Oxford Technology Park Hotel

Transport Statement

On behalf of **Hill Street Holdings**

Project Ref: 41667/5502 | Rev: Final | Date: August 2017

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Document Control Sheet

Project Name: **Oxford Technology Park Hotel**
Project Ref: **41667/5502**
Report Title: **Transport Statement**
Doc Ref: **Final**
Date: **August 2017**

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Revision	Date	Description	Prepared	Reviewed	Approved
	10 August 2017	Draft for Client Comments	SL	FC	APR
	24 August 2017	Final for issue	FC	FC	APR
	13 October 2017	Updated masterplan	JHo	FC	FC

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1 Introduction

1.1 Background

1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Hill Street Holdings Ltd (the Client) to provide transport and highways advice in the form of a Transport Statement (TS) to support a new full application for the alternative use of hotel and ancillary restaurant for Unit 2 at Oxford Technology Park, near Kidlington.

1.1.2 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). The Client is now seeking to submit a full application leading to a change of use for Unit 2 within Oxford Technology Park, from B1(a) to a hotel use with an ancillary restaurant. The change of use will not alter the footprint of the previously consented development.

1.1.3 This TS, therefore, provides an overview of the consented development and proposed 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.

1.2 Development Proposals

Consented Development

1.2.1 As stated above, the consented use for Unit 2 is as follows:

- 4,116m^2 of B1(a); and
- 116 car parking spaces.

1.2.2 The consented masterplan is shown in **Appendix A**.

Proposed Development

1.2.3 The proposed development is to comprise:

- 101-bed hotel;
- 492m^2 GIA ancillary restaurant; and
- 134 car parking spaces.

1.2.4 A copy of the proposed masterplan is shown in **Appendix B**.

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;
- Traffic Impact Assessment; and
- Conclusions.

2 Policy Review

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 and demonstrates how the development proposals accord and comply with these policies.

2.2 National Planning and Transport Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (*NPPF, Department for Communities and Local Government*, 2012) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

2.2.2 The NPPF sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved. Planning must operate to encourage growth and not act as an impediment. Therefore, significant weight should be placed on the need to support economic growth through the planning system.

2.2.3 The NPPF sets out 12 Core Planning Principles at paragraph 17. With regards to the principles that Authorities should consider in reviewing Transport Assessments (rather than those which specifically relate to plan making), these state that planning should:

- *4. "Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings";*
- *6. "Support the transition to a low carbon future in a changing climate…";*
- *9. "Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions";*
- *11. "Actively manage patterns of growth 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";* and
- *12. "Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."*

2.2.4 The NPPF recognises the importance transport policies have in facilitating development but also in contributing to wider sustainability and health objectives. The Framework identifies at paragraph 32, that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *"The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*

- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".*

2.2.5 NPPF paragraphs 34 to 36, identifies that Local Authority plans and decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise the conflicts between traffic and cyclists or pedestrians, [and] avoiding street clutter;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

National Planning Practice Guidance

2.2.6 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.

2.2.7 As of 6th March 2014, the Department for Communities and Local Government (DCLG) launched the web-based National Planning Practice Guidance (NPPG) resource.

2.2.8 With particular relevance to this TS, the guidance *on "Travel plans, transport assessments and statements in decision-taking"* has been reviewed.

2.2.9 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.

2.2.10 The guidance note specifies that it is linked directly to Paragraphs 17 (bullet point 11), 39 and 40 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.

2.2.11 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)."*

2.2.12 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.

2.2.13 The note states it is important to give consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty it will proceed within the next 3 years). At the decision taking stage, a developer may be required to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.

2.3 Local Planning Policy Context

Oxfordshire Local Transport Plan: Connecting Oxfordshire 2015 - 2031

2.3.1 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.

2.3.2 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.

2.3.3 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).

Cherwell Local Plan 2011 - 2031

2.3.4 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.

2.3.5 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."*

2.4 Relevance to the Proposed Development

2.4.1 The proposed development takes fully account of the planning and transport policies identified above and the rest of this report demonstrates how the proposed development responds positively to these policies.

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). The Client is now seeking to submit a change of use application for Unit 2 within Oxford Technology Park, from B1(a) to a hotel use with an ancillary restaurant. The change of use will not alter the footprint of the previously consented development.

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 2.

3.2 Site Location and Description

3.2.1 Unit 2, the subject of the proposed change of use, 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 Bicester to the north and, via the M4, to Reading and London to the south.

3.2.2 The Unit 2 site comprises 4,626m^2 of land that fronts Langford Lane and the Oxford Technology Park spine road and is located to the north west of the wider Oxford Technology Park site.

