vectos.

TRANSPORT STATEMENT

# Canmoor

## Plot B, Windrush Industrial Estate, Witney

February 2024

Transport Statement

# Contents



# Figures



# Appendices

# 1 Introduction

1.1 Vectos have been appointed to provide transport advice on behalf of Canmoor in relation to the proposed development of Plot B, Windrush Industrial Park located to the west of Witney. The site is located within the administrative boundaries of West Oxfordshire District Council (WODC) and Oxfordshire County Council (OCC).

1.2 Other industrial units which are part of the Windrush Industrial Park surround the site in all directions. Plot B ('the site') is bound by Windrush Park Road to the north, vacant land and Glenmore Business Centre Road to the south, Eastwood Road to the east and another industrial unit to the west.

1.3 Vehicular access to the site is from Windrush Park Road, and Glenmore Business Centre Road.

1.4 The site consists of an existing industrial unit which is currently occupied and operating under Use Class B2/B8. The floor area of the unit is 11,225sqm.

1.5 The development proposals are to provide seven new warehouse units with ancillary office space, providing a total of 111,050sqft (10,317sqm) of E(g)(iii)/B2/B8 use.

1.6 The proposed layout of the site is included at **Appendix A**.

1.7 This Transport Statement (TS) considers the potential transport effects of the proposed development in support of the planning application. This TS has been prepared in line with BREEAM (2018) criteria which emphasises the need to ensure sites are accessible by sustainable modes of transport.

1.8 Following this introduction, the report is structured as follows:

- **Section 2** - provides a description of the existing situation and transport networks;
- **Section 3** - considers the proposals in the context of national, regional and local policy;
- **Section 4** - describes the development proposals;
- **Section 5** - presents an assessment of the likely trip generation of the scheme;
- **Section 6** - provides a summary and conclusion to the report.

# 2 Existing Conditions

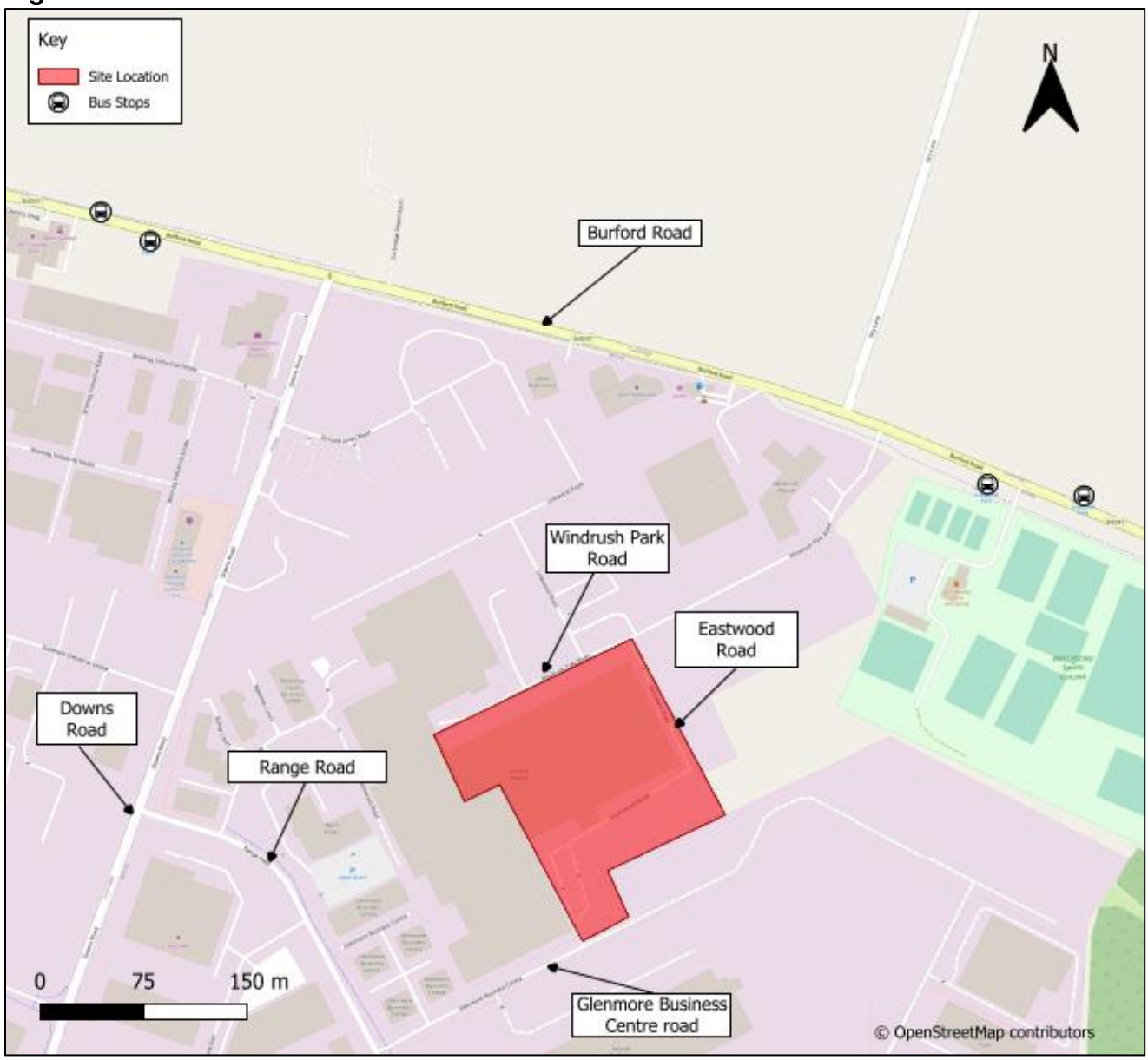
2.1 This section of the TS provides an overview of the current accessibility of the site in terms of sustainable travel as well as a high-level review of the local highway network.

## Site Location

2.2 The location of the site in both a strategic and local context is shown in **Figure 2.1** and **Figure 2.2**, respectively. The site is located to the west of Witney which is located northwest of Oxford. North Leigh and Long Hanborough are both along the A4095 in a north-easterly orientation from the site.

**Figure 2.1: Strategic Site Location**

**Figure 2.2: Local Site Location**




2.3 Other industrial units which are part of the Windrush Industrial Park surround the site in all directions. Plot B ('the site') is bound by Windrush Park Road to the north, vacant lane and Glenmore Business Centre Road to the south, Eastwood Road to the east and another industrial unit to the west.

2.4 Eastwood Road forms part of the site and is accessed from Windrush Park Road. There is a second access to the site from Glenmore Business Centre road accessed off Range Road to the southwest of the site.

