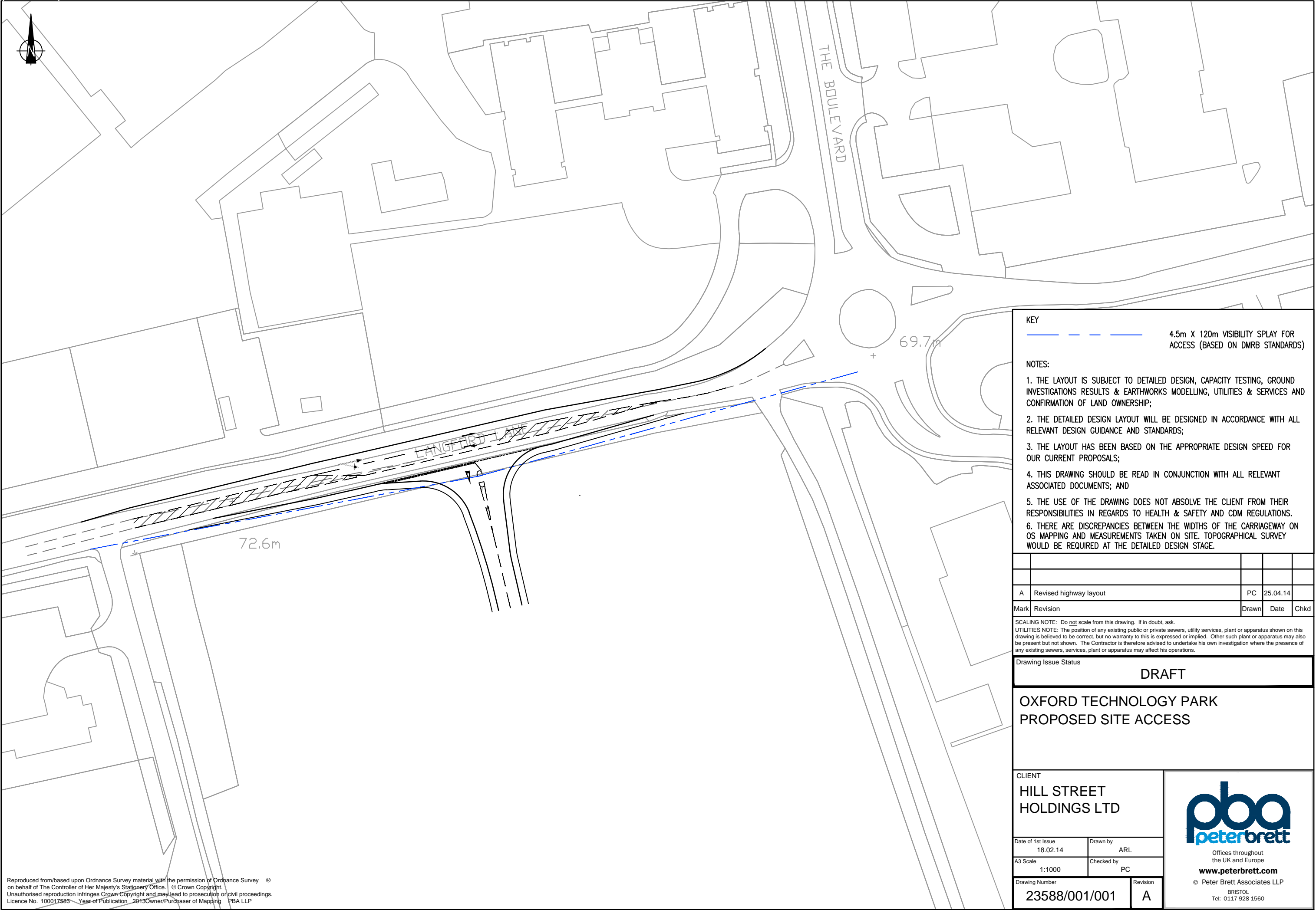


Drawings



KEY

4.5m X 120m VISIBILITY SPLAY FOR ACCESS (BASED ON DMRB STANDARDS)

- NOTES:
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
 2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
 3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
 4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
 5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS.
 6. THERE ARE DISCREPANCIES BETWEEN THE WIDTHS OF THE CARRIAGEWAY ON OS MAPPING AND MEASUREMENTS TAKEN ON SITE. TOPOGRAPHICAL SURVEY WOULD BE REQUIRED AT THE DETAILED DESIGN STAGE.

