

July 2021

Design and Access Statement

Oxford Technology Park, Kidlington

Full Planning Application for Economic Development



Application by: Oxford Technology Park Limited

**CONTENTS****1 Introduction**

- a) Introduction
- b) Design and Access Statement Requirements
- c) Summary of the Proposal
- d) Supporting Information

**2 Appraising the Context**

- a) The Application Site
- b) The Surrounding Context
- c) The Accessibility of the Site
- d) Relevant Planning History

**3 Design Principles & Concepts Applied to the Proposed Development**

- a) Amount
- b) Use
- c) Layout
- d) Appearance
- e) Scale
- f) Public Realm and Landscaping

Selection of Drawings and Images

**4 Access Considerations**

- a) Access Policies
- b) Consultation
- c) Accessibility
- d) Car Parking
- e) Servicing
- f) Access for Emergency Services

**5 Summary and Conclusion**

## 1.0 Introduction

### a) Introduction

1.1 This Design and Access Statement has been prepared by prepared by Savills (UK) Limited on behalf of Oxford Technology Park Limited in relation to an application for planning permission at Oxford Technology Park ('OTP').

1.2 The application site and the planning history for it and surrounding development are well-known to the Local Planning Authority ('LPA').

1.3 This application is the latest application that seeks to deliver economic development at OTP. The development will be the third phase of economic development at OTP and will provide 6,448 sq. m of floorspace (site known as Plot 4).

### b) Design and Access Statement Requirements

1.4 The Design and Access element of this Statement is submitted in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 ('The Order') and the National Planning Practice Guidance ('PPG'). Part (3) of The Order and Paragraph: 031 Reference ID: 14-031-20140306 of PPG section titled 'Validation requirements' confirm the information that should be included within a Design and Access Statement.

1.5 A Design and Access Statement should only be consider the following two key questions:

1. Is the proposal of a good design standard?
2. Is the development accessible?

1.6 To meet the requirements of the Order and PPG and to answer the two questions, this Statement is structured as follows:

1. Provides a summary of the proposal
2. Confirms the supporting information submitted with the application

3. Appraises the context of the site, namely:

- a. The application site
- b. The surrounding context
- c. The accessibility of the site
- d. The relevant planning history

4. Explains the design principles and concepts that have been applied to the development and how the design takes into account of (3) above, in particular:

- a. amount of floorspace
- b. use of floorspace
- c. layout
- d. appearance
- e. scale
- f. public realm and landscaping

5. Considers all matters relevant to access, namely:

- a. Access Policies and how these have been taken into account
- b. Consultations that have been taken into account in relation to access
- c. Accessibility
- d. Car Parking
- e. Servicing
- f. Access for Emergency Services

**c) Summary of the Proposal**

- 1.7** The proposal is a straight forward development for uses within Use Classes E (g) (i)-(iii), B2 and B8. These are the uses permitted under the original outline permission described below.
- 1.8** The application seeks planning permission for the construction of up to 11 units measuring a total of 6,448 sq. m. The floorspace will be located on Plot 4 of OTP to the rear of the recently opened hotel development which occupies Plot 2. The development will be known as the 'Innovation Centre' with the floorspace aimed at small to medium sized enterprises ('SMEs').
- 1.9** The units will be configured in two linear building banks with parking to the north and south of each building with employment accesses on each of these elevations. Each building is also served by a central access road for serving of the units. A car park providing space for 224 parking spaces is proposed, of which 20 will be Electrical Vehicle ('EV') spaces and 20 will be disabled spaces. In addition, 40 cycle parking spaces are proposed.
- 1.10** The design of the development will be consistent in terms of appearance and scale of the development that is supported and has been / is being delivered at Plots 1 – 3. The design of the development is described in further detail in a Design and Access Statement that accompanies the application.
- 1.11** Vehicular and service access to the site will be taken place from the main access into the site from Langford Lane that has already been constructed and was authorised as part of the approved reserved matters.

