



## Oxford Technology Park – Unit-3

### Transport Statement

On behalf of **Hill Street Holdings**



Project Ref: 49343 | Rev: 1 | Date: - March 2021

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## Document Control Sheet

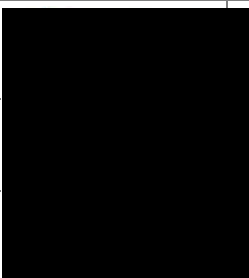
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# 1 Introduction

## 1.1 Background

- 1.1.1 Stantec has been commissioned by Hill Street Holdings Ltd (the Client) to provide transport and highway advice in the form of a Transport Statement (TS) to support a new full application for the development of Unit-3 at Oxford Technology Park, near Kidlington.
- 1.1.2 Oxford Technology Park (OTP) received outline planning approval in 2016 for B1(a), B1(b) and B8 use. A Transport Assessment was prepared by Peter Brett Associates (now Stantec) for the outline application (Oxford Technology Park Transport Assessment, December 2014, Peter Brett Associates LLP on behalf of Hill Street Holdings Ltd).
- 1.1.3 Further, Reserved Matters Application 17/01542/REM was approved in November 2017, for the Phase 1 of Oxford Technology Park including details of siting, design, layout and external appearance of units referred to as 1 and 3. The permitted application included 3,796sqm of B1 office use at Unit-1 and 2,779sqm of B1(b) Research and Development (R&D) use along with ancillary office space at Unit-3.
- 1.1.4 The Client is now seeking approval of a proposed increase in floor area for Unit-3 to 4,452sqm of R&D within the same building footprint but with increased floor area on the first floor. This is equivalent to an approximate increase of 60% in GIA.
- 1.1.5 Beside this, a change of use application for a Hotel (C1) and ancillary restaurant (A3) has been approved in July 2018, reference 17/02233/F, within the OTP.
- 1.1.6 It is important to stress that the proposed development is well within the scope of the development that has been approved at Oxford Technology Park by the Local Planning Authority with 40,362 sq. m of floorspace approved under the outline planning approval. The total floorspace at Units 1 and 3 falls well within that overall quantum of floorspace supported and approved in highway terms at Oxford Technology Park. This TS, therefore, provides an overview of the consented development and proposed development, assesses the suitability of the consented site access for the proposed development and sets out an assessment of the transport issues associated with the proposed development. This Transport Statement will draw upon and refer to relevant information provided within the 2014 Transport Assessment.
- 1.1.7 Note that given no additional floorspace in totality is proposed above that which was consented as part of the original outline approval, the only conclusion that can be reached is that the suitability of the proposal in highway terms remains, as already confirmed through the grant of planning permission. As the proposal does not exceed the agreed parameters established as part of the outline approval and subsequent reserved matters, this TS is only provided for completeness and does not result in a requirement to review the already agreed parameters of the development given those are lawfully established through the grant of the permissions that the application seeks to amend.

## 1.2 Development Proposals

### Consented Development

- 1.2.1 As stated above, the consented use for Unit-3 is as follows:
  - 2,779sqm of B1(b);
  - 46 car parking spaces; and
  - 30 cycle parking spaces.

1.2.2 The consented masterplan is shown in **Appendix A**

**Proposed Development**

1.2.3 The proposed development is to comprise:

- 4,452sqm of B1(b);
- 73 car parking spaces; and
- 40 cycle parking spaces.

1.2.4 A copy of the proposed masterplan is shown in **Appendix B**

**1.3 Content of the Transport Statement**

1.3.1 This report includes the following sections:

- Policy Review;
- Existing Transport Conditions;
- Description of the Development;
- Development Travel Demand and Traffic Impact Assessment; and
- Conclusions.

## 2 Policy

### 2.1 Introduction

2.1.1 A review has been undertaken of the national, regional and local transport policy documents in order to inform the development proposals. This section of the report sets out the key relevant policies.

### 2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (*NPPF, Ministry of Housing Communities and Local Government, 2019*) sets out the Government’s economic, environmental and social planning policies for England. A presumption in favour of sustainable development remains the core objective of the NPPF. Paragraph 10 states that “*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development*”.

2.2.2 One of the core principles of the NPPF is to ‘*actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*’

2.2.3 In Section 9 ‘Promoting sustainable transport’, paragraph 102 states that “*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a. *The potential impacts of development on transport networks can be addressed;*
- b. *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c. *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

2.2.4 Furthermore, paragraph 108 states that “*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *Safe and suitable access to the site can be achieved for all users; and*
- c. *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.5 Paragraph 109 of the NPPF states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”

- 2.2.6 In this context, paragraph 111 of the NPPF states *“All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

## 2.3 National Planning Practice Guidance

- 2.3.1 The Government has revised and updated much of the previous planning practice guidance (PPGs) with the aim of making it more accessible and to support the new NPPF.
- 2.3.2 As of 6<sup>th</sup> March 2014, the Department for Communities and Local Government (DCLG) launched the web-based National Planning Practice Guidance (NPPG) resource.
- 2.3.3 With particular relevance to this TS, the guidance on *“Travel plans, transport assessments and statements in decision-taking”* has been reviewed.
- 2.3.4 This guidance note sets out section dedicated to *“why are travel plans, transport assessment and statements important”*, citing the following points:
- Encouraging sustainable travel;
  - Lessening traffic generation and its detrimental impacts;
  - Reducing carbon emissions and climate impacts;
  - Creating accessible, connected, inclusive communities;
  - Improving health outcomes and quality of life;
  - Improving road safety; and
  - Reducing the need for new development to increase existing road capacity or provide new roads.
- 2.3.5 The guidance note specifies that it is linked directly to Paragraphs 102 and 103 of the NPPF and explains that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made, sustainable.
- 2.3.6 Under the section *“What key principles should be taken into account in preparing a Travel Plan, Transport Assessment or Statement?”* the note states that Travel Plans, Transport Assessments and Statements should be:
- *“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
  - *Established at the earliest practicable possible stage of a development proposal;*
  - *Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and*
  - *Brought forward through collaborative ongoing working between the local planning authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency [now known as Highways England] where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in*



*positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

- 2.3.7 The draft note also sets out the ways in which these documents can be made to be as useful and accessible as possible, by ensuring that any information or assumptions should be set out clearly and be publicly accessible.

## **2.4 Oxfordshire Local Transport Plan: Connecting Oxfordshire 2015 - 2031**

- 2.4.1 The current Oxfordshire Local Transport Plan: *Connecting Oxfordshire 2015-2031 (LTP4)* sets out Oxfordshire County Council’s (OCC’s) policy and strategy for developing the transport system in Oxfordshire to 2031. The LTP4 was adopted as policy in September 2015.

- 2.4.2 Connecting Oxfordshire has these transport goals:

- i. To support jobs and housing growth and economic vitality;
- ii. To support the transition to a low carbon future;
- iii. To support social inclusion and equality of opportunity;
- iv. To protect, and where possible enhance Oxfordshire’s environment and improve quality of life; and
- v. To improve public health, safety and individual wellbeing.

- 2.4.3 A set of ten objectives form the basis for achieving these goals, and have been grouped under three themes:

- Theme 1: Supporting growth and economic vitality (Goal 1);
- Theme 2: Reducing Emissions (Goal 2); and
- Theme 3: Improving quality of life (Goals 3, 4 and 5).

## **2.5 Cherwell Local Plan 2011 - 2031**

- 2.5.1 The Cherwell Local Plan sets out how the district will grow and change up to 2031. It sets out the proposals for how Cherwell will develop and support the local economy, protect villages and strengthen town centres.

- 2.5.2 Section A sets out objectives for ‘Ensuring Sustainable Development’ and lists Strategic Objectives such as:

- *“Strategic Objective 13. To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility for people with impaired mobility.*
- *Strategic Objective 14. To create more sustainable communities by providing high quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell’s towns and villages as places to live and work and which contribute to the well-being of residents.”*

## **2.6 Relevance to the Proposed Development**

- 2.6.1 The proposed development takes account of the planning and transport policies identified above.

## 3 Exiting Transport Conditions

### 3.1 Introduction

- 3.1.1 Oxford Technology Park received outline planning approval in 2016 for B1(a), B1(b) and B8 use. A Transport Assessment was prepared by Peter Brett Associates for the outline application (*Oxford Technology Park Transport Assessment*, December 2014, Peter Brett Associates LLP on behalf of Hill Street Holdings Ltd).
- 3.1.2 This section of the TS considers the existing transport conditions in the vicinity of the development site. It provides details of the site's location, its proximity to local facilities and amenities and its accessibility by walking, cycling and public transport making reference to the package of transport improvements agreed as part of the wider Oxford Technology Park development and therefore benefiting development on Unit-3.

### 3.2 Site Location and Description

- 3.2.1 Unit-3, the subject of the proposed increase in R&D use, is located within the proposed Oxford Technology Park development which in turn is accessed off Langford Lane. The Oxford Technology Park is located approximately 9.5km to the north of Oxford city centre, off Langford Lane, between the A44 and A4260. The A44 provides access to the A34 to the south of the site. Then, the A34 connects to Bicester to the north and to the M4 corridor to the south linking to Reading and London.
- 3.2.2 The Unit-3 site is set back by one plot from Langford Lane and is accessed from the Oxford Technology Park spine road. The plot is located to the north east of the wider Oxford Technology Park site.
- 3.2.3 The location of the Unit-3 site is illustrated in **Figure 3.1**.