A	Revised highway layout	PC	25.04.14	
Mark	Revision	Drawn	Date	Chkd


SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

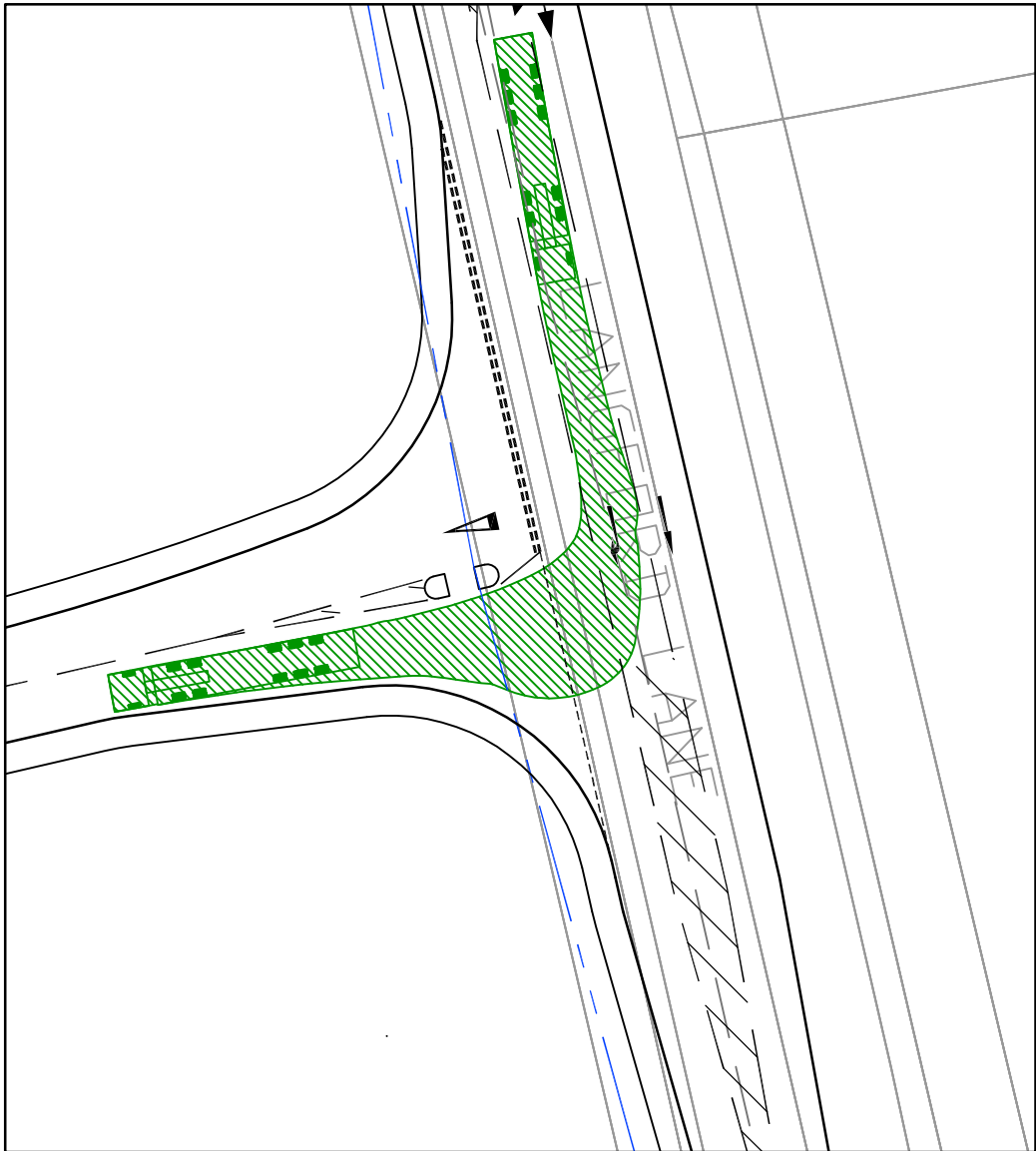
