

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 23/02098/OUT

Proposal: Outline application, with all matters reserved, for a multi-phased (severable), comprehensive residential-led mixed use development comprising: Up to 215,000 square metres gross external area of residential floorspace (or c.1,800 homes which depending on the housing mix could result in a higher or lower number of housing units) within Use Class C3/C4 and large houses of multiple occupation (Sui Generis); Supporting social infrastructure including secondary school/primary school(s) (Use Class F1); health, indoor sport and recreation, emergency and nursery facilities (Class E(d)-(f)). Supporting retail, leisure and community uses, including retail (Class E(a)), cafes and restaurants (Class E(b)), commercial and professional services (Class E(c)), a hotel (Use Class C1), local community uses (Class F2), and other local centre uses within a Sui Generis use including public houses, bars and drinking establishments (including with expanded food provision), hot food takeaways, venues for live music performance, theatre, and cinema. Up to 155,000 net additional square metres (gross external area) of flexible employment uses including research and development, office and workspace and associated uses (Use E(g)), industrial (Use Class B2) and storage (Use Class B8) in connection with the expansion of Begbroke Science Park; Highway works, including new vehicular, cyclist and pedestrian roads and paths, improvements to the existing Sandy Lane and Begbroke Hill road, a bridge over the Oxford Canal, safeguarded land for a rail halt, and car and cycle parking with associated electric vehicle charging infrastructure; Landscape and public realm, including areas for sustainable urban drainage systems, allotments, biodiversity areas, outdoor play and sports facilities (Use Class F2(c)); Utility, energy, water, and waste water facilities and infrastructure; together with enabling, site clearance, demolition and associated works, including temporary meanwhile uses. The Proposed Development affects the setting of a listed building and includes potential alterations to public rights of way. The application is accompanied by an Environmental Statement

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Response Date: 31/01/2024

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee -£6,350**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Strategic Planning

This response follows our earlier responses of 12/09/23 and 02/10/23, further to the application amendment received in December 2023.

Earlier comments

The list of comments previously sent is set out in the 02/10/23 response, which followed the earlier 12/09/23 response.

There were County Council objections in four different subject areas previously: transport, LLFA, school property and public health.

The transport objection related to three points: there remains a point of objection as per attached.

The LLFA objection has been largely addressed, but there remains a point of objection as per attached.

The school property and public health objections have been addressed and overcome, as per the comments attached.

Our earlier comments also asked for more archaeological assessment work prior to determining the planning application. The latest archaeology response attached indicates we are satisfied that remaining matters can be dealt with by conditions.

Our previous comments should be referred to in addition to the attached, noting in particular the requests for conditions and S106 contributions. Local Member comments were appended to our previous response.

Three tier approach

It is understood that the three-tier approach involves 'neighbourhood guides' after the outline application stage and prior to reserved matters and enabling works applications. The three-tier approach is needed given the limited information at this stage. For example, the illustrative masterplan has not been updated since July 2023 and the illustrative masterplan also lacks detail. It is understood that the requirement to submit a neighbourhood guide will be by condition. We do not have detail of how many neighbourhood guides will be required nor for precisely what areas, which is a matter for the District to consider in drafting the relevant condition.

Development Brief

The County Council has made comments on the draft development brief, consultation for which closed on 20 December 2023. If those comments are not separately considered and resolved prior to determination of this planning application, then those comments should be considered as part of our response on this application. A copy of the development brief response is appended at the end of this response.

Regulation 18 Consultation for Local Plan 2040

The County Council responded on the Local Plan consultation on 3 November 2023. I don't think any of those comments are of direct relevance to this application. A copy of our response is available on our website:

<https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/council-planning-responses>

Other Objections

At the time of writing, we are aware that there are a number of other objections. We particularly note that Network Rail has objections and National Highways has a holding objection. The County Council is willing to be involved in discussions with those organisations prior to progressing this application to a Planning Committee.

