TRANSPORT PLANNING

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Job Name:	**UoO BSP Outline Application Parking Review**	Job N$^{o.}$	**IMA-21-071**
Date:	**August 2021**	Client:	**Oxford University Development Ltd**

Transport Statement

1 Introduction

1.1 IMA Transport Planning has been instructed by Oxford University Development Ltd to provide a Transport Statement in relation to a full planning application for the provision of a new surface car park and service building at Begbroke Science Park. The site location is shown on Plan 1.

1.2 The proposed parking is linked to the provision of additional floorspace, in the form of two new buildings in accordance with the outline planning permission granted in 2018 (planning application ref. 18/00803/OUT). A reserved matters application is being submitted for these buildings, however following a review of options to provide the required level of car parking, it has been concluded that this cannot be reasonably or viably achieved solely within the red line area of the outline application.

1.3 Hence this full application seeks the provision of parking outside of the outline planning permission redline boundary. The parking proposed will in part replace existing parking that will be impacted by the proposed buildings (as envisaged by the outline planning permission) and in part provide additional parking to serve the additional floorspace.

1.4 It is worth highlighting at this stage that the overall level of additional floorspace proposed in the reserved matters application and the total level of parking proposed through this application is consistent with outline planning permission 18/00803/OUT. This level of development and parking was tested through a transport assessment and found to be acceptable. As such, neither the reserved matters application nor this application needs to be assessed in terms of their impacts on the highway network beyond the site boundary, subject to the relevant conditions of the outline planning permission being complied with in respect to the reserved matters and this application.

1.5 Hence this Transport Statement relating to the to the full planning application for the provision of car parking, linked to the consented provision of additional floorspace at Begbroke Science Park, provides:

i. details of the approved development;

ii. an assessment of parking options leading to the preferred option;

iii. a description of the proposed development (in relation to both the existing Science Park and the proposed additional buildings);

iv. consideration of operational matters relating to the proposed car parking;

2 Background

2.1 An outline application (planning ref 18/00803/OUT) was approved in September 2018 for an additional 12,500m^2 of B1a/b/c floorspace and ancillary D1 floorspace to the existing floorspace (circa 14,200m^2), the location of this additional floorspace being illustrated in two zones (B&C) on DLA Framework Plan UNO001/015A (included as Appendix 1 to this TS) with parking indicated to be provided in Zone D. The level of B1(a) floorspace was limited to not more than 20% by condition.

2.2 The Transport Assessment (TA) submitted in support of the outline application was produced by IMA. The TA considered the proposed additional floorspace, the appropriate level of car parking, and hence the impact of the proposed development on the transport network.

2.3 Following consideration of the application and Transport Assessment, the agreed parking provision was 400 standard spaces and 14 disabled spaces, giving a total of 414 car parking spaces to serve a total of circa 26,700m^2 of R&D floorspace at a ratio of 1 space per 65.4m^2.

2.4 This level of parking provision was based on a pro-rata uplift (26,700 m^2 GFA/14,200m^2 GFA) of the recorded peak parking accumulation at the Science Park - 201 cars serving 14,500m^2 of floorspace, recorded during a spot checks undertaken on 2 weekdays in March 2018. The proposed provision included an additional 5% to cater for circulation and fluctuations in parking demand, giving a total of 396 general spaces which was rounded up to 400.

2.5 In addition to general parking, the TA proposed disabled parking provision at the standard set out in the Department for Transport's traffic advisory leaflet TAL5/95 for car parks greater than 200 spaces of 6 spaces plus 2% overall capacity. This resulted in a requirement of 14 disabled parking spaces.

2.6 Whilst the level of parking provision was agreed, the siting and detailed layout of parking was not determined as part of the outline application, other than a possible area for its provision being indicated in Zone D on DLA Plan UNO001/15A (included at Appendix 1). As will be seen below, the outline permission included a condition (Condition 18) which requires details of turning areas and 414 parking spaces within the curtilage of the site to be submitted and approved, and retained thereafter.

2.7 The Outline Planning Permission contained 7 Planning Conditions relating to highways and transport as follows, and where necessary, these will be discharged in due course:

Condition 11 (Framework Travel Plan) – Prior to occupation of the development hereby permitted the Framework Travel Plan in place for the Begbroke Science Park shall be updated to take account of the travel demands of the additional development and shall be submitted to and agreed in writing with the Local Planning Authority in consultation with the Local Highway Authority. The Framework Travel Plan shall be monitored for a period of five years post-occupation of any building constructed as part of the development hereby permitted with updated travel survey results provided to the Local Planning Authority within 3 months of the first occupation of the relevant building.