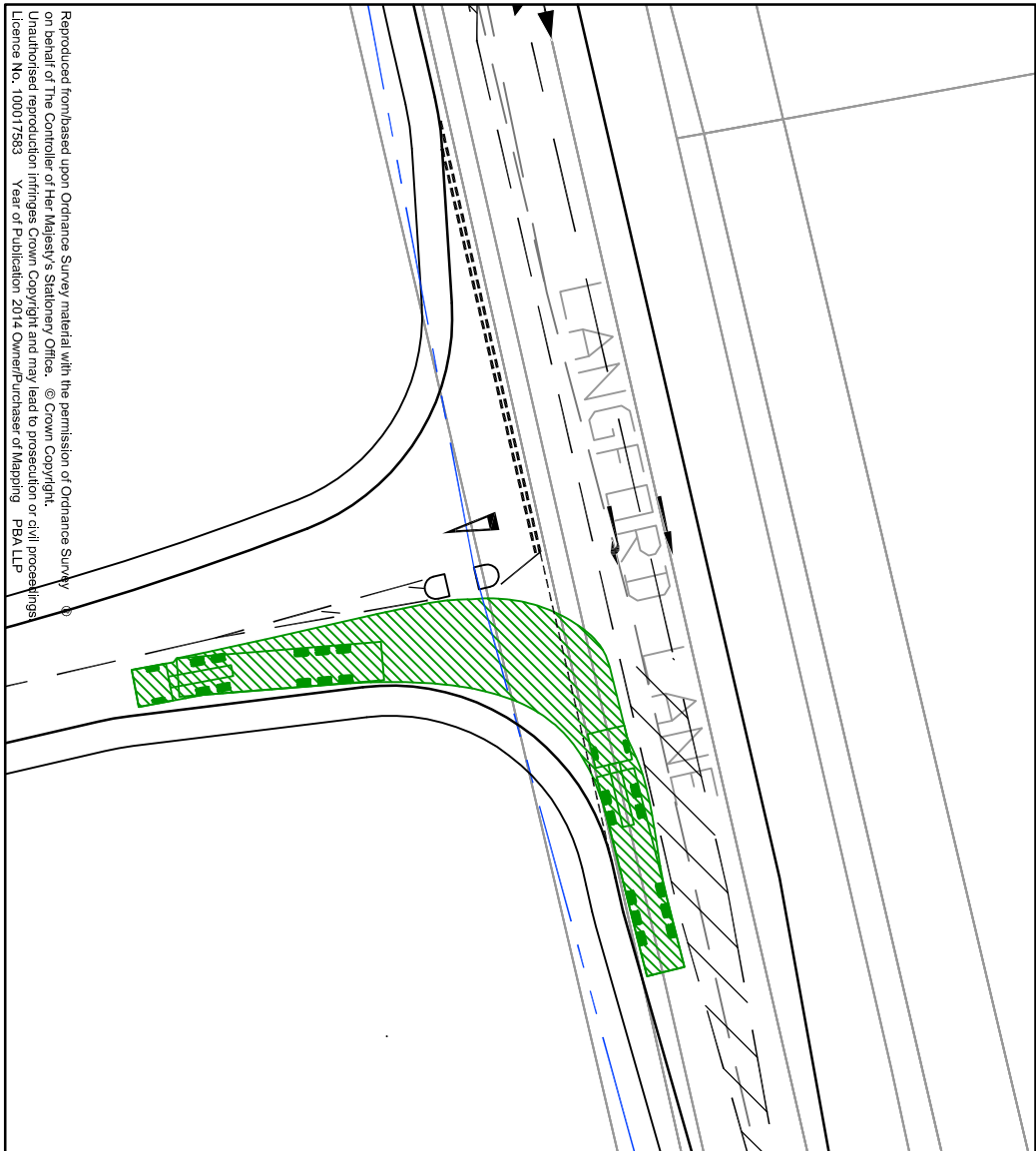
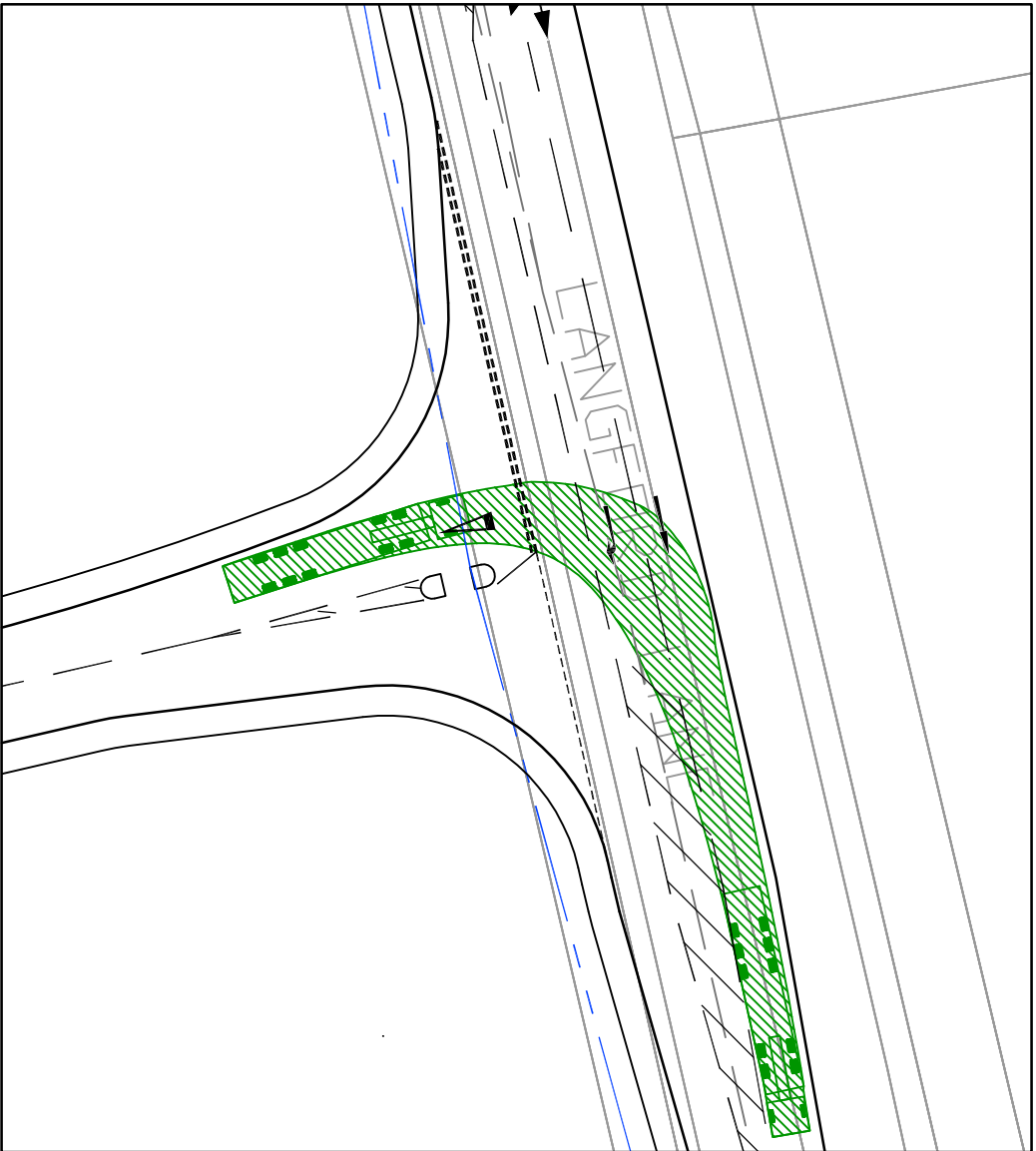
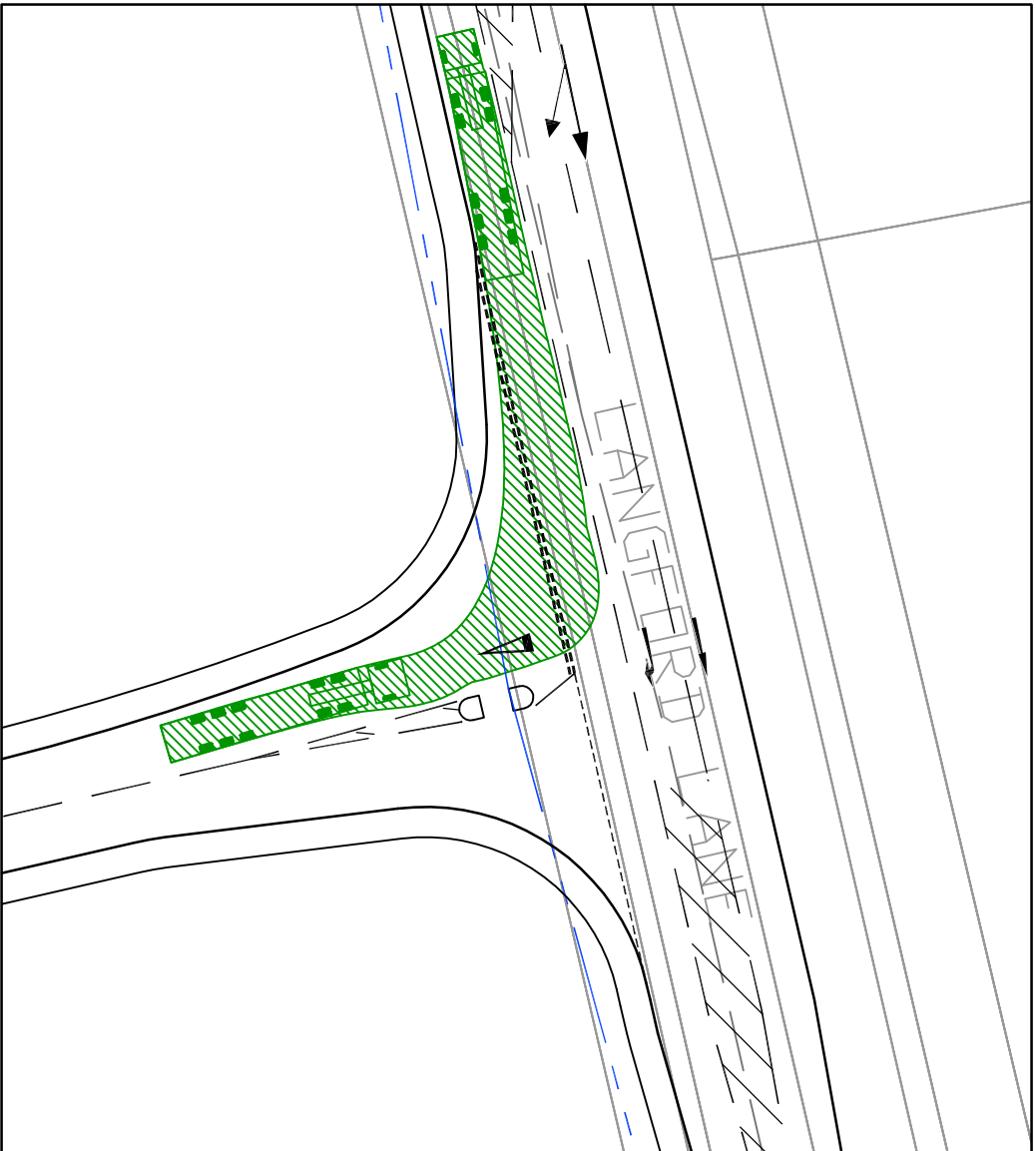
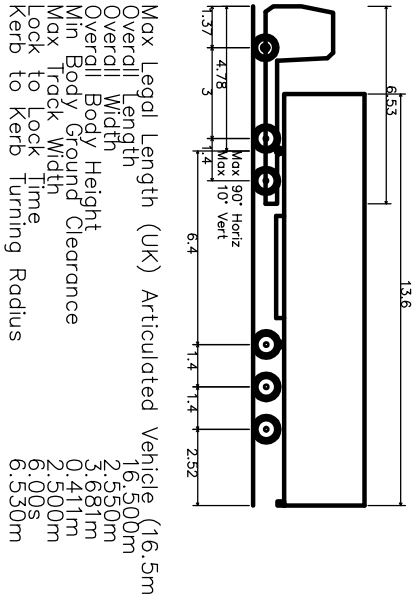
Drawing Issue Status