### 3.3 Local Facilities and Amenities

- 3.3.1 The proposed development on Unit-3 is to provide R&D facility and ancillary offices and will therefore be used by staff and visitors. The proposed development is within walking distance of all units within Oxford Technology Park, including the proposed hotel and restaurant on site.
- 3.3.2 A range of local services and facilities can be found within the local area of the site, predominantly to the south-east in Kidlington town centre. These facilities include a health centre, post office, local supermarkets, banks, restaurants and public houses.
- 3.3.3 **Figure 3.2** illustrates the location of Unit-3 of Oxford Technology Park in relation to the local cafes, facilities and services, demonstrating close proximity to a range of leisure, retail, education and health facilities.
- 3.3.4 **Table 3.1** provides actual walk distances from Unit-3 to some of the key local services and facilities, with distances measured from the access to Unit-3.

Facility	Distance (as the crow flies)
Cygnets Nursery	600m
Pub – Jolly Boatman	1.2km
The Co-Operative	1.1km
Pub – Black Horse	2.0km
Dentist	2.0km
Kidlington High Street	2.1km

Table 3.1 Distance to Key Local Facilities

### 3.4 Walking and Cycling

- 3.4.1 A footway, approximately 1.8m wide, is currently provided along the entire southern edge of Langford Lane providing a continuous route from the site to the A4260 Banbury Road and A44 Woodstock Road via informal crossing points with dropped kerbs and tactile paving across minor access roads.
- 3.4.2 A short length of footway is currently provided on the northern edge of Langford Lane in the vicinity of the Langford Lane/The Boulevard roundabout which in turn will provide connections into the Oxford Spires Business Park via The Boulevard. This footway is accessed from the southern side of Langford Lane at the roundabout via an informal crossing with dropped kerbs and tactile paving.
- 3.4.3 As part of the S106 agreement of the wider OTP application, a 2.5m shared foot/cycleway will be provided along the southern side of Langford Lane from the A44/Langford Lane junction to the west of the site to the Langford Lane/The Boulevard junction to the east of the site. A 2m wide pedestrian refuge will be provided on Langford Lane at the bus stop west of Langford Lane.
- 3.4.4 A footway/cycleway, approximately 3.0m wide is provided along the eastern side of A4260 from the junction with Langford Lane providing onward connections to/from Kidlington town centre.
- 3.4.5 National Cycle Route number 5 (NCR 5) runs adjacent to the A44 Woodstock Road providing a direct connection from its junction with Langford Lane through to Oxford city centre to the south.
- 3.4.6 Further, in accordance with the outline permission for wider OTP development, network of footways and crossings will be provided which will deliver a safe permeable network of routes throughout the development, connecting Unit-3 with other employment parcels, Hotel and to the offsite foot/cycle network.
- 3.4.7 The Unit-3 site is therefore well connected to local businesses, facilities and services for staff and visitors, including businesses and services to locate in the future on the Oxford Technology Park, for access by foot and cycle.

### 3.5 Public Transport

#### Bus

3.5.1 The nearest existing bus stop to Unit-3 is located 250m north east of the site on The Boulevard and currently serves Oxford Spires Business Park and London - Oxford Airport. There are further bus stops located along Langford Lane and along the A44 Woodstock Road. A review of the public transport routes available from these locations is illustrated in **Figure 3.3** and summarised in **Table 3.2** below.

Service / Operator	Route	Frequency		
		Mon-Fri	Sat	Sun and Bank Holiday
S3 – Stagecoach Oxfordshire	Woodstock, Langford Lane, Yarnton, Oxford City Centre	30 minutes in AM and PM peak	30 minutes in AM and PM peak	60 minutes in AM and PM peak
7 Gold – Stagecoach Oxfordshire	Old Woodstock, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 minutes	-	30 minutes
500 – Oxford Bus Company	Woodstock, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 minutes	30 - 35 minutes	30 - 35 minutes

Note: information correct as on 18.02.2021

Table 3.2 Existing Public Transport Facilities

- 3.5.2 **Table 3.2** above indicates that the Stagecoach Oxfordshire service S3, which links Woodstock and Oxford City Centre every 30 minutes Monday to Friday daytimes is available from the A44 located to the west of the site. S3 operated with higher frequency in 2017 (3 buses per hour), but with the extension of service 500 and Service 7 gold, the frequency has been revised to hourly two buses.
- 3.5.3 Stagecoach services 7 gold supplements the S3 service operating every 30 minutes and connecting Old Woodstock to Oxford City Centre. The service is available from the stops on The Boulevard and Langford Lane located to the east of the site. Night service N7 gold is operating once daily.
- 3.5.4 Service 500 is available from The Boulevard and Langford Lane, and connects to Oxford Parkway Station, Park and Ride and Oxford City Centre.
- 3.5.5 As part of the S106 agreement for the wider Oxford Technology Park, a bus stop is to be provided on the northbound carriageway of The Boulevard, complete with bus stop flagpole and timetable case. There will also be improvements to the frequency and hours of operation of bus services between Oxford Airport/Langford Lane and Oxford Parkway Station.

3.5.6 As a result, Oxford Technology Park and Unit-3 will be well connected to Oxford city centre, Oxford Parkway Station and local settlements offering staff and visitors good accessibility to/from the site by bus.

### Rail

3.5.7 Oxford Parkway Station is located approximately 3.9km to the south east of the site. The station lies on the Oxford to Bicester line. The station forms part of a multi-modal transport interchange hub providing connections to rail services by bus, car and cycle. The station provides direct rail services to key destinations including Oxford city centre, Bicester, London and destinations in between. Bicester can be reached in approximately 8 minutes and London can be reached in approximately 1 hour. A summary of the direct service frequency is shown in **Table 3.3** below.

Operator	Route	Frequency		
		Mon – Fri	Sat	Sun and Bank Holiday
Chiltern Railways	London Marylebone – Bicester – Oxford Parkway	30 minutes	30 minutes	30 minutes

Note: information correct as on 22.02.2021

Table 3.3 Local Rail Services and Frequencies

3.5.8 Oxford Parkway Station provides parking for 150 bicycles and parking for 830 vehicles. The station provides several facilities including: ATM machine, coffee shop and refreshments, toilets and waiting rooms. There is flat access to platform 1 and flat access via lift to platform 2.

3.5.9 Train services to Oxford Parkway Station and connecting bus services from the station to the site offer opportunity for national and international visitors to access the proposed development by public transport modes.

## 3.6 Local Highway Network

3.6.1 Langford Lane is subject to a 30mph speed limit in the vicinity of the site. To the north and south of the respective junctions with Langford Lane, the A4260 Banbury Road and A44 Woodstock Road are subject to a 50mph speed limit.

3.6.2 Langford Lane is accessed from the A4260 and A44 via signalised T-junctions. As part of the wider Oxford Technology Park S106 agreement formal crossing points are to be provided across the A44 providing safe crossing facilities for pedestrians and cyclists to access the National Cycle Route 5.

3.6.3 A roundabout is located approximately 130m to the east of the site on Langford Lane and provides access to the London-Oxford Airport and to Oxford Motor Park.

## 4 Development Proposals

### 4.1 Introduction

4.1.1 This section of the TS sets out the development proposals for Unit-3 and confirms the suitability of the consented site access and parking strategy already approved for the Oxford Technology Park development.

### 4.2 The Proposals

4.2.1 As stated in **Section 1.2**, the proposed increase in floorspace for Unit-3 on the Oxford Technology Park is anticipated to deliver 4,452sqm GIA of R&D facility including ancillary office space. The site layout includes 73 car parking spaces, of which 5 will be disabled car parking spaces and 2 spaces for electric vehicle charging. In addition, it is proposed to provide 40 cycle parking spaces.

### 4.3 Parking Provision

4.3.1 Vehicular parking will be provided in accordance with the Oxfordshire County Council (OCC) car parking standards as issued by OCC to the client team. These parking standards can be found in **Appendix C**. The car parking requirements are for maximum parking provision with the relevant standards set out in **Table 4.1**.

Use	Quantum	Standard	Maximum Spaces
B1	4,452sqm	1 per 30sqm	148

Table 4.1 Oxfordshire County Council's Maximum Car Parking Standards

4.3.2 It is noted that the consented scheme provided 46 car parking spaces for 2,779sqm of floor space. This is equivalent to one space per 60sqm of GIA. If the same measure is applied to the proposed development of 4,452sqm (60% more GIA than consented scheme), the corresponding car parking provision for the proposed development will be c. 74 spaces.

4.3.3 The proposed development therefore provides 73 car parking spaces based on prorate increase of floorspace. Notwithstanding this, the proposed number of parking spaces of 73 is still within the OCC's maximum parking threshold of 148 spaces (1 per 30sqm) and is therefore considered appropriate.

4.3.4 Further, in accordance with the extant consent, the proposed development allocates 2 parking spaces for electric vehicle charging and these are shown on the masterplan attached in **Appendix B**.