**d) Supporting Information**

- 1.12** This Statement forms part of a wider suite of application documents produced by the professional project team. The wider application suite has informed the design and access matters relevant to the development.
- 1.13** The complete list of documents submitted with the application are:
1. Drawings produced by Garrett McKee
  2. Planning and Economic Statement, produced by Savills
  3. Transport Statement produced by Stantec

## 2.0 Appraising the Context

### a) The Application Site

- 2.1** A site location plan is included with the application. The application site is located within Plot 4 of the planned science and technology park known as OTP. OTP comprises 8.3 ha of land which is identified as for development to meet high value employment needs in Local Plan Part 1 and benefits from planning permission for flexible, hi-technology units suitable for office, research and development, laboratory and storage and ancillary purposes. The delivery of employment development at Phases 1 and 3 of OTP are currently under construction as described above and the hotel development at Phase 2 is open and trading.
- 2.2** The application site comprises a 1.225 ha rectangular piece of relatively flat land, located on the southern side of Langford Lane. The site is located to the rear (south) of the existing Premier Inn hotel and to the west of the Phase 3 development. The overall OTP site is accessed from an access road that connects into Langford Lane. The application site will be accessed from this access road which has been substantially completed to accommodate the development at OTP.
- 2.3** The site has been prepared for development and the infrastructure developed to accommodate the development plots at OTP. That preparation of the OTP site has included substantial site clearance and levelling and preparation including from a maintenance and ecological perspective pursuant to conditions that have been discharged to enable development to take place at the site. The OTP site resembles a building site that is either has been subject to the delivery of recent commercial development and is in the process of delivering further economic development, with the soft landscaping implemented to the front half of the Park including the planting of the semi-mature trees to the spine road to create the tree lined avenue.

### b) The Surrounding Context

- 2.4** To the immediate west are the South Central Ambulance Service Resource Centre and Campsfield House Immigration Removal Centre. To the north, on the opposite side of the Langford Lane, are buildings/hangers serving London Oxford Airport and to the east is the Oxford Motor Park where a number of car dealerships are located. Beyond this lies a cluster of employment parks comprising Cherwell Business Park, Station Field Industrial Park and the West Side of Canal, covering 25 ha and providing a wide range of commercial uses. The southern boundary abuts a large agricultural field which separates the application site and Campsfield House from the northern edge of Begbroke.

### c) The Accessibility of the Site

- 2.5** The application site is located in a strategic location, to the north of Oxford and adjacent to London Oxford Airport. It is at the northern edge of Kidlington. The site benefits from established highways infrastructure most notably Langford Lane which bounds the site to the north, with the A44 and A4260 providing the main access routes. The A4260 runs through the centre of the Village, creating a direct connection to Oxford City Centre and Banbury. The A44 also provides access to the A34 to Bicester to the north and, via the M40, to Reading and London to the south.
- 2.6** The site is easily accessible by a range of transport modes. It is in easy pedestrian and cycle reach from both residential areas and businesses in Kidlington, as well as in close proximity to bus stops that serve the wider area. The Transport Statement prepared by Stantec provides further details of the transport modes, with summary details provided below.
- 2.7** National Cycle Network Route 55 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.
- 2.8** The nearest existing bus stop 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 all of which are within a reasonable walking distance from the site. The bus services running in the vicinity of the site include route 2C/2D, S4, 7, 224, 224A and 500, at an average of approximately five buses an hour serving the local area. Bus services 7 and 500 provide a park and ride service connecting the site to Oxford Parkway Rail Station and the local area, but also provides wider access to Oxford City Centre and London.
- 2.9** It follows that the application site forms part of the Kidlington area and the surrounding land uses are characterised by commercial development including retail, leisure and employment uses. Both the approved development at the site, including that which is being delivered, and that proposed under this application are of a scale that is commensurate and will complement the surrounding commercial development. The application site and wider OTP is well connected and easily accessible to users of the surrounding area and has good transport links that connect the site to the wider Village and surrounding areas.

### d) Relevant Planning History

- 2.10** Outline planning permission for OTP was granted on 16 October 2016 under Reference 14/02067/OUT and subsequently varied under Reference 17/00559/F. The outline permission permitted the construction of

40,362 sq. m<sup>1</sup> of office, research and development, laboratory and storage business space within Use Classes B1<sup>2</sup>, B2 and B8 and reserved matters were approved for Units 1 and 3 under Reference 17/01542/REM on 24 November 2017 and all permissions have been implemented. Amendments to those units have recently been granted planning permission by the Local Planning Authority ('LPA') as part of Application Reference 21/00690/REM.

**2.11** Further, planning permission for a hotel development was also granted on 11 July 2018 under Reference 17/02233/F (Unit 2).