DRAFT

OXFORD TECHNOLOGY PARK PROPOSED SITE ACCESS

CLIENT		 <p>Offices throughout the UK and Europe</p> <p>www.peterbrett.com</p> <p>© Peter Brett Associates LLP</p> <p>BRISTOL</p> <p>Tel: 0117 928 1560</p>
HILL STREET HOLDINGS LTD		
Date of 1st Issue	Drawn by	
18.02.14	ARL	
A3 Scale	Checked by	
1:1000	PC	
Drawing Number	Revision	
23588/001/001	A	

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NOTE:
SWEEP PATH ANALYSIS IS BASED ON PBA DRAWING
23588/001/001 REV A POTENTIAL ACCESS

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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Drawing Issue Status

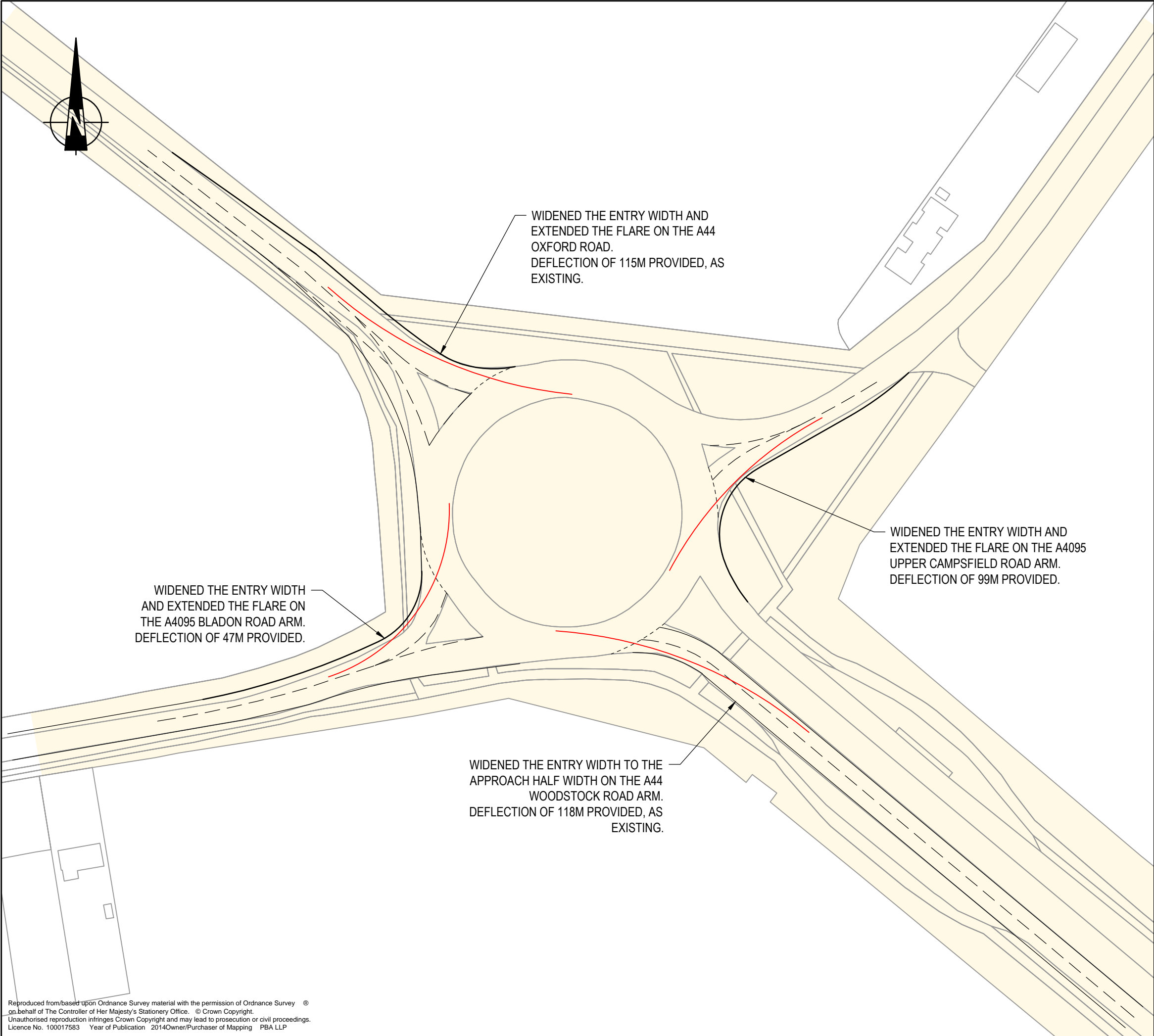
FOR INFORMATION

OXFORD TECHNOLOGY PARK
SWEEP PATH ANALYSIS

Client
HILL STREET
HOLDINGS LTD

Date of 1st Issue	25.04.2014	Drawn by	JHo
A3 Scale	1:500	Checked by	PC
Drawing Number	23588/001/SK004	Revision	-





KEY:

EXTENT OF PUBLICLY MAINTAINABLE HIGHWAY
AS INTERPRETED FROM PLAN RECEIVED FROM
OXFORDSHIRE COUNTY COUNCIL DATED
16.06.2014

- NOTES:
- 1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
 - 2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DEIGN GUIDANCE AND STANDARDS;
 - 3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
 - 4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
 - 5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS.

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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Drawing Issue Status

CONCEPT

OXFORD TECHNOLOGY PARK,
KIDLINGTON
A44 / A4095 ROUNDABOUT
POTENTIAL MITIGATION OF ROUNDABOUT

Client

HILL STREET
HOLDINGS LTD

Date of 1st Issue

26.08.14

Drawn by

PC

A3 Scale

1:1000

Checked by

Drawing Number

23588/001/SK005

Revision

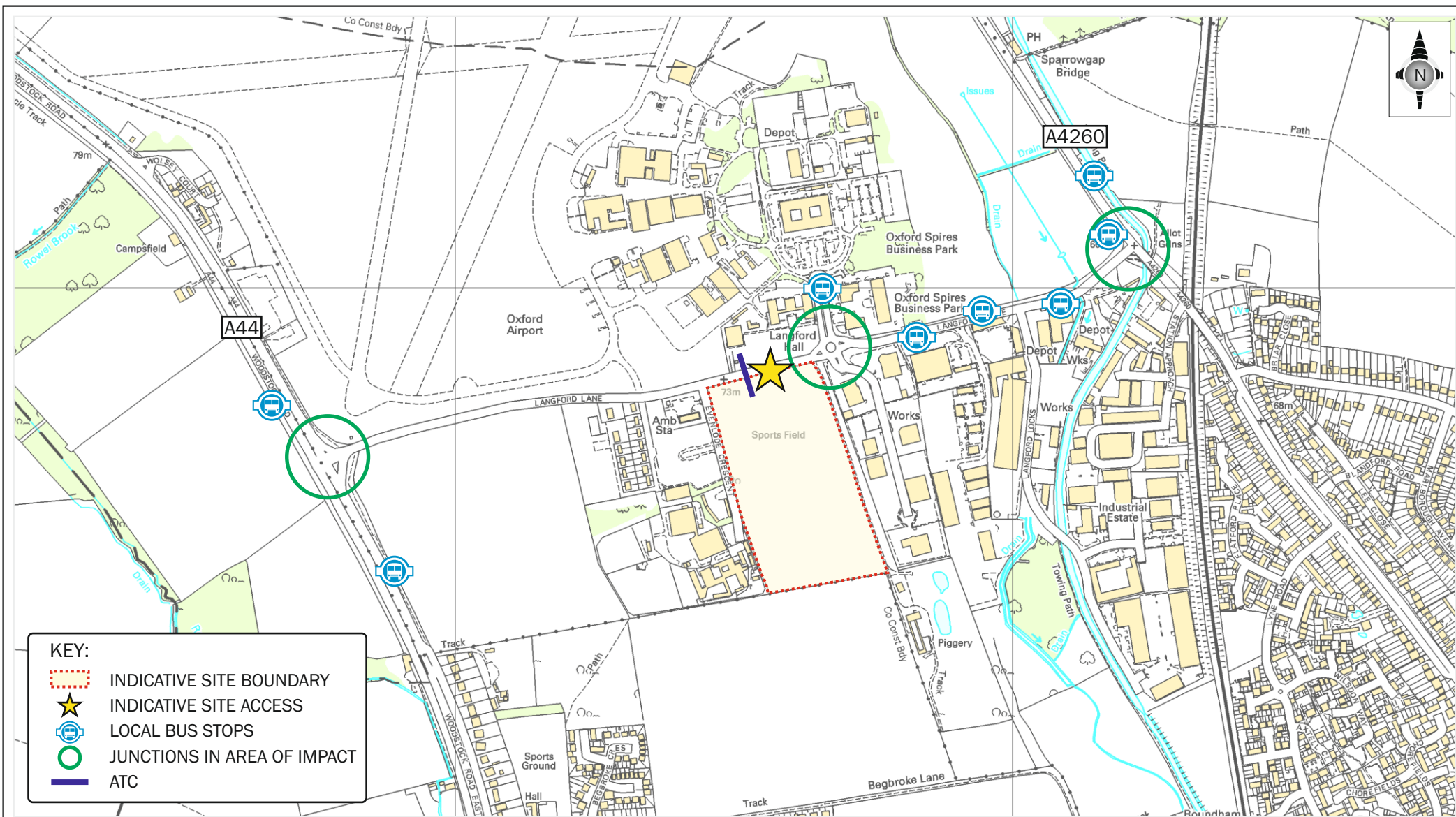
-

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Tel: 0117 928 1560

Appendix A Scoping



Offices throughout the UK and Europe

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Client

HILL STREET HOLDINGS

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OXFORD TECHNOLOGY PARK, KIDLINGTON

SCOPING PLAN

Date 14.11.2013

Scale NTS

Drawn by ZR

Checked by EK

Revision -

FIGURE 1

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/00045- PRE-APP Technology Park

Proposal: New build technology park comprising 38,000 square metres office, laboratory, storage and ancillary space

Location: Land east of Evenlode Crescent and south of Langford Lane, Kidlington

This report sets out Oxfordshire County Council's view on the proposal.

