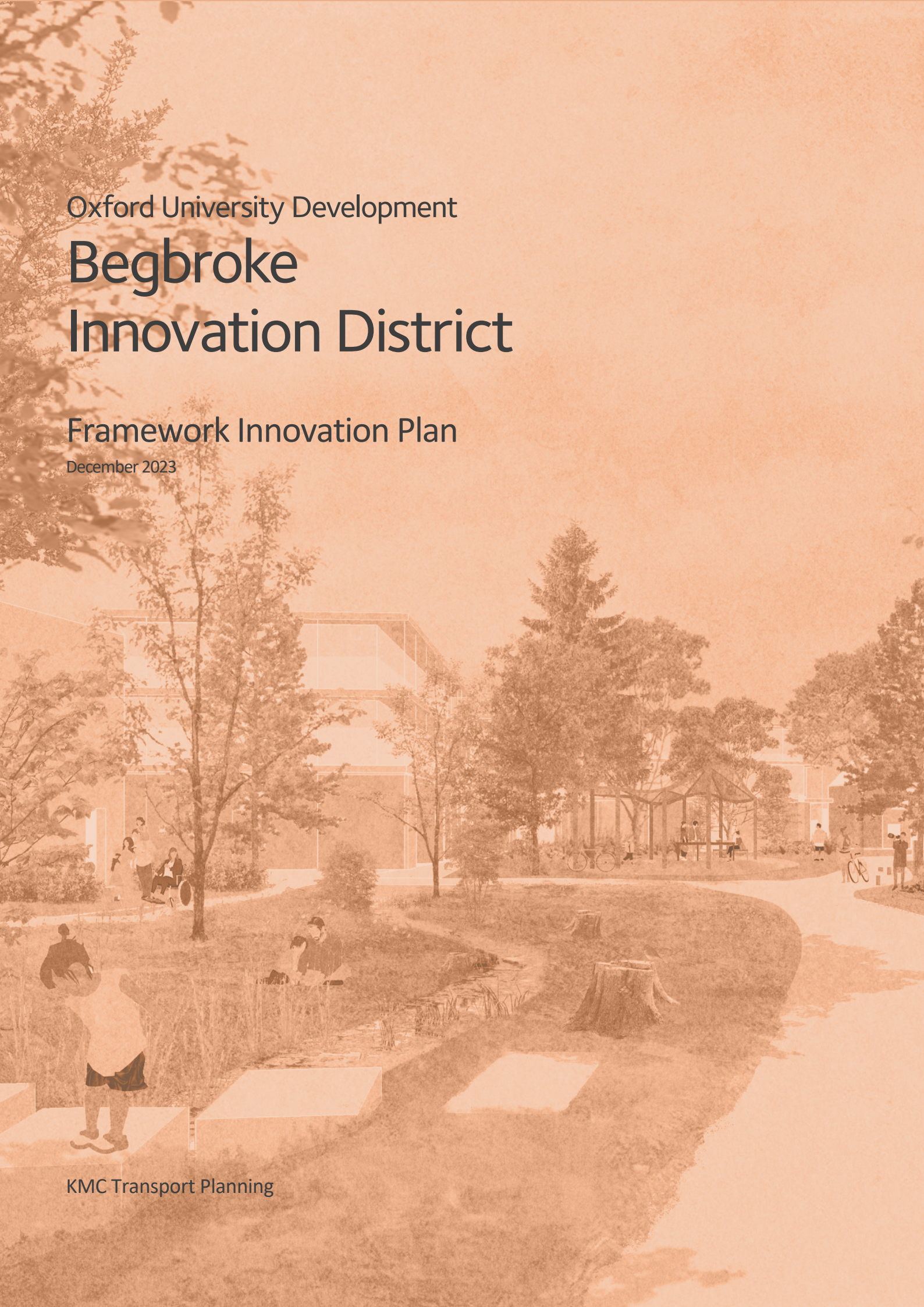


Oxford University Development

Begbroke Innovation District

Framework Innovation Plan

December 2023



KMC Transport Planning

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1 INTRODUCTION

1.1 Background

- 1.1.1 KMC Transport Planning Ltd (KMC) is retained by Oxford University Development Limited (OUD), a joint venture between Oxford University and Legal and General, to provide transport planning consultancy services in respect of the outline planning application, with all matters reserved, for the proposed Begbroke Innovation District (ref: 23/02098/OUT).
- 1.1.2 The outline planning application establishes a framework within which future 'Neighbourhood Guide' (or similarly named set of area-specific plans and documents) and Reserved Matters Applications would be prepared. The outline planning application represents the first of three 'tiers' of planning control (i.e. Tier 1). Tier 2 will comprise Neighbourhood Guides that will be submitted to Cherwell District Council following outline consent to help inform and define the Reserved Matters Applications (Tier 3), which would be developed and submitted for individual parcels of land.
- 1.1.3 This report provides a Framework Innovation Plan for the Begbroke Innovation District. Given the outline nature of the planning application, this document is a Framework Innovation Plan and will evolve into an Innovation Plan as part of the Tier 2 and 3 submissions, when more detail will be known.