## Key Amenities

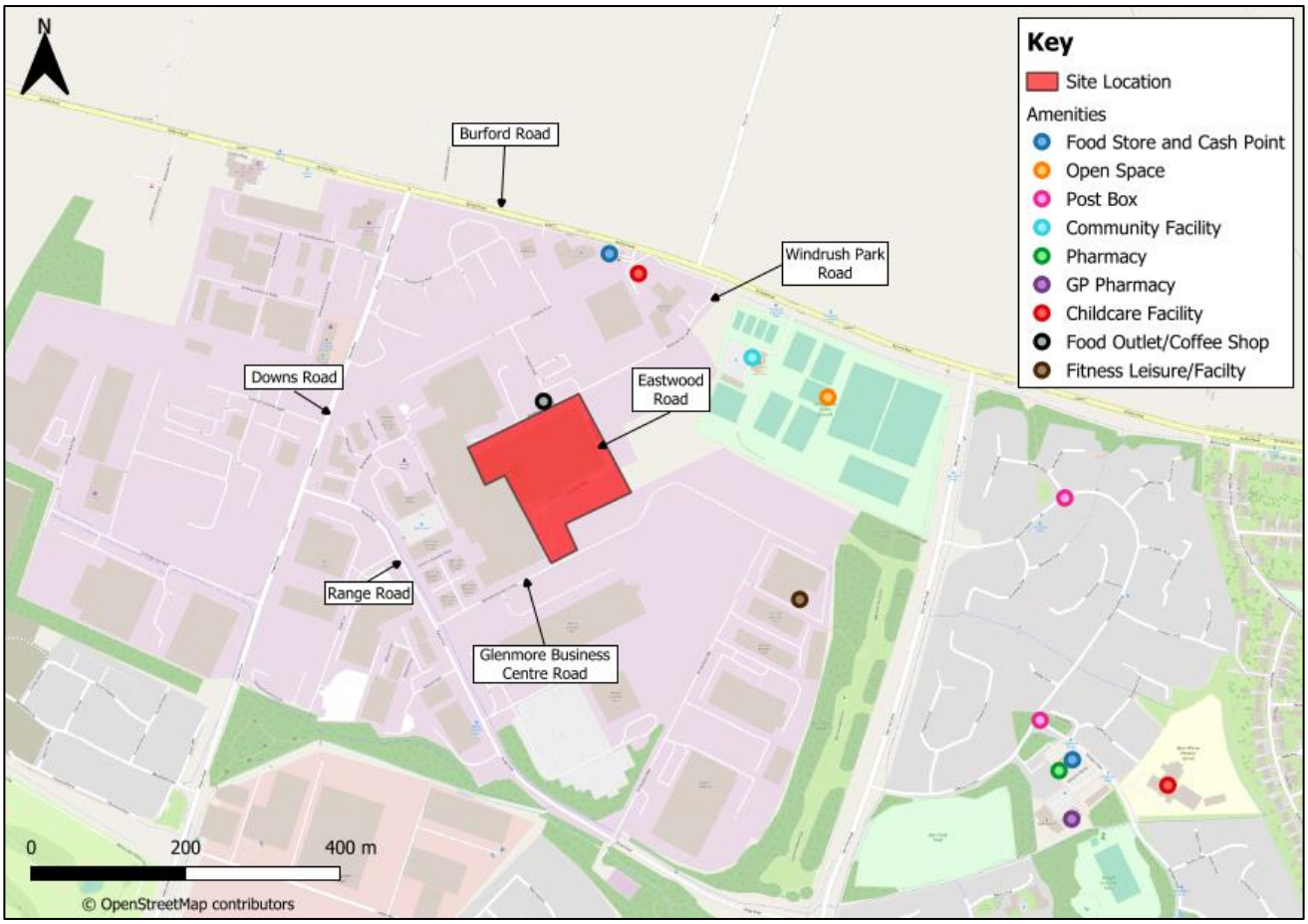
2.5 A review of key amenities in proximity to the site has been undertaken. Although BREEAM criteria states a review of amenities within only 500m of the site is necessary, a review of amenities in the residential area of Witney to the east of the site has also been undertaken as these are within a comfortable cycling distance.

2.6 **Table 2.1** provides a summary of the key amenities in proximity to the site while **Figure 2.3** sets out the location of the noted amenities.

**Table 2.1: Key Amenities**

| Amenity | Location | Distance from Site |
|---|---|---|
| **Food Outlet/Coffee Shop** | Ue Coffee Roasters Roastery Cafe & Kitchen | 100m |
| **Childcare Facility** | Little Dots Daycare, Windrush Park Road | 450m |
| **Food Store and Cash Point** | Petrol Station, Burford Road | 500m |
| **Community Facility** | West Witney Sports and Social Club | 550m |
| **Open Space** | West Witney Sports Ground | 550m |
| **Post Box** | Valence Crescent | 950m |
| **Fitness/Leisure Facility** | Evo Fitness and Wellness Centre | 950m |
| **Food Store and Cash Point** | Tesco Express, Edington Square | 1,300m |
| **Pharmacy** | Boots, Edington Square | 1,300m |
| **GP Surgery** | Deer Park Medical Centre, Edington Square | 1,300m |
| **Childcare Facility** | West Witney Primary School, Edington Road | 1,500m |