4.3.5 The cycle parking is provided in accordance with the Reserved Matters Application 17/01542/REM and the location of cycle parking spaces and number of spaces were agreed with the OCC at that stage. As the proposed development comprise an increased in GIA compared to the consented scheme, the proposed number of cycle parking spaces is increased to 40 cycle parking spaces.

### 4.4 Walking and Cycling Strategy

4.4.1 No amendments are proposed to the pedestrian and cycle facilities to be provided as part of the Oxford Technology Park development. For clarity these facilities are confirmed below.

- 4.4.2 As detailed in **Section 3** there is currently a 1.8m wide footway provided along the entire southern edge of Langford Lane providing a continuous route from the site to the A4260 Banbury Road and A44 Woodstock Road via a number of informal crossing points with dropped kerbs and tactile paving across minor access roads. However, as part of the S106 agreement for the wider Oxford Technology Park site, this is to be upgraded to a 2.5m shared foot/cycleway to be provided along Langford Lane between the site and the A44.
- 4.4.3 The pedestrian access to the proposed site will be provided in the same location as the vehicle access. The consented pedestrian access associated with wider Oxford Technology Park site is to be retained and comprising a 2.0m wide footway on both sides of the carriageway into the site. An informal crossing will be provided across the Oxford Technology Park site access off Langford Lane with a pedestrian refuge island, dropped kerbs and tactile paving. This will maintain the continuous route for pedestrians along the site frontage to the A4260 Banbury Road and A44 Woodstock Road at either end of Langford Lane.
- 4.4.4 As stated in **Section 3**, a foot/cycleway approximately 3.0m wide is provided along the A4260 from the junction with Langford Lane providing onward connections to/from Kidlington town centre. National Cycle Route number 5 runs adjacent to the A44 Woodstock Road providing a direct connection from its junction with Langford Lane through to Oxford city centre to the south.

## 4.5 Vehicle Site Access Strategy

### Consented Oxford Technology Park Access

- 4.5.1 The consented site access to the Oxford Technology Park is set out in the Section 106 Agreement relating to the Park's outline consent and is reflected in the proposed Oxford Technology Park masterplan in **Appendix D**.
- 4.5.2 Vehicular access to Oxford Technology Park will remain as consented and comprises a single point of access for vehicles via a priority T-junction onto Langford Lane. A right turn ghost island is proposed for movements from Langford Lane west into the site. The proposed Oxford Technology Park site access junction can be accommodated within the wider site and highway land. It is designed to accommodate large vehicles associated with the proposed B uses on the wider Park.

### Vehicle Access to Unit-3

- 4.5.3 Vehicular access into Unit-3 would be gained from a priority T-junction formed off the Oxford Technology Park spine road, in line with the principles for access into the plot established at the time of the extant consent for Unit-1 and Unit-3. The proposed vehicular access into Unit-3 is illustrated in concept form in the Unit-3 proposed masterplan in **Appendix B**.
- 4.5.4 The proposed R&D use on Unit-3 would be serviced by small delivery vans and larger commercial vehicles involving refuse collection. Swept path analysis has been undertaken for three types of vehicles: a 4 axle (11.34m) refuse vehicle, 12 metre rigid truck and an estate car. The swept path for refuse vehicle is undertaken based on the bin store location, at the north-east corner of the plot to the back of the building. The swept paths are shown on **Stantec Drawing 49343/5501/002 A**, a copy of which is appended to this TS.
- 4.5.5 The client has confirmed that the development would not require access by coaches or other heavy goods vehicle. The proposed car park on Unit-3 is designed to accommodate light vehicles related to the development's customers and staff.
- 4.5.6 **Stantec Drawing 49343/5501/001 A** illustrates visibility splays for the proposed Unit-3 access, assuming a low-speed environment on the Park's spine road and adopting MfS standard 2.4m x 43m for 30mph. Although this drawing shows the visibility splay falling outside

of the application's redline, as development on the Park progresses and the spine road is extended south, this spine road will be delivered with the required footways on both side and the splay will extend over these footways.



## 5 Travel Demand and Traffic Impact Assessment

### 5.1 Introduction

- 5.1.1 This section of the TS considers the travel demand resulting from the proposed increased use to the consented R&D facility at Unit-3. The predicted vehicle trip generation from the proposed development has been derived and is confirmed to be within the threshold set within outline application for the wider OTP development.
- 5.1.2 The weekday AM and PM peak hours have been assessed and, whilst it is recognised that these periods do not represent the entire travel demand resulting from the development proposals, they do provide a recognised benchmark from which to consider the access and movement needs of the future staff and visitors of the R&D facility.

### 5.2 Development Vehicle Trip Generation

- 5.2.1 As part of the outline application, the TRICS database was interrogated in order to derive multi-modal trip rates for the consented development. The same process has been carried out for the proposed R&D facility and ancillary office area for Unit-3.
- 5.2.2 In both cases, sites in the database were selected on the basis of a set of criteria that best reflect the development type, size and location. The trip rates derived form the basis for a robust assessment of the expected trip generation from the proposed R&D facility.

#### Vehicle Trip Rates

- 5.2.3 The trip generation for the proposed expanded Unit-3 is derived in Table 5.1 below and then compared to the likely trip generation of the consented development for Unit-3. Both are B1(b) uses and therefore the B1(b) trip rates agreed at the time of the Outline Application for OTP are used here. This allows to compare the extant consent and proposals at Unit-3 but also to link back to the expected trip generation for the entire OTP site as derived at the time of the outline consent.
- 5.2.4 **Table 5.1** therefore provides the comparison between proposed and consented at Unit-3 but also adds all trip generation for all consented plots at OTP (Unit 2 Hotel and Unit 1 Office) so as to track the wider Park's trip generation.

Use	Size	AM			PM		
		In	Out	Total	In	Out	Total
B1 (b)	rates	1.191	0.078	1.269	0.086	0.914	1.0
Consented	2,779	33	2	35	2	25	28
Proposed	4,452	53	3	56	4	41	45
Difference (Proposed) – (Consented)	1,112	20	1	21	1	15	17
<i>Unit 2 Hotel</i>	<i>101 bed</i>	14	23	37	30	18	48
<i>Unit 1 Office</i>	<i>3,796</i>	58	5	64	4	61	65
<i>OTP Total current</i>	40,362	125	32	157	38	120	158
<i>OTP Total Outline Application</i>		283	40	323	28	268	296

Table 5.1 Consented and Proposed Vehicular Trip Generation

### 5.3 Traffic Impact Assessment

5.3.1 **Table 5.1** shows that the proposed development would result in 21 additional two-way trips in the AM peak hour and 17 additional two-way trips in the PM peak hour when compared to the extant consent for Unit-3. The increase of 21 trips is equivalent to an additional one car every three minutes which is considered to be a negligible increase on the local network.

5.3.2 In addition, the OTP outline application forecasted that there would be 323 and 296 two-way trips during the AM and PM peak hours from the full OTP development. The proposed development for Unit-3 combined with current consents on Unit 1 and Unit 2 will generate trips within the threshold of the outline application and is therefore considered to have no new or additional impact on the local network which has not being assessed within the Outline Application.

### 5.4 Summary

5.4.1 The proposed increase in floorspace at Unit-3 is within the total floorspace scope of the outline permission for OTP, 40,362 sqm and therefore it does not result in any additional trips above that which have already been assessed and permitted.

5.4.2 Notwithstanding that, the above assessment provides a comparison of trip generation for consented and proposed development at Unit-3. The proposed increased in floorspace at Unit-3 would lead to a slight increase in forecasted vehicle trip generation in both the AM and PM peak periods for this Unit. However, the impact of the forecasted increase in trips on the local network is considered to be immaterial. The consented transport improvements agreed as part of the outline planning permission and encompassed by the S106 Agreement would apply equally to this increase in use for Unit-3 as the forecasted increase in trips is within the

threshold set within wider OTP and therefore does not result in new impact on the local network which has not been addressed by the Outline consent.

## 6 Conclusions

### 6.1 Introduction

6.1.1 This Transport Statement (TS) has been prepared by Stantec on behalf of Hill Street Holdings Ltd and presents an assessment of the likely transport implications associated with a proposed increase in floorspace at Unit-3 of Oxford Technology Park.

### 6.2 Development Proposals

6.2.1 The development site is located at Unit-3 of Oxford Technology Park, near Kidlington. In 2016, Oxford Technology Park received outline planning permission for B1(a), B1(b) and B8 use. A further reserved matters consent was obtained for Unit-3 including:

- 2,779sqm of B1(b) use;
- 46 car parking spaces and
- 30 cycle parking spaces.

6.2.2 The proposals include 40% additional GIA for R&D facility and will comprise:

- 4,452sqm of B1(b);
- 73 car parking spaces; and
- 40 cycle parking spaces.

6.2.3 A comparison of the predicted traffic generation of the consented and the proposed increased B1(b) floorspace at Unit-3 shows that the overall level of predicted vehicle trips generated from Unit-3 will be slightly more in the AM and PM peak periods. There will be a maximum additional one car every three minutes during the AM peak period and this is considered to be immaterial. There would be no adverse impact on the local road network arising from the proposed development and it is assumed that the highway and infrastructure proposals forming part of the original consented development would be implemented in accordance with the planning consent and S106 agreement.