1.2 Purpose of Innovation Plans

- 1.2.1 OUD has engaged with the Oxfordshire County Council (OCC) iHUB at the pre-application phase and will continue to do so throughout the evolution of the development proposals through the Tier 2 and 3 submissions and during the build out of development. The OCC 'Oxfordshire Innovation Framework for Planning Development' guidance has been used to develop this Framework Innovation Plan.
- 1.2.2 The OCC guidance states that Innovation Plans 'should be a dynamic and flexible document which can be updated and adapted as needed. It should therefore as best practice, be reviewed and updated at each stage of the development and occupation process (pre-application, application, reserved matters when applicable and occupation, with periodic review post-occupation), and in the case of any major disruption or change taking place, for which the plan could serve to help mitigate/support.' This is the proposed approach for Begbroke Innovation District and this Framework Innovation Plan will continue to be updated as more detail is known.
- 1.2.3 The OCC guidance states that an Innovation Plan should include the following information:
- Outline of development proposals: a brief outline of the development proposals, with signposting to relevant documents containing more detailed information;
 - Identified challenges: summary of any specific challenges which have been identified for the development; for example, flood risk, contaminated land, road capacity challenges, ecological impact etc;

- Goals for the development: a section identifying any specific goals for the development; for example, proportion of affordable housing, net biodiversity gain, increased network capacity etc;
- Innovation to address challenges and goals: a section identifying how innovations will be applied to address the challenges and goals; and
- Futureproofing for Innovation: a section outlining how the site will address futureproofing for innovations becoming mainstream.

1.3 Structure of Plan

1.3.1 In accordance with OCC guidance ‘Oxfordshire Innovation Framework for Planning & Development’, this Framework Innovation Plan seeks to outline how the proposed development has integrated, planned, and futureproofed innovation from both an immediate and future focused orientation. Where information is not known at this outline stage, reference has been made to further considerations that will be made for innovation through the planning process and the implementation of the development.

1.3.2 The remainder of this report is structured as follows:

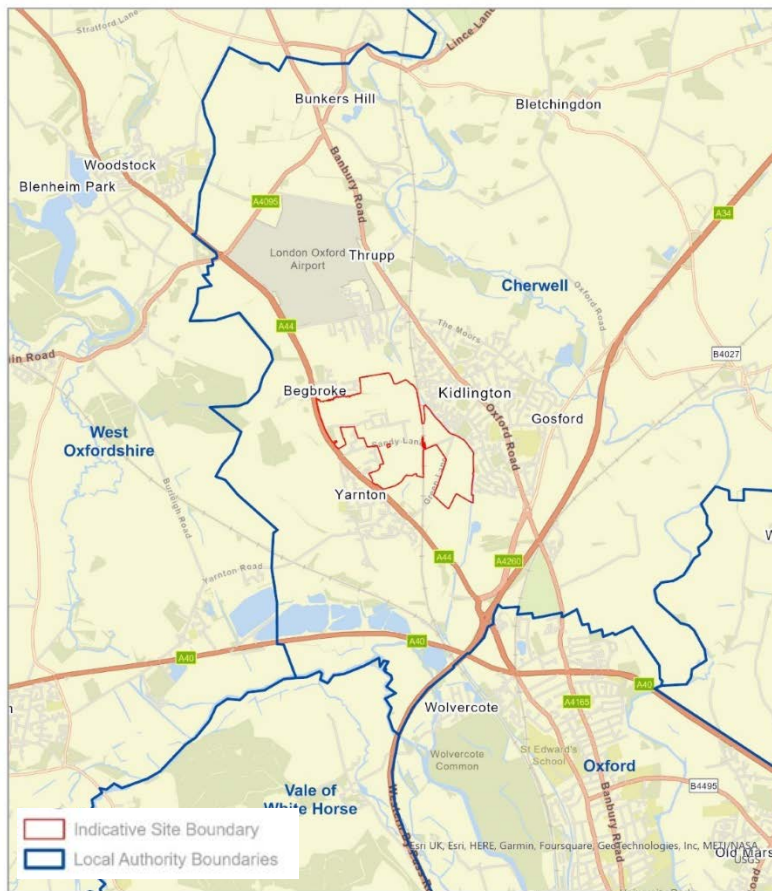
- Section 2 - Overview of Proposal and Identified Challenges
- Section 3- Sustainable Vision for Begbroke Innovation District
- Section 4- Innovation to Address Challenges and Goals
- Section 5- Futureproofing Innovation

2 OVERVIEW OF PROPOSALS AND IDENTIFIED CHALLENGES

2.1 Site Context

2.1.1 The development site is located c.7.35km northwest of Oxford city centre, c.1.25km west of Kidlington village centre and close to the villages of Yarnton and Begbroke. The site location is illustrated in Figure 2.1 below.