Condition 12 (Provision of a Bus Stop) – In accordance with the submitted Framework Travel Plan, details shall be submitted to and agreed in writing by the Local Planning Authority for the provision of a bus stop including a shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill. The applicant shall enter into discussions with a service provider to either divert an existing public bus service into the site or provide a new public bus service to serve the site. Subject to agreeing an overall package of public bus service within the site with a service provider or an enhanced private minibus service to serve the site, the proposed bus stop and shelter shall be provided and the public bus service implemented in accordance with details and a programme to be first submitted to and approved in writing by the Local Planning Authority.

Condition 13 (University of Oxford's Begbroke Science Park Private Minibus Service) – In accordance with the submitted Framework Travel Plan, and subject to Condition 12 above, a scheme shall be submitted to and approved in writing by the Local Planning Authority, detailing the existing level of provision and the proposed increase of traffic movements of the University of Oxford's Begbroke Science Park private minibus service. The Travel Plan, and subject to Condition 12 above, shall ensure that the overall level of public bus service directly serving the site or private minibus provision shall show a pro-rata increase based on the increased number of University employees/ floor space generated by the development hereby permitted. The approved scheme and Travel Plan shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Condition 17 (Permissive Pedestrian and Cycle Route) - A permissive pedestrian and cycle route between Begbroke Science Park and the restricted byway at Roundham Bridge that is suitable for use year-round, shall be provided in accordance with details and a programme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The details shall include timing for delivery of the permissive pedestrian and cycle route, the location and routing of the connection and design details including the minimum width and surfacing details. The permissive pedestrian and cycle route shall be provided in accordance with the approved details and programme.

Condition 18 (Parking) - Prior to the commencement of the development hereby permitted, full specification details (including construction, layout, surfacing and drainage) of the turning area and 414 parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn and leave in a forward direction and vehicles may park off the highway, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter.

Condition 19 (Covered Cycle Parking Facilities) – Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Condition 20 (Construction Management Plan) - Prior to commencement of the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of times for access by construction traffic and delivery vehicles, which must be outside of peak network hours. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

2.8 Hence this application is aimed at addressing condition 18 of outline planning permission 18/00803/OUT, which will be formally discharged subsequently.

3 Existing On-Site Parking Provision

3.1 A site visit was undertaken on Thursday 22nd April 2021 to establish the number, type and locations of existing parking space at the Science Park, including identifying disabled and visitor spaces.

3.2 Plan 2 shows the existing layout of BSP and the existing car parking provision on-site. Existing cycle parking provision on-site is also shown.

3.3 Two of the existing car parks, located in the north east and north west of the site, have a loose surface and so are unmarked. As a result, they are not currently used to their full potential. Plan 3 shows the maximum number of spaces which could be provided within these two areas were the car parks to be made and spaces marked. It is notable that more spaces could be provided on the north-eastern edge of the north east (Conference) car park, however currently this is used as a storage area for waste etc. as indicated on Plans 2 and 3.

3.4 In total, there are currently around 375 car parking spaces on site, the distribution and nature of which is shown in Table 1 below.

3.5 There are 2 electric vehicle charging points on site. These are located in the parking area to the west of Unit 5&6 but do not appear to be allocated.

3.6 In addition to car parking spaces there is an unmade and unmarked area to the north of the walled garden with parking space for up to 6 service vehicles.

3.7 There are a total of 103 cycle parking spaces provided across the.

Parking Area	Number of Spaces Available		
	Standard	Disabled	Cycle
North West Car Park (Zone C, (unmade)	Circa 93 unallocated	0	0
CIE	0	1 unallocated	32
Department of Materials	0	0	30
Conference Car Park (Zone B, unmade)	Circa 132 unallocated	0	0
OGT/IAT	52 unallocated 24 allocated (OGT)	3 unallocated 1 allocated (OGT)	14
Christian Building	12 allocated (visitor) 7 unallocated	1 allocated (visitor)	17
Units 5&6	41 unallocated	0	0
Walled Garden	8	0	10
Total including unmade car parks	Circa 369	6	103
Total excluding unmade car parks	144	6	103

Table 1 Existing Car Parking Provision at BSP

4 Review of Parking Options to Service Outline Planning Permission

4.1 In terms of considering options for parking, the starting point was the location shown on the DLA Framework Plan UNO001/015A which formed part of the outline planning application (included as Appendix 1 to this TS). This indicates that parking would be lost from Zones B&C to allow for the provision the additional floorspace - a loss of 225 spaces, reducing the existing parking level to 150 spaces. Hence to provide the approved 414 spaces there is a need to provide/re-provide 264 spaces.