6.2.4 The proposed 73 parking spaces represent a proportionate increase in parking spaces in accordance with the prorated increase in GIA from the consented development. However, the number of spaces proposed still falls within the maximum parking provision required by the Oxfordshire Car Parking Standards. Hence, the proposed car parking provision is considered acceptable for the level of development.

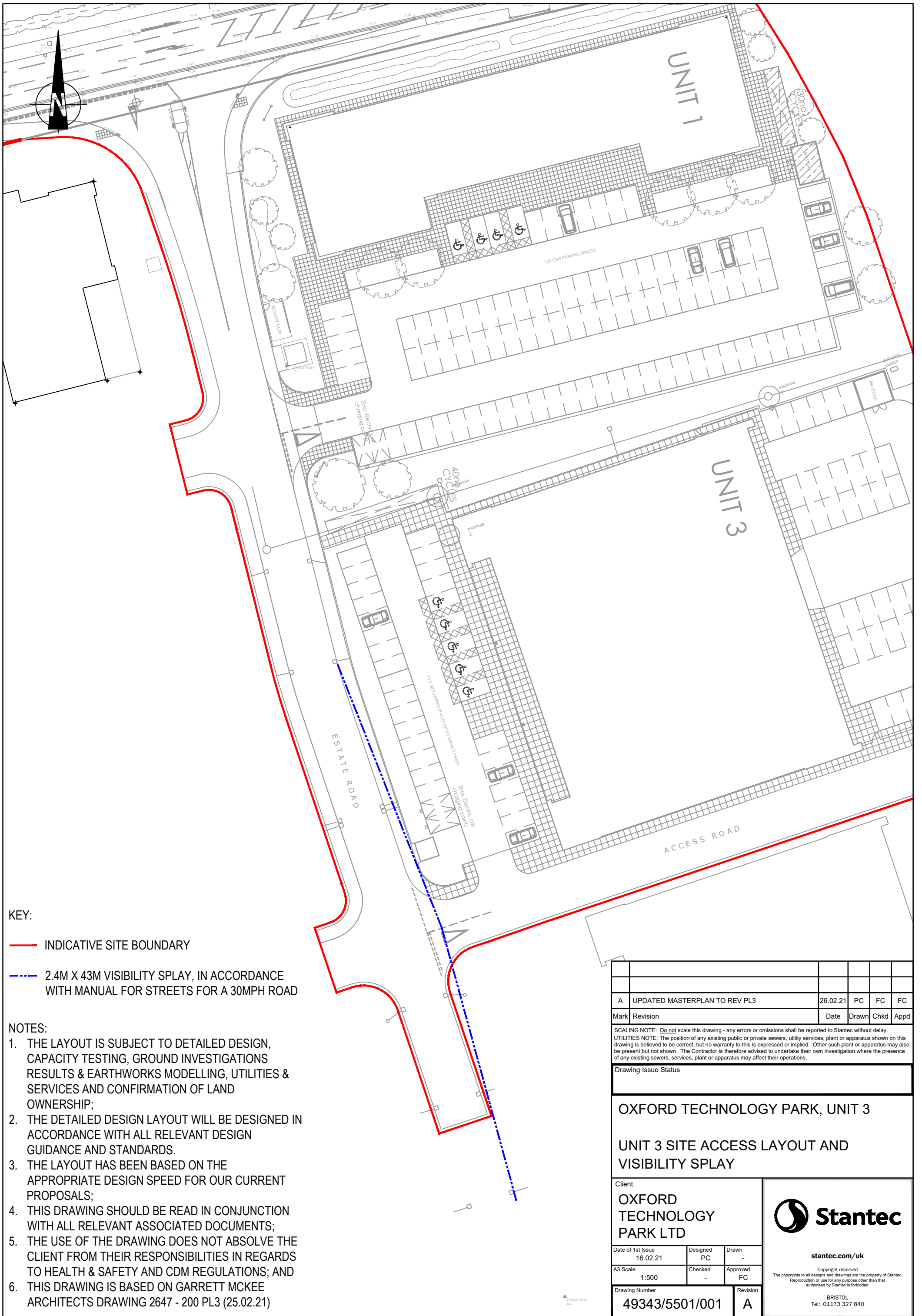
6.2.5 The proposed vehicle access, spine road and plot road would support the proposed change of use and plot layout.

6.2.6 Access for employees and visitors by modes other than the private car can be catered for through existing and provision of improvements to pedestrian and cycle facilities and bus and rail based public transport services. Improvements to these non-car modes form part of the original planning consent and S106 agreement.

6.2.7 In conclusion, it is considered that there are no transportation reasons that should prevent the development proposals from being awarded planning consent.

# Drawings





**KEY:**

- INDICATIVE SITE BOUNDARY
- - - 2.4M X 43M VISIBILITY SPLAY, IN ACCORDANCE WITH MANUAL FOR STREETS FOR A 30MPH ROAD

**NOTES:**

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS.
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6. THIS DRAWING IS BASED ON GARRETT MCKEE ARCHITECTS DRAWING 2647 - 200 PL3 (25.02.21)

A	UPDATED MASTERPLAN TO REV PL3	26.02.21	PC	FC
Mark	Revision	Date	Drawn	Chkd
				Appd

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Drawing Issue Status

**OXFORD TECHNOLOGY PARK, UNIT 3**  
**UNIT 3 SITE ACCESS LAYOUT AND VISIBILITY SPLAY**

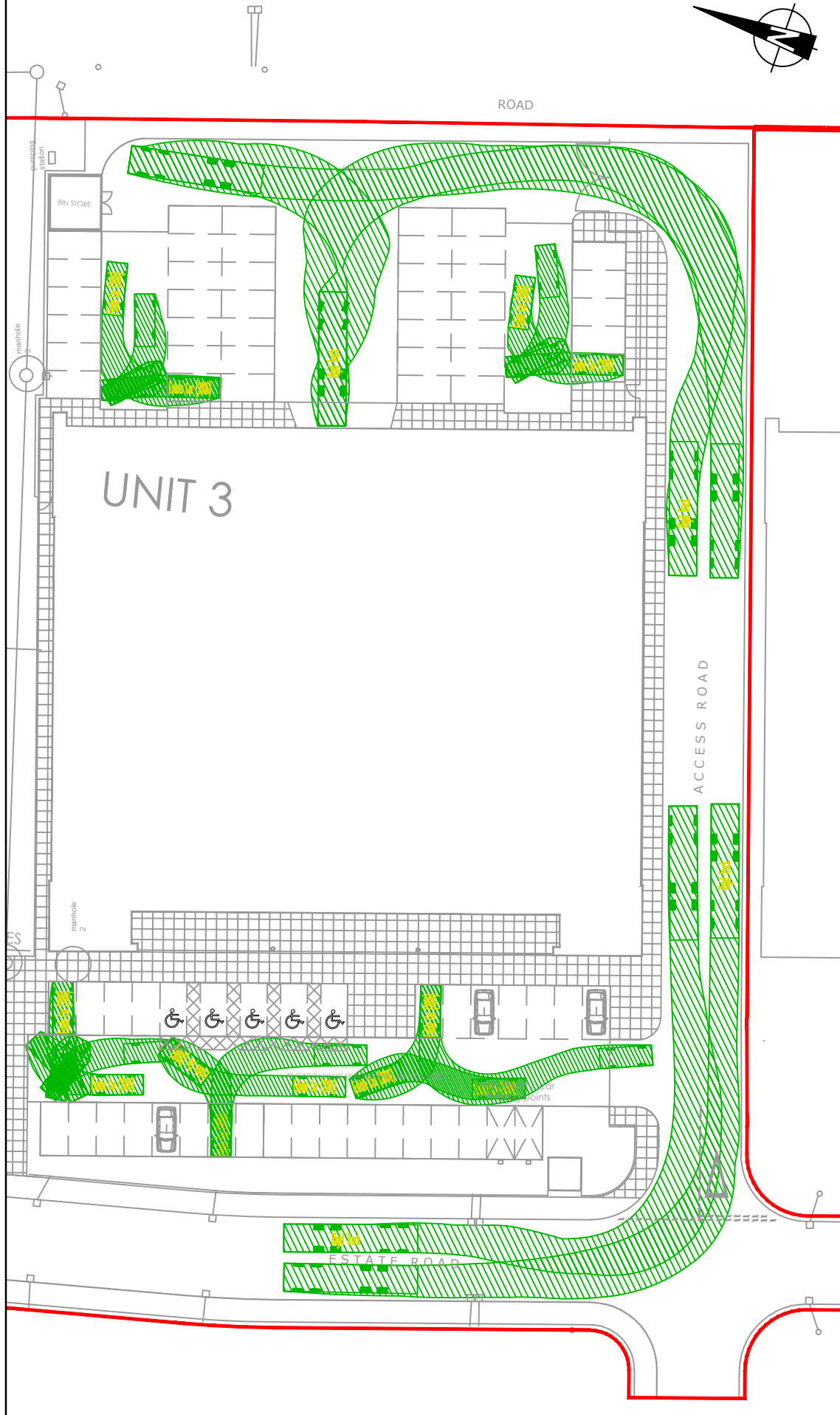
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OXFORD TECHNOLOGY PARK LTD		
Date of 1st Issue	Designed	Drawn
16.02.21	PC	-
A3 Scale	Checked	Approved
1:500	-	FC
Drawing Number	Revision	
49343/5501/001	A	