Figure 2.1: Site Location

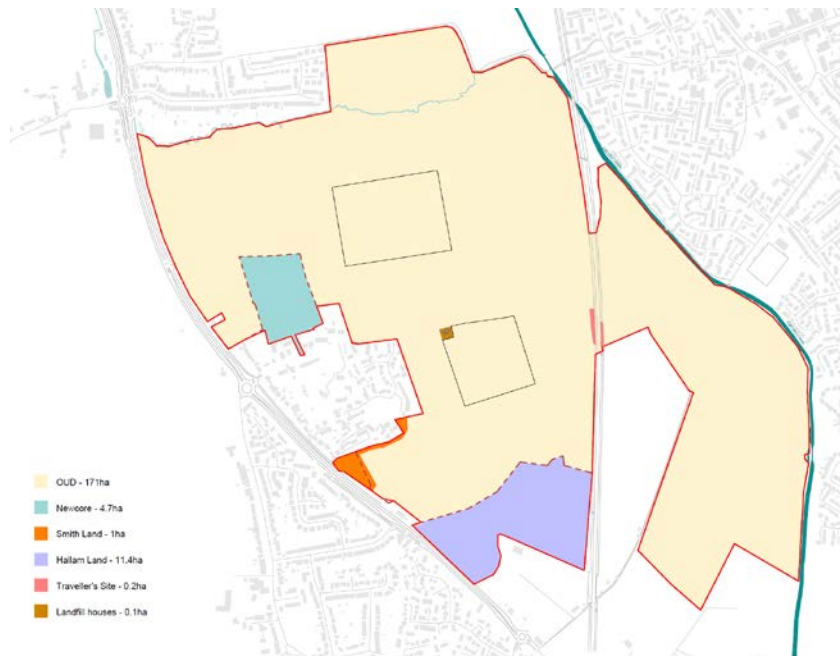


2.1.2 The c.170 hectare (ha) site forms part of Policy PR8 of the Cherwell Local Plan Part 1 Partial Review: Oxford’s Unmet Housing Needs (2020), which allocates the site for the proposed uses, as it is considered there are “the ‘ingredients’ for a contemporary, higher density, environmentally responsible, landmark development, which marks a new approach along the A44 to Oxford and which becomes the connecting centre piece of the Partial Review’s vision for the area.”¹ From a transport perspective, the key ingredient is the “opportunity to integrate an overarching sustainable transport strategy from the outset.”

2.1.3 Figure 2.2 illustrates the land ownership of the PR8 allocated site. The land owned by OUD, which forms the basis of this outline application for Begbroke Innovation District, forms the vast majority of the PR8 allocation and is identified in beige in Figure 2.2. The remaining PR8

allocation is formed of land owned by Hallam Land (identified in purple in Figure 2.2) and Newcore (identified in blue in Figure 2).

Figure 2.2: Land ownership of the PR8 allocated site



2.2 Overview of Proposals

- 2.2.1 The proposals seek outline planning permission for the development, which comprises of a phased, mixed-use development providing: up to 155,000 square metres (sqm) gross external area (GEA) of new faculty, and research and development space associated with the expansion of the existing Begbroke Science Park; up to 215,000sqm GEA of residential floorspace that would deliver apartments, communal and sharer accommodation, and traditional houses; and associated amenity, education and community uses.
- 2.2.2 The development would include supporting social infrastructure including a secondary school and two primary schools; health, indoor sport and recreation, emergency and nursery facilities as well as supporting retail, leisure and community uses.
- 2.2.3 Within the outline planning application, there is range of supporting documents that should be read in conjunction with this Framework Innovation Plan, including:
- Development Specification;
 - Planning Statement;
 - Design and Access Statement (inc. illustrative masterplan);
 - Strategic Design Guide
 - Transport Assessment;
 - Outline Landscape and Ecological Management Plan
 - Framework Energy and Sustainability Strategy; and
 - Framework Site-Wide Travel Plan.

