to go through additional consultation, as a result of third party and statutory comments received during the course of the application. In the meantime, OCC Highways will be reviewing and assessing other aspects of the application such as the access works, and will comment on the traffic impacts when the TA addendum containing the additional modelling evidence is submitted.

When the additional information is submitted, the LPA will re-consult relevant consultees and third parties and publicise, for a minimum of 30 days.

Thank you again for your email.

Planning and Development

Communities Directorate

Cherwell District Council

01295 227006

planning@cherwell-dc.gov.uk

building.control@cherwell-dc.gov.uk

planning.policy@cherwell-dc.gov.uk

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