**Figure 2.3: Key Amenities**



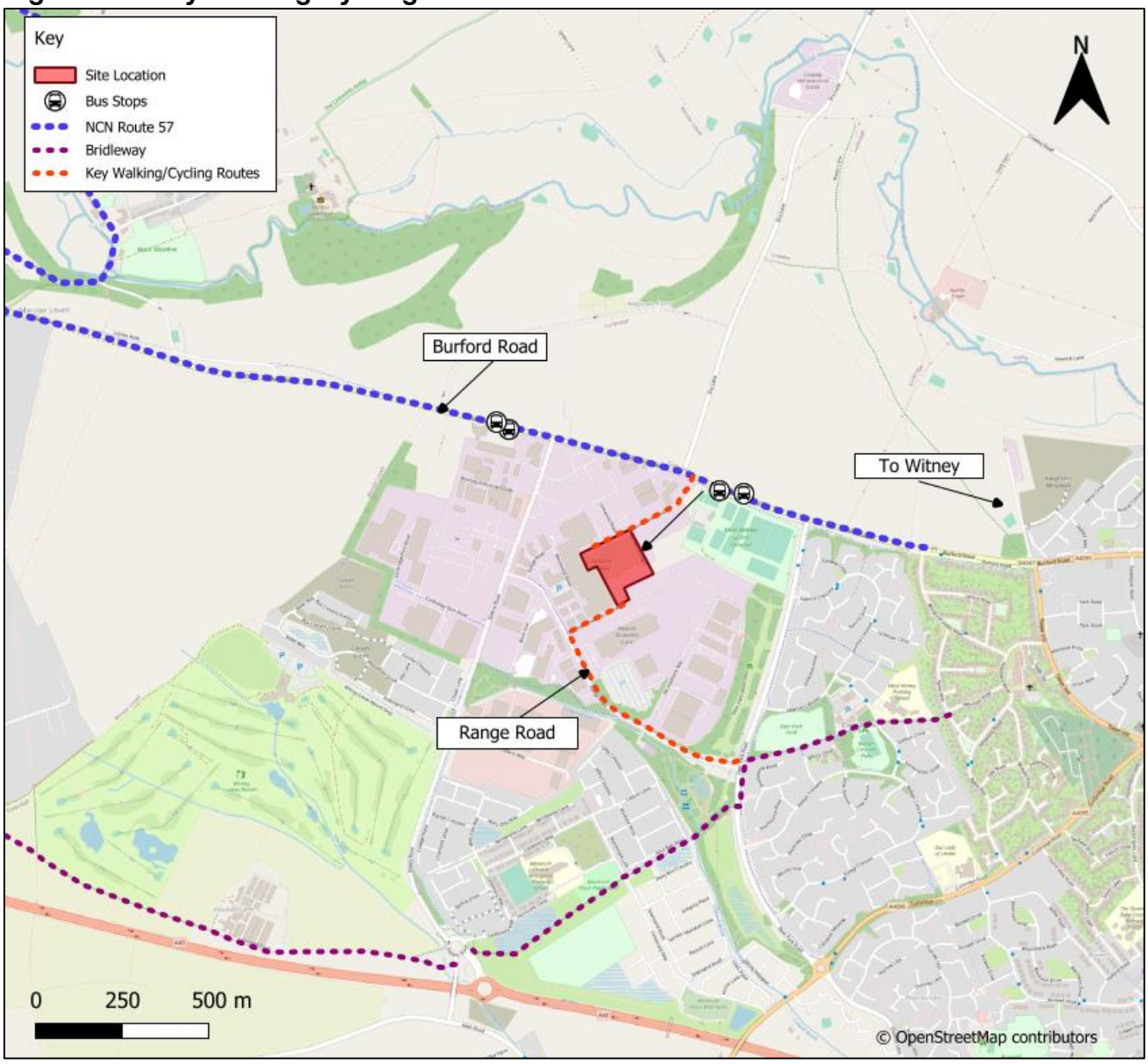

2.7 As can be seen in **Table 2.1** and **Figure 2.3**, a number of amenities are located in proximity to the site providing future site users the opportunity to access facilities on foot and by bike.

## Accessibility by Non-Car Modes

### Walking and Cycling

2.8 The key walking and cycling routes from the site are shown in **Figure 2.4** below.

**Figure 2.4: Key Walking/Cycling Routes**




2.9 Pedestrian and cyclist access to the site is currently achieved via the existing access from Windrush Park Road. Access is also provided via Glenmore Business Centre Road to the south of the site.

2.10 A footway is provided on the southern side of Windrush Park Road which continues to the entrance to Windrush Industrial Park. A zebra crossing is provided towards the entrance to the industrial park which allows pedestrians to cross to a footway on the northern side of Windrush Park Road. In addition, street lighting is provided throughout the industrial park. At the entrance to Windrush Industrial Park, dropped kerbs and tactile paving are provided to enable ease of crossing for visually impaired users and those with reduced mobility.

2.11 Windrush Park Road meets Burford Road to the north east of the site, at the entrance to the industrial park. Burford Road benefits form a segregated footway/cycleway along its southern side, with a footway present along its northern side. Bus stops are located on Burford Road, approximately 100m

east to the entrance to Windrush Industrial Park and can be accessed via the footway/cycleway for westbound services and the footway for eastbound services.

2.12 Along Burford Road (B4047), the shared footway / cycleway forms part of National Cycle Network (NCN) Route 57 and provides access to the westbound bus stop. NCN Route 57 provides a connection east to Witney and west towards the residential areas of Minster Lovell and Burford. In addition, a footway is provided on the northern side of Burford Road (B4047) which provides access to the eastbound bus stop. Street lighting is provided along the length of Burford Road (B4047).

2.13 To the south of the site, a footway is present on the southern side of Glenmore Business Centre Road, providing pedestrian access to the southern access point. The footway continues along the length of the road to meet Range Road to the south east of the site.

2.14 There is a segregated footway/cycleway on the eastern side of Range Road which provides access to the facilities within Witney. Range road provides streetlighting, in addition to dropped kerbs and tactile paving at crossing points.

2.15 To the south of the site, Bridleway 410/44/10 and 410/44/20 provide a connection east to the residential area of Witney and south towards the A40 and onwards to the Minster Lovell residential area.

### Public Transport

2.16 Accessibility Index (AI) calculations have been undertaken using the BREEAM AI tool giving a value of 1.32. The output is provided at **Appendix B**.

#### Bus Services

2.17 The nearest bus stops are located approximately 450m walking distance to the north east of the proposed development on Burford Road (B4047). Both the eastbound and westbound bus stops provide timetable information and a flag and pole arrangement. These stops are served by several bus services providing connections to Burford, Witney and Minster Lovell.

2.18 A summary of the bus services available in proximity to the site is provided in **Table 2.2**.

**Table 2.2: Existing Bus Services**

| Service | Route | Weekday Frequency |
|---|---|---|
| **210** | Witney - Leafield - Ascott-under-Wychwood - Shipton-under-Wychwood - Milton-under-Wychwood | 3 per day |
| **233** | Burford - Carterton - Minster Lovell - Witney | 1 per hour |
| **234** | Witney-Market Square- Burford Primary School | 1 per hour |
| **H2S** | JR Hospital – Witney via Eynsham | 1x a day |

Note: Services V20, V21, V23, V25 and V26 have not been included due to only running one service on one day per week

### Rail Services

2.19 It is recognised that access to the site by rail is very limited. Hanborough Railway Station is the most easily accessible station to the proposed development. The station is located approximately 11.7km north-east of the site. Sheltered storage facilities for 24 bicycles are available at the station. In addition, step free access is available to the platform, with ramps available for train access creating ease of access for mobility impaired users.

2.20 Hanborough Railway Station is managed by Great Western Railway and provides frequent services to destinations including Worcester, Hereford, Great Malvern, and London as detailed in **Table 2.3**.

**Table 2.3: Existing Rail Services from Hanborough Railway Station**

| Destination | Route | Weekday Frequency |
|---|---|---|
| **Great Malvern** | Hanborough - Charlbury - Kingham - Moreton-in-Marsh - Evesham - Worcestershire Parkway - Worcester Shrub Hill - Worcester Foregate Street - Malvern Link - Great Malvern | 1 per hour |
| **London Paddington** | Hanborough - Oxford - Reading - Slough - London Paddington | 1 per hour |
| **Worcester Foregate Street** | Hanborough - Charlbury - Kingham - Moreton-in-Marsh - Evesham - Worcestershire Parkway - Worcester Shrub Hill - Worcester Foregate Street | 1 per hour |
| **Hereford** | Hanborough - Charlbury - Kingham - Moreton-in-Marsh - Evesham - Worcestershire Parkway - Worcester Shrub Hill - Worcester Foregate Street - Malvern Link - Great Malvern - Colwall - Ledbury - Hereford | 1 per hour |
| **Worcester Shrub Hill** | Hanborough - Charlbury - Kingham - Moreton-in-Marsh - Evesham - Worcestershire Parkway - Worcester Shrub Hill | 1 per hour |

## Local Highway Network

2.21 Windrush Industrial Park is made up of primarily private roads which provide access to the units of the estate. Access to the public highway is achieved via Windrush Park Road to Burford Road to the north of the site and to Glenmore business park road to the south of the site.

### Windrush Park Road

2.22 To the east of the site in proximity to the entrance of the industrial park, single yellow lines are provided along the carriageway, with double yellow lines approaching the junction with Burford Road (B4047). In addition, speed ramps are located along the roads.

