



Project: Station Road, Witney
Title: 21198 TN01 – Design of the Site Access
Date: June 2021

1.0 Introduction

- 1.1.1 Jubb has been commissioned by Tilstone Managing Warehouse REIT Plc to provide highways and transport advice in relation to proposals to enhance access to commercial units at Witan Park Industrial Estate. These units are located off Avenue Two to the south of Station Road and north of the A40.
- 1.1.2 The industrial units are located within an existing employment area managed by Tilstone Industrial Warehouse limited that includes commercial units ranging in scale. The approximate total floor area of all commercial areas within the entire site (i.e. Units 1 to 7) is 10,500m².
- 1.1.3 The units benefit from designated staff/visitor parking to the north, and west of these buildings and self-contained service yards that are accessed off Avenue Two to the north through a gated entrance and to the east of the site.
- 1.1.4 The existing layout of the site is as outlined within **Figure 1.1**. In addition, a plan showing the marked number of each unit to the west of the site which the proposals would affect is provided as **Figure 1.2** below.



Figure 1.1 - Existing Unit Site Layout

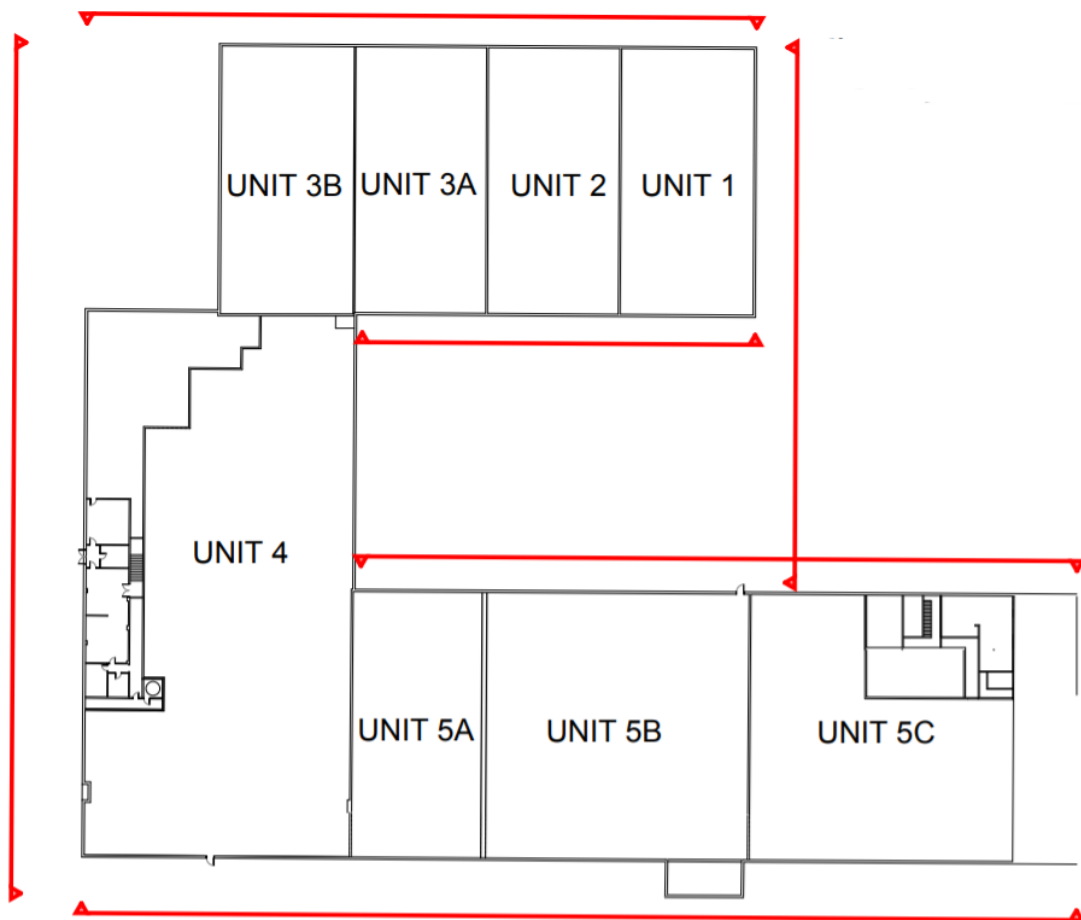


Figure 1.2 – Details of Unit Numbers

1.1.5 The applicant is seeking to enhance the access for deliveries and customers into the site in consideration of a specific occupier (Travis Perkins). Proposals would require the demolition of an existing building (i.e. Unit 4) to introduce a new access and service area for Units 1 to 5A to the west. These changes would enable new occupiers to move into Unit 2-5A (i.e. Travis Perkins), and Unit 1 (Benchmarx kitchens).

1.1.6 This Technical Note (TN) sets out the principles and design considerations adopted, loading area and the new access junction. The structure of the TN is as follows:

- **Section 2** provides an overall description of the surrounding highway network;
- **Section 3** outlines the development proposals;
- **Section 4** sets out the design considerations of the access including required vehicle paths, visibility and pedestrian access;
- **Section 5** provides details of offsite proposed parking restrictions;
- **Section 6** provides detail in relation to car parking
- **Section 7** Reviews traffic impact

1.1.7 In addition, an associated summary relating to this TN is included as **Section 8**.

2.0 Surrounding Highway Network

- 2.1.1 Vehicular Access to the site is via Avenue Two which provides the principle connecting route through the industrial estate in which the site is located. Within the estate, Avenue Two encompasses a north-south route to the west of the Site and a separate spur off of this route, also named Avenue Two, which runs east-west past the northern edge of the site.
- 2.1.2 Avenue Two is of typical urban standard, is approximately 7 metres in width, and subject to a speed limit of 30mph. Footway of suitable width is available along either side of the carriageway.
- 2.1.3 To the southwest of the application site, Avenue Two operates as a cul-de-sac with onwards connections to a combined footway/cycleway that traverses the A40 via an underpass and feeds into the wider pedestrian and cycling network south of the A road.
- 2.1.4 Some 100 metres north of the Site, Avenue Two feeds into Station Road at a priority T-junction as the minor arm. Station Road serves as distributor road connecting the industrial area to Ducklington Road (i.e. the A415) to the west that links with the A40.
- 2.1.5 A schematic diagram of the local road network is provided in **Figure 2.1** below.