Annex 1 to the report contains officer advice.

Overall view of Oxfordshire County Council:-

- No objection subject to the conditions, legal agreement and informatives in the annexes

Comments:

The county council has been asked to provide pre-application advice for the development of a new technology park on Langford Lane, Kidlington. The development will provide office, laboratory, storage and ancillary space, a proposal which is in accordance with the county council's vision for development of this area as a high tech employment area.

Pre-application discussions have also taken place between the developers and the county council's transport development control officers and our officers are working with the developers to agree the scope of the transport assessment, which will support this application.

Officers' comments are set out in Annex 1 to this response. The main issues covered in their responses are:

- A transport assessment should be completed in support of this application to demonstrate the impact of the proposed development on the local highway network
- The county council encourages the use of sustainable transport modes to the site. A travel plan should be prepared, which sets out how the use of public transport and cycling and walking to the site will be encouraged
- The developers will be expected to contribute to improvements to bus services and bus infrastructure to serve this development.
- The county council's economy and skills team would like to be involved in pre-application discussions with the developer to determine the likely number of new jobs to be provided both at construction and end user phase.

- The development of this site provides an opportunity for contributions to be made which complement the county council's aspirations to provide a public transport service which links science employment sites and major transport hubs such as Oxford Parkway/Water Eaton.

Officer's Name: Lisa Michelson

Officer's Title: Cherwell Locality Manager

Date: 14 March 2014

ANNEX 1

OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/00045/PREAPP

Proposal: New build Technology Park comprising 38,000 square metres office, laboratory, storage and ancillary space

Location: Land East of Evenlode Crescent and South of Langford Lane Kidlington

TRANSPORT

Development Control

TA scoping discussions have been on-going between OCC officers and the developers since January 2014.

The traffic impact of the proposed development on the local highway network needs to be assessed. The junctions that will require consideration/assessment for a future TA in terms of their design, safety record and their capacity are:

A44 (Oxford Road)/A4095 Bladon Road/A44 Woodstock Road/A4095 Upper Campsfield Road roundabout junction;
Langford Lane/A44 Woodstock Road signal junction;
Langford Lane/The Boulevard roundabout junction
Langford Lane/A4260 signal junction;
A4260 corridor to the A4165 roundabout (due to known congestion issues).

A 5 year accident history review is required.

Attached is Oxfordshire County Council's TA scoping note which also sets out all the information required for a future TA submission.

A Pedestrian and Cycle Audit is required to establish if the site is served by an acceptable level of footway and cycle connections to and from the town centre. Such a review will also need to include access to/and the frequency of public transport services.

Heads of Terms

Due to the expected impact of the proposed development a S106 Agreement securing a financial contribution towards enhancing/improving transport infrastructure and services within Kidlington is required.

Other issues

Rights of Way through and around the proposed site must be checked to ensure no footpath diversions are required etc.

The highway boundary adjacent the site must be investigated (the developer should contact the county council's Land & Highway Records team on 01865 815700)

Required documents for future transport submission and design requirements

A robust Transport Assessment;

A Travel Plan;

Scaled vehicle access drawings;

Development layout to accord with MfS where possible (acknowledged not residential development) and to be constructed to OCC specifications;

Car parking standards to OCC/CDC adopted standards;

Cycle parking standards to OCC standards;

Tracking plans;

Pedestrian and Cycle Audit;

Safety Audits on proposed access arrangements (and subsequent highway mitigation requirements);

Transport Contribution towards local transport infrastructure and enhancements to existing/new bus services.

Construction Traffic Management Plan (CTMP).

Transport Strategy

Recommendation:

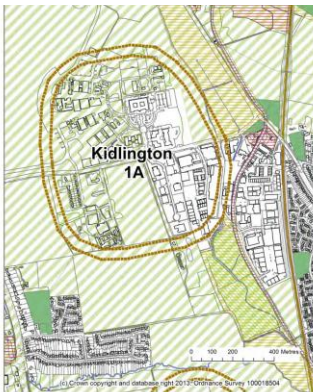
No objection subject to conditions

Key issues:

- The proposed development is in accordance with the Cherwell Local Plan 2006-31 (Jan 2014).
- A Transport Assessment and Travel Plan will be required.
- Impact on minor roads in Kidlington should be assessed.
- Bus service improvements should include improved integration with i) the existing network of Kidlington services; ii) A44 bus services; and iii) rail links from the proposed Water Eaton Park & Ride.
- Contributions required for improving walk and cycle links to the site.

Detailed Comments:

The proposed development is in accordance with the Cherwell Local Plan 2006-31 (Submission: January 2014): The Local Plan supports the principle of limited growth in Kidlington, with specific reference to high tech development [*para C.191*]; the proposed development site is identified as an allocated site for ‘*High Value Employment Needs*’.



Whilst the development site lies within the Green Belt, appropriate growth plans in the vicinity of the site will be allowed following a small scale Green Belt review [*para B.33, Map 5.4 Key Policies, Area Kidlington 1A*].

In accordance with the Local Plan and NPPF, a Transport Assessment and Travel Plan should accompany the Application, with development proposals having regard to additional design and place-making principles set out in *Policy Kidlington 1* of the Local Plan which relates specifically to Langford Lane/ Oxford Airport.

The **Local Transport Plan 2011-30 (Revised April 2012)** identifies the following issues on the local road network [*para 23.24*]:

- **Congestion:** All junctions along the A4260 regularly suffer from delays during peak times. The A4165 between Kidlington and Cutteslowe also suffers from congestion.
- **Safety:** The A4260 Kidlington Roundabout and the A44/Langford Lane junction are accident problem sites.

In addition, the Bicester Road junction towards the A34 is likely to be declared an AQMA in the near future.

The Application will also need to demonstrate that minor roads in Kidlington will not be adversely affected by development traffic seeking alternative routes to avoid congested locations on the major road network *[para 23.10]*.

The development site is located on the edge of Kidlington, adjacent to Oxford Airport. The peripheral location will make car use attractive, providing easy access by car from the A44 and A4260, but there is good opportunity to encourage travel by sustainable modes and in particular public transport. The development should encourage use of public transport through improved bus service provision, and integration of services with rail links from the proposed new station at Water Eaton *[para 23.7]*.

Cycling in Kidlington is restricted along the major North-South route of Oxford/Banbury Road due to heavy through traffic and a relatively large amount of buses. Whilst the National Cycle Route links Kidlington to Oxford & Bicester and there is a good range of rights of way, the network is disjointed in places, providing a barrier to walking. Contributions will therefore be sought to improve cycling and walking links to the Langford Lane area *[para 23.18]*.

