



Oxford Technology Park – Unit 4

Transport Statement

On behalf of **Hill Street Holdings**



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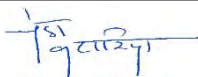


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1 Introduction

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 Reserved Matters Application for the development of Unit 4 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 Further to that, a subsequent Reserved Matters Application, 21/00690/REM for Unit 3 was submitted seeking approval for 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. Oxford County Council (OCC) recently issued a 'no objection' recommendation to the application on 4th May 2021.
- 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, on Unit 2 within the OTP.
- 1.1.6 It is important to stress that the proposed development at Unit 4 is well within the scope of the development that has been approved at Oxford Technology Park by the Local Planning Authority with a total of 40,362 sqm of floorspace approved at the wider Technology Park under the outline planning approval. The total floorspace applied for at Unit 4 is 6,448sqm GIA and 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 proposed Unit 4 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 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 this TS 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 update through the Reserved Matters Application process.

1.2 Development Proposals

Proposed Development

- 1.2.1 As stated above, the proposed use for Unit 4 is as follows:

- Total 6,448sqm GIA of Use Classes E (g) (i)-(iii), B2 and B8 and more generally described below as R&D/Innovation: Building 4A (5 units) 3,228sqm and Building 4B (6 units) 3,220sqm of GIA of floorspace;
- 224 car parking spaces, including 20 disabled spaces and 20 EV charging spaces – This level of provision is in line with OCC’s maximum car parking standards (1 space per 30sqm GIA – 215 spaces); and
- 40 cycle parking stands – This level of provision falls within a range from 29 cycle stands, based on the parking ratio agreed with OCC for Unit 3 (1 space for 111sqm) to 56 stands, based on with OCC’s parking guidance (1 stand per 150sqm GIA for employees and 1 stand per 500sqm GIA for visitors).

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 6th 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 Existing 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 4.

3.2 Site Location and Description

- 3.2.1 Unit 4 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 4 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 west of the wider Oxford Technology Park site.
- 3.2.3 The location of the Unit 4 site is illustrated in **Figure 3.1**.

3.3 Local Facilities and Amenities

- 3.3.1 The proposed development on Plot 4 is to provide floorspace for use within Use Classes E (g) (i)-(iii), B2 and B8 with a focus on R&D as part of an Innovation Centre style development 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 4 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 4 to some of the key local services and facilities, with distances measured from the access to Unit 4.

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 4 with other employment parcels, Hotel and to the offsite foot/cycle network.
- 3.4.7 The Unit 4 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 4 is located approximately 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 on 04.05.2021

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 Service 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 4 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 on 04.05.2021

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 4 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 proposals for Unit 4 on the Oxford Technology Park is anticipated to deliver 6,448sqm GIA of floorspace to service R&D/Innovation uses. The proposed development would include 11 small units distributed within 2 separate buildings; Building 4A will accommodate 5 units with a total of 3,228sqm GIA of floorspace and Building 4B will accommodate 6 units with a total of 3,220sqm of GIA of floorspace.

4.3 Parking Provision

4.3.1 The Unit 4 proposals are for a total 6,448sqm GIA of R&D/Innovation uses. For the purpose of considering the car parking provision proposed on site, OCC's car parking standard for B1 use are used here as a guide.

4.3.2 OCC's car parking standards as issued by OCC to the client team can be found in **Appendix A**. The OCC's car parking requirements are for maximum parking provision with the relevant standards set out in **Table 4.1**.

Use	Quantum	Standard	Maximum Spaces
B1	6,448sqm	1 per 30sqm	215

Table 4.1 Oxfordshire County Council's Maximum Car Parking Standards

4.3.3 The proposals put forward for Unit 4 allow for the provision of a total of 224 car parking spaces, so in line with the OCC's standards.

4.3.4 The guidance states, provision of 6% spaces to be allocated for disabled persons, which equates to 13 spaces. The location of these disabled spaces will be in proximity to the access to the buildings. The proposals put forward for Unit 4 allow for 20 disabled spaces within the total 224 spaces provided.

4.3.5 Further, the proposed development will allocate 20 parking spaces (included within the 224 overall total number of car parking spaces) for electric vehicle charging this is in line with proposals for Unit 3 at Oxford Technology Park.

