

Case Officer: Andrew Thompson

Recommendation: Approval

Applicant: Begbroke Oxford Limited

Proposal: Discharge of Conditions 11 (Framework Travel Plan), 12 (bus stop) and 13 (private minibus service) of 18/00803/OUT

Expiry Date: 31 January 2024

Extension of Time: 31 January 2024

1. APPLICATION SITE AND DESCRIPTION OF APPROVED DEVELOPMENT

- 1.1. The application site is situated within the Begbroke Science Park site.
- 1.2. The site is surrounded by agricultural land. Parker Farm lies to the east, Yarnton Garden Centre to the south with Woodstock Road to the west. The landscape is generally flat. Land immediately to the north and east forms part of the strategic development allocation PR8 in the adopted Development Plan.
- 1.3. The existing Begbroke Science Park is bound by existing mature and established vegetation. The site comprises a mixture of buildings of varying age, predominantly used for research purposes. The two development plots are currently vacant and used as temporary car parking zones.
- 1.4. Within the Science Park site is a Grade II Listed building referred to as Begbroke Hill Farmhouse. This is located south of the proposed development site. The building lies within its own grounds and is used for office and conference purposes relating to the main use of the Science Park. The site generally is enclosed by a mature and established hedgerow and sporadic tree planting, which enclose the overall site on all sides.
- 1.5. The development has commenced and is nearing physical completion.

2. CONDITIONS PROPOSED TO BE DISCHARGED

- 2.1. The application proposes to discharge conditions 11, 12 and 13 of 18/00803/OUT.
- 2.2. Condition 11 states:

Prior to occupation of the development hereby permitted the Framework Travel Plan in place for the Begbroke Science Park shall be updated to take account of the travel demands of the additional development and shall be submitted to and agreed in writing with the Local Planning Authority in consultation with the Local Highway Authority. The Framework Travel Plan shall be monitored for a period of five years post-occupation of any building constructed as part of the development hereby permitted with updated travel survey results provided to the Local Planning Authority within 3 months of the first occupation of the relevant building.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

2.3. Condition 12 states:

In accordance with the submitted Framework Travel Plan, details shall be submitted to and agreed in writing by the Local Planning Authority for the provision of a bus stop including a shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill. The applicant shall enter into discussions with a service provider to either divert an existing public bus service into the site or provide a new public bus service to serve the site. Subject to agreeing an overall package of public bus service within the site with a service provider or an enhanced private minibus service to serve the site, the proposed bus stop and shelter shall be provided and the public bus service implemented in accordance with details and a programme to be first submitted to and approved in writing by the Local Planning Authority.

Reason- To ensure a sustainable scheme of public/private bus provision is created and maintained to service the existing site and the expansion hereby permitted.

2.4. Condition 13 states:

In accordance with the submitted Framework Travel Plan, and subject to Condition 12 above, a scheme shall be submitted to and approved in writing by the Local Planning Authority, detailing the existing level of provision and the proposed increase of traffic movements of the University of Oxford's Begbroke Science Park private minibus service. The Travel Plan, and subject to Condition 12 above, shall ensure that the overall level of public bus service directly serving the site or private minibus provision shall show a pro-rata increase based on the increased number of University employees/ floor space generated by the development hereby permitted. The approved scheme and Travel Plan shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason- To ensure a sustainable scheme of public/private bus provision is created and maintained to service the existing site and the expansion hereby approved.

2.5. Condition 12 has already been partially discharged under 23/01437/DISC

2.6. The application is supported by Framework Travel Plan – Amended January 2024 (Ref IMA-22-154 v3.0) (“The Framework Travel Plan Update”), prepared by IMA including: - The Proposed Bus Shelter – General Arrangement Plan IMA-22-154 001 Rev D (which supersedes plan ref. IMA-22-154-001-Rev B) appended to the Framework Travel Plan (Plan TP-5). An additional plan - Bus Stop Lighting - BBSP-HLEA-XX-XX-DR-E-708001-P01 has also been submitted.

3. RELEVANT PLANNING HISTORY

3.1. The following planning history is considered relevant to the current proposal:

23/02617/NMA - Amended wording of condition 2 to allow changes to the approved plans regarding the location of the gas store (proposed as non-material amendment to 21/03150/REM). Approved

23/01674/NMA - Roof cowls are proposed to be added to the Academic Building Services Building. Ventilation Grille cut-outs are to be removed from the perforated metal cladding panels and relocated to within the blockwork walls behind. One single door is to be moved from the west elevation to east elevation; enclosed roof plant and lift overrun massing on both buildings revised; in respect of the entrance curtain wall of the Commercial Building, horizontal louvres are to be removed from

ground floor elevation but retained on upper floors; minor updates to the compound massing and roofscape of the gas compounds of the Commercial Building and minor updates to the landscaping finishes albeit the overall landscape strategy remains unchanged (proposed as non-material amendment to 21/03150/REM).
Granted 7 July 2023

22/03355/NMA - Updates to the chosen brick from grey blend to buff/ grey blend and an update to the shading fins from 'brass' colour to 'champagne' colour (proposed as non-material amendment to 21/03150/REM). Granted 17th November 2022

22/01610/NMA – amendments to 21/03150/REM, Granted June 2022.

