



Oxford Technology Park – Unit 4

Transport Statement

Hill Street Holdings



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1 Introduction

1.1 Background

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2 Policy

2.1 Introduction

2.1.1 The purpose of this document is to provide a clear and concise overview of the policy framework for sustainable development. It is intended to guide decision-makers in the development and implementation of plans and programs that promote sustainable growth and development.

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF), Ministry of Housing Communities and Local Government, 2019 provides a clear and concise overview of the policy framework for sustainable development. It is intended to guide decision-makers in the development and implementation of plans and programs that promote sustainable growth and development. *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 The Framework states that we should '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 The Framework 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 The Framework 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 The Framework states that 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 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 National Planning Practice Guidance sets out the requirements for transport statements and transport assessments in relation to developments that generate significant amounts of movement.

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2.3.6 The National Planning Practice Guidance sets out the requirements for transport statements and transport assessments in relation to developments that generate significant amounts of movement.

- “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 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 development will provide a range of facilities to support walking and cycling, including dedicated routes and signage. This will help to encourage more people to walk and cycle, which in turn can encourage greater social inclusion, community cohesion and healthier communities.

2.4 Oxfordshire Local Transport Plan: Connecting Oxfordshire 2015 - 2031

2.4.1 The development is located within the Oxfordshire Local Transport Plan (LTP4) area. The LTP4 sets out the strategic vision for transport in Oxfordshire, including the need to improve public transport, walking and cycling, and to reduce the reliance on private cars.

2.4.2 The development will contribute to the LTP4 objectives by providing a range of transport facilities, including:

- A dedicated pedestrian route with clear signage and lighting.

- A dedicated cycle route with secure cycle parking facilities.

- A dedicated bus stop with a shelter and seating.

- A dedicated taxi rank with a designated area for taxis to pick up and drop off passengers.

- A dedicated car park with a designated area for car sharing.

2.4.3 The development will also contribute to the LTP4 objectives by providing a range of transport facilities, including:

- A dedicated pedestrian route with clear signage and lighting.

- A dedicated cycle route with secure cycle parking facilities.

- A dedicated bus stop with a shelter and seating.

2.5 Cherwell Local Plan 2011 - 2031

2.5.1 The development is located within the Cherwell Local Plan area. The Cherwell Local Plan sets out the strategic vision for transport in Cherwell, including the need to improve public transport, walking and cycling, and to reduce the reliance on private cars.

2.5.2 The development will contribute to the Cherwell Local Plan objectives by providing a range of transport facilities, including:

- *“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 development will contribute to the Cherwell Local Plan objectives by providing a range of transport facilities, including:

3 Existing Transport Conditions

3.1 Introduction

3.1.1 This section provides an overview of the existing transport conditions at the site. It refers to the information provided in the site visit report and the Oxford Technology Park Transport Assessment (OTPA) conducted in 2024. The site is located on the northern side of the M4 corridor, north of the R102 road.

3.1.2 The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site. The site is located on the northern side of the road, and the road ends at the site.

3.2 Site Location and Description

3.2.1 The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

3.2.2 The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

3.2.3 The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

3.3 Local Facilities and Amenities

3.3.1 The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

3.3.2 The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

3.3.3 Figure 3.2 illustrates the site location relative to the M4 corridor and the R102 road. The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

3.3.4 Table 3.1 provides a summary of the existing transport conditions at the site. The table includes information on the road type, road width, and road condition. The site is located on the northern side of the M4 corridor, north of the R102 road. The site is situated on a residential street, which is a dead-end road. The road is paved and has a width of approximately 10 meters. The road is bordered by residential properties on both sides. The site is located on the northern side of the road, and the road ends at the site.

Facility	Distance (as the crow flies)
Public Library	0.2 km
Police Station	0.3 km
Fire Station	0.4 km
Community Centre	0.5 km
Daycare	0.6 km
Nearest Hospital	1.2 km

Table 3.1 Distance to Key Local Facilities

3.4 Walking and Cycling

- 3.4.1 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.
- 3.4.2 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.
- 3.4.3 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.
- 3.4.4 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.
- 3.4.5 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.
- 3.4.6 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.
- 3.4.7 The project site is located on the east side of the 44th Street, east of the intersection with the 4th Avenue. The project site is bounded by the 44th Street to the north, the 4th Avenue to the east, and the 4th Street to the south. The project site is a rectangular lot measuring approximately 100 feet by 150 feet.