4.3.6 The **Table 4-2** sets out cycle parking provision based on OCC standards for cycle parking.

Use	Quantum	Standard	Minimum no. of cycle stands
B1	6,448sqm	1 per 150sqm for staff	43
B1	6,448sqm	1 per 500sqm for visitors	13
TOTAL			56

Table 4.2 Oxfordshire County Council's Minimum Cycle Parking Standards

- 4.3.7 **Table 4.2** shows that the OCC standards would require that Unit 4 be provided with 43 cycle stands for employees at Unit 4, i.e. 86 cycle parking spaces (2 spaces per stand), and a further 13 stands for visitors (26 spaces).
- 4.3.8 The agreed cycle parking ratios at Unit 3 can be used as a benchmark applied to Unit 4. Unit 3 would deliver 40 cycle spaces for the proposed 4,452 sqm GIA of R&D floorspace. This is equivalent to one space per 111sqm of GIA. Applied to the proposed 6,448sqm GIA at Unit 4 results in the provision of 58 spaces or 29 cycle stands.
- 4.3.9 Based on the above, it is considered acceptable that cycle parking provision at Unit 4 be within a range, with a minimum of 29 cycle stands (based on Unit 3 ratio) and a maximum of 56 cycle stands (based on the OCC standards), including visitor cycle parking. The proposals account for the provision of 40 cycle stands.
- 4.3.10 The cycle parking spaces will be provided in safe, overlooked places in the form of sheltered banks of spaces with easy access to the OTP's spine road.

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 B**. The site access off Langford Lane has been delivered now.
- 4.5.2 Vehicular access to Oxford Technology Park is now built 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 4

- 4.5.3 Vehicular access to Unit 4 would be gained from a priority T-junction formed off the Oxford Technology Park spine road.
- 4.5.4 The proposed uses at Unit 4 would be serviced by small vehicles which are not necessarily meant to park in the loading bay to each unit but may stop in an ad-hoc fashion within the central servicing area. It is envisaged that the servicing arrangement for the Unit 4 development will be a self-managed shared servicing arrangement between unit users. For example, the idea of providing a shared forklift for the use of all tenants is being explored by the developer. It is understood from the developer that the requirement for a large servicing vehicle to access the site, will be an exceptional occurrence, and in that case the vehicle may stop across a number of parking spaces, but this exceptional delivery will be coordinated with the other site users.
- 4.5.5 The proposed car park on Unit 4 is designed to accommodate light vehicles related to the development's customers and staff.

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 development at Unit 4. 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 development.

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 facility at Units 4.
- 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 development.

Vehicle Trip Rates

- 5.2.3 The trip generation for the proposed Unit 4 is set out in **Table 5.1** below. The trip generation is derived using the B1(b) trip rates agreed at the time of the Outline Application, and reflective of the anticipated R&D/Innovation use of the development.
- 5.2.4 **Table 5.1** therefore provides the trip generation for the proposed development at Unit 4 and also adds all trip generation for all consented plots at OTP (Unit 2 Hotel, Unit 1 Office and Unit 3 R&D facility) 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
Proposed	6,448 sqm	77	5	82	6	59	65
<i>Unit 2 Hotel</i>	<i>101 bed</i>	<i>14</i>	<i>23</i>	<i>37</i>	<i>30</i>	<i>18</i>	<i>48</i>
<i>Unit 1 Office</i>	<i>3,796 sqm</i>	<i>58</i>	<i>5</i>	<i>64</i>	<i>4</i>	<i>61</i>	<i>65</i>
<i>Unit 3 (TS for 21/00690/REM)</i>	<i>4,452 sqm</i>	<i>53</i>	<i>3</i>	<i>56</i>	<i>4</i>	<i>41</i>	<i>45</i>
OTP Total with Unit 4		202	36	238	44	179	223
<i>OTP Total Outline Application</i>	<i>40,362sqm</i>	<i>283</i>	<i>40</i>	<i>323</i>	<i>28</i>	<i>268</i>	<i>296</i>

Table 5.1 Proposed Vehicular Trip Generation and comparison with Outline Consent

5.3 Traffic Impact Assessment

5.3.1 **Table 5.1** shows that the proposed development would result in 82 two-way trips in the AM peak hour and 65 two-way trips in the PM peak hour for Unit 4. This is equivalent to a maximum of three cars every two minutes and 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 4 combined with current consents on Unit 1, Unit 2 and Unit 3 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 development at Unit 4 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 forecasted vehicle trip generation in both the AM and PM peak periods for Unit 4. However, the impact of the forecasted increase in trips on the local network is considered to be negligible. The consented transport improvements agreed as part of the outline planning permission and encompassed by the S106 Agreement would apply equally to the Unit 4 proposal 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 the proposed development at Unit 4 of the Oxford Technology Park.

6.2 Development Proposals

6.2.1 The development site is located at Unit 4 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-1 and Unit 3, with a separate planning permission granted for Unit 2.