4.2 The approach to doing this was: firstly to consider the extent to which in-fill surface parking could be provided on site; secondly to consider the provision of parking in Zone D (as illustrated on DLA Framework Plan UNO001/015A); thirdly to consider whether parking could be accommodated below the proposed buildings; and finally to consider options for providing parking outside of the current site boundary but contiguous to it.

4.3 The following provides a summary of the conclusions of this exercise.

In-fill Parking

4.4 A number of options have been considered for providing infill surface level parking within the red line area, however taking into account landscape impacts and other considerations, the provision of only 7 additional infill spaces is considered possible within the red line area, these being:

- 4 spaces on the access road to the east of the OGT/IAT car park;
- 2 spaces north of the walled garden;
- 1 space on the access road to the west of the Christian Building.

4.5 These spaces sit within the redline area for the outline application and hence will be detailed within the reserved matters application for the proposed buildings, although they do not involve construction, simply the marking out of spaces on existing road/hardstand areas.

4.6 This leaves a requirement to provide 257 spaces to meet the 414 space requirement.

Zone D

4.7 Consideration has been given to the provision of decked parking on Zone D as envisaged in the outline planning permission.

4.8 The existing car park in this area, which extends from the access road to the OGT/IAT building with only a 1.4m footway being provided between the parking area and the building, provides parking for some 76 cars including 4 accessible spaces.

4.9 To the south of the car park, between it and the access road, there is a grass margin, tapering between around 5m-8m wide, but this accommodates two mature trees whose canopies overhang both the car park and access road. To the west of the car park is a listed building and stone wall.

4.10 An indicative decked parking option was prepared for this area as shown on Plan IMA-21-071-007 included as Appendix 2. This assumed that the car park could take all the area of the existing car park, together with the grass verge to the south (i.e. assumed the loss of the two trees).

4.11 This layout, allowing for a two way ramp between floors, indicated that a decked car park in this area could provide 52 bays on a ground floor, and between 57-59 spaces

per additional floor allowing for ramps and an access core. Hence to provide 257 parking spaces, the car park would need to have 5 levels, i.e. ground plus 4 levels. Even assuming a basement level would mean a 4 storey car park, giving a height of around 10.5m assuming a 1.5m parapet to the top floor. With no basement this would increase to around 13.5m.

4.12 Such a car park would severely compromise daylight to the existing OGT/IAT building, as well as impacting on the existing mature trees and obstruct the view of the listed building and stone wall. Hence this option has been discounted.

Beneath the Proposed Buildings

4.13 The provision of undercroft parking underneath the proposed buildings has been discounted on the basis that it would unacceptably raise the height of the building, result in practical concerns relating to the laboratory spaces and result in compromised pedestrian access to the building.

Outside Red Line but Contiguous to it

4.14 In view of the shape of the red line area, and given both the location of the parking being lost and the location of the proposed new buildings, consideration was given to the provision of surface level parking to the north west of the Science Park site, and within the landscape/hedge line which is square in shape.

4.15 This is considered to be the most appropriate solution to the provision of car parking, and hence is the one selected to support the provision of the additional 12,500m^2 of R&D floorspace to be provided at the Science Park as per the outline planning permission.

4.16 The reserved matters applications for the buildings will include, for the building on Zone C, 4 accessible spaces, bringing the total number of spaces within the red line to 161 including 10 accessible Blue Badge spaces.

4.17 Hence the requirement for the car park the subject of this application is to provide a 253 space car park including 4 accessible Blue Badge spaces to provide an overall level of parking of 414 including 14 accessible Blue Badge spaces.

5 Description of Development (Including Reserved Matters Application to which it relates)

5.1 As discussed earlier in this report, the proposed development is linked to the provision of additional floorspace at the Science Park, in the form of two new buildings in accordance with the outline planning permission granted in 2018 and for which a separate reserved matters application is being submitted. The western building (located in Zone C) would provide 7,500m^2 of floorspace and the eastern building (located in Zone B) would provide 5,000m^2 of floorspace, providing a total of 12,500m^2 of additional floorspace to the existing circa 14,200m^2 at the Science Park.

5.2 Condition 18 of the outline permission required the provision of a total of 414 parking spaces to serve the Science Park (26,700m^2 total floorspace). However following a review of options to provide the required level of car parking, it has been concluded that this cannot be reasonably or viably achieved solely within the red line area of the outline application. Within the red line area of the outline application, a total of 161 spaces, including 10 accessible spaces, is available, as detailed earlier in this report.