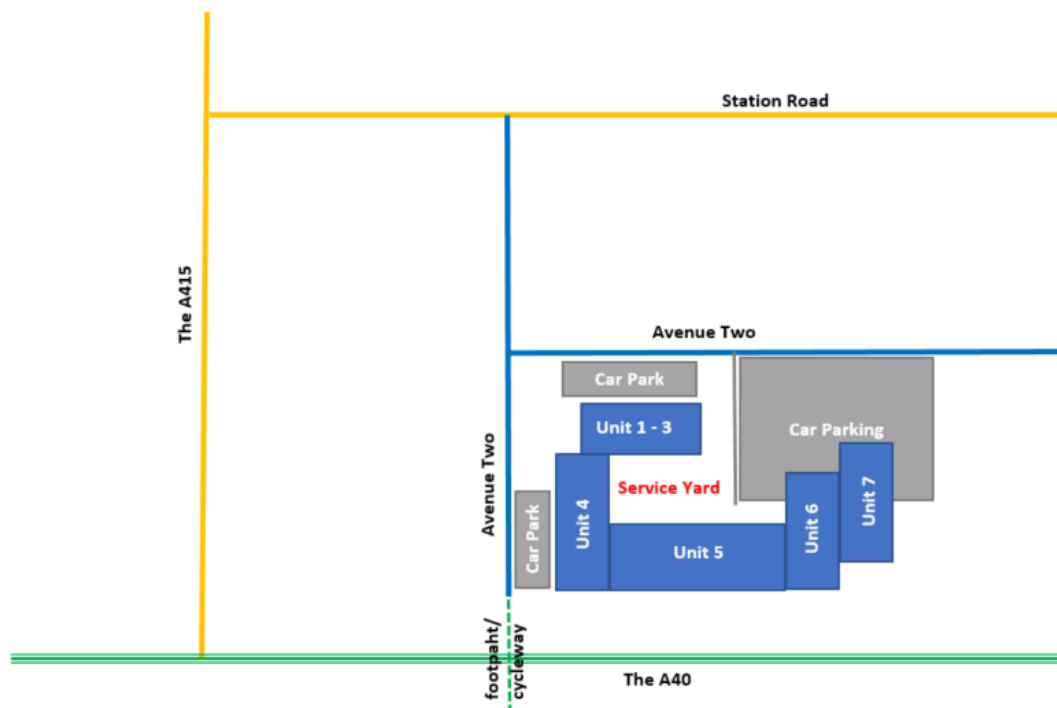


Figure 2.1 Schematic Highway Network

2.1.6 To assess the safety level of the adjoining highway network and thus identify any potential conflict points, a review of collision records along Avenue Two was undertaken. It is noted that Avenue Two holds an excellent safety record with no incidents reported along its length during the latest available 5-year accident period between 2016 and 2021. In view of this, considering the lack of accidents recorded on the immediate highway network, it is reasonable to conclude that the adjoining highway does not suffer from any inherent infrastructure weakness that would be considered as dangerous.

3.0 Development Proposals

3.1.1 As aforementioned in **Section 1**, it is proposed that a new access area be delivered to the west. To achieve this, the proposals will see the demolition of one of the commercial units (i.e. Unit 4).

The proposals will include the following:

- Two new one way access points to the west of the site consisting of separate entry (i.e. north) for goods vehicles and trade customer light goods vehicles, and exit (i.e. south) for goods vehicles only;
- A one way circulatory area from the north entry through to 7 customer parking pick spaces (south of Unit 3B and Unit 3A) and through to the parking area north of Units 1 to 3B and the existing access to the north;
- The existing access to the north will be retained as an in and out access for Travis Perkins users that do not need to pick up large stock items (i.e. retail customers choosing kitchens, staff, and trade customers picking up small items), trade customers exiting from the one way circuit, and an in and out access for the Benchmarx kitchens users;
- Parking east of the retained access north of Unit 2 will be set aside for Benchmarx Kitchens (i.e. the 8 spaces east of the existing northern access) and Travis Perkins (i.e. the 13 spaces west of the northern access).

3.1.2 **Figure 3.1** below shows an extract of the improved service yard layout, with the full plan attached as **Appendix A**.

3.1.3 It is noted that the final occupiers will ensure that the layout of storage and circulation areas are provided to ensure safe circulation and provide appropriate visibility and margins between vehicles, stock and pedestrian movement areas.