2.3 Identified Challenges

2.3.1 The Design and Access Statement summarises the site constraints that have been considered throughout the outline planning application stage. In summary these include:

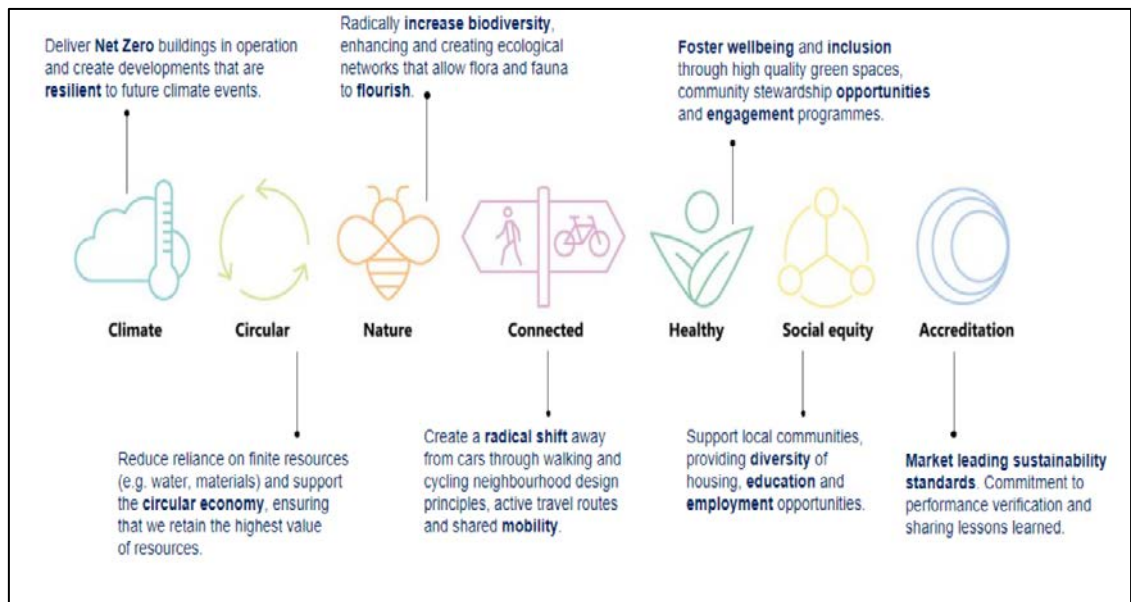
- **Heritage:** The Jacobean Farmhouse is a grade II listed building on site. The bridges over the Oxford Canal are also historical features. Beyond the site, the surrounding villages include a series of historical buildings such as St Mary's church in Kidlington.
- **Flooding:** The majority of the Site is located within Flood Zone 1 and at low risk of flooding. Areas located in Flood Zone 2 and 3, which are at medium to high flood risk are located along the length of Rowel Brook, the parcel of land to the west of the Oxford Canal, in the North-West of the Site and around the Southern drainage ditch. Oxford Canal serves mainly as a waterway but historically has over-topped causing flooding.
- **Ecology:** The site has valuable ecological features and six main habitats: arable land, grassland, woodland, hedgerow, streams, and ditches. Only specific areas are considered HPI (Habitat of Principal Importance), including hedgerows, the Science Park pond, and semi-natural woodland along Rowel Brook. The former landfill site contains semi-improved grassland, scrub, and ruderal vegetation.
- **Noise and air quality:** The A44 is an air pollution and noise source on-site adding a constrain to the development and the distribution of uses. The railway running through the site and the airport located to the north are other sources of noise and air quality potentially impacting on to areas of development and future buildings and public realm.
- **Utilities:** There are a number of utilities currently running across the site.
- **Transport:** the site does not have public transport services routing through it currently but there are public buses that route along the A44 and Oxford University provide a free minibus service for the existing Begbroke Science Park, which is well used. Active travel infrastructure on the surrounding highway network is of poor condition in areas and there are gaps in provision. The surrounding highway network suffers from peak period congestion.

3 SUSTAINABILITY VISION FOR BEGBROKE INNOVATION DISTRICT

3.1 Overarching Sustainability Vision

- 3.1.1 This section of the report outlines the sustainability vision for the development, including an outline of the goals, targets, and aspirations for the development across a range of disciplines. Whilst this section provides an outline, the ‘Framework Energy and Sustainability Strategy’ which was submitted alongside the outline planning application provides further details and information on the sustainability vision for all aspects of the proposed development.
- 3.1.2 The overarching sustainability vision and goal of the proposed development is to be a world class development with ambitious sustainable principles including Net Zero Carbon in operation, a prioritisation of healthy and active movement, climate resilience, and ambitiously enhancing and connecting the natural environment. Figure 3.1 provides the headline objectives that support this vision, extracted from OUD’s Sustainability Strategy (October 2022) as adapted to the proposed development.

Figure 3.1: OUD Headline Sustainability Objectives



3.2 Energy

- 3.2.1 The Framework Energy and Sustainability Strategy, which was submitted as part of the outline application, provides a full description of the proposed energy strategy, which is based in line with the energy hierarchy of ‘Lean, Clean, Green, Seen’. Within this strategy, reference is made to the illustrative masterplan to demonstrate how the principles put forward could be delivered onsite.

3.2.2 The overall approach is to minimise energy consumption from the outside, with low energy, passive measures, and highly efficient systems before the deployment of low and zero-carbon technologies. Further to this, the development also proposes to deliver Net Zero buildings in operation and maximise renewable energy generation.