5.3 It is therefore proposed to provide the additional 253 spaces required outside of the outline application redline boundary. This includes 4 accessible spaces. The additional

253 spaces would bring the total number of spaces across the Science Park to 414, including 14 accessible spaces, in line with the requirements of Condition 18.

5.4 The proposed development, the subject of this application, is shown on the plan included at Appendix 3 to this TS (FIRA Plan LP2264-FIR-00-ZZ-DR-L-0007 Rev 02), and comprises:

- A 253-space car park including 4 accessible Blue Badge holder bays, from the existing Begbroke Science Park access road on its northwest corner;
- A 96-space cycle store to provide covered and secure cycle parking conveniently located to the western building, and accessed via a 4m wide foot/cycleway coming off the car park access road;
- Pedestrian paths linking the car and cycle parking to the proposed buildings and wider campus; and
- Landscaping

5.5 For context, Appendix 3 also shows the buildings and associated elements from the reserved matters application in addition to the development contained in the red line for this application.

5.6 The vehicle access to the proposed car park would be taken off a 4.8m wide access road from the existing access road that loops around the outside of the majority of the Science Park. It would join this access road on its northwest corner, with the access junction having 6m radii. Footways will be provided on both sides of the car park access road.

5.7 Minimum sightlines of 2.4m by 11m, appropriate to a 10mph speed, would be provided from the car park access road onto the Science Park access road, as shown on Plan 4.

5.8 The car park has a simple layout with a straightforward search pattern. The circulation/manoeuvring aisle is 6m wide, with standard spaces being 2.4m wide by 4.8m long, and accessible Blue Badge Spaces having additional 1.2m hatched spaces between and in front of the bays and a 1.2m wide footpath behind to allow for easy access around the parking spaces.

5.9 Four accessible Blue Badge spaces are proposed in the southeast corner of the car park, around 50m from the eastern building proposed, which they are intended to serve. This provision would bring the total number of accessible spaces at the Science Park to 14 spaces, meeting the requirement of Condition 18.

5.10 A total of 63 electric vehicle charge points (ECVP) are proposed (15 active, 48 passive) within the car park, bringing the total number of EVCP across the Science Park to 65. Usage of the active EV spaces within the car park will be monitored via the Travel Plan, with passive spaces activated when occupancy of the activated spaces is consistently above 85%.

5.11 Secure covered cycle parking is proposed for 96 cycles on the western side of the car park access road and south of the parking area within the red line of this application, these to serve the western building. This would be supplemented by 10 visitor cycle spaces provided by the main entrance.

5.12 There is also provision for 96 cycles to the western side of the eastern building, along with an additional 2 cycle stands at the main entrance to provide another 4 cycle spaces.

5.13 Overall, 206 cycle spaces are proposed to serve the combined 12,500m^2 floorspace across the two buildings. This equates to 1 space per 61m^2 and exceeds Oxfordshire cycle parking standards.

5.14 Pedestrian access to both buildings is from the existing access road which loops around the Science Park. Footways will connect the car park to both building entrances, as shown on the layout included at Appendix 3.

6 Summary

6.1 This Transport Statement has been produced by IMA Transport Planning on behalf of Oxford University Development Ltd.

6.2 Outline Planning Permission for additional floorspace, to be contained within two new buildings, was granted in 2018 (planning application ref. 18/00803/OUT) and it is now proposed to submit a reserved matters application for these new buildings.

6.3 Condition 18 of the outline permission requires a total of 414 parking spaces, including 14 accessible spaces, to serve the Science Park. However following a review of options to provide the required level of car parking, it has been concluded that this cannot be reasonably or viably achieved solely within the red line area of the outline application and it is therefore proposed to provide 253 parking spaces outside the redline area of the outline application. This would bring the total number of parking spaces across the Science Park to 414 spaces, including 14 accessible spaces.

6.4 The parking proposed will in part replace existing parking that will be impacted by the proposed buildings (as envisaged by the outline planning permission) and in part provide additional parking to serve the additional floorspace.

6.5 The overall level of additional floorspace proposed in the reserved matters application and the total level of parking proposed through this application is consistent with outline planning permission 18/00803/OUT.

