TECHNICAL NOTE

transport planning
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Hatch End Industrial Estate, Middle Aston

Transport Addendum

Client:	Middle Aston Ltd		
Date:	23 September 2021	Job No	J325597
Prepared by:	CH		

1. Introduction

1.1 Context

1.1.1 This TN (TN) has been prepared by mode transport planning (mode) on behalf of Middle Aston Ltd as an Addendum to a Transport Statement (TS) that had accompanied a planning application (ref: 21/01123/F) for the proposed redevelopment of Hatch End Industrial Estate.

1.1.2 Since the planning application was submitted to Cherwell District Council (CDC, various feedback has been received by consultees at CDC, as well as at other organisations such as Oxfordshire County Council (OCC) and their Transport Development Control Team.

1.1.3 The proposed quantum of commercial floor space remains the same at 2,214.87m^2. Through discussions between representatives of the applicant and the planning case officer at CDC, this has however been scheduled into a more detailed land use allowance, as follows:

- Class E(g) (i): 732m^2 (33%)
- Class E(g) (ii) and (iii): 862m^2 (39%)
- Class B8: 422m^2 (19%)
- Ancillary Use (Hub): 198.81m^2 (9%)

1.1.4 In response to other consultation responses, minor changes have also been made to the site layout (Appendix A). From a transport perspective, this includes the relocation of car parking from the site frontage to the rear of the site (albeit not for reasons related to transport).

1.1.5 The overall number of car parking spaces has been reduced from 79 to 74, albeit now with 12 spaces fitted with Electric Vehicle (EV) charging points. The overall number of spaces remains above the minimum which OCC consider acceptable at the site.

1.1.6 Moreover, a footway connection is now proposed to an existing public footpath that borders the western boundary of the site, the principle of which is agreed with OCC, subject to detail.

1.2 Purpose

1.2.1 This TN provides a summary of the changes to the scheme changes outlined above from a transport perspective, and with a view to concluding all outstanding transport matters necessary to determine the planning application.

1.2.2 It should be noted as well that OCC has requested a contribution towards local bus services be secured as part of a Section 106 agreement. This is accepted by the applicant and is not covered in this TN on this basis.

1.3 Land Uses in terms of Trip Generation and Parking Provision

1.3.1 The more detailed schedule of land uses above represents a less intensive use than allowed for in the submitted TS in terms of trip generation and car parking provision, as per the following rationale.

1.3.2 The TS had estimated trip generation based on the 'Employment: Business Park' category in TRICS. This category allows for various employment uses covering those now scheduled as part of the proposals. These are summarised for the selected site surveys in Table 1.1, including a combined average across all site surveys.

Table 1.1 Land Use Composition and Combined Average of TRICS Site Surveys

TRICS Site Survey	Offices E(g) (i)	Research & Development E(g) (ii)	Light Industrial E(g) (iii)	General Industrial / Storage and Distribution B2 / B8	Total
CA-02-B-03	50%	50%			100%
DV-02-B-01	100%				100%
EX-02-B-01	90%		10%		100%
EX-02-B-02	50%		50%		100%
HC-02-B-02	100%				100%
LN-02-B-02	31%	27%	35%	7%	100%
ST-02-B-04	20%	40%	20%	20%	100%
WK-02-B-01	40%	40%		20%	100%
WO-02-B-02	80%	10%		10%	100%
Average	**62%**	**19%**	**13%**	**6%**	**100%**

1.3.3 Table 1.1 demonstrates that the site surveys have a combined average of 62% office use, with other uses making up the remainder. This is the most intensive of the land uses and in providing for 62% in the site surveys, this is nearly double the 33% office space now allowed for in the development schedule.

1.3.4 Given the above, the detailing of land uses which is now proposed and agreed with CDC is not considered to represent any cause for concern in terms of trip generation. Moreover, the proposed parking provision is based on the generic 1 space per 30m^2 B1 OCC parking standard, which was further supported by parking accumulation evidence derived from the trip generation. Parking provision is therefore considered to remain robust on this basis also.

1.4 Proposed Footway Connection

1.4.1 Through discussions with OCC and their Transport Development Control Team, it has been accepted that an internal pedestrian connection to a public footpath, which borders the western boundary of the site and connects with Fir Lane, will provide a suitable pedestrian route between the site and Steeple Aston to the south.