Officer's Name: Lynn Morgan

Officer's Title: Senior Transport Planner

Date: 12 March 2014

Public Transport

Recommendation:

No objection subject to conditions

Key issues:

This technology park will employ a considerable number of employees (estimated approx. 750 FTE, based approximately on the figures given for Use Class B1 (c) in the Employment Densities Guide, HCA, 2010)

The current bus service to Langford Lane is focused on Monday to Friday peak hours. There is a minimal off-peak and Saturday service and no buses on Sundays or during the evening. Modern working patterns require a credible level of service at off-peak times, to meet the expectation of people who prefer to work part-time or at unconventional times.

This development will require a Travel Plan, which should focus on measures to support the existing and proposed new bus service.

Legal Agreement required to secure:

- Section 106 agreement to provide £400,000 to secure the operation of an off-peak, evening and weekend bus service to Langford Lane.
- Section 278 agreement to make any engineering works necessary to establish an additional bus stop to the north of the roundabout on The Boulevard.

Conditions:

An agreed Travel Plan will be required, which fully addresses the issue of remote location and the need to promote public transport use as an alternative to car travel.

Detailed Comments:

The Langford Lane area is currently served in peak hours by frequent services 2C/2D which link with Oxford City Centre through Kidlington, Water Eaton and Summertown. Off peak weekday services are provided by occasional diversions off the s4 Banbury-Oxford and 224 Kidlington-Yarnton services. There are currently no evening or Sunday services.

To attract customers to the bus, a credible off-peak, evening and weekend bus service is urgently required along Langford Lane, linking businesses and other facilities with other transport hubs, such as Water Eaton and/or Oxford city centre for onwards travel opportunities. A minimum credible level of service would be two buses per hour, which requires the provision of an additional bus in the local fleet, at an estimated cost of £400,000. This finance would fund the procurement of such a service on a pump-priming basis, leading to eventual commercial operation.

In the longer term, a 'science transit' concept of frequent attractive public transport services has been suggested, linking science-related sites such as this with major transport hubs, such as Water Eaton/Oxford Parkway. The off-peak pump-primed enhancement of off-peak,

evening and weekend bus services along Langford Lane can be seen as a necessary precursor of this ambition.

An additional bus stop is required, adjacent to the roundabout so that people accessing this site can alight from their bus near to the access to the Technology Park. It would appear that some car parking spaces would need to be converted to a Bus Stop Clearway.

Officer's Name: David Taylor
Officer's Title: Senior Transport Planner
Date: 12 March 2014

Drainage

Recommendation:

No objection

Key issues:

As this proposal is only at preapp stage, drainage information is at a very early stage. The FRA shows the developer is considering the surface water drainage strategy.

Legal Agreement required to secure:

Too early (Preapp only)

Conditions:

Not at preapp stage

Informatives:

The developer will need to provide Suds on this development and where discharging due to poor infiltration of the existing sub-soils, they will need to achieve greenfield run-off or better.

Oxfordshire County Council Drainage contacts are Gordon Hunt 01865 815571 or Gordon Kelman 01865 328703

Officer's Name: Gordon Kelman

Officer's Title: Senior Engineer (Drainage)

Date: 05 March 2014

Economy and Skills

Recommendation:

No objection

Detailed comments

There is not enough information for the Economy & Skills team to make detailed comments.

We would like therefore to be involved in early pre application discussions with the developers to determine the likely number of new jobs to be provided both at construction and end user phase.

The Oxfordshire Skills Strategy

- Skills development has always been a core priority of the Oxfordshire Local Enterprise Partnership in recognition that skills play a critical role in economic growth. A well-trained workforce is a pre-requisite for a strong and sustainable economy.
- The Oxfordshire Skills Strategy builds on the work of the Oxfordshire Skills Board which has been working over the past two years to begin to transform the skills support landscape. Much has already been achieved as evidenced by record numbers of young people who have started apprenticeships in Oxfordshire in the past year and there is a wider choice of good quality, local apprenticeships than ever before.
- Realising the LEPs ambition will require a step change in approach, attitudes, focus and aspiration from public, academic and private sector partners and with their support and active participation the Skills Strategy will support:
 - A workforce that is aligned to employers (including construction firms) needs by a skills system that places employers and well-informed individuals at its heart
 - A local training and education sector that is more flexible and responsive to employer needs and produces employment-ready young people
 - Integrated, seamless co-ordination of services to young people designed to align support to ensure young people are successfully transitioned into appropriate training, further education and employment opportunities

In the spirit of the goals of the Oxfordshire Skills Strategy, the Local Enterprise Partnership is developing a quarterly Oxfordshire Labour Market Intelligence report that will highlight opportunities presented via the planning system and the building of strategic housing and employment sites across Oxfordshire. A project is underway to seek to engage with developers proposing to build developments within localities (Cherwell, Oxford, South and Vale (Oxford Science Vale area) and West Oxfordshire with a view to establishing a holistic approach to construction skills development for local people seeking a career in the industry.

Officer's Name: Dawn Pettis

Officer's Title: Economic Development Strategy Officer

Date: 13 March 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/00045/PREAPP

Proposal: New build Technology Park comprising 38,000 square metres office, laboratory, storage and ancillary space

Location: Land East of Evenlode Crescent and South of Langford Lane Kidlington

Ecology

Recommendation:

N/A

Key issues:

There are records of many protected and priority species within the vicinity of the site. These include: Barn Owl, Hobby and Kingfisher (protected as Schedule 1 species under Wildlife & Countryside Act 1981 (as amended)) and Otter (UK Protected Species) and Water Vole (protected under Schedule 5 of Wildlife & Countryside Act 1981 (as amended)).

Careful consideration must be given to Rushey Meadows SSSI, the Lower Cherwell Valley Conservation Target Area and Lowland Meadow UK Priority Habitat. It is important that no damage is caused to the SSSI, by direct or indirect impacts, also that impacts on protected and priority species, priority habitats and the biodiversity value of the area are avoided.

Any development should be in line with NPPF and the District Council should ensure that development provides a net gain in biodiversity.

The District Council should consult their ecologist, Sarah Postlethwaite, at pre-application stage, if they have not already done so already.

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 14 March 2014

Francois Chate

From: Deadman, Michael - Environment & Economy
<Michael.Deadman@Oxfordshire.gov.uk>
Sent: 11 March 2014 12:06
To: Francois Chate
Cc: 'Bob Duxbury (Bob.Duxbury@Cherwell-DC.gov.uk)'; Kelly, Judy - Environment & Economy; Arnold, Geoffrey - Environment & Economy; Cox, Jacqui - Environment & Economy; Planning Consultations - Environment & Economy
Subject: RE: Oxford Technology Park

Dear Francois

Further to my email this morning, I have reviewed the information provided and have the following comments (please note these are subject to a detailed submission):

1. Trip Rates – I have reviewed the information provided by using TRICS. I can confirm the trip rates you quoted below appear reasonable for peak hour movements for B1 office use and a B8 warehousing use (commercial).

Office (vehicular trips/100sqm GFA)

Office	IN	OUT
AM	1.533	0.141
PM	0.111	1.602

Warehousing (vehicular trips/100sqm GFA)

Warehousing	IN	OUT
AM	0.214	0.09
PM	0.051	0.165

2. Impact on the wider road network – the figures that are quoted in your emailed dated 14th February 2014 do not appear to have any evidence accompanying them for Oxfordshire County Council to assess/review. On this basis and the need for a robust assessment for this large development proposal the TA and the required junctions to be assessed quoted in my email dated 5th February 2014 remain unchanged. I would also recommend that a sensitivity test is run (85% percentile) to ensure a robust assessment is carried out.
3. Committed development – in terms of the committed developments listed in my email dated 5th February 2014, I cannot confirm if these have been built yet (or have started). This is something the Local Planning Authority will need reply to.