3.5 Public Transport

Bus

3.5.1 The existing bus routes in the study area are shown in Figure 3.3 and Table 3.2. The routes are operated by the following operators:

Service / Operator	Route	Frequency		
		Mon-Fri	Sat	Sun and Bank Holiday
44	44	44	44	44
44	44	44	44	44
44	44	44	44	44

Table 3.2 Existing Public Transport Facilities

3.5.2 Table 3.2 shows the existing bus routes in the study area. The routes are operated by the following operators:

3.5.3 The existing bus routes in the study area are shown in Figure 3.3 and Table 3.2. The routes are operated by the following operators:

3.5.4 The existing bus routes in the study area are shown in Figure 3.3 and Table 3.2. The routes are operated by the following operators:

3.5.5 The existing bus routes in the study area are shown in Figure 3.3 and Table 3.2. The routes are operated by the following operators:

3.5.6 3.5.7

Rail

3.5.7

Operator	Route	Frequency		
		Mon – Fri	Sat	Sun and Bank Holiday
3.5.8 3.5.9	3.5.8 3.5.9	3.5.8 3.5.9	3.5.8 3.5.9	3.5.8 3.5.9

Table 3.3 Local Rail Services and Frequencies

Table 3.3 Local Rail Services and Frequencies

3.5.8

3.5.9

3.6 Local Highway Network

3.6.1

3.6.2

3.6.3

4 Development Proposals

4.1 Introduction

4.1.1 The purpose of this section is to provide an overview of the development proposals and to outline the key objectives of the development proposals. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment.

4.2 The Proposals

4.2.1 The development proposals are set out in Section 1.2 of the Development Proposals. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment.

4.3 Parking Provision

4.3.1 The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment.

4.3.2 The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment.

Use	Quantum	Standard	Maximum Spaces
Office	1:44	1 car per 44 sq m	100

Table 4.1 Oxfordshire County Council's Maximum Car Parking Standards

4.3.3 The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment.

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4.3.6 The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment. The development proposals are intended to provide a high-quality development that will meet the needs of the community and the environment.

4.5 Vehicle Site Access Strategy

Consented Oxford Technology Park Access

4.5.1 The proposed development will be accessed via the proposed access road from the existing road network. The proposed access road will be constructed to the standards set out in Appendix B of the proposed development. The proposed access road will be constructed to the standards set out in Appendix B of the proposed development.

4.5.2 The proposed development will be accessed via the proposed access road from the existing road network. The proposed access road will be constructed to the standards set out in Appendix B of the proposed development. The proposed access road will be constructed to the standards set out in Appendix B of the proposed development.

Vehicle Access to Unit 4

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4.5.5 The proposed development will be accessed via the proposed access road from the existing road network. The proposed access road will be constructed to the standards set out in Appendix B of the proposed development.

5 Travel Demand and Traffic Impact Assessment

5.1 Introduction

5.1.1 This section provides an overview of the travel demand and traffic impact assessment process. It describes the objectives of the assessment, the data required, and the methods used to estimate travel demand and traffic impacts. The assessment is based on the information provided in the project description and the site plan.

5.1.2 The assessment is based on the information provided in the project description and the site plan. It includes an analysis of the existing traffic conditions, the proposed development, and the resulting traffic impacts. The assessment also includes a discussion of the mitigation measures that can be implemented to reduce the traffic impacts.

5.2 Development Vehicle Trip Generation

5.2.1 The development vehicle trip generation is estimated based on the information provided in the project description and the site plan. The trip generation is estimated using the methods described in the assessment report.

5.2.2 The trip generation is estimated based on the information provided in the project description and the site plan. The trip generation is estimated using the methods described in the assessment report.

Vehicle Trip Rates

5.2.3 The trip rates are estimated based on the information provided in the project description and the site plan. The trip rates are estimated using the methods described in the assessment report. **Table 5.1** provides the trip rates for the development.