2.23 Windrush Park Road provides access to the northwest of the site. Windrush Park Road connects to Burford Road (B4047) at its northern extent in the form of a priority T-junction. Burford Road (B4047) is a two-way single carriageway operating at 40mph which changes to the national speed limit approximately 800m to the west of the junction. Burford Road (B4047) connects with the A4095 in Witney to the east and to the A40 to the south west.

**Burford Road**

2.24 Burford Road (B4047) runs in an east-west alignment to the north of the site and provides access into the Windrush Industrial Park, meeting Windrush Park Road at a signalised junction. The road is a two-way single carriageway with a speed limit of 40mph.

2.25 The road provides access to the residential area of Minster Lovell to the west, and access into Witney to the east. The road meets the A40 to the west at the Asthall Barrow Roundabout.

**Glenmore Business Centre Road**

2.26 Glenmore Business Centre Road is a no-through road which provides vehicular access to the southern access point of the site and provides access to neighbouring industrial units. The road is a two-way single carriageway, with no car parking restrictions. To the west the road meets Range Road at a simple priority junction.

**Range Road**

2.27 Range Road is a two-way single carriageway subject to at 40mph speed limit.

2.28 Range Road connects to Downs Road to the west via a priority-controlled junction and Deer Park Road to the south via a signal-controlled junction. Downs Road provides a direct connection to the A40.

**A40**

2.29 The A40 provides a strategic connection which in its entirety runs from London to Goodwick (Wales). In proximity to the site, the road provides a connection to Oxford to the east and Cheltenham to the west.

## Summary

2.30 It has been demonstrated that the site is located in a sustainable location with its proximity to good pedestrian and cycle links, most notably NCN Route 57. In addition, nearby bus stops provide connections to key residential areas. The site's proximity to a number of key amenities will enable future site users to access them on foot or by bike. In addition, the site is located near to the A40 providing a connection to a more strategic road.

# 3 Policy Context

3.1 This section provides an overview of relevant policy at a national, regional and local level in relation to the proposed development.

## National Policy

### National Planning Policy Framework (December 2023)

3.1 The National Planning Policy Framework (NPPF) was updated by the Ministry of Housing, Communities and Local Government in December 2023. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

3.2 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 108 that transport issues should be considered in the earliest stages of plan-making and proposals, so that:

*"a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

3.3 Paragraph 114 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

*"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guidance and the National Model Design Code; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

3.4 Within the above context it is stated that all applications for developments should:

*"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character."*

3.5 As such:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

## Regional Policy

### Oxfordshire County Council Local Transport and Connectivity Plan 2022-2050 (LTP5) (2022)

3.6 LTP5 sets out OCC's policy and strategy for developing the transport system in Oxfordshire to 2050. The plan aims to support jobs in the area while reducing emissions and enhancing air quality thereby enhancing the environment and improving quality of life.

3.7 A number of objectives have been set up, the most relevant of which include:

- *"Minimise the need to travel;*
- *Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive;*
- *Influence the location and layout of development to maximise the use and value of existing planned sustainable transport investment."*

3.8 Policy 11 states OCC will work with employers and businesses in the county to improve promotion and education of travel choices.

## Local Policy

### West Oxfordshire Local Plan 2031 (September 2018)

3.9 The Local Plan sets out a vision for the district to 2031 providing an overarching framework to deliver that vision.

3.10 Policy E1: Land for Employment states that for existing employment sites, *"Proposals to improve the effectiveness of employment operations on existing employment sites will be supported where commensurate with the scale of the town or village and the character of the area. This may include redevelopment, replacement buildings or the expansion of existing employment uses."*

3.11 Policy T1: Sustainable Transport states *"Priority will be given to locating new development in areas with convenient access to a good range of services and facilities and where the need to travel by private car can be minimised, due to opportunities for walking, cycling and the use of public transport."* Furthermore, *"All new development will be designed to maximise opportunities for walking, cycling and the use of public transport, ensure the safe movement of vehicles and minimise the impact of parked and moving vehicles on local residents, business and the environment."*

3.12 Policy T3: Public Transport, Walking and Cycling notes *"All new development will be located and designed to maximise opportunities for walking, cycling and the use of public transport."*

3.13 With regard to parking provision, Policy T4 states *"Parking in new developments will be provided in accordance with the County Council's adopted parking standards and should be sufficient to meet increasing levels of car ownership."*

3.14 As such, the relevant parking standards form OCC's Parking Standards (2022) for New Developments document are set out in **Table 3.1**.

**Table 3.1: Parking Standards**

| Land Use | Maximum Car Parking | Minimum Employee Cycle Parking | Minimum Visitor Cycle Parking | Minimum Disabled Parking |
|---|---|---|---|---|
| B2 | 1 space per 75 sqm | 1 space per 175 sqm | 1 space per 250 sqm | 6% of total provision |
| B8 | 1 space per 300 sqm | 1 space per 250 sqm | 1 space per 500 sqm | |
| E(g)(iii) | 1 space per 45 sqm | 1 space per 100 sqm | 1 space per 250 sqm | |

3.15 The document also states that *"'Active' charging points for electric vehicles for new non-residential development proposals are to be provided at a minimum level of 25% for all parking spaces with ducting provided at all remaining spaces to 'future proof' such spaces to be upgraded in the future".*

### Summary

3.16 A review of policy at a national, regional and local level highlights a need for the site to be located in an accessible location by sustainable modes. This has been demonstrated in **Section 2** with the proximity to NCN Route 57, being within walking distance of bus stops and near to key amenities. Further details will be provided in following sections of the report as to how the proposed development accords to relevant policy including parking provision to standards, suitable access for all users as well as no significant adverse transport impact as a result of the proposed development. It is therefore considered that the proposed development accords with national, regional and local transport policy.

# 4 Development Proposals

4.1 This section of the report sets out the development proposals for the site including access, parking and servicing.

### Overview

4.2 The development proposals comprise the demolition of the existing building on Plot B at Windrush Industrial Park, Witney. The demolition would allow for the construction of seven new warehouse units, with ancillary office space (providing circa 111,050sqft (10,317sqm) of E(g)(iii)/B2/B8 use). A total of 120 car parking spaces will be provided to serve the seven units. These units are numbered from Unit 14 to Unit 20

4.3 The proposed floor area of each unit is included in **Table 4.1**.

**Table 4.1: Development Quantum**

| Area Schedule | Type | GIA (sqft) | GIA (sqm) |
|---|---|---|---|
| Unit 14 | Warehouse | 10,900 | 1,013 |
| | Ancillary Office | 1,500 | 139 |
| Unit 15 | Warehouse | 11,950 | 1,110 |
| | Ancillary Office | 1,700 | 158 |
| Unit 16 | Warehouse | 12,850 | 1,194 |
| | Ancillary Office | 1,900 | 177 |
| Unit 17 | Warehouse | 13,600 | 1,263 |
| | Ancillary Office | 2,050 | 190 |
| Unit 18 | Warehouse | 17,950 | 1,668 |
| | Ancillary Office | 2,100 | 195 |
| Unit 19 | Warehouse | 14,840 | 1,379 |
| | Ancillary Office | 1,860 | 173 |
| Unit 20 | Warehouse | 15,800 | 1,468 |
| | Ancillary Office | 2,050 | 190 |
| **Total** | | **111,050** | **10,317** |

4.4 The proposed layout of the site is included at **Appendix A**.

### Access Arrangements

4.5 The site would provide two points of access for all modes, one to the northwest corner from Windrush Park Road and the other in the southwest of the site from Glenmore Business Centre Road. The proposed accesses will be in the form of priority T-junctions. The proposals would incorporate the redevelopment of units over the existing Eastwood Road access point.