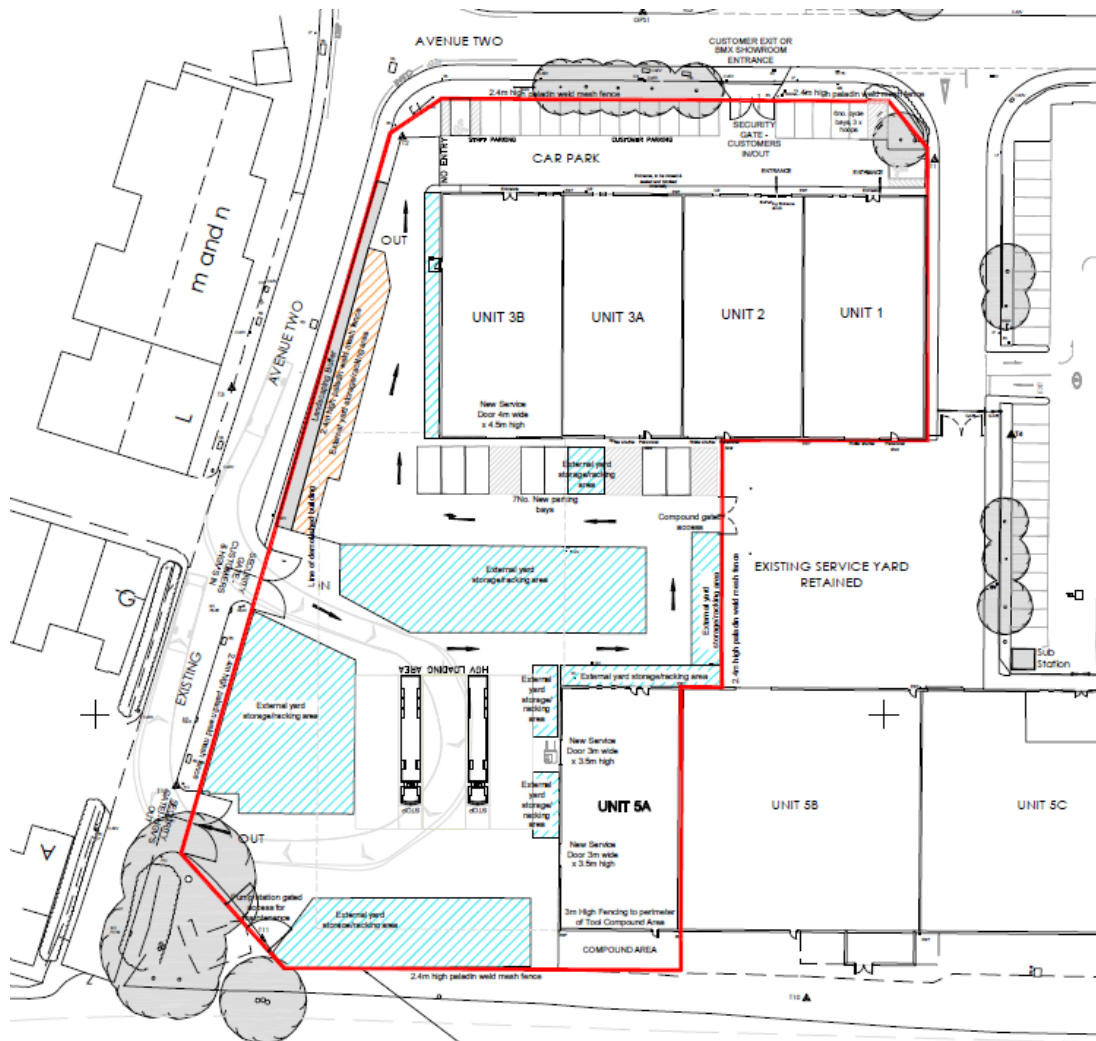


Figure 3.1 Proposed Layout Change

3.1.4 It is noted that service and delivery access to the remaining units within the employment facility to the east (i.e. Units 5B, 5C, 6 and 7) will continue to be via the east via the existing service area and will be reduced in scale to accommodate the circulatory area for Travis Perkins customers and deliveries.

4.0 Design Consideration of the Site Access

Vehicle Path Analysis

4.1.1 Swept path analysis has been undertaken of the goods in and out of the loading area which is shown in **Appendix B**. This assessment shows 16.5m articulated vehicles can enter and exit the site using the newly created access points to the west as appropriate.

4.1.2 In addition, movements are also shown of the proposed new trade customer one-way system to show a light panel van can use this as appropriate. This swept path analysis is included as **Appendix C** of this TN.

- 4.1.3 Finally, a swept path analysis is also shown of a 16.5m artic in the existing service area to the east which will continue to provide a loading area for other existing units. This swept path analysis is included as **Appendix D** of this TN.

Junction Visibility

- 4.1.4 A diagram as set out within **Appendix E** demonstrates that visibility from the proposed goods exit is also shown to be in accordance with the appropriate Manual for Streets standards for a 30mph road (i.e. 43m from a 2.4m set back). Furthermore, this diagram also shows the visibility at the existing access to the north.

Pedestrian Access

- 4.1.5 It is proposed that pedestrian access to the proposals be achieved from the existing access to the north opposite Unit 2, which will link with the pedestrian building access points opposite this access. There is already a network of pedestrian routes connecting with this point of access on Avenue Two.

5.0 Offsite highway proposals

- 5.1.1 In order to facilitate access to the west of the site, and ensure that the associated swept path movements are feasible, parking restrictions are proposed on the section of road to the west (i.e. Avenue Two) between the existing keep clear markings to the north and the end of the road to the south. Details of these proposed parking restriction, which will be implemented through an appropriate Traffic Regulation Order, are set out below in **Figure 5.1**. It is noted that, based on the swept path shown, a reduced area could also be implemented, and still be appropriate, to just cover the area required to allow vehicles into and out of the site if preferred by the Local Highway Authority.