5.2.4 **Table 5.1** provides the trip rates for the development. The trip rates are estimated based on the information provided in the project description and the site plan. The trip rates are estimated using the methods described in the assessment report.

Use	Size	AM			PM		
		In	Out	Total	In	Out	Total
Office	10,000 sqm	100	100	200	100	100	200
Hotel	101 bed	14	23	37	30	18	48
Unit 1 Office	3,796 sqm	58	5	64	4	61	65
Unit 3 (TS for 21/00690/REM)	4,452 sqm	53	3	56	4	41	45
Office (Total)		202	36	238	44	179	223
OTP Total Outline Application	40,362sqm	283	40	323	28	268	296

Table 5.1 Proposed Vehicular Trip Generation and comparison with Outline Consent

5.3 Traffic Impact Assessment

5.3.1 Table 5.1 shows the proposed vehicular trip generation for the development compared to the Outline Consent. The proposed development is expected to generate 323 AM trips and 268 PM trips, compared to the Outline Consent of 238 AM trips and 223 PM trips. This represents an increase of 85 AM trips and 45 PM trips.

5.3.2 The proposed development is expected to generate 323 AM trips and 268 PM trips. This is an increase of 85 AM trips and 45 PM trips compared to the Outline Consent. The increase in AM trips is due to the proposed development generating 238 AM trips, compared to the Outline Consent of 153 AM trips. The increase in PM trips is due to the proposed development generating 268 PM trips, compared to the Outline Consent of 223 PM trips.

5.4 Summary

5.4.1 The proposed development is expected to generate 323 AM trips and 268 PM trips. This is an increase of 85 AM trips and 45 PM trips compared to the Outline Consent. The increase in AM trips is due to the proposed development generating 238 AM trips, compared to the Outline Consent of 153 AM trips. The increase in PM trips is due to the proposed development generating 268 PM trips, compared to the Outline Consent of 223 PM trips.

5.4.2 The proposed development is expected to generate 323 AM trips and 268 PM trips. This is an increase of 85 AM trips and 45 PM trips compared to the Outline Consent. The increase in AM trips is due to the proposed development generating 238 AM trips, compared to the Outline Consent of 153 AM trips. The increase in PM trips is due to the proposed development generating 268 PM trips, compared to the Outline Consent of 223 PM trips.

6 Conclusions

6.1 Introduction

6.1.1 The project has been completed and the results are as follows. The project has been completed and the results are as follows. The project has been completed and the results are as follows.

6.2 Development Proposals

6.2.1 The development proposals are as follows. The development proposals are as follows. The development proposals are as follows.