3.3 Ecology

3.3.1 The proposed development will achieve at least a 20% Biodiversity Net Gain (BNG) within the site, far exceeding adopted policy requirements and further exceeding the requirement for 10% BNG from the end of January 2024, pertinent to the Environment Act.¹ This is committed to through the Development Specification.

3.3.2 The Outline Landscape and Ecological Management Plan provides further details how this will be achieved, including the planting and hardscaping strategies that will be incorporated into the development, and subsequently further bring people closer to nature.

3.4 Circular Economy

3.4.1 OUD has an aspiration to obtain 20% of materials via circular sourcing, with a priority to source 100% of materials responsibly to reduce impacts on the environment, health, and social welfare, as well as an aspiration to reuse 80% of onsite construction materials. All non-hazardous waste will be diverted from landfill with no more than 10% incinerated in the construction and operational phases.

3.5 Transport

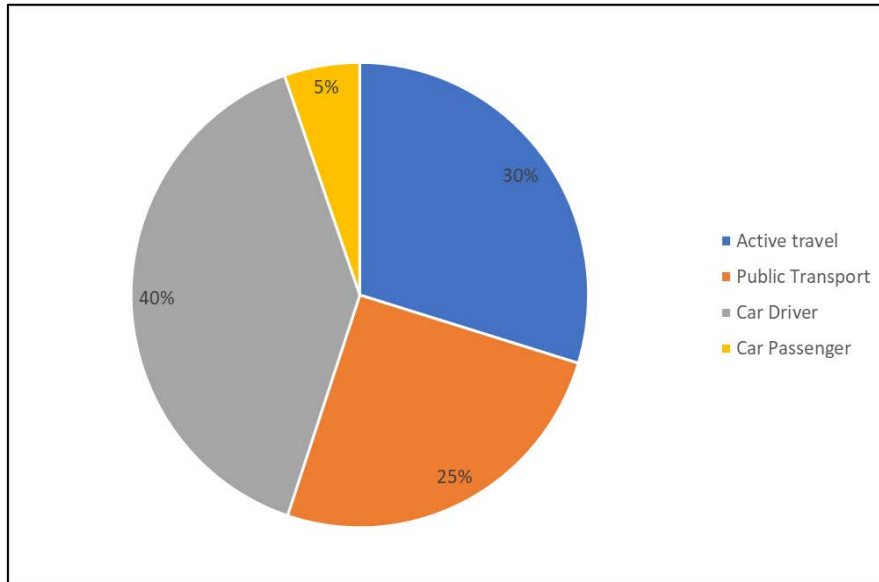
3.5.1 From a transport perspective, the development's overarching aim is to prioritise active and sustainable transport, thus facilitating low carbon mobility, which will be achieved through a variety of transport design interventions. The Transport Strategy is detailed in the Design and Access Statement, Transport Assessment and Framework Site-Wide Travel Plan, that form part of the outline planning application. The transport interventions include but are not limited to:

- Mix of uses to reduce the need to travel;
- Network of high quality pedestrian and cycle routes through the site connecting to the wider communities;
- Implementation of the principle of living-streets;
- New and improved public transport networks (e.g., new routes and improved frequencies);
- A mobility hub, also incorporating Mobility as a Service (MaaS) within the vicinity of the Local Centre, including EV car club spaces, bus stops and cycle parking;
- Monitoring of all modes of trips to/from the development using Vivacity (or similar) technology.

¹ For clarity, this requirement would not have effect on the application since it has been submitted in advance of the regulations becoming adopted.

3.5.2 The transport orientated design interventions will also help achieve the external modal shift goals for the development, which are outlined within section 3 of the Framework Site Wide Travel Plan and summarised in Figure 3.2 below. The target is for only 40% of external trips to be by car driver.

Figure 3.2: Begbroke Innovation District Target Mode Share (External Trips)



3.5.3 The Framework Site-Wide Travel Plan provides the framework for which future Travel Plans to encourage sustainable modes of transport will be developed and built upon, as the planning application progresses into Tiers 2 and 3 respectively.

3.6 Flooding and Sustainable Drainage Systems (SuDS)

3.6.1 With regards to flooding, the development has been designed to be resilient to flooding and has been tested against 26% and 41% climate change scenarios. For further information on this, see the Flood Risk Assessment report that has been submitted as part of the outline planning application.