4.6 An internal demarcated footway will be linked to the existing footways on the southern side of Windrush Park Road and to the northern side of Glenmore Business Centre Road.

## Parking

4.7 The car and cycle parking requirements have been calculated considering OCC's parking standards as set out in **Table 3.1**. Based on the proposed floor areas as shown in the proposed site layout, the parking requirements for B2 and B8 land use have been calculated based on the proposed floor area of 10,317 sqm and are shown in **Table 4.2**.

**Table 4.2: Parking Standards and Requirements**

| Land use | Car Parking Standard (Max spaces) per (sqm) | Maximum Car Parking Permitted by Standards | Cycle Parking Standard (Min)*staff (per sqm) | Cycle Parking Standard (Min)* visitors (per sqm) | Minimum Cycle Spaces Required by Standards (Staff) | Minimum Cycle Spaces Required by Standards (Visitors) |
|---|---|---|---|---|---|---|
| **B2** | 75 | **138** | 175 | 250 | **59** | **41** |
| **B8** | 300 | **34** | 250 | 500 | **41** | **21** |
| **E(g)(iii)** | 45 | **229** | 100 | 250 | **103** | **41** |

4.8 A total of 120 car parking spaces are proposed including 7 disabled parking spaces. Parking spaces are provided at each unit, with an additional 43 spaces to serve all units to be provided at two car parks at the north and south of the western boundary of the site. In line with standards, 25% of car parking spaces (30 spaces) will be provided with an EV charging point.

4.9 In addition, a total of 68 cycle parking spaces (34 Sheffield stands) will be provided within two covered cycle parking storage shelters. One shelter will be provided at the western side of the north car park with the second shelter provided between Unit 17 and Unit 18 at the eastern extent of the site.

4.10 The proposed number of car parking spaces falls within the middle of the range for the maximum number permitted for E(g)(iii), B2 and B8 land uses. Given the end user of the site could be any of these, this is considered to be an appropriate level of provision.

4.11 As described previously, there are good walking and cycling connections to the site, but access via rail is lacking. Therefore, based on both the accessibility of the site and the flexibility sought across E(g)(iii)/B2/B8 use, the provision of car parking is deemed appropriate.

4.12 In relation to disabled parking, it is stated this should be provided at a minimum of 6% of total car parking spaces, in line with OCC Parking Policy (2022) standards. As such, the provision of 7 spaces is deemed appropriate. All disabled parking spaces are located adjacent to building entrances allowing ease of access for users.

4.13 In relation to cycle parking, a total of 68 spaces (34 Sheffield stands) are proposed which will help to encourage cycling by future employees and ensure that a lack of cycle parking provision is not a deterrent. The level of cycle parking will also be monitored as part the Travel Plan.

### Servicing

4.14 As shown in **Appendix A**, 11 HGV loading bays will be provided across the site, one bay for each unit, two bays for Unit 18, two bays for Unit 19, and three bays for Unit 20. Swept path analysis has been undertaken and is shown at **Appendix C**. This has been undertaken to ensure that a 16.5m Articulated Vehicle can service all units. This shows that the necessary HGVs can access each respective loading dock. The southern most loading dock is accessible for vans only.

### Travel Plan

4.15 As part of the proposed development, a Workplace Travel Plan (WTP) will be submitted in support of the planning application. A WTP is primarily aimed at reducing the proportion of employees travelling to work as single occupancy car drivers. A series of measures will be developed in order to encourage a reduction in vehicle trips generated by employees. The measures include:

- Up-to-date details of bus services, including route information and service frequencies, will be permanently on display. National Rail Journey Planner websites and enquiry phone numbers will be provided through all relevant means.
- Information and advice concerning safe cycle routes to the site and other cycle information will be posted at a prominent location within the employee area of the site.
- Employees will be encouraged to car share.

4.16 As detailed above, as part of the development proposals, cycle parking will be provided in covered locations.

# 5 Traffic Generation

5.1 This section of the report provides a forecast for the trips expected to be generated in relation to the proposed development.

### Existing Trip Generation

5.2 As noted in **Section 1**, the plot is currently occupied by an existing industrial unit (11,225sqm) operating under Use Class B2/B8. To estimate the number of trips generated by the proposed development, consented trip rates have been taken from neighbouring consented planning applications within Windrush Industrial Park (ref:21/02248/FUL and ref:21/02929/FUL), to inform this trip generation assessment. These consented applications provided trip rates for E(g)(iii), B2 and B8 land uses.

5.3 The following parameters were selected to derive the most representative vehicle trip rates for B2, as well as E(g)(iii), land use.

- Land use: Employment;
- Sub land use: Industrial unit;
- Calculation option: Total vehicles;
- Regions: England, except Greater London;
- Range selected: 150 to 10,000 sqm;
- Actual range: 702 to 4,324 sqm;
- Location types: Suburban area and Edge of town;
- Sub location: Industrial zone and Commercial Zone; and
- Date range: 01/01/13 to 22/10/20.

5.4 To distinguish between E(g)(iii) and B2 uses, the site selection feature in TRICS was used to deselect sites surveyed with only E(g)(iii) uses or only B2 uses to derive appropriate trip rates for each respective land use, i.e. E(g)(iii) sites were deselected to derive a trip rate for B2.

5.5 The following parameters were selected to derive the most representative vehicle trip rates for B8 land use:

- Land use: Employment;
- Sub land use: Warehousing (Commercial);
- Calculation option: Total vehicles;
- Regions: England, except Greater London;

- Range selected: 500 to 10,000 sqm;
- Actual range: 3,500 to 6,560 sqm;
- Location types: Edge of town;
- Sub location: Industrial zone and Commercial Zone; and
- Date range: 01/01/13 to 15/10/20.

5.6 The resultant consented vehicular trip rates for E(g)(iii), B2 and B8 use are illustrated in **Table 5.1**

**Table 5.1: Total Vehicle Trip Rates**

| | Arrivals | Departures | Total |
|---|---|---|---|
| | Use Class E(g)(iii) | | |
| **AM Peak (08:00-09:00)** | 0.423 | 0.170 | 0.593 |
| **PM Peak (17:00-18:00)** | 0.054 | 0.301 | 0.355 |
| **Daily** | 2.827 | 2.960 | 5.787 |
| | Use Class B2 | | |
| **AM Peak (08:00-09:00)** | 0.270 | 0.064 | 0.334 |
| **PM Peak (17:00-18:00)** | 0.000 | 0.071 | 0.071 |
| **Daily** | 1.556 | 1.550 | 3.106 |
| | Use Class B8 | | |
| **AM Peak (08:00-09:00)** | 0.365 | 0.114 | 0.479 |
| **PM Peak (17:00-18:00)** | 0.049 | 0.299 | 0.348 |
| **Daily** | 2.469 | 2.258 | 4.727 |

5.7 As the site is currently occupied by an existing industrial unit operating under Use Class B2/B8, the B2 and B8 trip rates have been used to calculate the existing trip generation at the site, using the existing floor area of 11,225 sqm.

