

Application no: 22/00638/DISC

Location: Begbroke Science Park, Begbroke Hill, Begbroke, Oxfordshire, OX5 1PF

Transport Development Control

Recommendation:

Oxfordshire County Council **Object** to the discharge of Condition 18 'Turning area specification'

Key issues:

- Not all vehicle spaces within the site including those that are situated within the car park have the required 6.0m manoeuvrability.
- Number of Spaces pictured within Appendix 1 does not match those detailed within the technical statement.

Detailed comments:

Manoeuvrability

The OCC guidance for space between vehicle parking bays measures at 6.0m so that cars can 'swing' into spaces. Many of the spaces within the following car parks including the 'New Surfaced Car Park, OGT/IAT, Units 5 & 6 do not have this space. This ultimately jeopardises the condition as it may restrict vehicles' ability to reverse and leave the car park forwards as well as general manoeuvrability and convenience. This is emphasised by the exclusion of a turning area, this will need to be amended before the condition can be discharged.

Number of Car Parking Spaces

The Parking proposal states that the amount of vehicle parking spaces when including disabled spaces should total to 414. When including the unallocated, parallel parking bays, it totals to 418. It must be confirmed, before discharging this condition, the exact number of spaces that are within this development.

When the points above have been actioned, OCC will have no objection to the discharging of Condition 18.

Officer's Name: Ben Mundy

Officer's Title: Assistant Transport Planner

Date: 21/06/2022

Transport Development Control

Recommendation:

Oxford County Council **Object** to the discharge of Condition 20 'Construction Management Plan.

Key issues:

- The names of the project supervisor and site manager were disclosed, but no contact details have been provided.
- Secondary Access available via Sandy Lane. It states within the plan that Sandy Lane is only used by cyclists, pedestrians, and emergency services, this is incorrect at the time of writing. I would recommend that use of this route is prohibited given the geometry and layout of this road, it is not suitable for HGV use.

Informatives:

Cycle Parking: Within this document it states that employees from the site will cycle to work. It would be preferable if secure cycle parking facilities are provided. Whether they are existing facilities on site or new/temporary facilities provided by the applicant. By doing this, sustainable travel to the site will become more appealing, in turn increasing the number of people arriving by cycle.

Set Down Areas: The just in time delivery system has been designed to avoid multiple deliveries turning up at the same time. There does not seem to be any fall-back mechanism if a delivery was to get delayed on route (e.g traffic, tyre problems etc). It may be key for applicant to have set down areas away from both the site and residential streets in which vehicles can wait in, should any unforeseen delays occur.

Detailed comments:

Key Contacts and Their Roles

This document provides the names of the Project Director: (Simon Allen) and Logistics and Traffic Management Coordinator (Scot Chapman/Andy Norton) and their roles and responsibilities. However, their contact details have not been disclosed within this document, to discharge the condition these must be provided in accordance with OCC Construction Management Plan Checklist. The document also discloses the responsibilities of logistic contractors, contractors, and drivers/plant operators, but not disclose which companies or people this will be at this stage.

Routing of Construction and Demolition Vehicles

An established access/exit way system has been developed onsite in order to avoid disruption that would occur from vehicles arriving and leaving at the same time. These movements will be controlled by a Gateman. In order to protect vulnerable road users onsite, all movements of industrial vehicles will be supervised by a banksman. Each vehicle entrance will have a designated travel marshal. The sites main entrance is along the A44 (Woodstock Road) this is a two-lane carriageway, with the entrance to Begbroke Science Park has it's own signalled junction, which is key for safer movements on/off site. The plan details a secondary access available via Sandy Lane. It outlines that Sandy Lane is only used by cyclists, pedestrians, and emergency services; this is incorrect at the time of writing. I would therefore recommend that use of this route is prohibited given the geometry and layout of this road, it is not suitable for HGV use.

Site Worker Transport Arrangements

The plan outlines 3 main transport methods. Detailing the bus service that stops on the A44 which runs parallel to this site. There will be onsite vehicle parking, firstly in an existing temporary hardstanding car park, this will then be transferred over the newly constructed car park upon its completion. National Cycle Route 5 provides the cycling connection from Oxford, with the plan outlining that cycling is likely to be a popular method of transport for people working at this site. With this being the case, cycle parking (either existing parking already in use at the site or secure temporary fixtures) should be detailed to encourage sustainable travel.

Working Hours

Site Operating Hours Monday-Friday 07:30-18:00 Mon-Fri & 08:00-13:00 Sat. The document details that deliveries will 'generally organised outside of peak times' It is recommended that peak time delivery (07:30-09:00 & 16:30-18:00) should be avoided and as many deliveries as possible are delivered outside of this window. Deliveries should not be booked to run past schools between 15:00-16:00, but there are not any in the vicinity.

Deliveries of Materials, Plant and Equipment to Site

The plan outlines the approach of a 'just in time' booking system in which every vehicle is designated a specific slot, negating the need for vehicles to be held outside the site, in turn reducing congestion. Bookings will be submitted 48 hours in advance to allow for adequate preparation, with schedules clearly displayed. However, there is no fall-back mechanism to incorporate unforeseen delays when in transit, for example traffic or mechanical issues. I would therefore recommend that some sort of set down area away from both the site and local residencies are considered.

Other than the issues detailed above, OCC are satisfied that the remaining information in CTMP meet the required guidance set out within the OCC Construction Management Checklist.

Officer's Name: Ben Mundy

Officer's Title: Assistant Transport Planner

Date: 21/06/2022