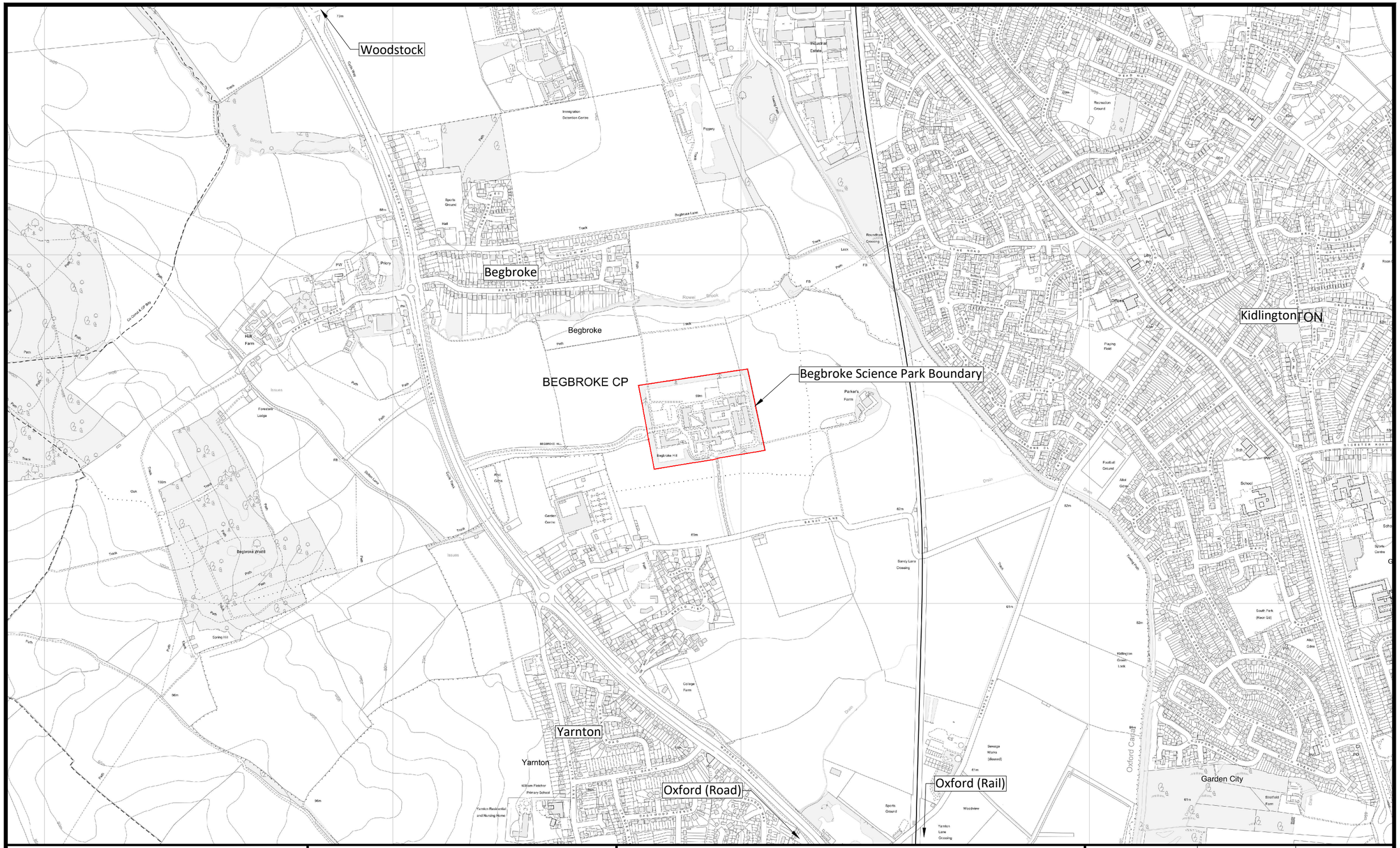
6.6 A total of 63 electric vehicle charge points (ECVP) are proposed (15 active, 48 passive) within the car park, bringing the total number of EVCP across the Science Park to 65. Usage of the active EV spaces within the car park will be monitored via the Travel Plan, with passive spaces activated when occupancy of the activated spaces is consistently above 85%.

6.7 A total of 206 cycle spaces are proposed to serve the two buildings proposed. This equates to 1 space per 61m^2 and exceeds Oxfordshire cycle parking standards.

Attachments

Plan 1	Site Location
Plan 2	Existing Car & Cycle Parking
Plan 3	Parking Provision within Existing Unmade Car Parks
Plan 4	Visibility Splays at Car Park Access
Appendix 1	DLA Framework Plan
Appendix 2	Decked Car Park Option
Appendix 3	Proposed Site Layout

Plans



TRANSPORT PLANNING

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CLIENT: Oxford University Development

PROJECT: BSP Outline Application
Parking Review

TITLE: Plan 1
Site Location

SCALE: (A3) 1:5000	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-21-071-012.dwg	DESIGN/DRAWN: MP	DATE: August 2021
PROJECT No: IMA-21-071	DRAWING No: 012	REV: -

Key:

- Junk Area
- Cycle Spaces (103 no.)
- Disabled Bay (5 no.)
- OGT Bay (24 no.)
- Disabled OGT Bay (1 no.)
- Service Bay (6 no.)
- Unallocated Bay (321 no.)
- Visitor Bay (12 no.)
- Disabled Visitor Bay (1 no.)

