

March 2023

Design and Access Statement

Oxford Technology Park, Kidlington

Full Planning Application for Economic Development



Application by: Oxtec Developments Limited

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1.0 Introduction

a) Introduction

1.1 This Design and Access Statement has been prepared by prepared by Savills (UK) Limited on behalf of Oxtec Developments 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 provide Buildings 8-11 which will provide a total of 16,909 sq. m of floorspace, configured in up to four units labelled as Building 8, Building 9, Building 10, and Building 11 on the submitted plans. Buildings 8 and 9 will be subdivided into Units A & B while Buildings 10 and 11 will be singular units.

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 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

4. Explains the design principles and concepts that have been applied to the development and how the design takes into account of the context of the site, 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 straightforward development for uses within Use Classes E (g) (i)-(iii), B2 and B8. The scale and configuration of the proposed buildings is described at Paragraph 1.3 above.
- 1.8** The buildings will provide space for a proposed 268 car parking spaces, of which 69 will be Electrical Vehicle ('EV') spaces and 23 will be accessible spaces. In addition, 160 cycle parking spaces are proposed.
- 1.9** 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, 4, 5, 6 and 7.
- 1.10** 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.

d) Supporting Information

- 1.11** 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.
- 1.12** 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 Assessment produced by Vectos
 4. Sustainability and Energy Statement produced by Lauren Bates

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 at OTP towards its southern boundary. 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. OTP is an operational employment site with a number of buildings occupied and the significant development of the site either complete or already under construction.
- 2.2** The application site comprises a 2.73 ha broadly rectangular piece of relatively flat land, located on the southern side of OTP. 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 significant development to take place at the site. The OTP site resembles both an operational employment site and one which is significantly being developed, with the soft landscaping implemented to the front half of OTP 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 Assessment prepared by Vectos 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 has and 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.

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 16,909 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 as four buildings, each in broadly a rectangular shape on the located either side of the spine road that serves OTP with dedicated parking for each building. The level of car parking proposed is set out at Paragraph 1.8 above.

3.7 The layout of the proposed development is very similar to the layouts approved for all previous permissions associated with the wider development site.

d) Appearance

3.8 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, 4, 5, 6 and 7. In particular, the design for proposed is consistent with the buildings known as Buildings 3, 5, 6 and 7.

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

3.10 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.

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

e) Scale

3.12 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 1.3 above.

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

f) Landscaping

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

3.15 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 considered

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 Car parking details are provided at Paragraph 1.10 above.

d. Servicing

4.6 The buildings will be serviced to the rear from an access road to each service yard. The Transport Assessment includes service vehicle tracking to demonstrate the suitability of the servicing arrangement proposed.

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 Statement illustrates the key principles and concepts that have informed the layout and design of the development proposed at the application site.
- 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 consistent with established context; 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.