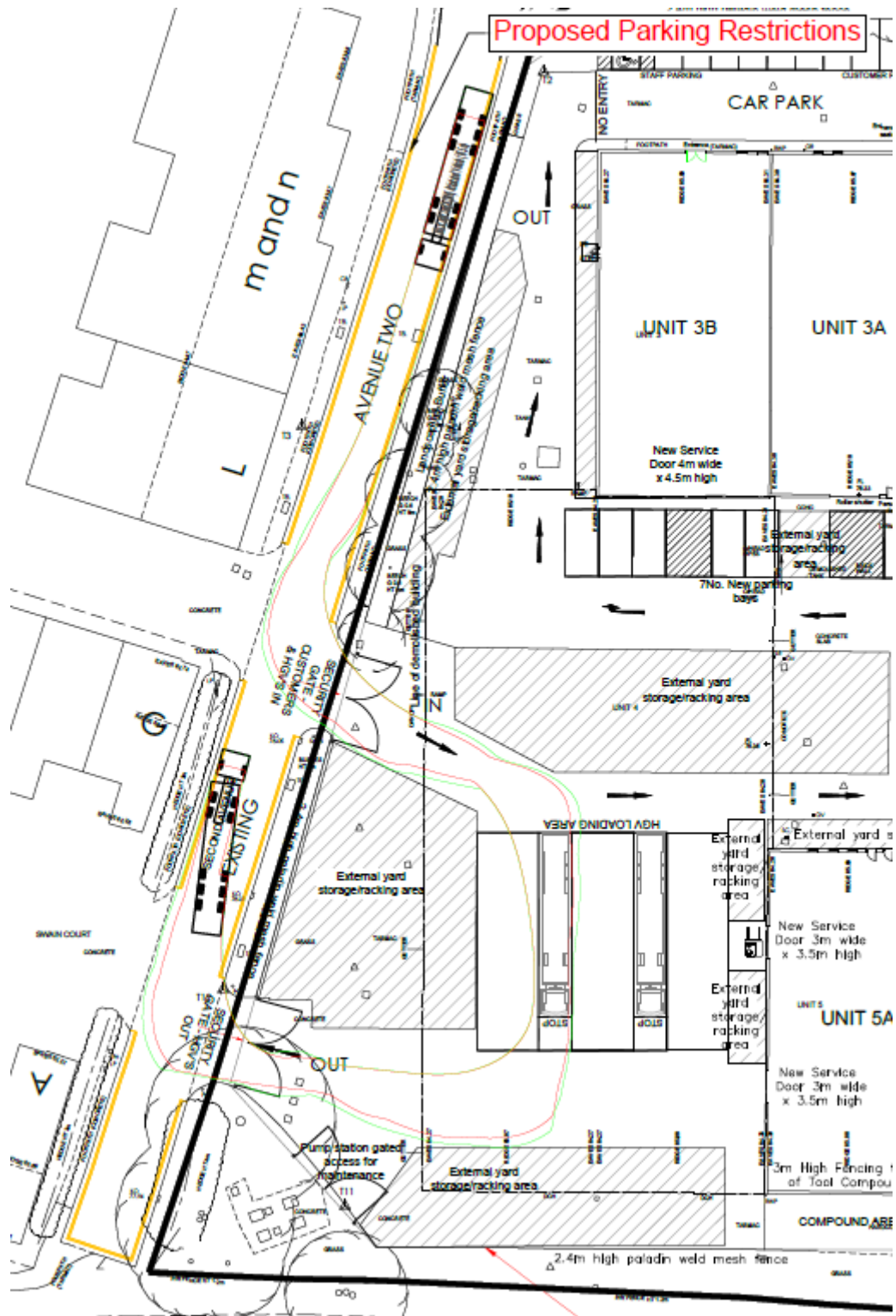


Figure 5.1 Proposed Parking Restrictions

6.0 Car Parking

- 6.1.1 The existing marked parking area will for the most part be retained with only 2 spaces being removed north of Units 1-3 to accommodate room for a disabled bay. This loss of parking is not considered significant.
- 6.1.2 In addition, whilst informal parking space would be removed to the west of Unit 4 this parking is currently used for this building (i.e. unit 4) which will subsequently be demolished.

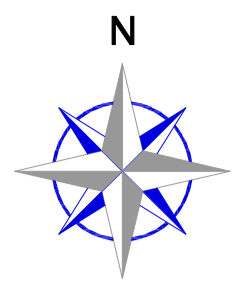
7.0 Traffic Impact

- 7.1.1 It is noted that previous consent has been granted for the use of B8 as well as B2 uses in December 2019 (Planning Application Reference 19/03448/FUL). Thus the proposed occupation of Unit 2-5A by Travis Perkins, and Unit 1 by Benchmarx kitchens is not forecast to lead to increase in traffic generation as these units already have consent for these types of users (i.e. B8).
- 7.1.2 In addition, the proposals would also lead to the demolition of Unit 4, which is 1,940m² in terms of scale, and therefore traffic associated with this unit would be removed.
- 7.1.3 It should also be noted that the combining of units for a single occupier (i.e. Travis Perkins) would provide more opportunity for the management of vehicle numbers and for more control of traffic flow.

8.0 Summary

- 8.1.1 The technical note demonstrates that the development proposal provides an appropriate access, parking and circulation area for the new uses proposed. Furthermore, the proposals will not compromise the ability for other nearby units in terms of service access and operation. Thus, there are no transportation reasons that would prevent the granting of consent to these proposals in this instance.

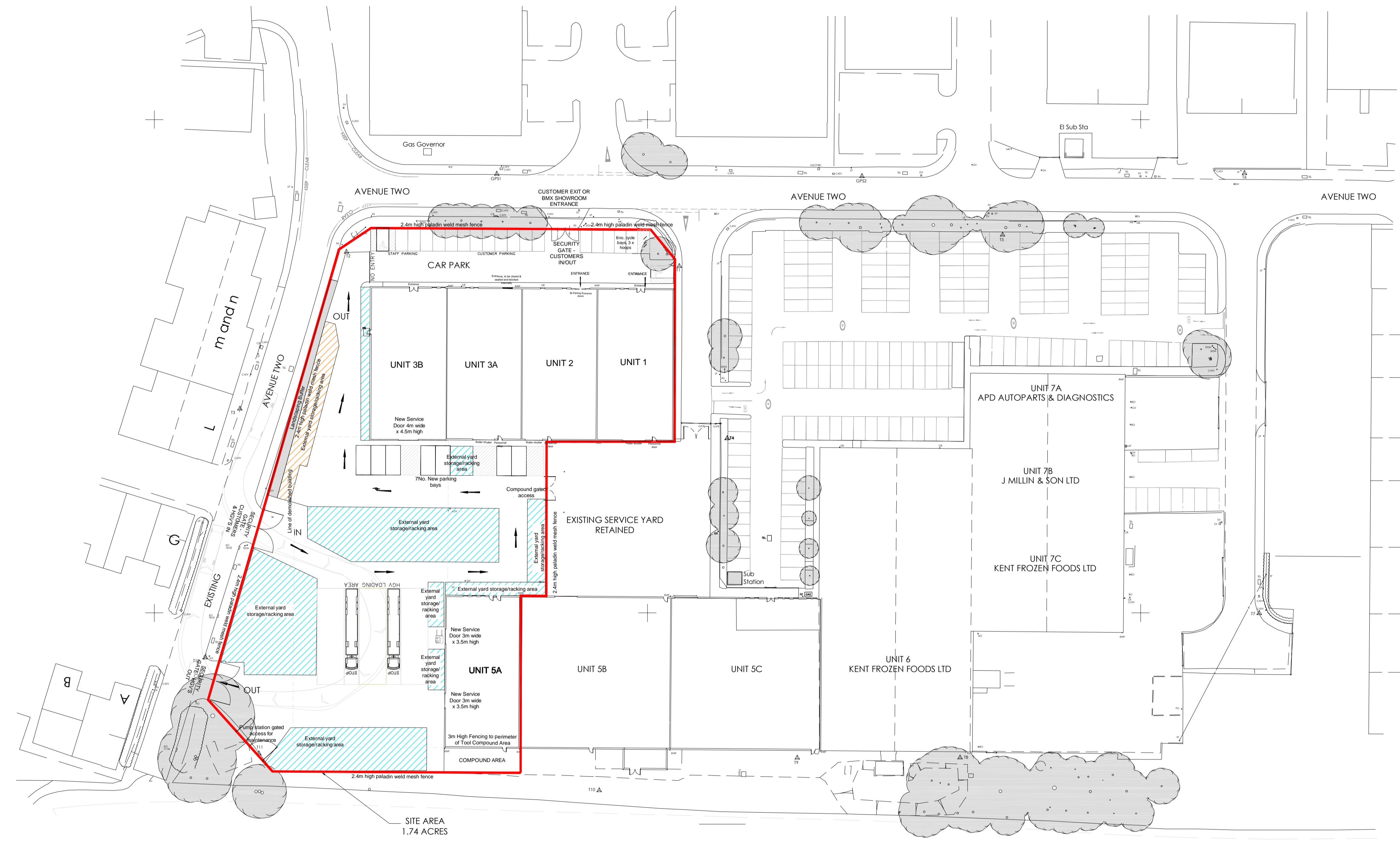
Appendix A Improvements to Service Yard Layout



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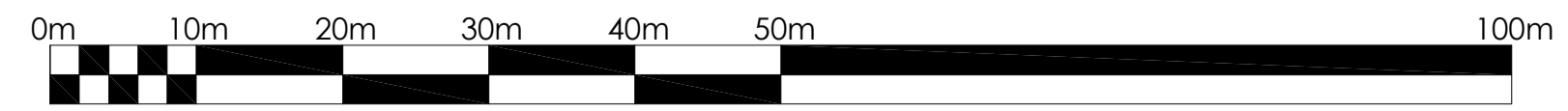
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Note:
Information is based on received Topographical information - MK Surveys dwg 24410. Assumed site boundary and site constraints subject to confirmation.
All Legal easements and extent of existing underground services locations are subject to confirmation.