If you have any further queries please let me know.

Regards

Michael Deadman
Principal Engineer
Transport Development Control
(Cherwell & West Oxfordshire)

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Francois Chate

From: Deadman, Michael - Environment & Economy
<Michael.Deadman@Oxfordshire.gov.uk>
Sent: 05 February 2014 10:01
To: Francois Chate
Cc: Planning Consultations - Environment & Economy; Michelson, Lisa - Environment & Economy; Bob Duxbury (Bob.Duxbury@Cherwell-DC.gov.uk); Arnold, Geoffrey - Environment & Economy; Kelly, Judy - Environment & Economy; Nick Church; Cox, Jacqui - Environment & Economy
Subject: RE: Oxford Technology Park
Attachments: Scoping for Transport Assessments OCC - OTP v2 - issued - 030214.doc; Figure 1 - SCOPING PLAN.PDF

Dear Francois

Thank you for your email dated 3rd February 2014. I have reviewed the TA Scoping form provided and have the following comments on the items you have requested a response on:

Traffic generation – the use of TRICS as outlined appears acceptable in principle for the proposed site.

Design requirements for access to the site – due the characteristics of Langford Lane and the large commercial/employment vehicles that use this road, it is my opinion that the design standard to use for a vehicle access to serve the proposed development is in line with DMRB. I would recommend a speed survey is undertaken to ensure the appropriate vision splays are determined. Geometry of the access will need to be adequate enough to ensure HGV movements are catered for without overriding damage etc taking place to the public highway.

Committed development - I would recommend these are sought from the Local Planning Authority (CDC) to ensure you have a robust and up to date portfolio of the known committed developments for Kidlington. The CDC contact for this information is Bob Duxbury. However to assist I am aware of the following developments:

Thornbury House – 13/00395/F
4 The Rookery – 12/01321/OUT
Langford Locks – 12/00780/F
Phase 3 Oxford Spires Business Park – 11/01484/F
Langford Lane – 11/01732/F
Langford Lane – 11/00906/F
TVPHQ – 11/01151/F

The following junctions to be surveyed for any future TA (planning submission) are:

A44 (Oxford Road)/A4095 Bladon Road/A44 Woodstock Road/A4095 Upper Campsfield Road roundabout junction;
Langford Lane/A44 Woodstock Road signal junction;
Langford Lane/The Boulevard roundabout junction
Langford Lane/A4260 signal junction;
A4260 corridor to the A4165 roundabout (due to known congestion issues).

Public transport – the peak bus service along Langford Lane remains at an acceptable level. However, between 0930 and 1530 the bus service available to this part of Kidlington is in

need of service improvements. The proposed development would be expected to provide a contribution towards enhancing this service, especially if shift workers are to occupy this large development site. An additional bus stop may also be required to ensure a stop is located closer to the development sit to encourage public transport use.

Pedestrian and cycle audit – I would recommend this is undertaken as part of a future TA submission to ensure walking and cycling to the development site can be achieve and encouraged.

Other elements of the TA scoping form appear acceptable. However, please note the above comments are subject to a detailed submission.

If you have any further queries please let me know.

Regards

Michael Deadman
Principal Engineer
Transport Development Control
(Cherwell & West Oxfordshire)

Tel 01865 810438

From: Francois Chate [<mailto:fchate@peterbrett.com>]

Sent: 03 February 2014 16:06

To: Deadman, Michael - Environment & Economy

Cc: Planning Consultations - Environment & Economy; Michelson, Lisa - Environment & Economy; Bob Duxbury (Bob.Duxbury@Cherwell-DC.gov.uk); Arnold, Geoffrey - Environment & Economy; Kelly, Judy - Environment & Economy; Nick Church

Subject: RE: Oxford Technology Park

Michael,

Thank you for your email.

Please find attached our scoping note in relation to the proposed Oxford Technology Park and an associated location plan.

I would be grateful for your feedback at the earliest opportunity as we have been asked to work on a short timescale. In any case, an indication of timescale for receipt of your advice would be much appreciated.

We have started setting up our analysis and at this stage we could really do with your advice on committed development that would need to be used in our assessment. If you could provide some feedback on this specific point by return, it would be very useful.

I hope this is OK.

Kind regards

Francois

François Chaté
Associate Transport Planner

For and on behalf of Peter Brett Associates LLP
10 Queen Square, Bristol, BS1 4NT
t 01179295281

m 07999 716503

Charterhouse, Links Business Park,
St Mellons, Cardiff CF3 0LT
m 07999 716503

e fchate@peterbrett.com
w www.peterbrett.com

From: Deadman, Michael - Environment & Economy [<mailto:Michael.Deadman@Oxfordshire.gov.uk>]
Sent: 03 February 2014 09:12
To: Francois Chate
Cc: Planning Consultations - Environment & Economy; Michelson, Lisa - Environment & Economy; Bob Duxbury (Bob.Duxbury@Cherwell-DC.gov.uk); Arnold, Geoffrey - Environment & Economy; Kelly, Judy - Environment & Economy
Subject: RE: Oxford Technology Park

Dear Francois

Thank you for your email dated 31st January 2014.

Before I can allocate one of my team to work on your proposal, please can you send through a brief description of the development you proposing and a site location plan. On receipt of this we can confirm what junctions etc you will need to survey/assess as part of a future planning submission.

Please be aware that all formal pre-application enquiries have to go through the County Council's Single Response Process, so you may not receive a direct reply from myself or a member of my team.

I have attached our parking standards and TA scoping form to assist you in the meantime.

Regards

Michael Deadman
Principal Engineer
Transport Development Control
(Cherwell & West Oxfordshire)

Tel 01865 810438

From: Francois Chate [<mailto:fchate@peterbrett.com>]
Sent: 31 January 2014 16:12
To: Deadman, Michael - Environment & Economy
Subject: Oxford Technology Park

Michael,

We have been commissioned to provide highway and transport support in relation to the proposed Oxford Technology Park, off Langford Lane in Kidlington.

The site considered is immediately to the west of the Oxford Motor Park.

I have been given your details by Bob Duxbury at Cherwell DC and understand that you would be the officer looking at the Transport aspects of the proposal.

I would be grateful if you could confirm by return of this message that you are the person to contact. We have drafted a scoping note based on the County's standard form and we are therefore ready to have a meaningful conversation on scoping!

I look forward to your response.

Kind regards

François

François Chaté
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For and on behalf of Peter Brett Associates LLP

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Scoping for Transport Assessments Form

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**OXFORDSHIRE
COUNTY COUNCIL**

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Planning Application No.

Contact Information

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Development Details

Brief Description of the development	At this stage, Oxford Technology Park development proposals are anticipated to deliver approximately 270,000sqft of B1(a) and B8 use.
Description of the location (Please attach a location map in .pdf format when submitting this form)	The site covers 5.2 hectares and is located to the northwest of Kidlington. The site fronts onto Langford Lane, situated to the south of London Oxford Airport and west of Oxford Motor Park. The location of the site is illustrated in Figure 1 .
Postcode	OX5 1
Number/Street Name/Road	Langford Lane
Town	Kidlington
Size (GFA/no of units)	Approx. 270,000sqft total. The development is likely to consist of smaller units of various sizes ranging from approx. 25,000sqft to 43,000sqft.
Planned date of opening	2015 with full build out in 2021.