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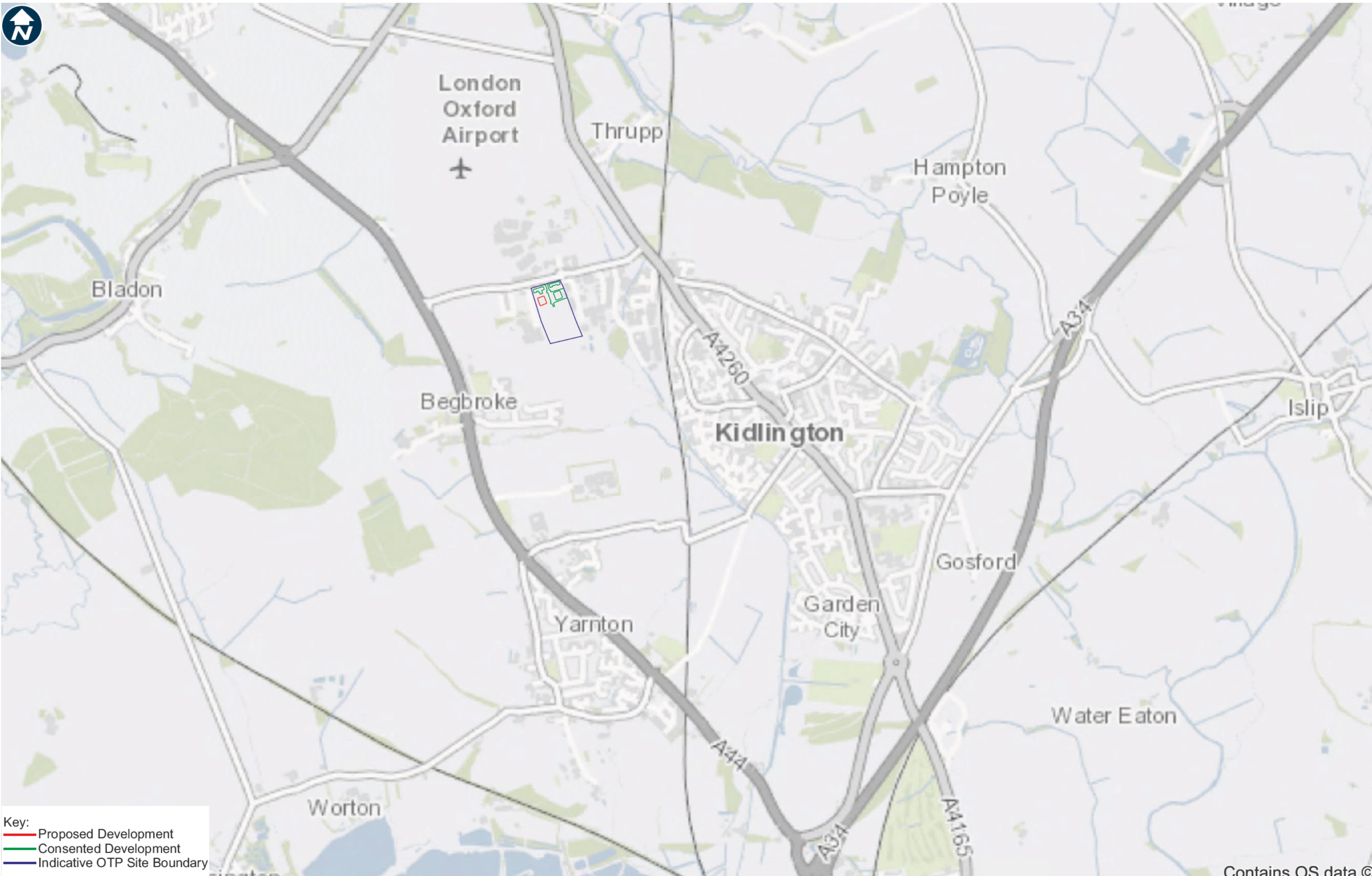
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6.2.5 The development proposals are as follows. The development proposals are as follows. The development proposals are as follows.