6.2.2 The development proposals for Unit 4 include:

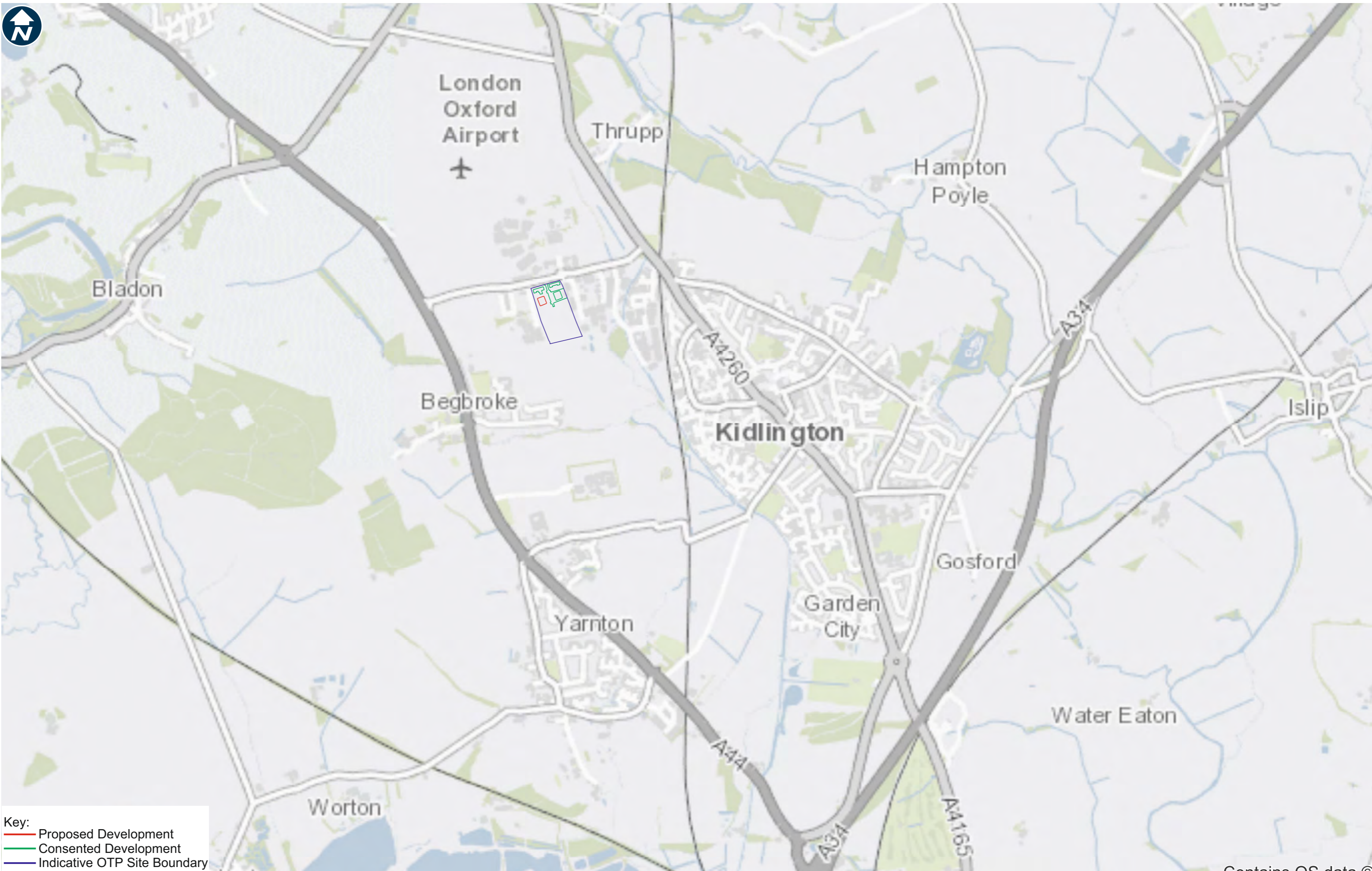
- 6,448sqm of Use Classes E (g) (i)-(iii), B2 and B8, comprising 2 buildings; Building 4A will accommodate 5 units with a total of 3,228 sqm GIA of floorspace and Building 4B will accommodate 6 units with a total of 3,220sqm of GIA of floorspace;
- Provision of 224 car parking spaces so in line with OCC's standards;
- Provision of 40 cycle parking stands so within a range of 29 (Unit 3 agreed provision) to 56 cycle stands (OCC standards).

6.2.3 A trip generation exercise is undertaken using trip rates agreed for the outline consent for R&D use as is proposed at Unit 4. The proposed development would result in 82 two-way trips in the AM peak hour and 65 two-way trips in the PM peak hour for Unit 4. This will represent a maximum additional three cars every two minutes during the AM peak period and this is considered to represent a negligible predicted increase in traffic on the local road network. 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 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.