3.6.2 Sustainable drainage for the development is envisaged to use natural conveyance where possible and forms a key part of the sustainable vision for the site. The LFFA has advised that discharge from the development into local watercourses should not exceed current greenfield runoff rates. This will be achieved through the following goals, outlined in the Surface Water Drainage Strategy:

- Improved water quality – this will be achieved by water capture by permeable and impermeable paving and roofs before conveying into infiltration basins above and below ground;
- Resilience to storm events – all storm events up to the “1 in 100 year +40% climate change event have been allowed for and are proposed to be attenuated on-site and discharged

at greenfield runoff rates. Infiltration is promoted, where possible, to reduce discharge of surface water from the Site;

- Bioretention systems and rain gardens – these small, landscaped areas can reduce runoff rates while naturally filtering runoff through vegetation, improving its quality and thus the water quality of local water courses where there is discharge from the Site;
- Swales – these low flow, linear vegetated strips are used to attenuate water during storm events, helping to remove pollutants, and also as a key piece of green / blue infrastructure with properties to support habitats in the correct conditions;
- Rainwater attenuation basins – these open water features could be proposed for additional capacity to accommodate future scenarios including exceedance events, as well as a wetland habitat and blue infrastructure feature;
- Rainwater attenuation (below ground) – tanks which can be useful in attenuating flows, released either via infiltration or into a public sewer if appropriate; and
- Permeable paving – these hard surfaces allow rainwater to pass through them to be treated and stored in the sub-base aggregate below, where it will be attenuated and slowly discharge into the next stage of the sustainable drainage system. The extent of permeable paving will be defined at detailed design stage.

3.7 Water

3.7.1 The development's overarching sustainable vision with respect to water involves the sustainable use of water, set against a backdrop of growing demand and an increase in extreme weather events due to climate change, such as droughts. A proposed potable water strategy, which has been discussed with Thames Water, is further outlined within the Framework Energy and Sustainability Strategy.

3.8 Waste

3.8.1 In the context of Waste, in line with the relevant national and local policies, the development's overarching vision is to look to implement the waste hierarchy of prevent, reuse, recycle, recover and, finally, dispose.

3.9 Air Quality

3.9.1 The overarching air quality strategy and vision for the proposed development is to minimise air pollutant emissions associated with the construction and operation stage, whilst simultaneously ensuring that the occupants will not be exposed to unhealthy levels of air pollutants.

3.10 Affordable Housing

3.10.1 As set out in the Planning Statement, 50% of the housing is proposed to be affordable housing.

4 INNOVATION TO ADDRESS CHALLENGES AND GOALS

4.1.1 The OCC guidance requires the Innovation Plan to include a section on how innovation will be used to address identified challenges and goals for the development. The challenges and goals have been summarised in Sections 2 and 3 of this Framework Innovation Plan.

4.1.2 As part of the Tier 2 and 3 submissions, when further detail is known, this Framework Innovation Plan will be developed further into a full Innovation Plan and will include consideration of how innovation is being used within the development to achieve the innovation principles set out in the OCC guidance. The OCC guidance states that:

‘Innovation should not be introduced for the sake of innovation, but only where it can be shown to support these policies and aims, overcome challenges, mitigate risks, and bring benefit to the community, developer, planning authorities, other stakeholders and the environment.’

4.1.3 Figure 4.1 summarises the 9 innovation principles that innovation will be considered further as part of the Tier 2 and 3 submissions.

Figure 4.1: Innovation Framework Principles



4.1.4 It is clear from the outline planning submission that the innovation principles have already been considered as part of the development proposals. For example, with regards to accessibility and connectivity for all and minimising the need to travel, the transport strategy set out in the Transport Assessment includes measures such as:

- Achieving a critical mass of people means that services, facilities and leisure opportunities can be provided on site meaning a significant amount of travel will occur only within the site itself. Likewise, the proposed mix of housing and jobs provides the opportunity for people to live and work within walking distance. This will act to reduce trips by fossil fuelled private car.

- The proposals provide a strong foundation for pedestrian and cycle movement and connectivity across the Site, placing people not vehicles at the top of the movement hierarchy and the illustrative masterplan demonstrates that this can realistically be delivered across the Site. Active travel modes are to be prioritised above all other modes. They will be afforded with a permeable, high quality and fine grain network of walk and cycle routes. It will be easier to walk or cycle through the Site than by any other mode of transport.
- As a result of the sustainable transport strategy proposed for the development and off-site sustainable transport infrastructure to be delivered through proportional S106 contributions from the PR sites, the impacts on congestion, air quality and noise have been mitigated.
- EV charging infrastructure is proposed to be provided in accordance with OCC parking standards.
- The development proposals provide for a Mobility Hub at the Local Centre and the opportunity to provide secondary hubs within the neighbourhoods within the development. Likewise, the Site Wide Framework Travel Plan includes consideration for Mobility as a Service (MaaS) and monitoring through Vivacity (or similar technology).