North

NE Conference Car Park (unmade) - circa 132 unallocated bays

Begbroke Science Park

1 no. Sheffield Stand

CIE

15 no. Sheffield Stands

Centre For Innovation & Enterprise

NW Car Park (unmade) - circa 93 unallocated bays

OGT/IAT

Begbroke Hill

5 no. Sheffield Stands

Department of Materials

7 no. Sheffield Stands

6 no. Sheffield Stand

6 no. Oxonbike Cycle Spaces

Walled Garden

1 no. Sheffield Stand

2 no. Electric Charging points

5 no. Sheffield Stands

7 no. Cycle Spaces

Christian Building

Units 5 & 6

5 no. Sheffield Stands

Pond

Begbroke Hill

Christian Building

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CLIENT: Oxford University Development

PROJECT: BSP Outline Application Parking Review

TITLE: Plan 2 Existing Car & Cycle Parking

SCALE: (A3)	CHECKED:	APPROVED:
1:1000	EL	IMA
CAD FILE: IMA-21-071-001.dwg	DESIGN/DRAWN: MP	DATE: April 2021
PROJECT No: IMA-21-071	DRAWING No: 001	REV: -

North West Car Park - 93 no. spaces

Begbrok

North East Conference Car Park - 132 no. spaces

Junk Area

ESS

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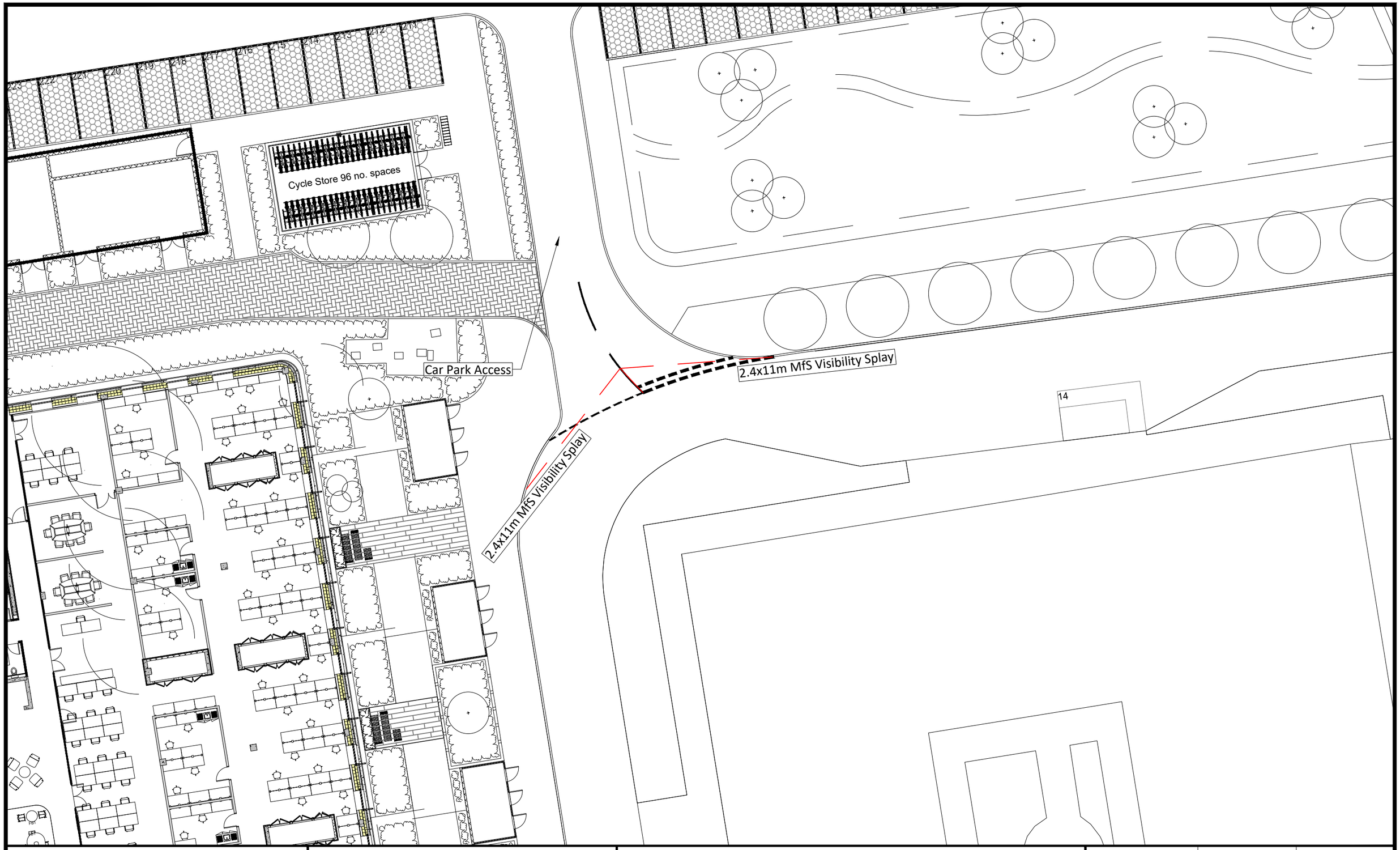
CLIENT: Oxford University Development

