



HVJ TRANSPORT LTD

Transport addendum note

Planning application P17/02190/F.

**PROPOSED PILOT TRAINING SCHOOL ETC
AT
OXFORD AIRPORT, LANGFORD
FOR LONDON OXFORD AIRPORT**

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CONTENTS

1. INTRODUCTION

2. RESPONSE TO COMMENTS MADE BY OXFORDSHIRE CC AS HIGHWAY AUTHORITY

3. CONCLUSION

1. INTRODUCTION

- 1.1 This addendum report is based upon the comments received from Oxfordshire County Council as Highway Authority dated 28th of November 2017 regarding the planning application reference number 17/02190/F for the proposed pilot training school including an accommodation block, teaching training facilities, car parking and cycle parking at land west of the junction with The Boulevard, London Oxford Airport, Langford Lane, Kidlington.
- 1.2 It specifically addresses the Transport Schedule comments and also refers to the telephone conversation on Thursday 7th of December 2017 between Craig Rossington, Senior Transport Planner and Huw Jones of HVJ TRANSPORT LTD.
- Due regard has also been given with respect to the site in the National Planning Policy Framework relating to safe access and sustainability etc. The proposed site is situated in a sustainable and accessible location where it can be reached readily on foot, cycle and by public transport.
- 1.3 Following these additional comments and revised amended drawings the planning application should now be acceptable in traffic and transport terms.
- 1.4 There are a very limited amount of pilot training facilities within the UK and no information within the TRICS database for such a use and this has been confirmed with the staff of the consortium. TRICS was founded and is owned by 6 County Councils in the South of England, collectively the TRICS Consortium. This Transport addendum report is also to be read in conjunction with the Transport Statement also by HVJ TRANSPORT LTD dated November 2017.

2. RESPONSE TO COMMENTS MADE BY OCC AS HIGHWAY AUTHORITY

2.1 The estimate of the vehicular trips is difficult to assess as stated within the Transport Statement as there are no similar uses within the TRICS database and this has been confirmed in a dialogue with the consortium that own TRICS. However it was also advised that there are very few of these types of uses within the UK and are in fact quite rare. The majority of pilot training schools are now established in the USA.

There are no historic traffic surveys for the proposed use on this site and therefore in order to estimate the trip generation associated with the pilot training campus, figures are derived from information give by the Head of Business Development of the airport.

With regard to comments made by the Highway Authority, as stated this is an unusual use and as such it operates on a 24 hours system due to the presence of the flight simulator housed within the teaching facility. As such students are more than likely to be taught this instruction at all times during the 24 hour period. This will therefore result in the actual trips to and from the airport being less likely in the traffic peak hours.

Information as stated therefore is based on the information given by someone who has the knowledge and experience of such uses such as the Head of Business Development of the airport.

Furthermore HVJ TRANSPORT LTD and two of our engineers with over 70 years extensive experience have concluded that the information given in the Transport Statement is robust when taking in to account the hours of use of the teaching facility, the accommodation unit for students on site and its nature and how it does not coincide with the main traffic peak hours.

The purpose of this note is to identify a realistic scale of vehicular trip generation associated with this new development and it is concluded that the information as stated within the Transport Statement is the best and most robust estimate.

One other point to make regarding the trips is that 80% of students will be foreign students from overseas and very unlikely to own or posses a car.

2.2 With regard to the site access this is now shown clearly on the amended plan and the car parking has now been revised in numbers to accurately reflect the use of the site in terms of the accommodation unit and the teaching facility. The number of car parking spaces amount to 31 general spaces, 3 disabled, 3 motorcycle spaces together with 32 cycle parking spaces. The cycle parking spaces are to be safe, secure and sheltered as shown on the drawing within the cycle store.

2.3 The public transport element of the proposal is extremely attractive as stated within the Transport Statement and distances to and from the stops was measured with an accurate calibrated surveyor's wheel.

However due to the County Council withdrawing some services in May/June this year the stops on the Boulevard are not as frequent as described. However the stops on Langford Lane are well within the recommended distance of 400m for users of this proposed site. The last bus to the stop on the Boulevard – the '**Oxford Airport**' stop, is at 09:20 with the return going back into Oxford at 09:23, then there is no service until 15:52, so information by the highway office are correct.

However, the OCC response states that the Langford Lane bus stops nearby have regular all day services which is correct (every 30 minutes in either direction on two separate services – N7/7 and Park & Ride 500 – so four buses an hour in either direction, all day), the walking distance that is, to the proposed campus zone. As stated having being measured the 'Oxford Motor Park' bus stop, opposite the Mercedes garage, is about 240m walking distance and the eastbound one 'Langford Locks' is approximately 335m – so more than 100m disparity with what OCC state in the response.

To and from these stops, in and out of Oxford city centre, services are every half hour during normal working hours on N7/7 and then an additional service every half hour on the Park & Ride 500 service – 4 buses an hour in either direction into/out of Kidlington and Oxford or on to, out of Woodstock. The Oxford Parkway Park & Ride service going to and from Oxford Parkway rail station is every 30 minutes.

2.4 Details of pedestrian improvements are shown on the attached plan and correspond with those envisaged by the highway authority in the response. The footway improvement mentioned will be undertaken within the Boulevard – an adopted highway-and will be subject to a section 278 agreement under the highway act 1981.

The other footway and pedestrian improvements are on airport lane and will be linked in to the improvements proposed on the Boulevard –these will be carried out by the contractors for the airport. Please see accompanying plan.

As stated the section 278 will be subject to a Grampian condition with any planning permission.

2.5 With regard to the car parking that takes place on the private airport access road near to its junction with the Boulevard the airport authority are considering parking enforcement measures to replace the barriers.

2.6 A travel plan framework can also be conditioned as part of any planning permission and the monitoring fee can be the subject of a Unilateral Undertaking.

2.7 Similarly the Construction Traffic Management Plan can also be conditioned as part of the planning permission.

2.8 It is also important to note that both Kidlington and Yarnton Parish Councils have raised no objection to the proposals.

3. CONCLUSION

- 3.1 This Transport Addendum report has been completed to support the development proposal of the planning application 17/02190/F and in particular the comments made by the highway officer regarding the pilot training school comprising accommodation for up to 120 students and a teaching and training facility including car and cycle parking.
- 3.2 The additional information and revised layout now address these comments including further drainage details.
- 3.3 With regard to the improvements in terms of the removal of parked cars on the airport access road, various footway and pedestrian link improvements together with as shown on the attached drawing can be the subject of a Grampian condition on the planning permission with works on the adopted public highway being the subject of a section 278 agreement under the Highway Act 1981. Furthermore the applicant is willing to enter in to a Unilateral Undertaking in terms of the Travel Plan monitoring fee.
- 3.4 The Local Plan also states "At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment clutter. Due to the implementation of strategic development proposals in the Plan including East-West Rail, the new station at Water Eaton and growth in employment opportunities at Kidlington and Bicester, the Council would expect demand for an increased role at the airport. The Council will work with London Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals".
- 3.5 The proposed development schemes offers safe and efficient access arrangements for all traffic (cars, delivery vehicles, cyclists and pedestrians) and satisfies all the relevant tests for sustainable transport as confirmed within the NPPF.

3.6 There are therefore no valid transportation reasons which should prevent the development of this site. In terms of the NPPF there is no cause for any of this proposal to be considered severe harm.

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