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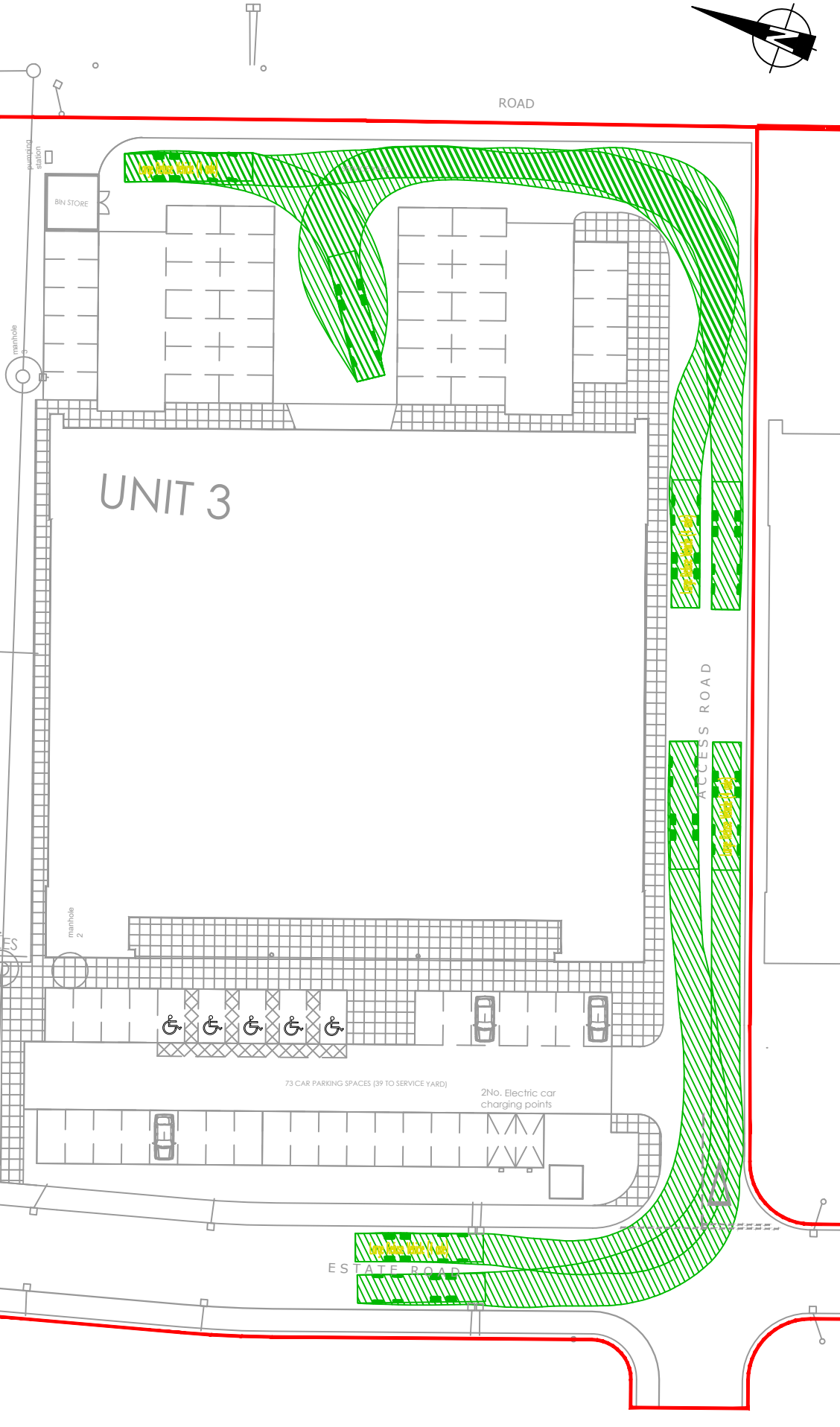




12.0M RIGID VEHICLE ACCESSING / EGRESSING LOADING BAY TO REAR OF UNIT, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS

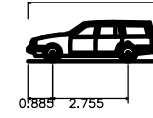


11.35M REFUSE VEHICLE ACCESSING / EGRESSING BIN STORE

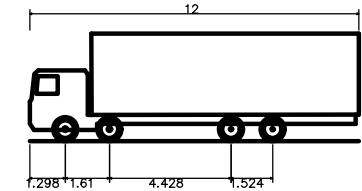


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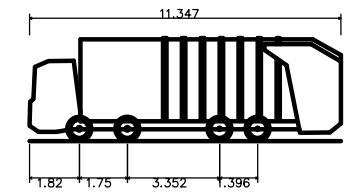
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Estate Car (2006)  
 Overall Length 4.710m  
 Overall Width 1.804m  
 Overall Body Height 1.442m  
 Min Body Ground Clearance 0.207m  
 Max Track Width 1.756m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.950m



Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.928m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 11.900m



Large Refuse Vehicle (4 axle)  
 Overall Length 11.347m  
 Overall Width 2.500m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 6.00s  
 Wall to Wall Turning Radius 11.330m

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Drawing Issue Status

OXFORD TECHNOLOGY PARK, UNIT 3

UNIT 3 ACCESS AND CIRCULATION  
 SWEEP PATH ANALYSIS

Client  
 OXFORD  
 TECHNOLOGY  
 PARK LTD



Date of 1st Issue	Designed	Drawn
16.02.21	PC	-
A3 Scale	Checked	Approved
1:500	-	FC

Drawing Number  
 49343/5501/002

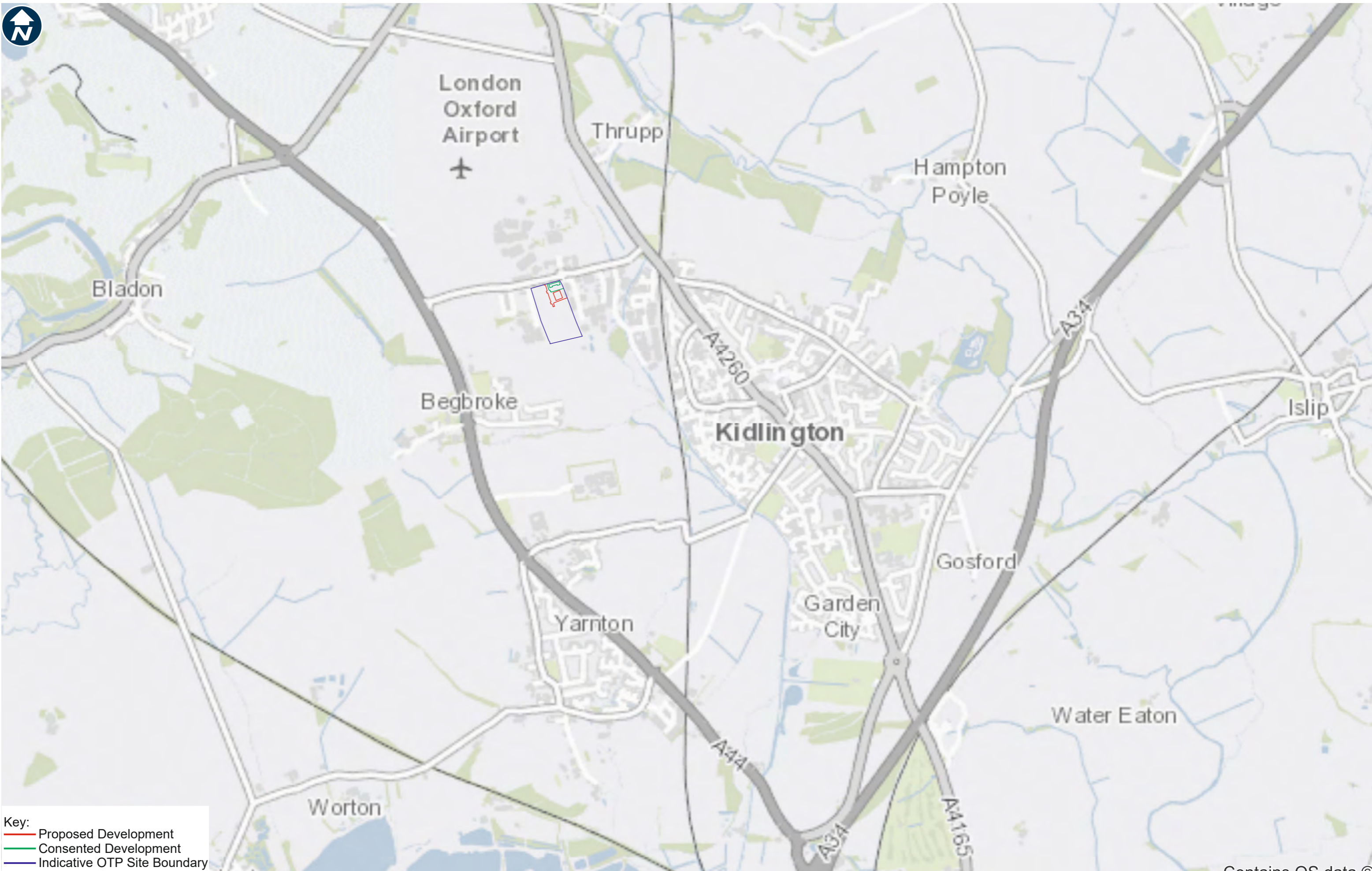
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## Figures