**Table 5.2: Total Existing Vehicle Trips**

| | Arrivals | Departures | Total |
|---|---|---|---|
| | Use Class B2 | | |
| **AM Peak (08:00-09:00)** | 25 | 8 | 32 |
| **PM Peak (17:00-18:00)** | 0 | 8 | 8 |
| **Daily** | 175 | 174 | 349 |
| | **Arrivals** | **Departures** | **Total** |
| | Use Class B8 | | |
| **AM Peak (08:00-09:00)** | 41 | 13 | 54 |
| **PM Peak (17:00-18:00)** | 6 | 34 | 39 |
| **Daily** | 277 | 253 | 531 |

5.8 **Table 5.2** shows that if the current unit is occupied by B2 land use, this would generate 32 and 8 two-way vehicle movements during the AM and PM peak hours, respectively. Alternatively, if the current unit is occupied by B8 land use, this would generate 54 and 39 two-way vehicle movements during the AM and PM peak hours, respectively. As such, to provide a robust assessment, it will be assumed the existing unit operates wholly under Use Class B2.

### Proposed Development Trip Generation

5.9 As detailed in **Section 4**, the proposed unit is seeking permission to operate under Use Classes E(g)(iii), B2 or B8. As such, to estimate the number of trips generated by the proposed development, the consented trip rates in **Table 5.1** have been used to calculate the proposed trip generation.

5.10 It should be noted that any office floor space will be ancillary and therefore is assumed to be included within the trip rates of the site selected from TRICS.

5.11 The resultant total vehicle trip generation for the proposed development for E(g)(iii), B2 and B8 uses are included at **Table 5.3**.

**Table 5.3: Proposed Total Vehicle Trip Generation**

| | Arrivals | Departures | Total |
|---|---|---|---|
| | Use Class E(g)(iii) | | |
| **AM Peak (08:00-09:00)** | 44 | 18 | 61 |
| **PM Peak (17:00-18:00)** | 6 | 31 | 37 |
| **Daily** | 292 | 305 | 597 |
| | Use Class B2 | | |
| **AM Peak (08:00-09:00)** | 28 | 7 | 34 |
| **PM Peak (17:00-18:00)** | 0 | 7 | 7 |
| **Daily** | 161 | 160 | 320 |
| | Use Class B8 | | |
| **AM Peak (08:00-09:00)** | 38 | 12 | 49 |
| **PM Peak (17:00-18:00)** | 5 | 31 | 36 |
| **Daily** | 255 | 233 | 488 |

5.12 **Table 5.3** shows that the proposed development could produce between 34-61 two-way trips in the morning peak and 7-37 two-way trips in the evening peak depending on the end use. The highest two-way trips and trips over the course of the day were from an E(g)(iii) use. Therefore, to provide as robust an assessment as possible for highway impact assessment purposes only, it will be assumed the proposed development will operate wholly under Use Class E(g)(iii).

### Net Trip Generation

5.13 **Table 5.4** compares the existing and proposed trip generation of the site. As noted previously, to provide the most robust assessment, it will be assumed the existing unit operates under Use Class B2 and the proposed development will operate under Use Class E(g)(iii) for highway impact purposes only.

**Table 5.4: Net Trip Generation Comparison**

| | Arrivals | Departures | Total |
|---|---|---|---|
| | Existing Use (B2) | | |
| **AM Peak (08:00-09:00)** | 24 | 8 | 32 |
| **PM Peak (17:00-18:00)** | 0 | 8 | 8 |
| **Daily** | 175 | 174 | 349 |
| | Proposed Use E(g)(iii) | | |
| **AM Peak (08:00-09:00)** | 44 | 18 | 61 |
| **PM Peak (17:00-18:00)** | 6 | 31 | 37 |
| **Daily** | 292 | 305 | 597 |
| | Net Change | | |
| **AM Peak (08:00-09:00)** | +20 | +10 | +29 |
| **PM Peak (17:00-18:00)** | +6 | +23 | +29 |
| **Daily** | +117 | +131 | +248 |

5.14 As can be seen from **Table 5.4**, the proposed development will result in a minimal increase of 29 two-way vehicle movements in both the morning and evening the peak hours. This equates to one additional vehicle every two minutes and as such this is unlikely to have any material impact on the operation of the local highway network.

# 6 Summary and Conclusions

6.1 Vectos have been appointed to provide transport advice on behalf of Canmoor in relation to the proposed development of Plot B at Windrush Industrial Park located to the west of Witney.

6.2 The site consists of an existing industrial unit (11,225sqm) which is currently occupied and operating under Use Class B2/B8. Access to the site is currently provided to the northwest corner of the site from Windrush Park Road and the southwest corner via Glenmore Business Park Road that routes in an easterly direction from Range Road.

6.3 The development proposals are to provide seven new warehouse units with ancillary office space, providing 111,050 sqft (10,317 sqm) of E(g)(iii)/B2/B8 use. In addition, 120 car parking spaces will be provided across all units of which 7 will be blue badge spaces and 25% (30) will be spaces with EV charging facilities.

6.4 The site is accessible by sustainable modes due to its proximity to good pedestrian and cycle links, most notably NCN Route 57. In addition, nearby bus stops provide connections to key residential areas. The site's proximity to a number of key amenities will enable future site users to access them on foot or by bike. As such, the site accords with national, regional and local policy of ensuring development is accessible by sustainable modes.

6.5 Car and cycle parking requirements have been calculated considering OCC parking standards. Based on the accessibility of the site and the flexibility sought across E(g)(iii)/B2/B8 uses, the proposed car parking provision is considered to be appropriate, with disabled parking provided in line with the required standards. To support sustainable travel to the site, a Workplace Travel Plan will be submitted in support of the planning application.

6.6 When compared to the existing use at the site, the proposed development will result in a minimal increase of circa 30 two-way vehicle movements in both the morning and evening the peak hours. This equates to one additional vehicle every two minutes and as such this is unlikely to have any material impact on the operation of the local highway network.