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

Figures



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

Contains OS data ©

Hill Street Holdings Ltd

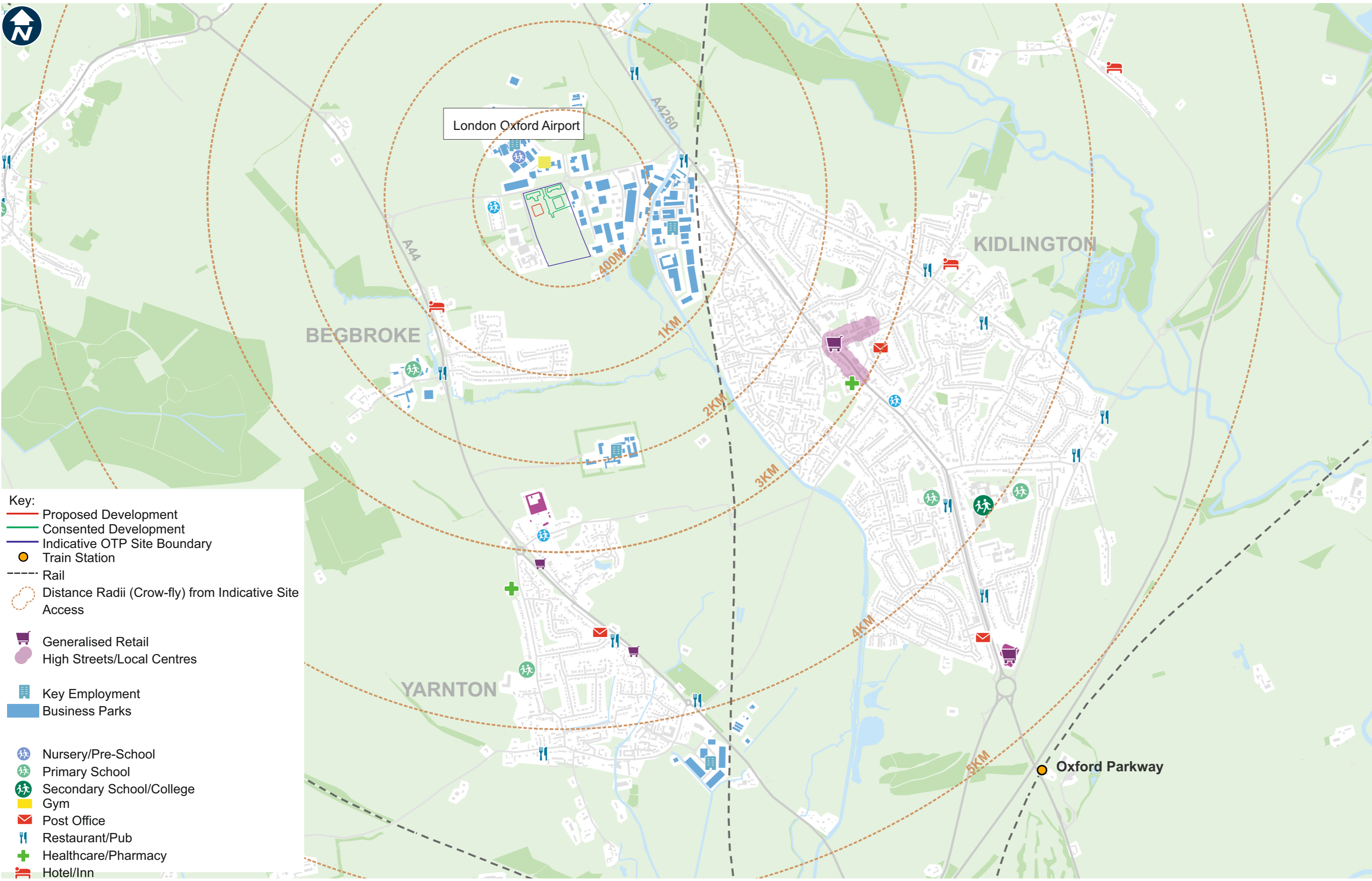
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Oxford Technology Park – Unit 4
 Site Location Plan
 Figure 3.1

Draft
 Drawing: 332310527/3.1
 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