Contains OS data ©

**Key:**  
 Proposed Development  
 Consented Development  
 Indicative OTP Site Boundary

Hill Street Holdings Ltd

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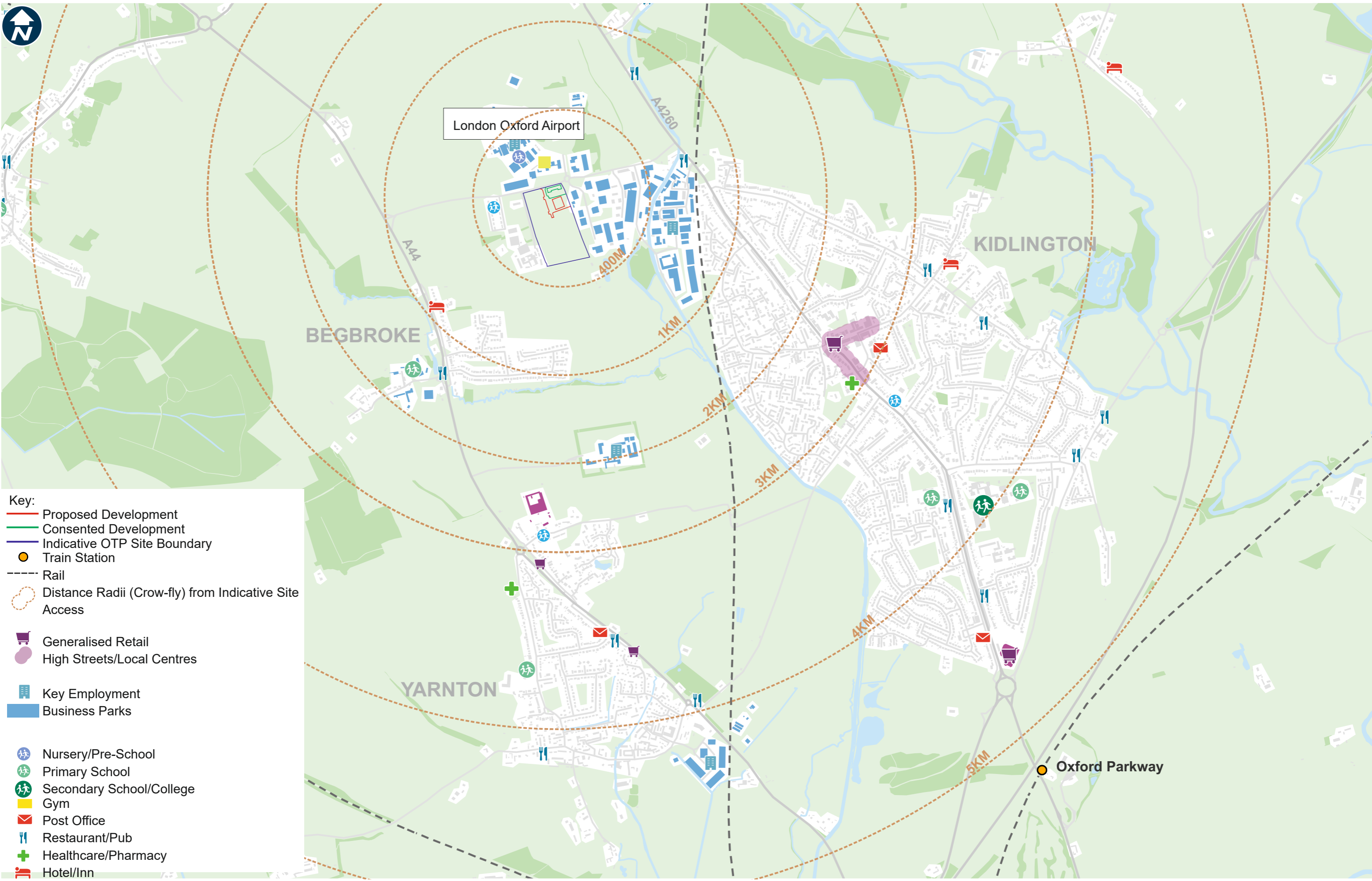
Oxford Technology Park – Unit 3  
 Site Location Plan  
 Figure 3.1

Draft  
 Drawing: 49343/3.1  
 Date: 18/02/21  
 Drawn by: AA  
 Checked by: NK



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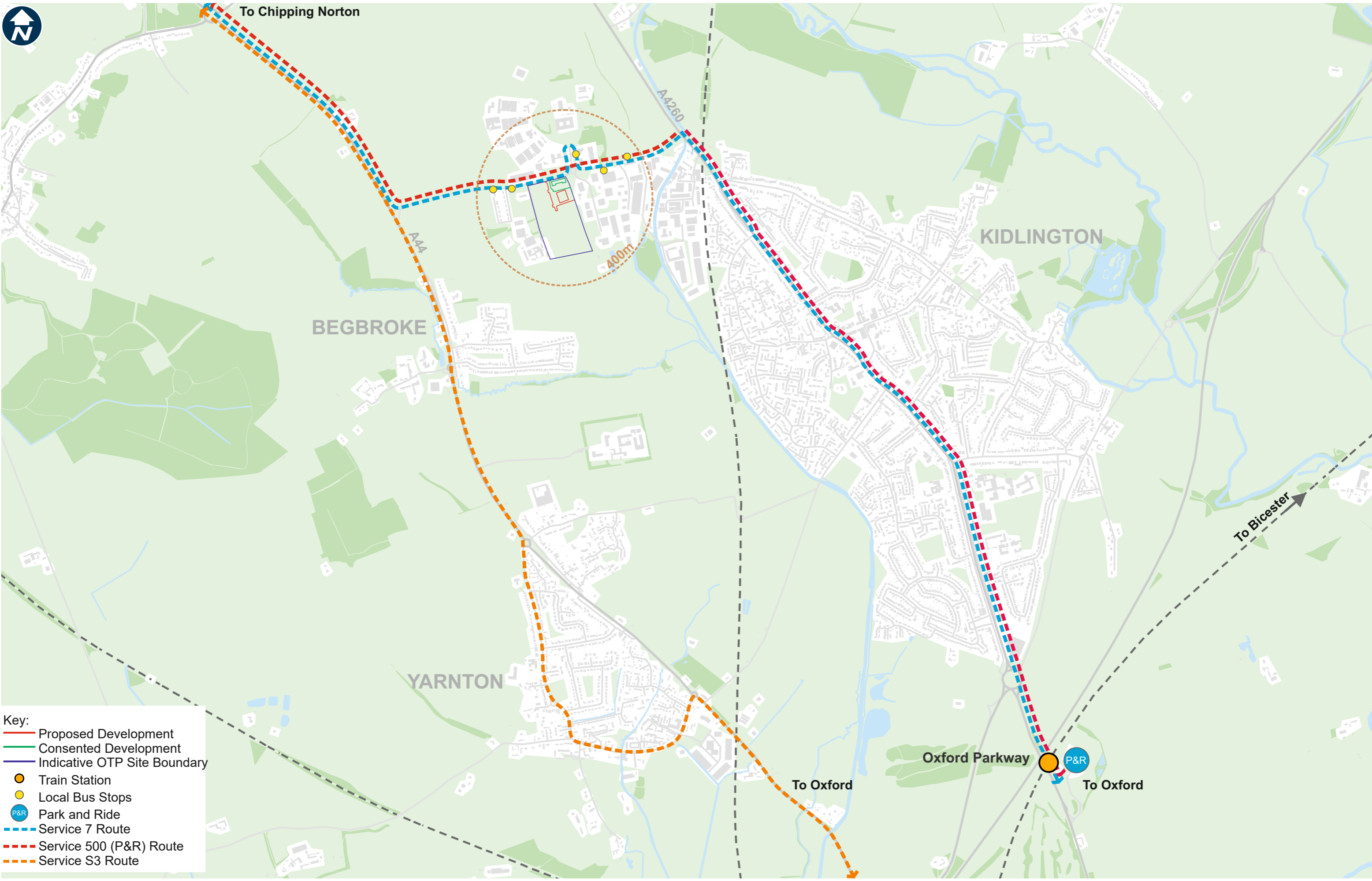




- Key:**
- Proposed Development
  - Consented Development
  - Indicative OTP Site Boundary
  - Train Station
  - - - Rail
  - Distance Radii (Crow-fly) from Indicative Site Access
  - 🛒 Generalised Retail
  - High Streets/Local Centres
  - 🏢 Key Employment
  - Business Parks
  - 👶 Nursery/Pre-School
  - 👶 Primary School
  - 👶 Secondary School/College
  - Gym
  - ✉ Post Office
  - 🍴 Restaurant/Pub
  - + Healthcare/Pharmacy
  - 🏠 Hotel/Inn