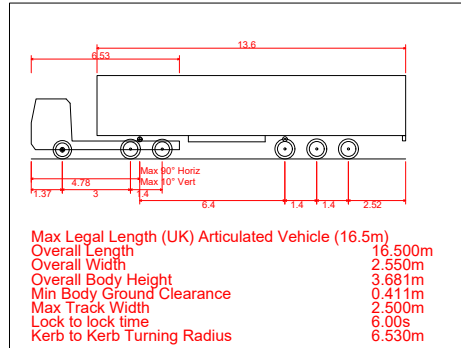
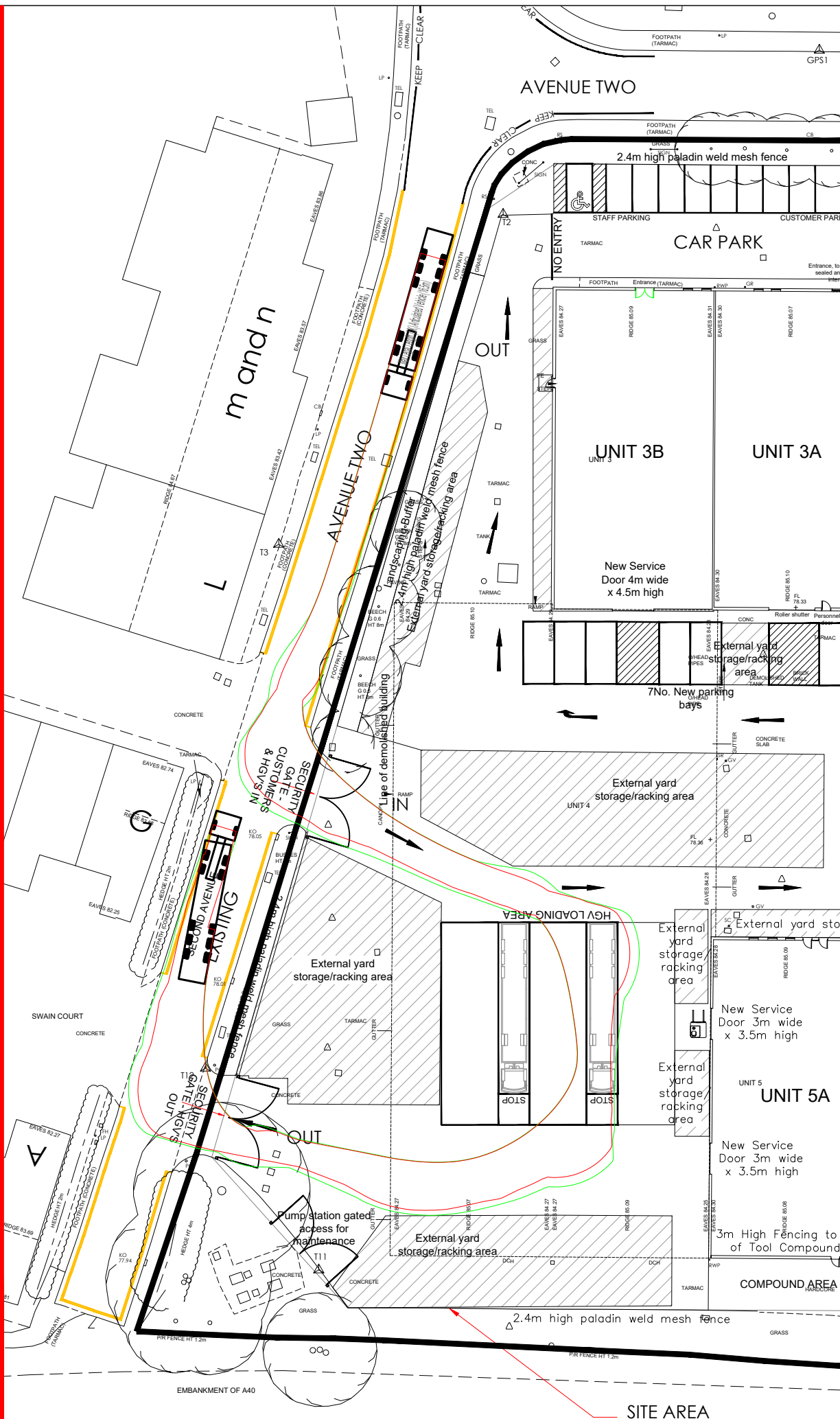
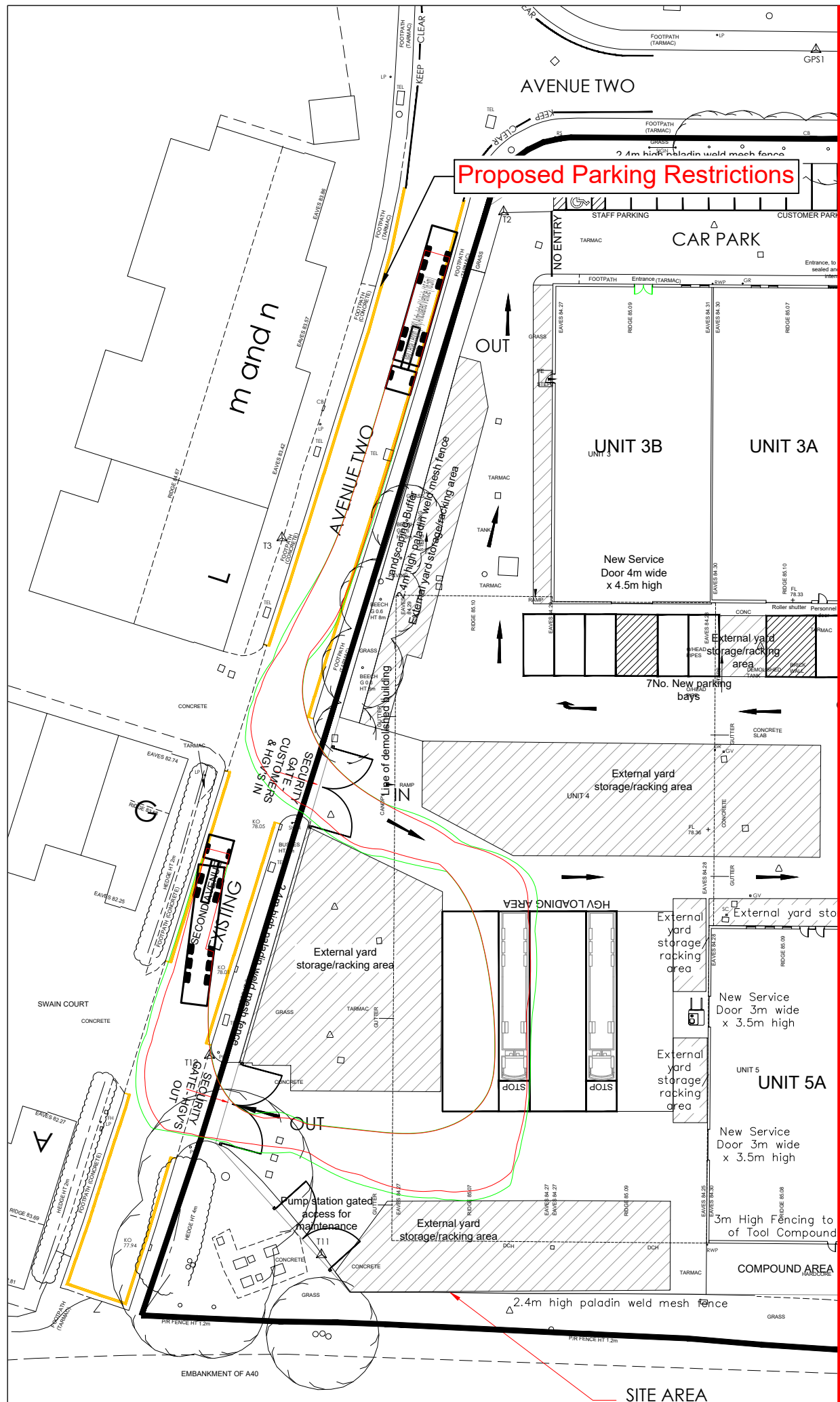
K	16/06/21	Line marking updated to north car park storage area hatches updated.	SDH	JMH
J	11/06/21	Storage areas highlighted within yard.	SDH	JMH
H	28/05/21	Fencing note location to landscaping buffer amended.	SDH	JMH
G	27/05/21	Pump station gates handed to aid access.	SDH	JMH
F	25/05/21	Fence line updated, and cycle space indicated. Two bay removed to suit.	SDH	JMH
E	24/05/21	Drawing updated to suit survey information and proposed site information.	SDH	JMH
D	21/05/21	Yards areas marked out removed. Entrance doors to units 1 and 2 updated.	JMH	JMR
C	10/03/21	NW gate to unit 3 relocated to north of unit 2 to secure car park. Unit 6A plans updated to suit dwg 111B.	JMH	JMR
B	19/02/21	GA plan and site information updated.	JMH	JMR
A	13/02/21			
Rev	Date	Description	Rev By	Chkd