4.1.5 With regards to working towards Oxfordshire becoming a zero-carbon economy, the outline planning application includes a Framework Energy and Sustainability Strategy, which includes:

- The approach to energy for Begbroke Innovation District focuses on passive demand reduction and low and zero carbon technologies. The ambition for Begbroke Innovation District is Net Zero Carbon in operation, to be achieved by demand reduction, an all-electric approach and decentralised energy. Energy will be supplied by on-site renewables as far as possible, with the remainder procured off-site renewable energy to meet Net Zero Carbon targets.
- While the specification of materials and construction methods will come at a more detailed stage and are not part of this Outline Planning Application, it is envisaged that embodied carbon in buildings and infrastructure will be reduced. Ways to achieve this include reducing street widths (increasing landscape area) optimising cut and fill for on-site use, and an optimised sustainable drainage strategy using a combination of nature-based solutions and minimal sub-surface engineering.

4.1.6 With regards to supporting the Oxfordshire economy, with a focus on clean, sustainable growth, as set out in the Transport Assessment:

- The outline planning application is for a new Innovation District. An innovation district is defined as an 'area with networks of knowledge-producing organisations such as universities, research bodies, teaching hospitals, cultural institutions, and knowledge-intensive businesses. They bring together innovators, entrepreneurs, researchers, creatives, knowledge workers and investors to work together, to collaborate, compare and compete, creating the conditions for business growth' (UK Innovation Districts and Knowledge Quarters, UK Innovation Districts Group, Arup). OUD's vision is aligned to this emerging thinking in Innovation Districts and seeks to develop a well-connected,

sustainable community that provides much-needed housing and excellent new places for learning, leisure and work – generating a wide range of jobs and activities and supporting Oxfordshire’s sustainable growth.

4.1.7 With regards to gathering evidence and data transparently, this has been considered in the Framework Site-wide Travel Plan for example, with ongoing monitoring of trips by all modes proposed to be monitored with Vivacity (or similar) technology and submitted to the County Council as local highway authority.

4.1.8 With regards to embedding of circular economy practices, the Framework Energy and Sustainability Strategy includes:

- While the majority of enablers of a circular economy (such as materials specifications and construction methods) will be detailed at a later stage following outline planning permission, a regenerative development at the illustrative masterplan scale will target circularity in water, making use of rain water and grey water harvesting, cleaning and reuse, as well as circularity in waste.
- OUD has an aspiration to obtain 20% of materials via circular sourcing, with a priority to source 100% of materials responsibly to reduce impacts on the environment, health and social welfare, as well as an aspiration to reuse 80% of onsite construction materials. All non-hazardous waste will be diverted from landfill with no more than 10% incinerated in the construction and operational phases.

4.1.9 With regards to integrating flexibility and resilience into development, as set out in the Framework Energy and Sustainability Strategy and Transport Strategy:

- The development is designed to be resilient to flooding and has been tested against 26% and 41% climate change scenarios.
- The strategic surface water drainage design will be adapted to accommodate the surface water arising from increased rainfall due to climate change within attenuation and non-critical landscape areas.
- Sustainable use of water and water security are key issues set against a backdrop of growing demand and an increase in extreme weather events due to climate change, such as droughts. The Cherwell District Council ESD Policy 3 requires a maximum water use of 110 l/p/d, with the Cherwell Residential Design Guide SPD requiring mains water use in homes to be minimised. The strategic water infrastructure has been designed on the basis of achieving these targets.
- Safeguarding for future sustainable transport opportunities is being promoted by OUD as part of the outline planning application, through the promotion of a rail bridge that could accommodate walk, cycling and public transport (to be delivered by Network Rail) and safeguarding of land for a walk, cycle and public transport bridge over the canal to connect the development site to Oxford Parkway railway station. Likewise, land is being safeguarded for a potential railway station should it come forward in the future at the development site.

4.1.10 With regards to creating an environment to support healthy, thriving, safe, connected, diverse and inclusive communities, with a high quality of life; as set out in the Health Impact Assessment:

- The Proposed Development is expected to deliver 50% of housing on the Site as affordable housing, in accordance with Policy PR8. The delivery of housing, including affordable housing, will have a positive health impact by addressing barriers to housing (through increasing provision) and creating healthy living environments.
- Provision of sports facilities and interconnected green spaces would support a safe and inviting environment for walking and cycling, and support physical activity among residents and employees, which has also been identified as a health priority.
- Space for allotments has been included within the proposed development as well as a community farm, which would provide opportunities for learning and working with one another to produce food and build skills, promote environmental awareness and wellbeing, and provide a source of locally grown food that could be sold within the Begbroke Innovation District.
- The Proposed Development will provide a wide range of community and local centre facilities, (sports provision, community farm, parks) that could serve to increase community cohesion and reduce anti-social behaviour. The Framework Lighting Strategy sets out the principles by which the lighting will be designed, including safety considerations. Design of the streetscapes and buildings will be dealt with at Tier 3.

4.1.11 With regards to ensuring appropriate solutions, software and technologies are put in place to support the innovation principles, this will be considered as part of the Tier 2 and 3 applications as more detail comes forwards.