- Key:**
- Proposed Development
  - Consented Development
  - Indicative OTP Site Boundary
  - Train Station
  - Local Bus Stops
  - P&R Park and Ride
  - - - Service 7 Route
  - - - Service 500 (P&R) Route
  - - - Service S3 Route

Hill Street Holdings Ltd

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Oxford Technology Park - Unit 3  
Existing Public Transport Facilities  
Figure 3.3

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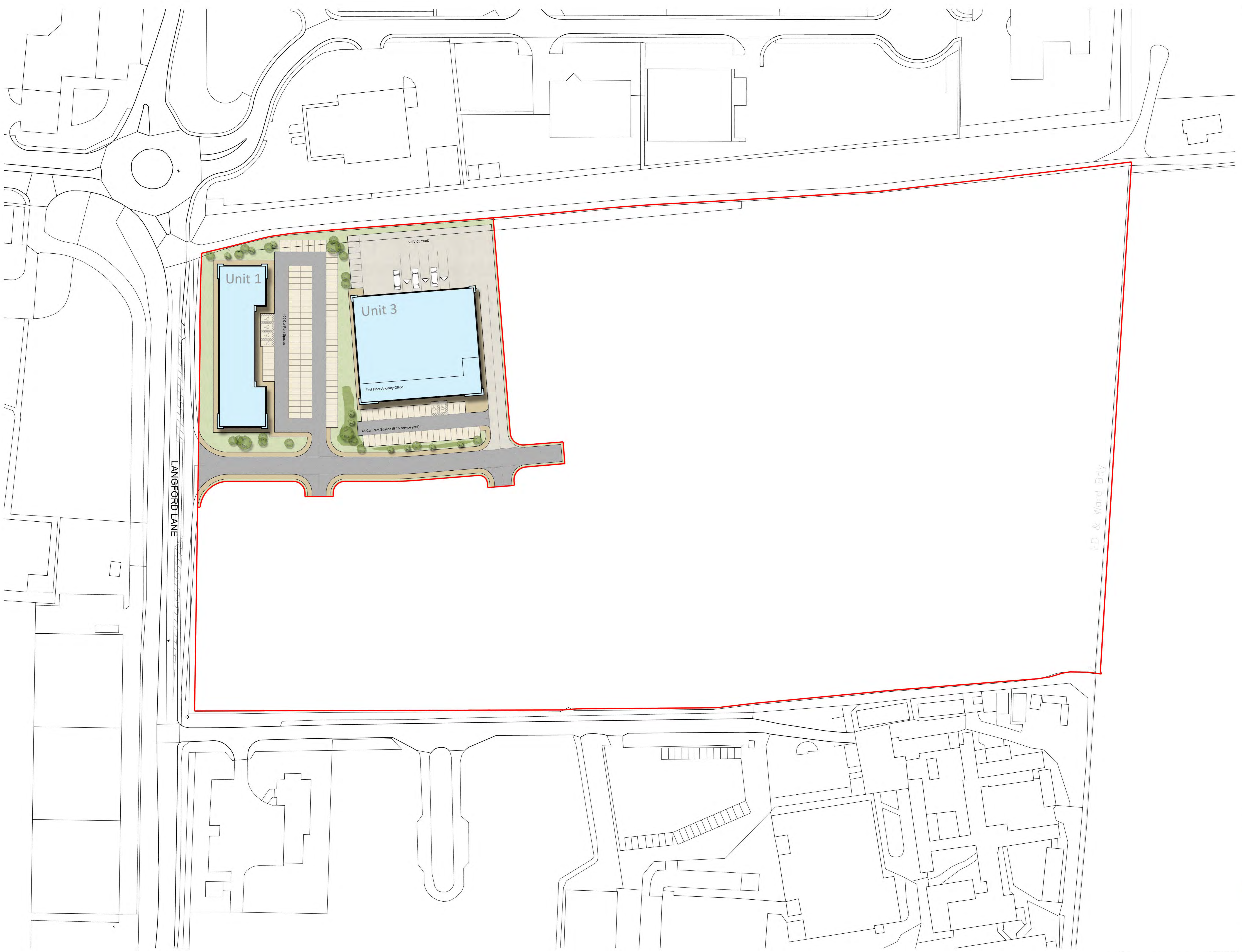
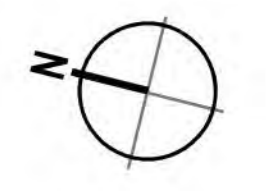
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## Appendix A



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LANGFORD LANE

ED & Ward Eddy

rev amendments by cks date

Oxford Technology Park  
Proposed Site Layout - Units 1 & 3



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+44 (0)1509 650027 +44 (0)1509 650910 info@umcarchitects.com

Drawing Status:	PLANNING
Drawn / Checked:	CA / J
Date:	06.06.2017
Scale:	1:1000 AD

Drawing no:	Revision:
13045 RM1031	PD

10m SCALE 1:1000

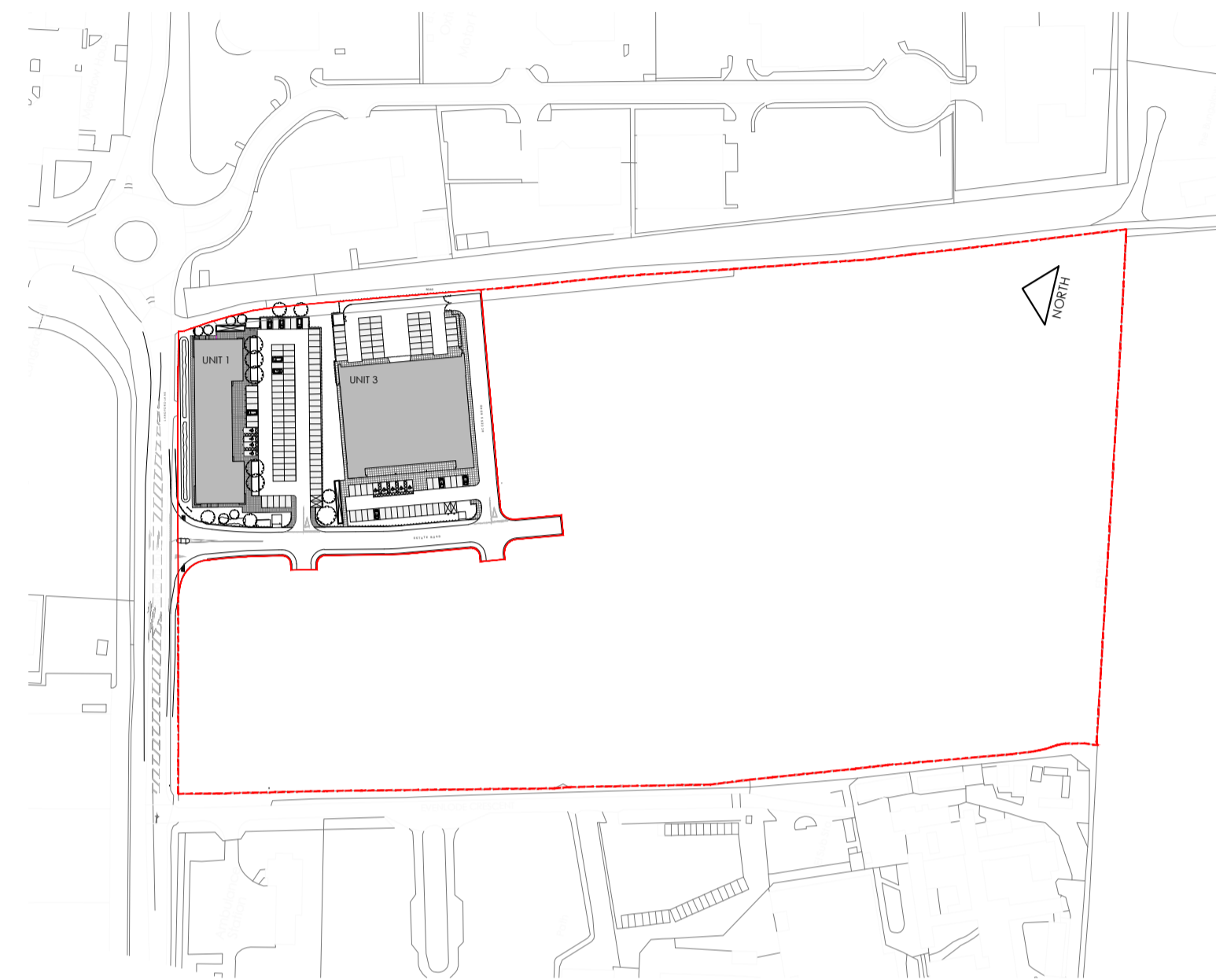
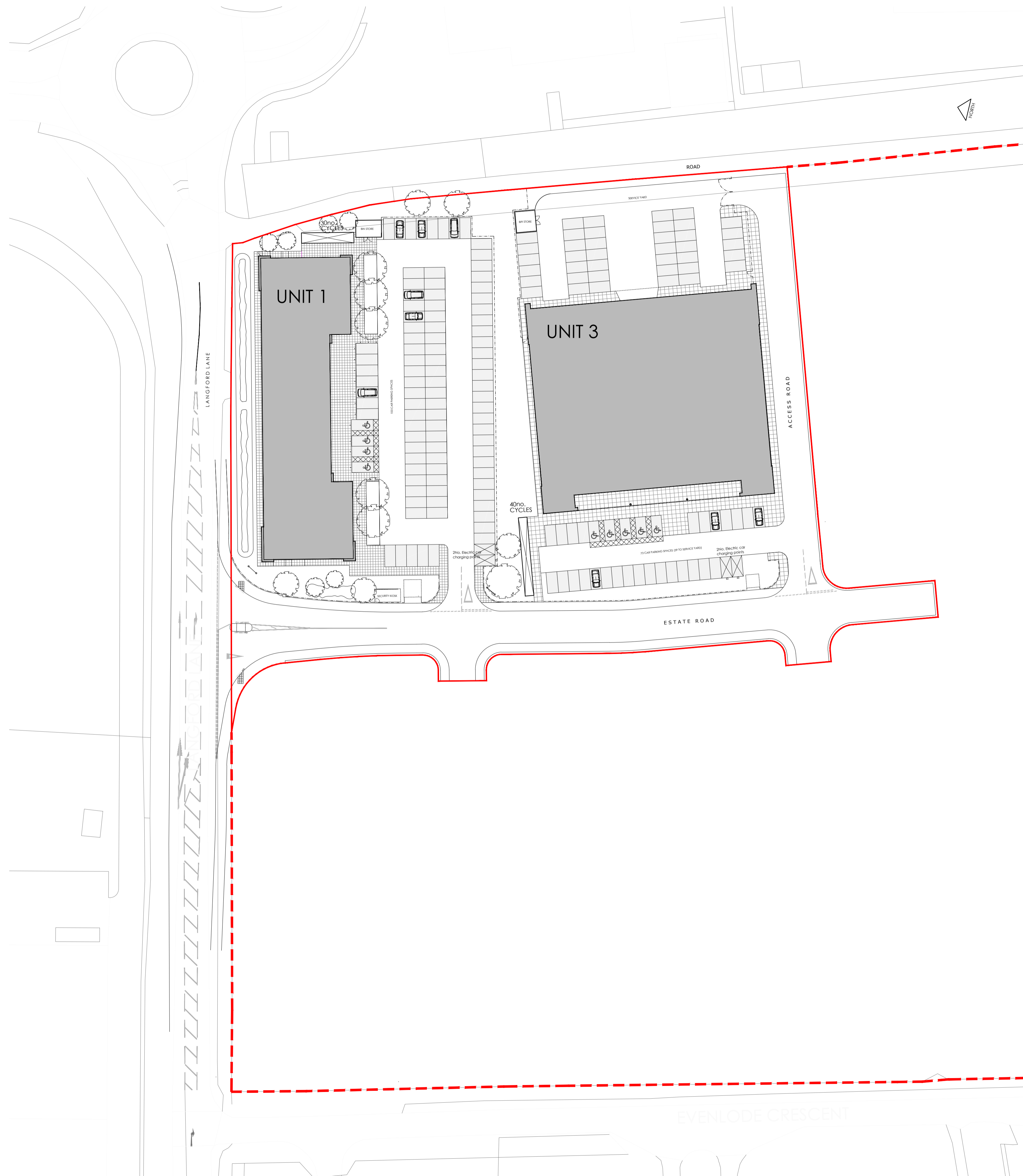