Project Title	Demolition and Refurbishment Works		Drawing Title	Proposed Site Plan	
Client	Witton Park Industrial Estate Witney Oxfordshire		Job-Dwg No	14920 - (P) 110	
Status	Planning		Rev	K	
Scale	1:500	Drawing Size	A1		
Date	Jan 2021	Drawn By	JMH	Checked	JMR
2 St. Johns North, Wakefield, WF1 3GA t. 01924 291800					
<input type="checkbox"/> Carvers Warehouse, 77 Dale Street, Manchester, M1 2JG t. 0161 2388555					
<input type="checkbox"/> The Old Rectory, 79 High Street, Newport Pagnell, MK16 6AB t. 01908 211577					
<input type="checkbox"/> 101 London Road, Reading, RG1 5BT t. 0118 9507700					
<input type="checkbox"/> 10 Great Court, 51 Christophers Place, London, W1U 1JJ t. 0207 497215					



Note - For fence and gate details refer to dwg 14920 - 115.

Appendix B Swept Path Analysis of Goods Vehicles



P1	14.06.21	Preliminary issue	AB	JD
Rev	Date	Description	By	Apvd

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
16.5M ARTICULATED VEHICLE -
SWEEP PATH ANALYSIS

CLIENT:
TILSTONE MANAGING WAREHOUSE
REIT PLC

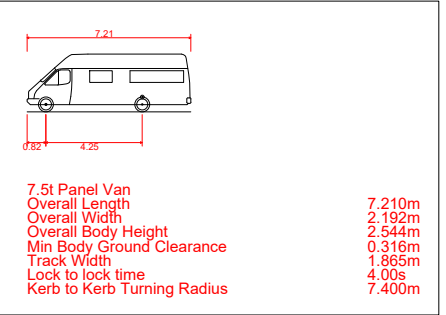
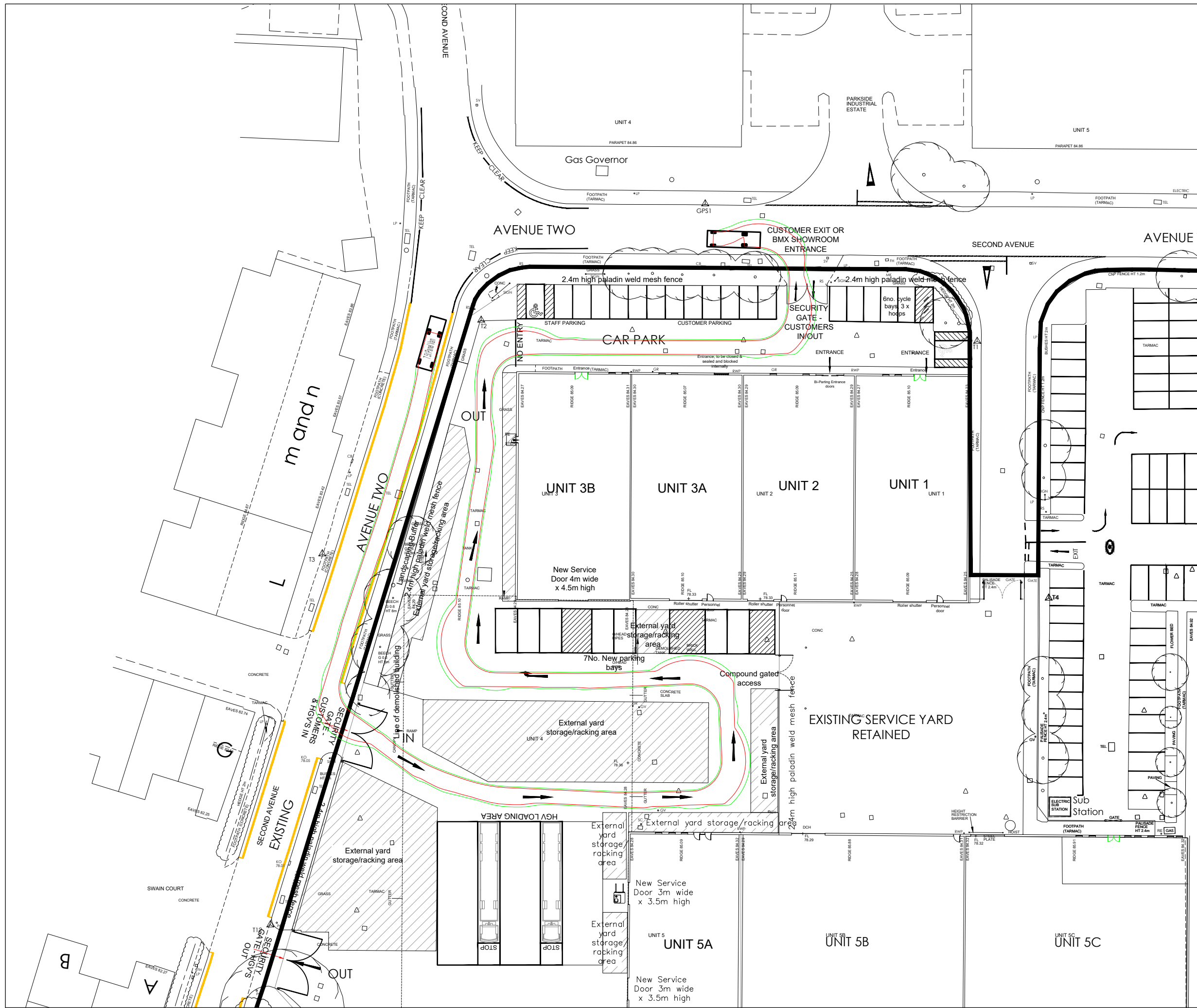
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PROJECT REF:
21198
DRAWING No:
001
REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix C Swept Path Analysis of Customer Panel Vans



Rev	Date	Description	By	Apvd
P1	16.06.21	Preliminary issue	AB	JD

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
7.5T PANEL VAN - SWEEP PATH ANALYSIS

CLIENT:
TILSTONE MANAGING WAREHOUSE REIT PLC

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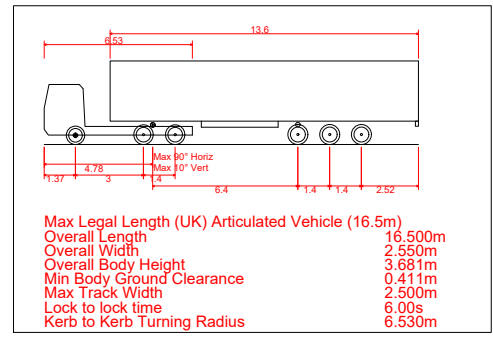
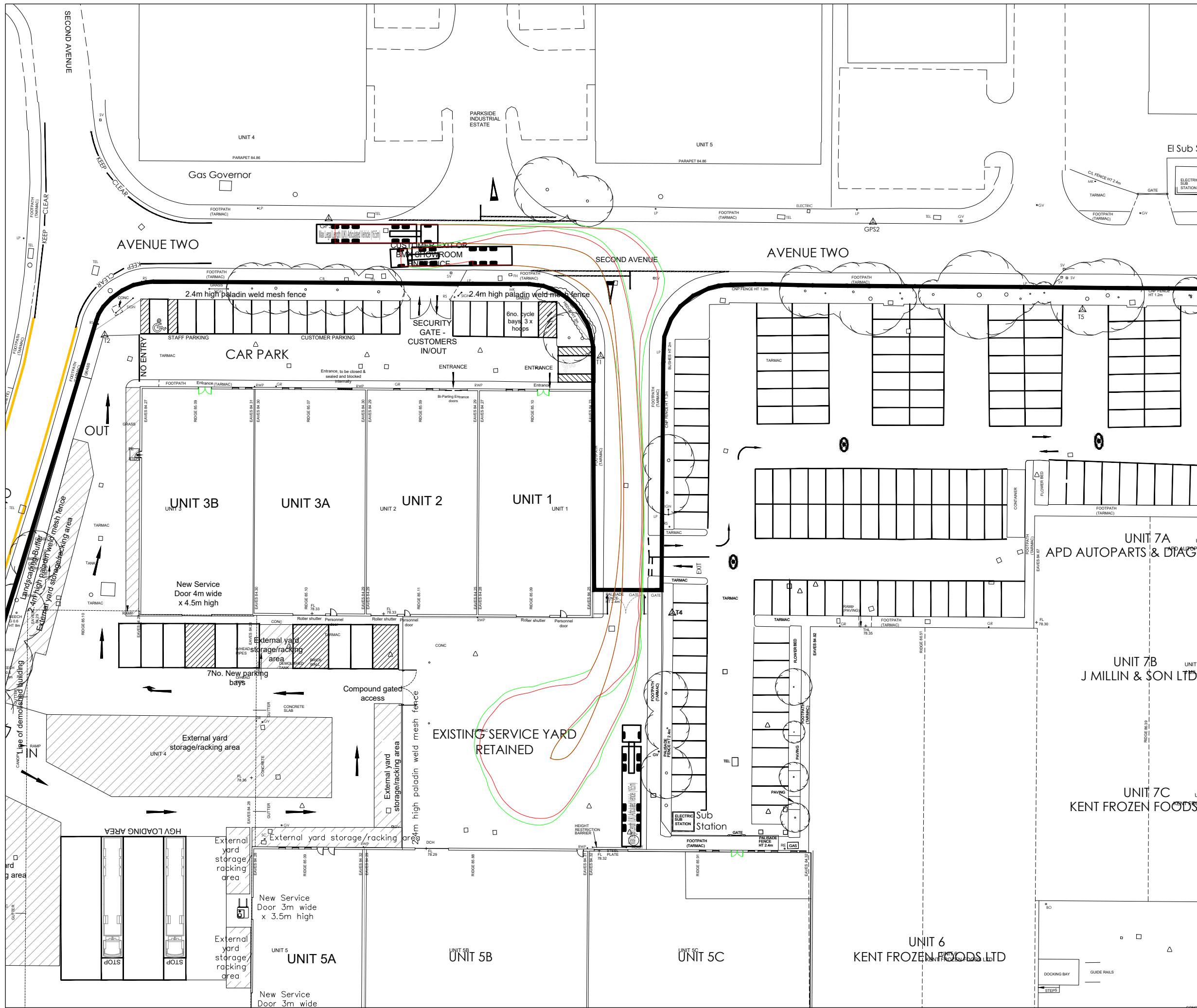
PROJECT REF:
21198