4.1.12 With regards to ensuring innovation is responsibly undertaken, whilst maximising benefits and minimising foreseen and unforeseen or unintended negative consequences of innovation, as advised within the OCC guidance, OUD will follow the guidance in the British Standards Institute's PAS 440:2020, Responsible Innovation Guide.

5 FUTURE PROOFING INNOVATION

5.1 Introduction

5.1.1 This section of the report outlines how the proposed development has considered futureproofing for innovation within the outline planning application and how this will be further considered as part of the next stages of the planning process.

5.2 Examples of Future Proofing for Innovation

5.2.1 Table 5.1 provides examples of aspects of Begbroke Innovation District that have been futureproofed for innovation. This will continue to be added to as part of Tier 2 and 3 submissions as the Innovation Plan evolves.

Table 5.1: Examples of Future proofed Innovation at the Proposed Development

Technology / Innovation	Consideration Application
Co-creation and Civic Participation	<p>Begbroke Innovation District has been designed to be a connected and inclusive community, through both design principles and planned infrastructure. For example, the illustrative masterplan displays how housing has been proposed near the employment uses, to encourage connected communities and reduce the need to travel.</p> <p>Gathering and using data has also been considered, with the Framework Site-Wide Travel Plan, submitted alongside the planning application, detailed how ‘Vivacity’ technology (or similar) will be used that will provide 24/7 data on travel by all modes associated with the development through key movement corridors.</p>
Connected and Autonomous Vehicles (CAV) – Passenger and Freight	<p>OULD had pre-app engagement with Oxbotica, an autonomous vehicle company based on Oxford, in order to discuss the potential for autonomous vehicles within the proposed development. Engagement with iHUB and autonomous vehicle companies will continue during the planning process and implementation of the development.</p> <p>The detailed design of infrastructure within the proposed development will be at the Tier 3 stage. At that stage, consideration will be given to futureproofing for autonomous vehicles.</p>
Electric Vehicles (EVs) – Passengers and Freight	<p>The development will ensure compliance with Oxford County Council car parking standards for EVs. This is further set out within the section 5 Transport Assessment that has been submitted alongside the outline planning application. A detailed parking quantum will emerge as the proposals move into Tier 2 and tier 3.</p> <p>The transport strategy detailed within the Transport Assessment sets out the need for new and improved bus services. OCC is currently rolling out a fleet of electric buses which would also benefit the proposed development.</p>
Micro mobility - Passenger and Freight	<p>Consideration to micro-mobility is given within the Framework Site-Wide Travel Plan. This will progress with more detail as part of the implementation of the travel plans through tier 3 applications.</p>
Mobility as a Service (MaaS)	<p>Section 4.5 of the Framework Site-Wide Travel Plan, submitted as part of the outline planning application, details that as part of the overarching travel plan measures, the introduction of MaaS will be explored as the development progresses. This will continue to be considered as part of the Tier 2 and 3 submissions.</p>

6 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 KMC Transport Planning Ltd (KMC) is retained by Oxford University Development Limited (OUD), a joint venture between Oxford University and Legal and General, to provide transport planning consultancy services in respect of the outline planning application, with all matters reserved, for the proposed Begbroke Innovation District (ref: 23/02098/OUT). The proposed development is located c.7.35km northwest of Oxford City centre, c.1.25km west of Kidlington Village centre and close to the villages of Yarnton and Begbroke.
- 6.1.2 The outline planning application for the Begbroke Innovation District advocates a ‘three-tiered approach’. At present, the planning proposals for BID sit within Tier 1 of the ‘three-tiered approach’. Tier 2 will comprise Neighbourhood Guides that will be submitted to Cherwell District Council following outline consent to help inform and define the Reserved Matters Applications (Tier 3), which would be developed and submitted for individual parcels of land.
- 6.1.3 In accordance with OCC guidance ‘Oxfordshire Innovation Framework For Planning & Development’, this Framework Innovation Plan has outlined how the proposed development has integrated, planned and futureproofed innovation from both an immediate and future focused orientation. As this plan is coined ‘framework’, it should also be noted that the Innovation Plan is dynamic and its content will further evolve in Tier 2 and Tier 3 of the planning process. This is consistent with the approach set out in the OCC guidance.

6.2 Conclusions

- 6.2.1 The overarching sustainability vision for Begbroke Innovation District is highlighted within this plan, including an outline of the subsequent goals, targets, and aspirations for the development as a whole and across a range of disciplines including, but not exclusive to, transport, energy, water, waste, and ecology.
- 6.2.2 This Framework Innovation Plan has identified how innovations that have been designed within the proposed development will be applied to address high level challenges and goals and identified the planning process and development this will occur.
- 6.2.3 The way in which the outline planning application has futureproofed across a range of disciplines for innovation has also been outlined and this will further be developed through the Tier 2 and 3 submissions.

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