Figures



Key:
 Proposed Development
 Consented Development
 Indicative OTP Site Boundary

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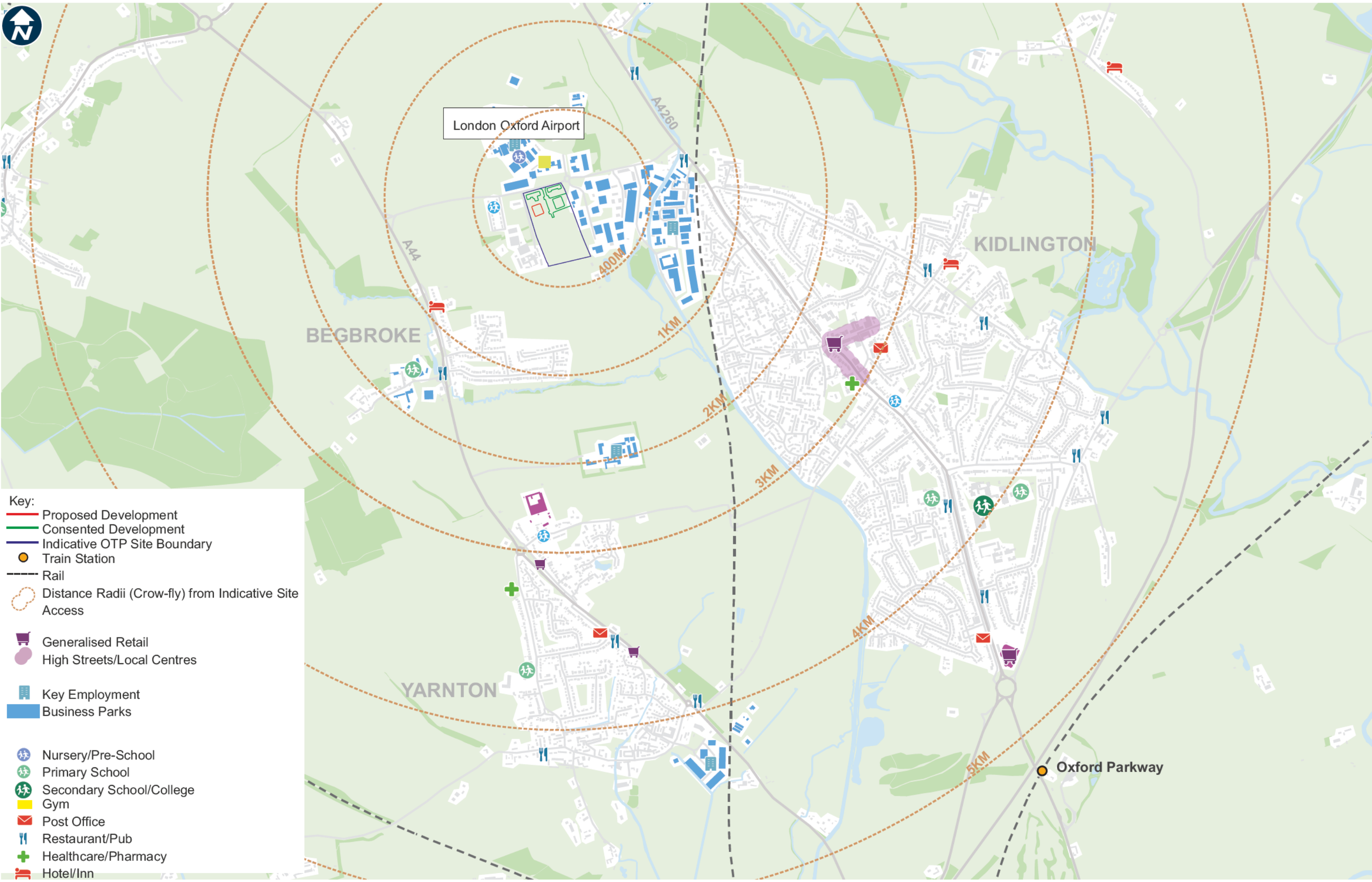
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Oxford Technology Park – Unit 4
 Site Location Plan
 Figure 3.1

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 Date: 11/05/21
 Drawn by: AL
 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