3.2.3 The location of the Unit 2 site is illustrated in **Figure 3.1**.

3.3 Local Facilities and Amenities

3.3.1 The proposed development on Unit 2 is to provide hotel and ancillary restaurant facilities for the wider Oxford Technology Park serving the Park's employees and visitors. The proposed development is within walking distance of all units within Oxford Technology Park and accessible to the wider employment area. This includes London Oxford Airport, Oxford Spires Business Park and Thames Valley Police Head Quarters. Oxford Motor Park, comprising several car dealerships, is located to the east of the 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 2 of Oxford Technology Park in relation to the local businesses, facilities and services, demonstrating close proximity to a range of leisure, retail, education and health facilities.

3.3.4 **Table 3.1** provides as-the-crow-flies distances from Unit 2 to some of the key local businesses, services and facilities, with distances measured from the centre of the site frontage on Langford Lane.

Table 3.1: Distance to Key Local Facilities

Facility	Distance (as the crow flies)
Oxford Motor Park	200m
Oxford Spires Business Park, Thames Valley Police Head Quarters	300m
The Co-Operative	900m
Pub	1.1km
Dentist	1.6km
Kidlington High Street	1.7km
Medical Centre	1.9km

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 Oxford Technology Park 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 The Unit 2 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 2 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. A review of the public transport routes available from these locations is illustrated in **Figure 3.3** and summarised in **Table 3.2** below.

Table 3.2: Existing Public Transport Facilities

Service / Operator	Route	Frequency		
		Mon-Fri	Sat	Sun and Bank Holiday
2C - Oxford Bus Company/Stagecoach Oxfordshire	London Oxford Airport, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 mins in AM peak	No services	No services
2D - Oxford Bus Company/Stagecoach Oxfordshire	London Oxford Airport, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 mins in PM peak	No services	No services
S3 – Stagecoach Oxfordshire	Woodstock, Langford Lane, Yarnton, Oxford City Centre	15 minutes in AM and PM peak	30 minutes in AM and PM peak	60 minutes in AM and PM peak
7 – Stagecoach Oxfordshire	Old Woodstock, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 minutes	30 minutes	30 minutes
500 – Oxford Bus Company	Woodstock, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	35 minutes	35 minutes	35 minutes

Note: information correct at time of writing

3.5.2 **Table 3.2** above indicates that the principal route serving the site is Stagecoach Oxfordshire service S3, which links Woodstock and Oxford City Centre every 15 minutes Monday to Friday daytimes. The service is available from the A44 located to the west of the site.

3.5.3 The S3 is supplemented by Oxford Bus Company/Stagecoach Oxfordshire services 2C and 2D every 30 minutes. The service is available from The Boulevard, which is the nearest bus stop to the site. In the AM peak, services towards the site operate as route 2D direct via the

A4260 Oxford Road, whilst services towards Oxford operate as service 2C (this is reversed in the PM peak period).

3.5.4 Stagecoach services 7 also supplements the S3 service operating every 30 minutes and connecting Old Woodstock to Oxford City Centre. The service is available from Langford Lane located to the east of the site.

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 flag pole 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 2 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.

Table 3.3: Local Rail Services and Frequencies

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 at time of writing

3.5.8 Oxford Parkway Station provides parking for 150 bicycles and parking for 800 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 Description of the Development

4.1 Introduction

4.1.1 This section of the TS sets out the development proposals for Unit 2, 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 proposed change of use to Unit 2 on the proposed Oxford Technology Park is anticipated to deliver a 101-bed hotel, 492m^2 GIA ancillary restaurant (250m^2 public space & 150 covers) including 134 car parking spaces, of which 6 will be disabled car parking spaces. In addition, it is proposed to provide 8 cycle parking spaces.

4.3 Parking Provision

4.3.1 Vehicular parking will be provided in accordance with the Oxfordshire County Council (OCC) car parking standards as issued by OCC to the client team. These parking standards can be found in **Appendix C**. The car parking requirements are for maximum parking provision with the relevant standards set out in **Table 4.1**.

Table 4.1: Oxfordshire County Council's Maximum Car Parking Standards

Use	Quantum	Spaces
Hotel	101 bed	101 spaces
Restaurant	250m^2 public open space	50 spaces
Total		**151 spaces**

4.3.2 **Table 4.1** shows the number of car parking spaces for the proposed development car park of 134 spaces does not exceed the maximum parking standards of 151 spaces. A justification for the providing car parking below the maximum standards is provided below.