Consultant (name, address and contact details)	François Chaté Peter Brett Associates, 10 Queen Square, Bristol, BS1 4NT. 0117 928 1560
Applicant (name, address and contact details)	Angus Bates Hill Street Holdings Ltd, Knowles Farm, Wycke Hill, Maldon, Essex, CM9 6SH
Site/ Development (name and address)	Oxford Technology Park Langford Lane Kidlington OX5 1
Description of existing use of land <ul style="list-style-type: none"> - Constraints of existing highway network - Planning History - Extant uses 	The site has a frontage onto Langford Lane which is approximately 200m in length. The site is currently greenfield and there are no extant uses. Along the southern footway there is a dropped kerb access to the site which is currently fenced. The proposed development will require the construction of a new access.
If some or all existing land uses are being relocated then where to?	The current land use on the site is agricultural.

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	<p>The aim of the framework travel plan will be to minimize single car occupancy travel to the site. The sustainable travel measures proposed for the site will be used to determine the target modal split that could be achieved. As such modal split targets are not set out at this stage.</p>
<p>Period of assessment? (peak periods of development and/or network)</p>	<p>Two 1-hour weekday peak periods will be assessed – the morning and evening peaks. The exact assessment hours will be determined by the existing local network peaks identified by the collected traffic survey data.</p>
<p>Locations of new/modified accesses of development onto existing road network? (supply plan of development area, road network and access locations)</p>	<p>It is proposed that the development be accessed from a single site access onto Langford Lane to the north of the site. An indicative site access location is shown on Figure 1.</p> <p>Langford Lane is approximately 6.6m wide and subject to a 30mph speed limit in the area of the proposed site access.</p> <p>It is proposed that the access would be provided in line with the relevant design guidance. It is noted that the OCC Transport for New Developments 'Highway Design' document is not yet available.</p> <p><i>PBA request that OCC confirm which design guide should be used in the design of the site access.</i></p>
<p>Describe committed development to be taken into account:</p>	<p><i>PBA request that OCC confirm any committed development sites which they consider should be included in the assessment of this development.</i></p>
<p>Area of impact (based on proposed development levels, existing traffic levels and existing congestion) (supply plan of development area, road network and access locations)</p>	<p>It is proposed that the assessment of the traffic impact of the development is undertaken at the following three local junctions only (shown on the enclosed plan Figure 1):</p> <ol style="list-style-type: none">1. Langford Lane/The Boulevard roundabout2. Langford Lane/A4260 Banbury Road signalised junction3. Langford Lane/A44 Woodstock Road signalised junction. <p>This scope of assessment is considered appropriate given the scale of development and its likely proportional impact at local junctions once distribution of trips is taken into account.</p> <p>Manual classified count (MCC) surveys have been undertaken at each of these junctions on Thursday 21st November 2013. In addition, 1-week ATC data has been collected.</p> <p>The enclosed plan shows the location of the ATC traffic survey on Langford Lane in the area of the site frontage. The ATC has collected data for a period of 7 days. The ATC will provide data on 85th percentile speeds along Langford Lane in the location of the proposed site access.</p> <p><i>PBA seek confirmation from OCC that the scope of the traffic surveys/area of impact is appropriate.</i></p>



When will site become fully operational?	The year of opening is anticipated to be 2015, with the site becoming fully operational in 2021.
Will the development be split into phases? If so supply plan of phases and timescales.	It is anticipated that the site be developed at a rate of approximately 40,000sqft per year for seven years from 2015. As such full build out will occur in 2021.
Will construction traffic be significant? If so how is this dealt with and will it need specific haul routes?	Construction traffic is not anticipated to be significant.
What are the assessment years? Existing Year of opening Design Year Any other sensitivity tests required eg phasing	<p>Junction Assessments will be undertaken for the following scenarios;</p> <ol style="list-style-type: none">1. Existing year - 2013;2. Year of opening - 2015 (without development, but including committed development to be agreed with OCC);3. As scenario 2 (2015) + development traffic (including traffic associated with the first phase, approximately 40,000sqft)4. Year of full built out - 2021 (without development but including committed development to be agreed with OCC);5. As scenario 4 (2021) + development traffic (including traffic associated with the full build-out). <p>The growth factors for future year assessments will be determined using the NTM growth model within Temprow version 6.2 for the Kidlington area (38UB3).</p>
Car-parking levels for each land use (on and off street)?	It is anticipated that future car and cycle parking be provided within the development in line with the local standard. Cherwell Car Parking Standards for B1 and B8 uses are currently 1 space per 30 sqm and 1 space per 200 sqm respectively.
Provide plan of real travel 5km isochrones (cycling)	
Provide plan of real travel 2km isochrones (walking)	
Provide plan of existing bus stops and locations of transport interchanges in area	<p>Langford Lane is well served by public transport. There are three distinct bus service groups operating at weekday peak hours – one on the primary corridor to Oxford city centre (2C/2D) with services every 15 minutes, one to Banbury in the north of the county (S4), and one providing local links around Kidlington, Yarnton and Woodstock (224/224A).</p> <p>Existing bus stops are provided within 400m of the centre of the proposed development. A plan of local bus stops is enclosed Figure 1).</p> <p>A footway, approximately 1.5m wide, is provided along the entire southern side of Langford Lane. This provides a continuous route from the site to the A4260 to the east and the A44 to the west. There is no footway along the northern side of Langford Lane.</p> <p>Along the A4260, from the junction with Langford Lane, a shared footway/cycleway, approximately 1.5-2.0m wide, provides onward connections to/from Kidlington town centre.</p>



	<p>The A44 is a dual carriageway which provides connections to Begbroke and Yarnton to the south of its junction with Langford Lane and Woodstock to the north. National cycle route number 5 runs adjacent to the A44 providing a direct connection through to Oxford city centre to the south. Footways are also provided along each side of the carriageway.</p> <p><i>PBA seek confirmation from OCC that the existing high quality public transport provision is sufficient to meet the requirements of the site.</i></p>
<p>Road Safety- Accident records</p> <ul style="list-style-type: none">- Examination of historical data normally 3/5 years- Safety audit needed for changes to highway layout? <p>(supply plan with recorded accident injury data)</p>	<p>An initial review of previously collected local personal injury collision data between 2005 and 2010 shows a small number of collisions (13) in the vicinity of the site (Langford Lane and the A4260 and A44 approaches to Langford Lane).</p> <p>A review of personal injury collisions on the local highway network will be undertaken as part of the Transport Assessment for the most recent 5 years of available data.</p>
<p>General description of how facilities for people with mobility problems will be tackled:</p>	<p>It is expected that the development will be designed according to the latest design standards and as such will account for people with mobility problems.</p>
<p>Policy issues</p> <ul style="list-style-type: none">- Is proposal in line with current national policy?- Is development proposal in line with regional and local plan policies?- Is the development included in the current development plan?	<p>The proposal is in line with current national policy as it encourages and supports economic growth in a sustainable manner. The preparation of a framework travel plan to support the development reflects its alignment with national policy.</p> <p>The site is allocated in the submission draft Local Plan and supported by Cherwell District Council. The site lies within the area of the Cherwell Local Plan under Policy Kidlington 1: Accommodating High Value Employment Needs. The Plan states that “<i>over the medium to longer term, progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries</i>”.</p>
<p>Any other relevant information:</p>	<p>It is proposed that the Transport Assessment be based on the following broad headings:</p> <ul style="list-style-type: none">▪ Introduction▪ Policy Summary▪ Existing Transport Conditions▪ Site Access and Sustainable Transport Strategy▪ Development Travel Demand▪ Traffic Impact Assessment▪ Mitigation Measures▪ Conclusions

Thank You

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