Hill Street Holdings Ltd

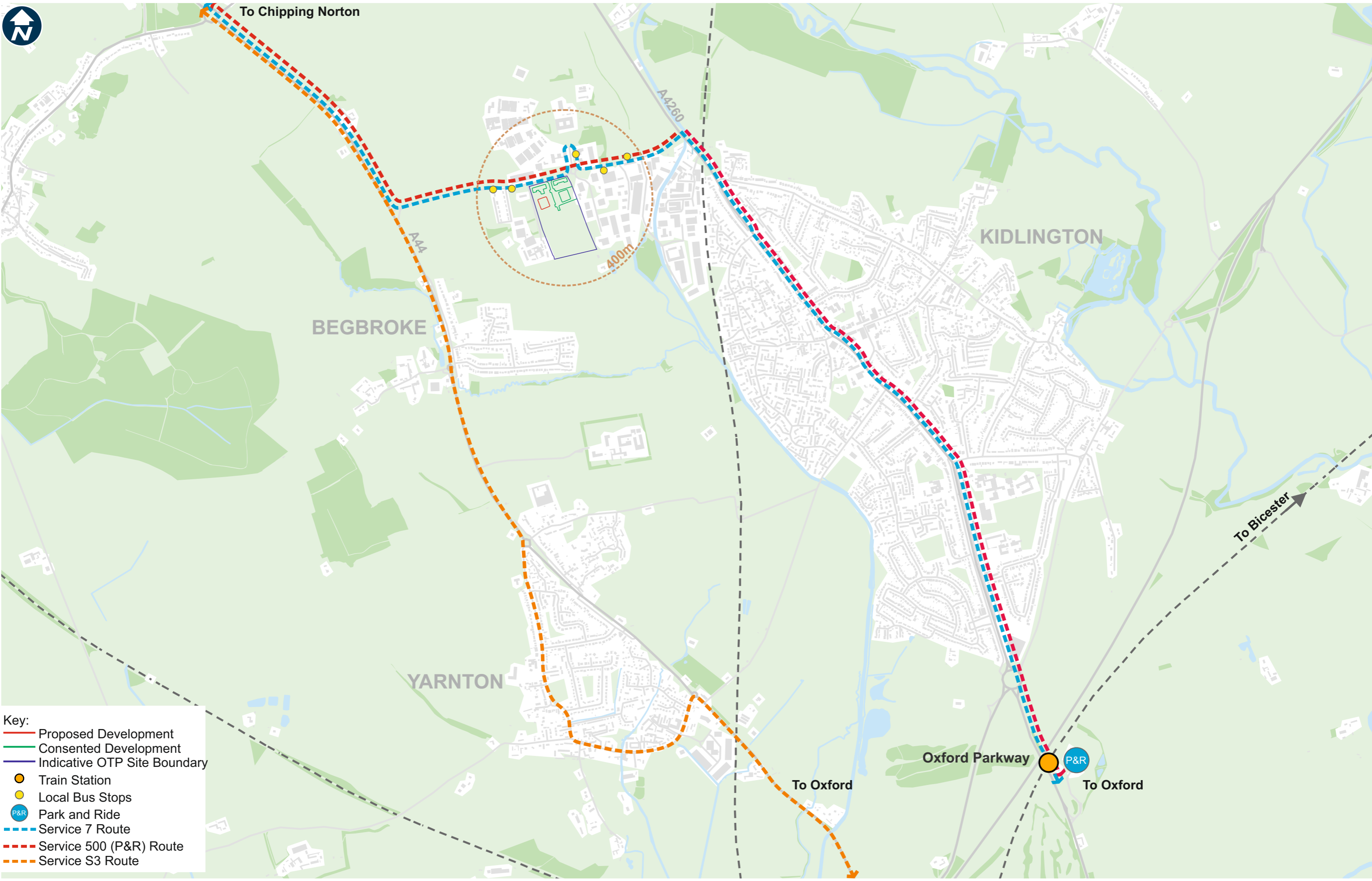
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Oxford Technology Park - Unit 4
Local Facilities Plan
Figure 3.2

Draft
Drawing: 332310527/3.1
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
 - 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 4
Existing Public Transport Facilities
Figure 3.3

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Appendix A OCC Car Parking Standards

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
Type 1	1space per dwelling upto 2 beds; 2+beds on merit	Operational Parking Only							on merits	on merits	operational need	operational need	N/A
Type 2	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) *
Application Threshold GFA (sqm.)	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

Appendix B OTP Masterplan

Dimensions are in millimeters, unless stated otherwise.
 Scaling of this drawing is not recommended.
 It is the responsibility of the user to verify the accuracy of the content.
 All relevant drawings and specifications should be read in conjunction with this drawing.



LANGFORD LANE

EVENLODE CRESCENT

rev amendments by cld date

Oxford Technology Park
 Site Layout



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 Scale: 1:500 AD

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1m SCALE 1:100