PROJECT: BSP Outline Application
Parking Review

TITLE: Plan 3
Parking Provision in Existing Unmade Car Parks

SCALE: (A3) 1:1000	CHECKED: EL	APPROVED: IMA
CAD FILE: IMA-21-071-002.dwg	DESIGN/DRAWN: MP	DATE: May 2021
PROJECT No: IMA-21-071	DRAWING No: 002	REV: -



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CLIENT: University of Oxford

PROJECT: UoO BSP Outline Application
Parking Review

TITLE: Plan 4
Visibility at Car Park Access

SCALE: (A3) 1:250	CHECKED: EL	APPROVED: IMA
CAD FILE: IMA-21-071-015.dwg	DESIGN/DRAWN: MP	DATE: August 2021
PROJECT No: IMA-21-071	DRAWING No: 015	REV: -

Appendix 1

Site Area (5.54ha)

Other Land Under the Control of the Applicant

Existing Built Development

Proposed Employment Area

Existing Infrastructure

Proposed Parking

NOTE:
All building heights up to 12.6m above existing ground level (excluding point features and plant)

Rev	Description	Date

FOR PLANNING PURPOSES ONLY

Client:
University of Oxford

Land at Begbroke
Framework Plan

Scale@A1 : **1:500** Drawn: **ADW** Designed: **DC** Approved: **---**

0m 20m

Drawing Number: **UNO001/015** Revision: **A** Date: **27.02.18**

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@davidlock.com **davidlock.com**

David Lock Associates
Town Planning and Urban Design

Appendix 2

Basement - 59 no. bays

North

Indicative core layout

Ramp up

30m

8m

1.2m internal footway

Ramp down

6m

2 no. trees removed

Potential future core location

Ground Floor - 52 no. bays (12 no. disabled bays)