4.4 Parking Accumulation

4.4.1 **Appendix D** provides an analysis of traffic generation and car parking accumulation for the proposed hotel, carried out by a third party consultant RGP. RGP are Transport Planning Consultants who are retained by Whitbread and hold a large quantity of car parking data for comparable Hotel and restaurant sites. RGP have calculated the parking accumulation for a similar development of 101 bed hotel and a 200 cover restaurant. RGP calculated that this Hotel and restaurant development would generate an average peak parking accumulation of 87 vehicles during the evening mealtime (8pm) on a typical weekday and an 85th percentile (worst case) demand of up to 116 vehicles.

4.4.2 This analysis therefore suggests that the proposed provision on site of 134 spaces would be sufficient to accommodate the predicted worst case peak car parking accumulation, and this for a slightly larger restaurant.

4.4.3 In additional to this analysis, the target market for the restaurant is the Technology Park, other nearby businesses and the airport businesses. Therefore, it is likely that restaurant customer

will walk from their offices or be staying in the hotel itself further reducing the trip generation and demand for parking.

4.5 Walking and Cycling Strategy

4.5.1 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.

4.5.2 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.

4.5.3 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.

4.5.4 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.

4.6 Vehicle Site Access Strategy

Consented Oxford Technology Park Access

4.6.1 The consented site access to the Oxford Technology Park is set out in the Section 106 Agreement relating to the Park's outline consent (refer to drawing 12076/622 Rev A), and is reflected in the proposed Unit 22 masterplan in **Appendix B**.

4.6.2 Vehicular access to Oxford Technology Park will remain as consented 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 development site and highway land. It is designed to accommodate large vehicles associated with the proposed B uses on the wider Park.

4.6.3 A footway is provided along both sides of the carriageway and a pedestrian refuge island is also provided to accommodate east-west pedestrian movements.

4.6.4 The consented access junction into the wider Oxford technology Park development forms a suitable means of access into the Park and therefore to the proposed hotel and restaurant on Unit 2.

Vehicle Access to Unit 2

4.6.5 Vehicular access into Unit 2 would be gained from a priority T-junction formed off the Oxford Technology Park spine road, in line with the principles for access into the plot established at the time of the outline consent for the wider Park. The proposed vehicular access into Unit 2 is illustrated in concept form in the Unit 2 proposed masterplan in **Appendix B**.

4.6.6 The proposed hotel and ancillary restaurant uses on Unit 2 would be serviced by larger commercial vehicles involving refuse collection, deliveries and collections. Swept path analysis has been undertaken for three types of vehicles: a 4 axle refuse vehicle, 12 metre rigid truck and an articulated HGV. The swept paths are shown on **PBA Drawing 41667/5501/013**, a copy of which are appended to this TS. Larger vehicles would access the delivery bay located to the north of the plot access road by reversing into the bay from the main spine road.

4.6.7 The client has confirmed that the development would not require access by coaches.

4.6.8 The proposed car park on Unit 2 is designed to accommodate light vehicles related to the developments customers and staff.

4.6.9 **PBA Drawing 41667/5501/005A** illustrates visibility splays out of the proposed Unit 2 access, assuming a low speed environment on the Park's spine road and adopting MfS standard (2.4m x 43m).

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 change of use to hotel and ancillary restaurant use for Unit 2 when compared to the consented B1(a) development. The predicted vehicle trips generation from the proposed development have been derived and are compared with the vehicle trip generation of the consented use as set out below.

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 development proposals, they do provide a recognised benchmark from which to consider the access and movement needs of the future customers and staff of the hotel and restaurant.

5.2 Development Vehicle Trip Generation

5.2.1 As part of the 2014 TA, 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 hotel and restaurant uses, although vehicle only trip rates have been used so that a greater number of survey data information could be considered in TRICS.

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 hotel and restaurant development.

Vehicle Trip Rates

5.2.3 The trips rates for the consented B1(a) and proposed Hotel and Restaurant uses is detailed in **Table 5.1** below. Full TRICS outputs for the consented and proposed use can be found in **Appendix E** and **Appendix F**, respectively. The worst case scenario has been assessed by generating separate trip rates for the hotel and restaurant use when it is likely that the majority of trips will be linked. Total trips are therefore likely to be lower and this assessment is deemed to be robust. Due to the nature of a restaurant development, there are no trip rates for the restaurant use until 10am.