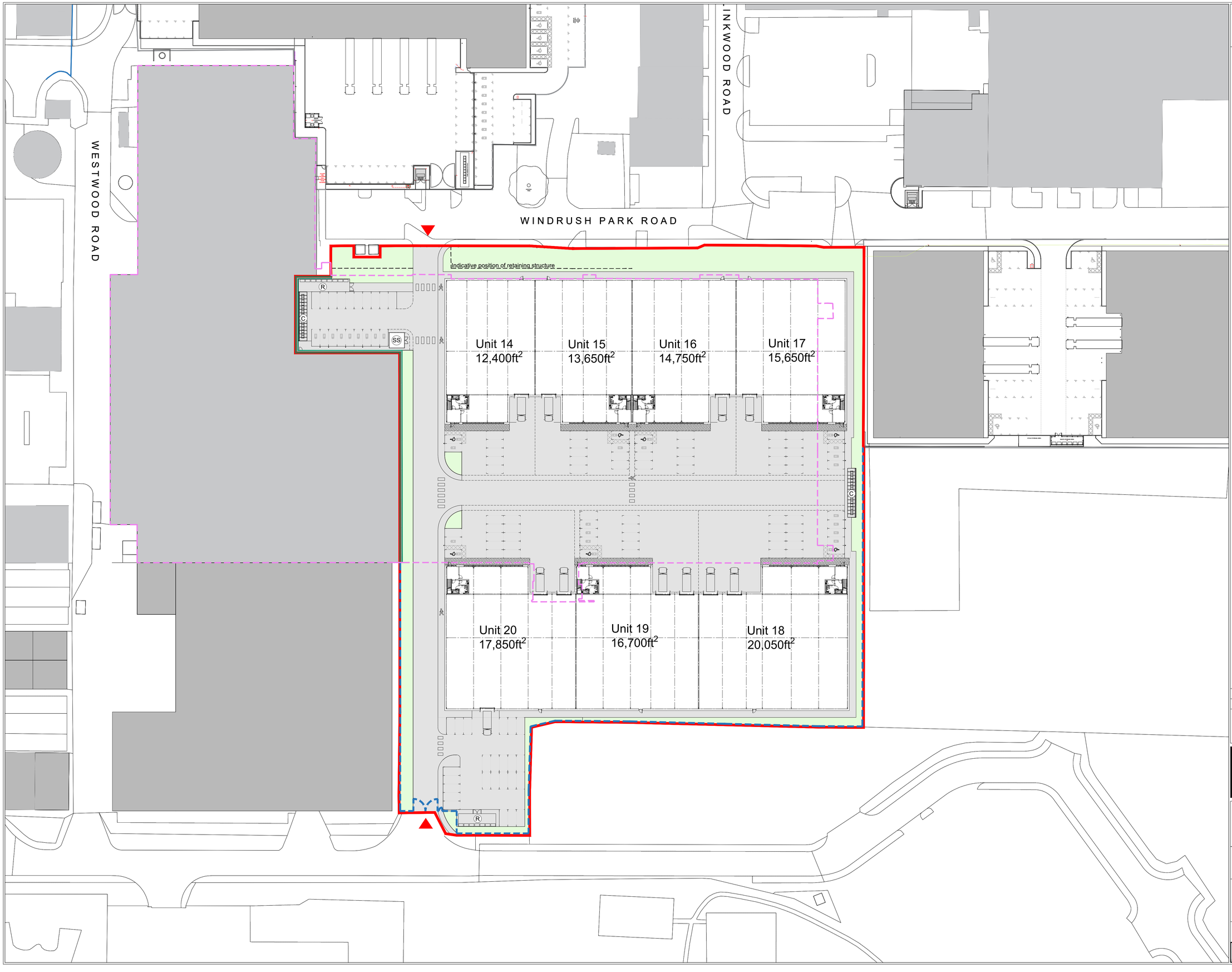
### Conclusion

6.7 Consequently, the proposed development:

- provides opportunities for sustainable transport modes to be taken up as far as possible, within the context of the site location;
- ensures safe and suitable access to the site can be achieved for all users; and
- demonstrates there would be no significant impacts from the development on the transport network or on highway safety.

6.8 It is therefore concluded that the proposed development at the site would not result in a severe or material impact in transport terms. As such, there are no transport reasons why the proposed development cannot come forward and be granted planning permission.

# Appendix A




Disclaimer:
Subject to survey.

SCALE
0 5 10 25m

N

Notes:

- Plot B Application Boundary (21,075m² / 5.20 acres / 2.10 ha )
- Footprint of existing building
- Proposed palisade fence 2.2m height
- New structure and facade to exposed existing internal wall
- Soft Landscape Area Refer to BEA landscape plan
- In-situ concrete with a light brush finish
- Block Paving

**AREA SCHEDULE (GIA)**

| | |
|---|---|
| **UNIT 14** (GIA) | **12,400ft²** |
| Warehouse (Incl. office Undercroft) | 10,900ft² |
| Office (1st Floor) | 1,500ft² |
| Car parking spaces (incl disabled) | 7 |
| **UNIT 15** (GIA) | **13,650ft²** |
| Warehouse (Incl. office Undercroft) | 11,950ft² |
| Office (1st Floor) | 1,700ft² |
| Car parking spaces (incl disabled) | 9 |
| **UNIT 16** (GIA) | **14,750ft²** |
| Warehouse (Incl. office Undercroft) | 12,850ft² |
| Office (1st Floor) | 1,900ft² |
| Car parking spaces (incl disabled) | 9 |
| **UNIT 17** (GIA) | **15,650ft²** |
| Warehouse (Incl. office Undercroft) | 13,600ft² |
| Office (1st Floor) | 2,050ft² |
| Car parking spaces (incl disabled) | 14 |
| **UNIT 18** (GIA) | **20,050ft²** |
| Warehouse (Incl. office Undercroft) | 17,950ft² |
| Office (1st Floor) | 2,100ft² |
| Car parking spaces (incl disabled) | 15 |
| **UNIT 19** (GIA) | **16,700ft²** |
| Warehouse (Incl. office Undercroft) | 14,840ft² |
| Office (1st Floor) | 1,860ft² |
| Car parking spaces (incl disabled) | 10 |
| **UNIT 20** (GIA) | **17,850ft²** |
| Warehouse (Incl. office Undercroft) | 15,800ft² |
| Office (1st Floor) | 2,050ft² |
| Car parking spaces (incl disabled) | 13 |
| Additional car parking spread across all units | 43 |
| **Total car parking spaces** | **120** |
| **TOTAL (GIA)** | **111,050ft²** |

(C) Cycle Parking

(R) Recycling/ Refuse Area

(SS) Substation

EVCP charging points
(Planning Requirement is minimum 25%)

EV charging spaces: 30
(25% of total proposed 120 car parking spaces)

| Rev: | Notes: | Date: | Dwn: | Iss: |
|---|---|---|---|---|
| A | Planning Issue | 04.03.2024 | SK | HA |

Suitability Code:
PLANNING

CANMOOR

hale
ARCHITECTURE
22c Leathermarket Street, London, SE1 3HP

Project:
Windrush, Witney
Plot B

Drawing Title:
Proposed Hard and Soft Landscape

| Project No: | Scale @ A1/A3 | Revision: |
|---|---|---|
| 23052 | 1:500/1:1000 | A |

Drawing No:
PL-1004

# Appendix B

# BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

| | |
|---|---|
| Building type | Offices/Industrial |
| No. nodes required | 1 |

**NODE 1**

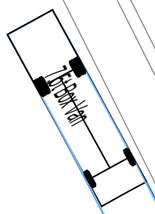
| | |
|---|---|
| Public transport type | Bus |
| Distance to node (m) | 450 |

