



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

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**Council's Reference:** R3.0138/21

**Proposal:** Planning application by Oxfordshire County Council County Hall, New Road, Oxford, OX1 1ND for planning permission: - The dualling of the A4130 carriageway (A4130 Widening) from the Milton Gate Junction eastwards, including the construction of three roundabouts; - A road bridge over the Great Western Mainline (Didcot Science Bridge) and realignment of the A4130 north east of the proposed road bridge including the relocation of a lagoon;

- Construction of a new road between Didcot and Culham (Didcot to Culham River Crossing) including the construction of three roundabouts, a road bridge over the Appleford railway sidings and road bridge over the River Thames;
- Construction of a new road between the B4015 and A415 (Clifton Hampden bypass), including the provision of one roundabout and associated junctions; and - Controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems.

at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden

**National Highways Ref:** 93193

Referring to the consultation on the planning application referenced above, in the vicinity of the A34 which 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.

<b>Signature:</b> 	<b>Date:</b> 02/12/2021
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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A**      **National Highway's assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a 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.

### **Recommendation**

National Highways are concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A34.

National Highways have reviewed the submitted information and it is not considered that the proposals would result in a severe impact on the SRN. To ensure this is the case, National Highways require the Applicant produces a Construction Environment Management Plan (CEMP) to ensure that the development is acceptable in planning terms. National Highways request that any further development in regard to the CEMP and existing framework construction impact section in the Transport Assessment document is communicated to us in a timely fashion.

### **Condition**

1. *No development shall take place until details of a Construction Environment Management Plan have been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways).*

REASON: To mitigate any adverse impact from the development on the A34. To ensure that the A34 continues to be an effective part 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.