Pedestrian access retained via realigned footway

Indicative core layout

Service access retained

30m

Ramp up

8m

1.2m internal footway

Ramp down

6m

R6m

Potential future core location

First Floor + Addtional Floors - 57 no. bays

Indicative core layout

28m

Ramp up

8m

1.2m internal footway

Ramp down

6m

Potential future core location

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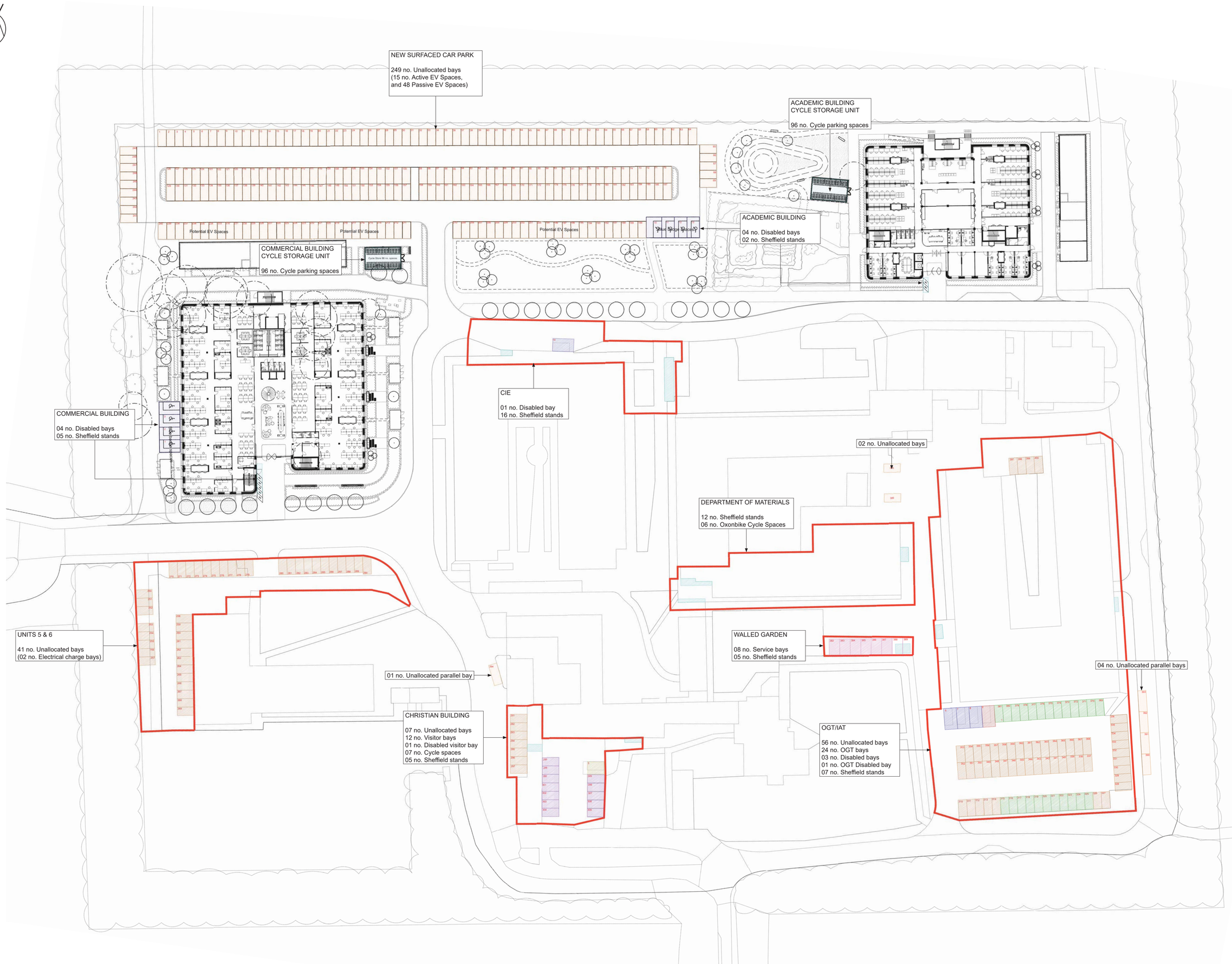
CLIENT: Oxford University Development

PROJECT: BSP Outline Application Parking Review

TITLE: Decked Car Park Option

SCALE: (A3)	CHECKED:	APPROVED:
1:500	EL	IMA
CAD FILE: IMA-21-071-007.dwg	DESIGN/DRAWN: MP	DATE: May 2021
PROJECT No: IMA-21-071	DRAWING No: 007	REV: -

Appendix 3



amendements

Rev _	DW. 19/08/21 First issue
Rev 01	DW. 19/08/21 Minor amendments to numbers. Parallel bays added to plan.
Rev 02	RS 25/08/21 Weed Garden Updated and EV provision revised

STANDARD BAYS (400 no. TOTAL)

- Unallocated Bays
  321 no. existing, 256 no. new proposed
  (356 no. total without existing unmade)
- OGT Bays
  24 no. existing, 00 no. new proposed
  (24 no. total)
- Visitor Bays
  12 no. existing, 00 no. new proposed
  (12 no. total)
- Service Bays
  06 no. existing, 02 no. new proposed
  (08 no. total)

BLUE BADGE BAYS (14 no. TOTAL)

- Disabled Bays
  05 no. existing, 08 no. new proposed
  (12 no. total)
- Disabled OGT Bays
  01 no. existing, 00 no. new proposed
  (01 no. total)
- Disabled Visitor Bays
  01 no. existing, 00 no. new proposed
  (01 no. total)

CYCLE PARKING PROVISION (309 no. TOTAL)

- Cycle Spaces
  103 no. existing, 206 no. new proposed
  (309 no. total)

(Existing parking information based on:
IMA-21-071-001 Rev_)

PLANNING

project:

Begbroke Science Park

job number:

LP2264

drawing title:

Landscape Masterplan
Car & Cycle Parking Arrangement

drawing number:

LP2264-FIR-00-ZZ-DR-L-0007

revision	scale		date
02	1:500 @ A1		19/08/21
	drawn	auth	date
for information	DW	VP	19/08/21
for construction			

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