



## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Martin Fellows  
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To: Cherwell District Council

CC: [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk)  
[growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

Council's Reference: 18/00825/HYBRID

Referring to the planning application referenced above, dated 17 May 2018, application for up to 1,175 new dwellings, 60 close care dwellings, 929 m2 of retail, a new medical centre, 35,175 m2 of new employment buildings, 2.4 ha site for a new school, 925 m2 of community use buildings, 515 m2 of indoor sports, observation tower with ancillary visitor facilities of up to 100 m2, 1,000 m2 energy facility/infrastructure, 2,520 m2 additional education facilities, creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure; change of Use of various buildings and areas for employment use, filming and heritage activities, education use, car processing, and associated infrastructure works, Heyford Park, Camp Road Upper Heyford Bicester OX25 5HD, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is ~~is~~ not relevant to this application.<sup>1</sup>

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk).

<b>Signature</b> 	<b>Date:</b> 19 December 2018
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## **Annex A Highways England recommended further assessment required**

HIGHWAYS ENGLAND 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.

This response represents our formal recommendations with regards to 18/00825/HYBRID and has been prepared by Shamsul Hoque.

The proposed next phase of the Heyford Park development comprises 1175 new dwellings along with almost 50,000sqm of commercial, transport and community infrastructure. It forms part of the larger proposals for a new community part of which is already built out. The former military base site is near to the M40, approximately 1 mile west of junction 10 (junction with A43). As such it is likely to have a significant impact on the SRN.

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

The promoters of this development, Dorchester Living Ltd, have, through their transport consultants Peter Brett Associates (PBA), involved us in extensive pre-application discussions alongside Cherwell District Council and Oxfordshire County Council.

Since our last response, dated 6 November 2018, PBA have undertaken further work e.g. Do-something Scenario 6 (DS6) to develop further mitigation measures and associated transport modelling to determine the scale of impacts on both the SRN and local road network.

It was previously noted that at the Baynards Green roundabout one mitigation option could better manage traffic impact on SRN, while the same time the local roads may still experience long traffic queues, and vice versa.

The further work carried out has demonstrated to our satisfaction that the latest DS6 option at Baynards Green can achieve an acceptable balance of manageable impacts between the SRN and local road network. It also achieves a balance between costs and benefits appropriate to the scale of the development.

We had already concluded that the proposed mitigation at the Padbury junction would be sufficient to manage the impacts of the development, and this position has not changed.

The impacts of the development on the SRN at the Ardley roundabout appear to be acceptable to us. However, impacts on the B430 approach to Ardley roundabout remain severe for the local highway authority. We need, therefore, to wait for the outcome of any further work to mitigate these impacts to confirm there are no consequential severe impacts on the SRN.

Therefore, we recommend that the application is not determined before **8 February 2019**. This should hopefully allow the applicant's team time to complete their work and for us to review it. If outstanding matters are resolved sooner than this, we could then update this with a set of recommended conditions.