21/03150/REM - Reserved Matters application for 18/00803/OUT - the design, layout, external appearance and landscaping (as required by OPP Condition 1). It also includes the information required by conditions 4, 5 and 21 of the OPP. Submitted scheme also accords with the requirements of conditions 6, 7, 8, 9 and 14 of the OPP. Approved 27 January 2022.

21/01699/NMA - Non-Material Amendment to 18/00803/OUT to raise the height of the approved buildings by 60cm from 12.6m to 13.2m. Granted 8th June 2021

18/00803/OUT - Outline planning permission, with all matters except for access reserved for subsequent approval, for up to 12,500m² of B1a / b / c and ancillary D1 floor space, retention of and improvements to the existing vehicular, public transport, pedestrian and cycle access including internal circulation routes; associated car parking including re-disposition of existing car parking; associated hard and soft landscape works; any necessary demolition (unknown at this stage); and associated drainage, infrastructure and ground re-modelling works - Approved

4. RESPONSE TO CONSULTATION

OCC Highways - Objection to Condition 11, Condition 12 - No objection, Condition 13 - No comment

Although a large amount of infrastructure-based information has been included within the document, there is not a lot of detail about the staff and students using the site. As this site has an existing community, I would expect any travel plan produced to contain information about where staff are travelling from, how they are travelling and qualitative information elaborating as to why they are travelling this way. I would also expect that any issues or suggestions should be highlighted at this point too.

This is important to inform the travel plan and to make sure that identified actions and targets are robust and relevant to the community that the travel plan has been produced for. There is reference to a biannual survey for the University of Oxford as a whole, however as this site is expanding, we would request that a site-specific interim survey take place. Reducing the need to travel, as top of the sustainable travel hierarchy has not been discussed. How does the site facilitate reducing the need to travel and reducing the number of trips from and to the site during the day. For example, what facilities are available on site?

Could the TPC arrange for services such as mechanics etc to visit the site to reduce the need to leave the site during the day.

What are to be the normal working patterns of staff. Will the site operate 24 hours a day, seven days a week?

Deliveries have not been discussed.

There is reference within the action plan to 'meetings with Occupant TPC's' but there is no mention of this within the actual document – how does this work?

I was disappointed when viewing the 'Getting here' pages on the website to find that 'By road' was the first option, with public transport and the minibus service further down the list. Is there an opportunity that this could be re-ordered. Also, the site map does not contain information about the cycle parking locations.

Please could a copy of the newsletter referred to in the action plan be included within the appendix. Monitoring data will be required for a period of five years post occupation of the new buildings. If targets are not met within the five years, monitoring will be required to continue in years 7 and 9.

Further information regarding the required criteria can be found within appendix 5 of the OCC guidance document.

5. APPRAISAL

As required by the condition the proposed location of the bus layby is located within existing infrastructure and allows for turning and manoeuvring and includes the provision of a bus stop including a shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill

Further the Travel Plan has been updated accordingly to take account of the comments of the County Council. Officers have reconsulted on the amended Travel Plan but no comments have been received. Notwithstanding this, the specifics of the Science Park are noted in respect of the promotion of sustainable travel which are well supplied with not only the proposed bus service but also the minibus service between the Park and the City which is provided as part of the University aims.

Whilst the comments have been noted, the OCC guidance is a guidance document and as such flexibility in the application of this guidance should be applied and it should not be applied rigidly and there should be scope and acceptance of alternative approaches. As such matters such as the order of the website are not critical in this regard.

Overall the amended submission is therefore considered to be acceptable to discharge condition 11.

Condition 12 it is agreed that this information (now included in the travel plan) can also be discharged and Condition 13 can also be discharged as the minibus service is operational and in service and is well used.

6. RECOMMENDATION

That Planning Conditions 11, 12 and 13 of 18/00803/OUT be discharged based upon the following

Condition 11

The application is supported by Framework Travel Plan – Amended January 2024 (Ref IMA-22-154 v3.0) ("The Framework Travel Plan Update"), prepared by IMA. The information and detail on the submitted plans and travel plan framework are appropriate to discharge condition 11 of 18/00803/OUT subject to the

implementation, monitoring and review of the Travel Plan.

Condition 12

The application is supported by the following plans Proposed Bus Shelter – General Arrangement Plan IMA-22-154 001 Rev D (which supersedes plan ref. IMA-22-154-001-Rev B, previously approved under 23/01437/DISC) appended to the Framework Travel Plan approved under Condition 11 and an additional plan - Bus Stop Lighting - BBSP-HLEA-XX-XX-DR-E-708001-P01 has also been submitted.

The information and detail on the submitted plans and travel plan framework are appropriate to discharge condition 12 of 18/00803/OUT subject to the implementation of the approved details.

Condition 13

The application is supported by Framework Travel Plan – Amended January 2024 (Ref IMA-22-154 v3.0) (“The Framework Travel Plan Update”), prepared by IMA. The information and details submitted in respect of the minibus service is considered appropriate to discharge condition 13 of 18/00803/OUT subject to the implementation of the approved details.

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Checked By: Caroline Ford

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