DRAWING No: 002 **REV:** P1

Revision Referencing
 P = Preliminary A = Approval T = Tender C = Construction



Appendix D Swept Path Analysis of Existing Loading Area to the East



P1	16.06.21	Preliminary issue	AB	JD
Rev	Date	Description	By	Apvd

PROJECT:
 TRAVIS PERKINS, WITNEY

TITLE:
 MAX LENGTH ARTICULATED VEHICLE
 - SWEEP PATH ANALYSIS

CLIENT:
 TILSTONE MANAGING WAREHOUSE
 REIT PLC

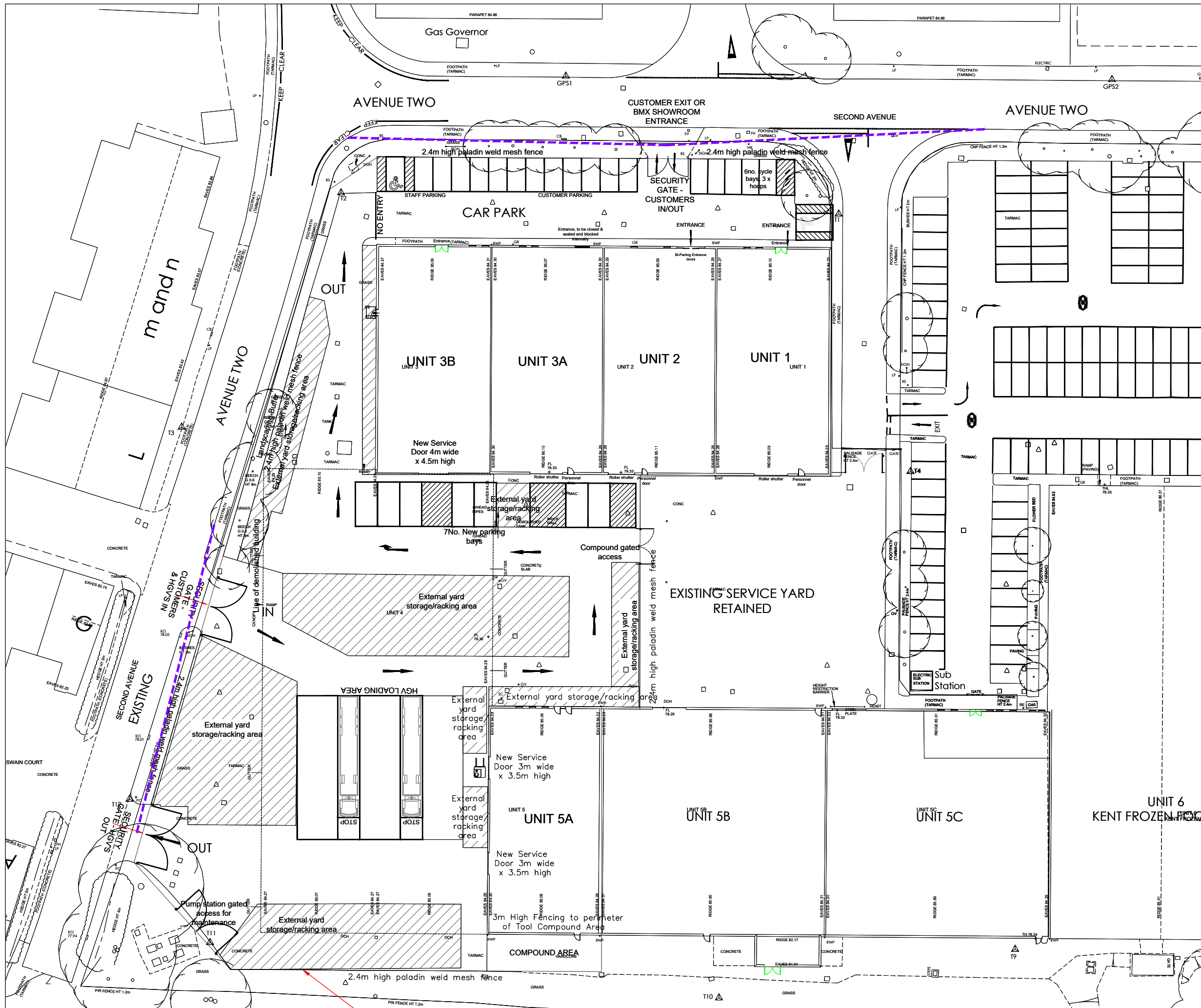
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PROJECT REF:
 21198
DRAWING No:
 004
REV:
 P1

Revision Referencing
 P = Preliminary A = Approval T = Tender C = Construction



Appendix E Details of Junction Visibility



KEY:
 - - - - - 2.4m x 43m Visibility Splays

P1	14.06.21	Preliminary issue	AB	JD
Rev	Date	Description	By	Apvd

PROJECT:
 TRAVIS PERKINS, WITNEY

TITLE:
 VISIBILITY SPLAYS

CLIENT:
 TILSTONE MANAGING WAREHOUSE REIT PLC

SCALE@A3:
 1:500

PROJECT REF:
 21198

DRAWING No: 003 **REV:** P1

Revision Referencing
 P = Preliminary A = Approval T = Tender C = Construction