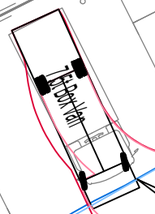
| | Service 1 | Service 2 | Service 3 | Service 4 | Service 5 | Service 6 | Service 7 |
|---|---|---|---|---|---|---|---|
| Average frequency per hour | 0.27 | 1 | 1 | | | | |

| | |
|---|---|
| Accessibility Index | 1.32 |

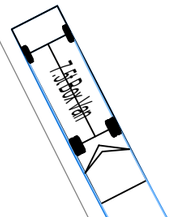
# Appendix C

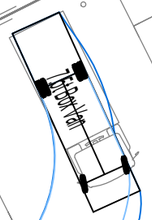
Inbound




Outbound

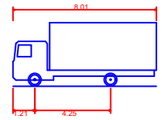





## Notes:

1. This is not a construction drawing and is intended for illustrative purposes only
2 White lining is indicative only.
3.. Based on: Based on: 23052 - PL-1004_01 - Proposed Hard and Soft Landscape




| | |
|---|---|
| 7.5t Box Van | |
| Overall Length | 8.010m |
| Overall Width | 2.100m |
| Overall Body Height | 3.556m |
| Min Body Ground Clearance | 0.351m |
| Track Width | 2.064m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| A | Site plan updated | JH | DC | 23.02.24 |

STATUS:
INFORMATION ONLY

CLIENT:
Canmoor

PROJECT:
Windrush Industrial Estate,Witney

DRAWING TITLE:
Swept Path Analysis
Site Accesses
7.5t Box Van

SCALES:
1:250 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| JH | JM | 01.02.2024 |

SLR

| DRAWING NUMBER: | REVISION: |
|---|---|
| 237286/AT06 | A |











## Notes:

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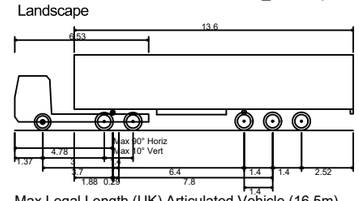
3. Based on: Based on: 23052 - PL-1004_01 - Proposed Hard and Soft Landscape




Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| D | Site layout and tracking update | JH | JM | 23.02.24 |
| C | Site layout and tracking update | JH | JM | 01.02.24 |
| B | Site layout and tracking update | JH | JM | 19.01.24 |
| A | Site layout and tracking update | HC | JM | 18.07.23 |

STATUS:

# INFORMATION ONLY

CLIENT:

Canmoor

PROJECT:

Windrush Industrial Estate,Witney

DRAWING TITLE:

Swept Path Analysis
Site Accesses
16.5m Articulated Vehicle

SCALES:

1:500 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| HC | JM | 17.07.2023 |

SLR

| DRAWING NUMBER: | REVISION: |
|---|---|
| 237286/AT05 | D |

Inbound

UNIT 14

UNIT 15

UNIT 16

UNIT 17

UNIT 20

UNIT 19

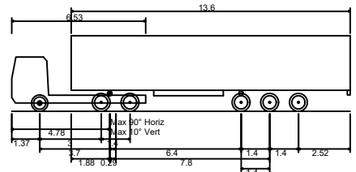
UNIT 18

Outbound



## Notes:

1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.
3. Based on: 23052 - PL-1004_01 - Proposed Hard and Soft Landscape




Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

500mm buffer has been shown around vehicles while manoeuvring in the service yard to provide a margin for safety & driver error

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| E | Site layout and tracking change | JH | JM | 23.02.24 |
| D | Site layout and tracking change | JH | JM | 01.02.24 |
| C | Site layout and tracking change | JH | JM | 19.01.24 |
| B | Site layout and tracking change | HC | JM | 18.07.23 |
| A | Site layout and tracking change | HC | JM | 05.07.23 |

STATUS:

**INFORMATION ONLY**

CLIENT:

Canmoor

PROJECT:

Windrush Industrial Estate,Witney

DRAWING TITLE:

Swept Path Analysis
Units 14, 15 and 18
16.5m Articulated Vehicle

SCALES:

1:500 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| MZ | JM | 26.04.2023 |

SLR

DRAWING NUMBER: 237286/AT01

REVISION: E

Inbound

UNIT 14

UNIT 15

UNIT 16

UNIT 17

UNIT 20

UNIT 19

UNIT 18

Outbound



## Notes:

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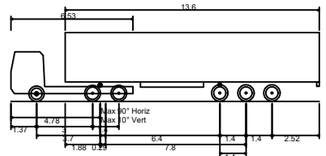
3. Based on: Based on: 23052 - PL-1004_01 - Proposed Hard and Soft Landscape




Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

500mm buffer has been shown around vehicles while manoeuvring in the service yard to provide a margin for safety & driver error

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| E | Site layout change | JH | JM | 23.02.24 |
| D | Site layout change | JH | JM | 01.02.24 |
| C | Site layout change | JH | JM | 19.01.24 |
| B | Site layout change | HC | JM | 18.07.23 |
| A | Site layout and tracking change | HC | JM | 05.07.23 |

STATUS:

INFORMATION ONLY

CLIENT:

Canmoor

PROJECT:

Windrush Industrial Estate,Witney

DRAWING TITLE:

Swept Path Analysis
Units 16, 17, 19 and 20
16.5m Articulated Vehicle

SCALES:

1:500 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| HC | JM | 21.04.2023 |

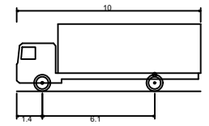
SLR

DRAWING NUMBER: 237286/AT02

REVISION: E


Notes:

1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.
3. Based on: Based on: 23052 - PL-1004_01 - Proposed Hard and Soft Landscape




FTA Design 13/18 Tonne Rigid Vehicle (2016)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

500mm buffer has been shown around vehicles while manoeuvring in the service yard to provide a margin for safety & driver error

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| E | Site layout change | JH | JM | 23.02.24 |
| D | Site layout change | JH | JM | 01.02.24 |
| C | Site layout change | JH | JM | 19.01.24 |
| B | Site layout change | HC | JM | 18.07.23 |
| A | Site layout and tracking update | HC | JM | 05.07.23 |

STATUS:

INFORMATION ONLY

CLIENT:

Canmoor

PROJECT:

Windrush Industrial Estate,Witney

DRAWING TITLE:

Swept Path Analysis
Units 14, 15, 18 and 19
10m Rigid Vehicle

SCALES:

1:500 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| MZ | JM | 26.04.2023 |

SLR

DRAWING NUMBER: 237286/AT03

REVISION: E

Inbound

UNIT 14

UNIT 15

UNIT 16

UNIT 17

UNIT 20

UNIT 19

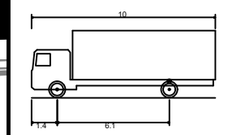
UNIT 18

Outbound



## Notes:

1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.
3. Based on: Based on: 23052 - PL-1004_01 - Proposed Hard and Soft Landscape




FTA Design 13/18 Tonne Rigid Vehicle (2016)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

500mm buffer has been shown around vehicles while manoeuvring in the service yard to provide a margin for safety & driver error

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| E | Site layout change | JH | JM | 23.02.24 |
| D | Site layout change | JH | JM | 01.02.24 |
| C | Site layout change | JH | JM | 19.01.24 |
| B | Site layout change | HC | JM | 18.07.23 |
| A | Site layout and tracking update | HC | JM | 05.07.23 |

STATUS:

# INFORMATION ONLY

CLIENT:

Canmoor

PROJECT:

Windrush Industrial Estate,Witney

DRAWING TITLE:

Swept Path Analysis
Units 16,17,18, 19 and 20
10m Rigid Vehicle

SCALES:

1:500 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| MZ | JM | 26.04.2023 |

SLR

DRAWING NUMBER: 237286/AT04

REVISION: E

vectos.

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