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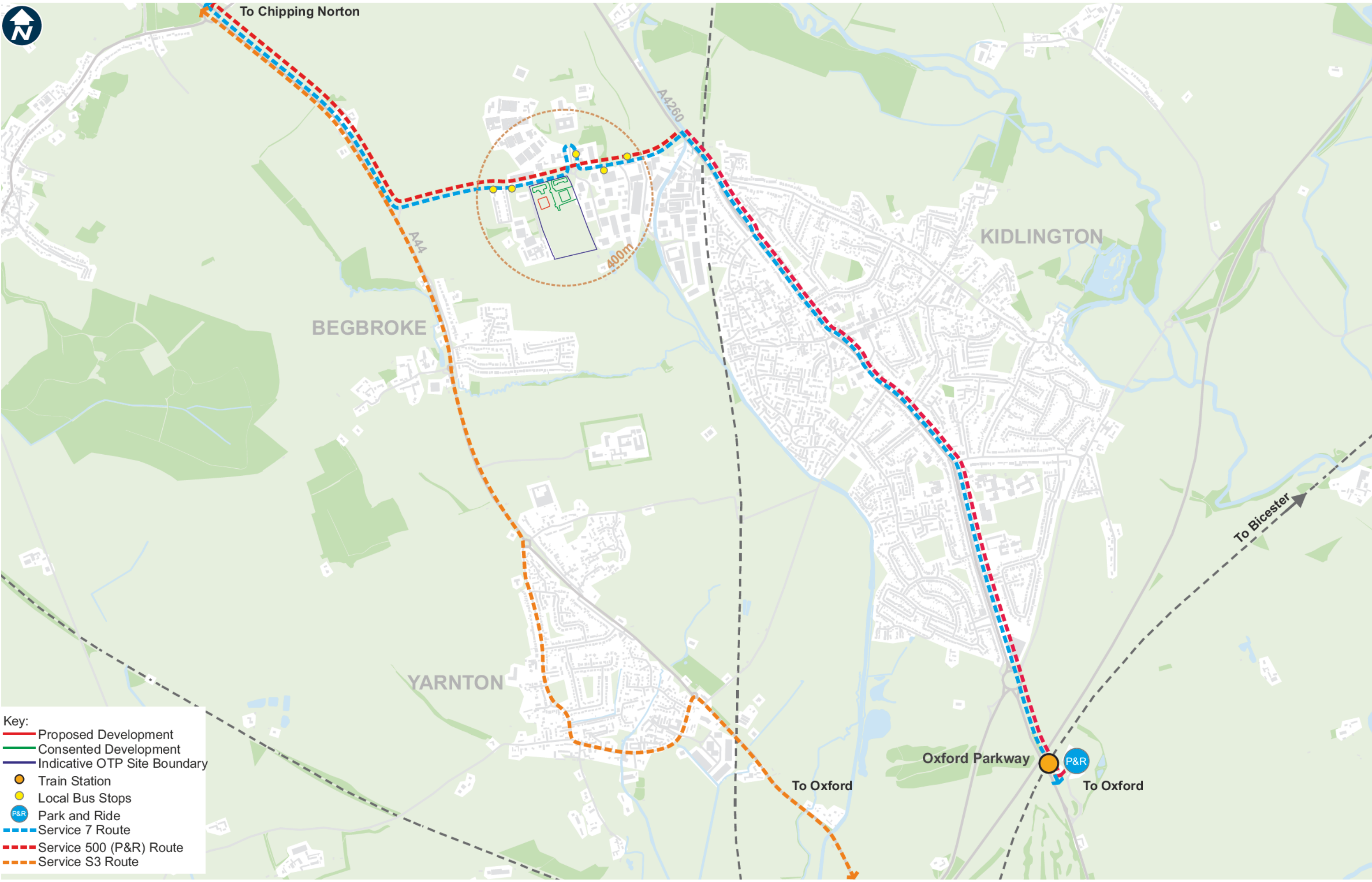
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Oxford Technology Park - Unit 4
Local Facilities Plan
Figure 3.2

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

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Oxford Technology Park - Unit 4
Existing Public Transport Facilities
Figure 3.3

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Table 1

Car Parking Standards - Maximum Levels

Development Type	Residential	Commercial	Public Buildings	Offices	Industrial	Warehouses	Public Transport	Healthcare	Education	Government	Other	Notes
Type 1	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm
Type 2	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm	4 spaces per 100 sqm
Application Threshold GFA (sqm.)	100	100	100	100	100	100	100	100	100	100	100	100

These standards are intended to provide a minimum level of parking provision for developments of the types listed above. The actual number of parking spaces required may vary depending on the specific circumstances of the development.

These standards apply to developments of the types listed above. The actual number of parking spaces required may vary depending on the specific circumstances of the development.

Parking Standards for Developments below the Threshold Size

For developments below the threshold size, parking standards are determined by the local planning authority. The standards may vary depending on the location and type of development.

Notes

1. These standards apply to developments of the types listed above.

2. The actual number of parking spaces required may vary depending on the specific circumstances of the development.

3. These standards apply to developments of the types listed above.

4. The actual number of parking spaces required may vary depending on the specific circumstances of the development.

5. These standards apply to developments of the types listed above.

6. These standards apply to developments of the types listed above.



LANGFORD LANE

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rev amendments by cld date

Oxford Technology Park
 Site Layout



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Drawing Status	PLANNING
Drawn / Checked:	CA / J
Date:	06.06.2017
Scale:	1:500 AD
Drawing no:	Revision
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1m SCALE 1:100