**2.12** The hotel has been constructed and is operated by Premier Inn and provides approximately 3,981 sq. m of floorspace. Units 1 and 3 are under construction and will provide approximately 11,952 sq. m of floorspace. The addition of 6,448 sq. m proposed under this application will take the total amount of development at OTP to 18,400 sq. m, well within the quantum of floorspace approved by the Local Planning Authority ('LPA') under the original outline permission.

---

<sup>1</sup> All floorspace reference are provided as Gross Internal Areas.

<sup>2</sup> Now Class E.

### 3.0 Design Principles and Concepts

3.1 The design and layout details of the proposal are set out on the drawings that accompany the application.

3.2 The development is of a good standard of design that builds on and continues the good design standard secured by the Council for recent economic developments on the site. It follows that the approach taken to the design of the buildings is to provide a similar design of buildings to the design already supported by the Council.

#### a) Amount of Floorspace

3.3 The application proposes 6,448 sq. m of commercial floorspace.

#### b) Use

3.4 The application site is currently vacant and the wider site is an employment location that the development will form part of.

3.5 The uses sought for approval are Use Classes E (g) (i)-(iii), B2 and B8.

#### c) Layout

3.6 The units will be configured in two linear building banks with parking to the north and south of each building with employment accesses on each of these elevations. Each building is also served by a central access road for serving of the units. A car park providing space for 224 parking spaces is proposed, of which 20 will be Electrical Vehicle ('EV') spaces and 20 will be disabled spaces. In addition, 40 cycle parking spaces are proposed.

#### d) Appearance

3.7 The design of the development will be consistent in terms of appearance and scale of the development that is supported and has been / is being delivered at Plots 1 – 3.

3.8 The proposed buildings have therefore been designed to give due regard to the surrounding uses at the application site.

3.9 The appearance of the proposed overall development will be the visual representation of all the decisions that have informed the design. The proposed use, layout, scale and landscaping will provide the basic structure and has informed the selection of building materials and architectural treatment.

3.10 The external design of the proposed retail development has adopted a contemporary architectural style by the use of large areas of glazing.

#### e) Scale

3.11 The proposed development has been designed to fully compliment the approved developments at the site in both scale and form. The amount of floorspace is described at Paragraph 3.3 above.

3.12 The scale of the buildings will be in keeping with the surrounding area which provides similar format employment buildings. The proposed retail development will secure a scale of development to match the economic development for the site.

#### f) Landscaping

3.13 Simple landscape proposals will contribute effectively to the scale and character that provide an attractive development while promoting visibility for retailer and good design practice. The landscaping proposals will be consistent with the landscaping as already approved.

3.14 The soft landscaping areas will be complemented by hard landscaping features that are entirely appropriate in this commercial location, including appropriate paving areas that assist and aid pedestrian movements within the site.

#### 4.0 Access

4.1 The site is well-located in the urban area of Kidlington and well connected to the surrounding area by a range of modes of transport as set out at Paragraphs 2.5 – 2.9 above.

##### a. Access Policies and how these have been taken into account

4.2 The statutory development plan comprises the:

- Saved policies of the Cherwell Local Plan (adopted November 1996)
- Cherwell Local Plan 2011-2031 Part 1 (adopted July 2015)

4.3 The relevant access policies are:

- Policy TR1
- Policy TR7
- Policy C28
- Policy C32
- Policy SLE4

##### b. Accessibility

4.4 Accessibility is covered at Paragraphs 2.5 -2.9 above. The site is accessible by a range of modes of sustainable transport.

##### c. Car Parking

4.5 A car park providing space for 224 parking spaces is proposed, of which 20 will be Electrical Vehicle ('EV') spaces and 20 will be disabled spaces. In addition, 40 cycle parking spaces are proposed.

##### d. Servicing

4.6 Servicing details are provided at Paragraphs 4.3 and 4.10 above.

#### e. Access for Emergency Services

4.7 The development proposals have been designed to permit unimpeded access for the emergency services.



## 5.0 Summary and Conclusions

5.1 This Design and Access and Crime Impact Statement illustrates the key principles and concepts that have informed the layout and design of the development proposed at the application site and demonstrates how the proposal has been designed to be secure and minimise the risk from crime.

5.2 This Statement demonstrates that the principles of inclusive design and access for all people have been considered from the outset and have informed the development process.

5.3 Accordingly, we conclude that:

1. The scheme is of a good design quality; and
2. The development is accessible.

5.4 Planning permission should therefore be granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 to enable the beneficial sustainable development of the site.