# Appendix B

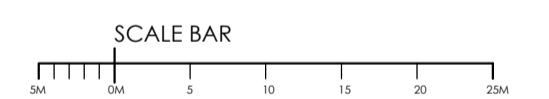




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LOCATION KEY PLAN



PLANNING ISSUE

PL3	PLANNING ISSUE 3	25.02.21	MD
PL2	PLANNING ISSUE 2	19.02.21	MD
PL1	PLANNING ISSUE 1	05.02.21	MD
REV.	AMENDMENT	DATE	AUTHD

client: HILL STREET HOLDINGS

project: OXFORD TECHNOLOGY PARK

site: LANGFORD LANE  
KIDLINGTON, OXFORDSHIRE

content: UNIT 1 & 3  
PROPOSED SITE PLAN

date: OCT 2020

scale: 1:500 / 1:2500 @ A1

ALL DIMENSIONS TO BE CHECKED ON SITE

**GARRETT | MCKEE**  
ARCHITECTS  
RILEY HOUSE  
RILEY ROAD  
MARLOW  
BUCKINGHAMSHIRE  
T 01628 907000  
www.garrettmckee.co.uk

drawn: 2647 - 200 revision: PL3



# Appendix C



**Table 1**

**Car Parking Standards - Maximum Levels**

Accessibility Characteristic	Residential	Food Retail **	Non Food Retail **	B1 and A2 Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure **	Cinema & Conference **	Hotel and Guest Hse **	Hospital	Higher Education	A3 - Restaurant/pubs	Stadia
<b>Type 1</b>	1space per dwelling upto 2 beds; 2+beds on merit	Operational Parking Only							on merits	on merits	operational need	operational need	N/A
<b>Type 2</b>	1 bed - 1 space; 2/3 bed - 2 spaces; 4 bed+ 2+spaces on merit	1 space per 14sqm	1 space per 20sqm	1 space per 30 sqm	1 space per 50 sqm	1 space per 200 sqm	1 space per 22 sqm	1 space per 5 seats	1 space per 1 beds	on merits	1 space per 2 staff 1 space per 15 students	1 space per 5 sqm of public space	on merits ( guide 1 per 15 seats) *
<b>Application Threshold GFA (sqm.)</b>	N/A	1000	1000	500	500	1000	1000	1000	30	N/A	2500	N/A	1500 seats

\* Coach parking treated seperately

\*\* A PPG6 sequential test location policy will apply to these land uses

Type 1 - This standard may be applicable to Central Policy Areas of larger towns but this will be determined by the District Council

Type 2 - other areas

**Parking Standards for Developments below the Threshold Size**

There will be a presumption that the above maximum standards apply to developments below the threshold size but each case will be on merit and the parking provision for each site will be considered in the light of its location and the need to reduce private vehicle mileage in line with PPG13

**Notes**

Oxford City Council has localised parking standards which reflect the high public transport accessibility

Where developers are proposing levels of parking below the maximum levels they will be required to submit supporting information to show the likely impact on street and to public transport. This could include parking surveys to show the level of existing parking stress and an assessment of any road safety implications. It may also require a contribution to improving public transport and/or parking controls

Operational parking is the level of parking to accommodate those vehicles required for the essential operation of the land use under consideration. The specific operational need of an applicant will not necessarily be the determinant of the parking provision. .

Travel Plans will be required to show how the use of private vehicle trips will be controlled or reduced

Cycle Parking will be required in line with the County Council's cycle parking standards

Parking provision for people with disabilities should be provided in line with BS 8300:2001

**Table 2**

**Cycle Parking Standards - Minimum Levels**

	Residential	Food Retail	Non Food Retail	A2 - Banks and Professional	B1 -Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure	Cinema & Conference	Hotel and Guest Hse	Hospital	Higher Education	A3 - Restaurant/ pubs	Stadia
<b>Long stay/ employee/ resident</b>	1 bed - 1 space; 2+ beds - 2 Spaces ***	1 stand per 12 staff *	1 stand per 6 staff *	1 stand per 12 staff **	1 stand per 150 sqm	1 stand per 350 sqm	1 stand per 500 sqm	1 stand per 12 staff **	1 stand per 12 staff **	1 stand per 12 staff **	1 stand per 12 staff	Subject to individual assessment	1 stand per 12 staff **	1 stand per 12 staff
<b>Visitor</b>	1 stand per 2 units where more than 4 units	1 stand per 200sqm	1 stand per 200sqm	1 stand per 100sqm	1 stand per 500 sqm	1 stand per 500 sqm	1 stand per 1000 sqm	1 stand per 20 sqm	1 stand per 20 sqm	1 stand per 10 beds	on merits	Subject to individual assessment	1 stand per 20 sqm of public space	on merits (guide 1 stand per 30 seats)

**Notes**

a) where number of staff is not known:-

\* 1 staff per 50 sqm

\*\* 1 staff per 7 sqm

\*\*\* b) Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate

c) 1 stand = 2 spaces : The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type

d) All cycle parking facilities to be secure and located in convenient positions

e) The County Council encourages the use of covered facilities for longstay/staff cycle parking.

f) Oxford City Council have a separate standard to reflect high cycle usage in the city

g) Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development

## Appendix D



LANGFORD LANE

EVENLODE CRESCENT

rev amendments by cld date

Oxford Technology Park  
 Site Layout



Newark Science Innovation Centre, California Way, Newark, Nottinghamshire NG24 2TN  
 t: +44 (0)1509 630027 f: +44 (0)1509 632910 e: info@umcarchitects.com

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Date:	06.06.2017
Scale:	1:500 AD
Drawing no:	Revision
13045 RM1000	PO

1m SCALE 1:100