Table 5.1: Consented and Proposed Vehicular Trip Rates

Use	Size	AM			PM		
		In	Out	Total	In	Out	Total
B1 (a)	4,116 sqm	1.533	0.141	1.674	0.111	1.602	1.713
Total		**1.533**	**0.141**	**1.674**	**0.111**	**1.602**	**1.713**
Hotel	101 bed	0.14	0.231	0.371	0.182	0.093	0.275
Restaurant	492 sqm	-	-	-	2.340	1.783	4.123
		0.140	**0.231**	**0.371**	**2.522**	**1.876**	**4.398**

Vehicle Trip Generation

5.2.4 The resultant trip generation predicted to arise from the consented B1(a) development and proposed hotel and restaurant development are presented in **Table 5.2** below.

Table 5.2: Consented and Proposed Vehicular Trip Generation

Use	AM			PM		
	In	Out	Total	In	Out	Total
B1 (a)	63	6	69	5	66	71
Total	**63**	**6**	**69**	**5**	**66**	**71**
Hotel	14	23	37	18	9	27
Restaurant	0	0	0	12	9	20
Total	**14**	**23**	**37**	**30**	**18**	**48**
Net Value Impact	**-49**	**18**	**-31**	**25**	**-48**	**-22**

5.3 RGP Trip Generation

5.3.1 RGP in their note also provided a separate estimate of trip generation for the development.

5.3.2 **Table 5.3** shows RGP's anticipated trip generation for a similar development in a similar edge of town location, but with a restaurant capable of 200 covers.

Table 5.3: RGP's Anticipated Trip Generation for a Hotel and Restaurant

Use	AM			PM		
	In	Out	Total	In	Out	Total
Hotel and Restaurant Total	7	23	30	36	14	50

5.3.3 **Table 5.3** shows very similar trip generation to the TRICS based assessment carried out by PBA which confirms the trip generation for the proposed development is suitable and robust.

5.4 Traffic Impact Assessment

5.4.1 **Table 5.2** shows that the proposed hotel and restaurant use would result in a reduced number of overall two-way vehicle trips in both the AM and PM peak, when compared to the B1(a) consented use. There is anticipated to be a reduced number of trips into the development in the AM and a greater number out in the AM. Conversely, there is anticipated to be a greater number of trips into the development in the PM and a reduced number out in the PM.

5.4.2 The proposed hotel and restaurant development on Unit 2 would result in a more balanced pattern of traffic flow coming in and out of the development in the AM and PM peak. The movements generated by the proposed development would be less tidal and therefore there would be less impact on a specific movement. The impact of the proposed change of use on Unit 2 is therefore likely to be beneficial to the operation of the local network as there would be fewer vehicles entering the development in the AM and leaving in the PM than was consented.

5.5 Summary

5.5.1 The proposed change of use for Unit 2 from B1(a) to a hotel and restaurant use shows a slight reduction in the overall predicted level of vehicle trip making in both the AM and PM peak periods. The consented transport improvements agreed as part of the outline planning permission and encompassed by the S106 Agreement would apply equally to this change of use as to the consented B1(a) use for Unit 2. In addition, predicted trips generated by the change of use to hotel and restaurant use would result in a more balanced and less tidal pattern of movements in and out of the development during the peak hours. There is, therefore, anticipated to be slightly less impact on a specific movement. It is anticipated the proposed development will generate more linked/internal trips with employees of and visitors to the Park generating hotel and restaurant trade. This is likely to further reduce the trip generation from the wider Oxford Technology Park development and reduce external trip making to/from the now proposed hotel and restaurant.

6 Conclusions

6.1 Introduction

6.1.1 This Transport Statement (TS) has been prepared by Peter Brett Associates LLP on behalf of Hill Street Holdings Ltd and presents an assessment of the transport issues associated with the change of use of Unit 2 of Oxford Technology Park from B1(a) use to the proposed use of a hotel and restaurant development.

6.2 Development Proposals

6.2.1 The development site is located at Unit 2 of Oxford Technology Park, near Kidlington. In 2016, Oxford Technology Park received outline planning permission for B1(a), B1(b) and B8 use. The consented use for Unit 2 is as follows:

- 4,116m^2 of B1(a); and
- 116 car parking spaces.

6.2.2 The change of use application is for the site to be utilised as a hotel with an ancillary restaurant. The proposed development will comprise:

- 101-bed hotel;
- 492m^2 GIA ancillary restaurant; and
- 134 car parking spaces.

6.3 Traffic Impact Assessment

6.3.1 A comparison of the traffic impact of the proposed change of use to Unit 2 to hotel and restaurant uses with the consented B1(a) use shows that the overall level of predicted vehicle trips generated will reduce slightly in the AM and PM peak periods. Consequently, there would be no adverse impact on the local road network arising from the change of use 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.

6.3.2 The proposed vehicle access, spine road and plot road would support the proposed change of use and plot layout.

6.3.3 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.

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