1.4.2 The above is however subject to OCC receiving suitable details to review. The proposed footway is now demonstrated on the revised site layout provided in Appendix A. This shows a 2.0m wide footway leading from the middle part of the site at the western end of Unit and connecting with the public footpath to the west. This will be treated with a suitable surface to suitable enable pedestrian movements.

1.5 Revised Swept Path Analysis

1.5.1 The swept path analysis drawing that had accompanied the submitted TS has been updated as per noted changes to the site layout. This is demonstrated on mode drawing 325597-TK01 Rev A, which is provided in Appendix B.

1.5.2 It should be noted that no changes have been made at the site access in terms of what had been submitted as part of the planning application and detailed in the TS, therefore swept path analysis and visibility splays at the site access have not been updated.

1.6 Summary

1.6.1 This TN prepared as an Addendum to the submitted TS has provided the necessary details sufficient to conclude all outstanding transport matters needed to determine the planning application. Final views are nevertheless welcome from OCC and their Transport Development Control Team in particular.

APPENDIX A

PLANNING

BIN STORE

UNIT 1

UNIT 2

UNIT 3

UNIT 4

UNIT 5

UNIT 6

HUB

FOOTPATH ACCESS

FOOTPATH ACCESS

FOOTPATH ACCESS

1:250

5m 0 5m 10m 15m 20m 25m

N

Planning Application area

Area within site ownership

REV MARK	REVISION DESCRIPTION	REVISION DATE
G	Updated to client comments.	10.08.21
F	Parking numbers altered and additional hedging added.	06.08.21
E	Updated to planning/client comments.	06.08.21
D	Bin store location moved.	06.08.21
C	Updated to planning/client comments.	30.07.21
B	Updated to planning comments.	29.07.21
A	Planning Application Area Updated.	18.03.21

- The Hatchery

- Middle Aston

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Banbury Oxfordshire
OX16 4SP
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DRAWING TITLE	- Proposed Site Plan		
CONTRACT	- The Hatchery		
MODELLED BY	- HS	ISSUE DATE	- 10.09.21
CONTRACT NO	- JOB139990	SCALE	- 1:250 @A1
DRAWING No	- 139990_P101	REVISION No.	G

PLANNING

1:500

10m 0 10m 20m 30m 40m 50m

N

Planning Application area

Area within site ownership

REV MARK	REVISION DESCRIPTION	REVISION DATE
E	Updated to client comments.	10.09.21
D	Parking numbers altered and additional hedging added.	02.09.21
C	Planning Application Area Updated and layout altered.	02.09.21
B	Planning Application Area Updated.	02.09.21
A	Planning Application Area Updated.	18.03.21

- The Hatchery

- Middle Aston

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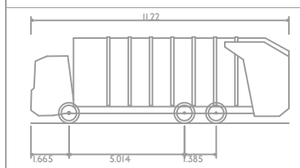
HAWKINS PROJECTS LTD

DRAWING TITLE	- Proposed Site Plan - Overall		
CONTRACT	- The Hatchery		
MODELLED BY	- HS	ISSUE DATE	- 10.09.21
CONTRACT NO	- JOB139990	SCALE	- 1:500 @A1
DRAWING No	- 139990_P102	REVISION No.	E

APPENDIX B

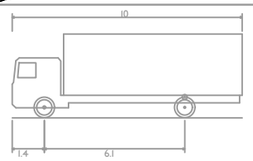
OS NORTH



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

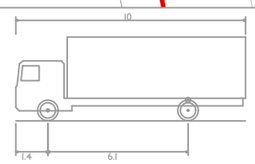
Refuse Vehicle Manoeuvring Within Internal Loop



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

HGV Servicing Strategy



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Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

HGV Servicing Strategy

drawing title

Proposed Layout Swept Path Analysis

client

Middle Aston Limited

job title

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mode
transport planning

scale	1:500@A3
drawn	RM
checked	CS
created	Mar 21

A	13/09/21	Revised layout plan
-	10/03/21	First Issue

drawing no. J32-5597-TK01

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325597 Middle Aston Industrial Estate #215. Graphics\2. CAD\2. Sheets\210907 325597 001-TK01.dwg