Other Applications

There is an outline application on adjoining land, reference: 23/03307/OUT. Our comments on that application are being prepared in conjunction with these comments.

Officer's Name: Lynette Hughes
Officer's Title: Principal Planning Officer
Date: 31/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Transport

Recommendation:

Objection for the following reasons:

- Policy PR8 of the Cherwell Local Plan Partial Review requires proposals for the closure of Sandy Lane as a through-route, the closure of Sandy Lane level crossing to motor vehicles and the use of Sandy Lane as a 'green' pedestrian, cycle and wheelchair route between the development and the built-up area of Kidlington with the incorporation of a bridge or subway. While the application notes that a scheme that would deliver this is being progressed by Network Rail, the Network Rail scheme does not yet have consent. The application for development is reliant upon the Network Rail scheme being consented and implemented in time for the development, or for an alternative bridge being consented and implemented, and does not make an allowance for a scenario where a closure of Sandy Lane has not been completed.

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement and S38 agreement to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards
Mobility Hub outside of the site	£11,993,544 £12,032,379	June 2022	Baxter	Contribution toward the delivery of a mobility hub at London Oxford Airport as indicated in Local Plan Partial Review Policy PR4a and Appendix 4
A44 Highway Works Package – Bladon to Begbroke Hill	£15,917,312 £16,259,396	June 2022	Baxter	Contribution towards; <ul style="list-style-type: none">• bus priority measures on, and connecting with the A44 and mobility hub as indicated in Local Plan Partial Review Policy PR4a and Appendix 4

				<ul style="list-style-type: none"> A44 Segregated pedestrian and cycle facilities between Bladon Roundabout and Begbroke Hill junction.
A44 Highway Works Package – Cassington Road to Pear Tree	£13,257,121 £13,542,033	January 2023	Baxter	Bus priority measures and enhanced pedestrian and cycle infrastructure along the A44 between Cassington Road and Pear Tree interchange
Public transport services	£3,948,890 £4,064,524	October 2021	RPI-x	New and enhanced public transport services to the site
Public transport infrastructure	£56,136 (£9,356*6)	October 2021	Baxter	The provision of RTPI displays at each of the three pairs of bus stops required within the site.
Public transport infrastructure – railway station	£100,000	December 2023	RPI-x	Contribution for a design and business case study for Begbroke railway station.
Traffic Regulation Order	£3,320	March 2022	RPI-x	TRO in order to consult on and implement a Controlled Parking Zone, or alternative parking restrictions, within the site
Travel Plan Monitoring	See table within 'Travel Plan' comments section below	April 2023	RPI-x	Monitoring of the Framework Travel Plan targets and all individual Travel Plan requirements for the various uses on the site
Public Rights of Way	£150,000 £128,571	September 2023	Baxter	Improvements to existing PRoW in the vicinity of the site to enable improved

				access for future residents
Canal Towpath	TBC	TBC	Baxter	Canal towpath surface upgrade
Canal Bridge	TBC	TBC	Baxter	Contribution towards the provision of an active travel bridge over the Oxford Canal connecting the development site with allocated site PR7b

S106 Obligations

- A S106 obligation will also be required in order to safeguard a suitable area in the order of 0.5ha of land for a potential future rail station along with access requirements to the potential station, which are to be agreed.
- A S106 obligation will be required to safeguard land for on-site mobility hubs and infrastructure requirements to be agreed.
- A S106 obligation may also be required in order to secure a fallback position in relation to the Sandy Lane active travel route and level crossing, should the Network Rail proposals not progress as required.

S278 Highway Works

As set out in the County Council's response dated 02 October 2023.

S38 Highway Works

As set out in the County Council's response dated 02 October 2023.

Key Points

- This response should be read in conjunction with the county council's previous response dated 02 October 2023.
- This response is made in response to the Supplementary Transport Information note dated December 2023
- This response also updates on S106 requests where a minor error was found in the previous calculations. Please see the updated calculations for the affected contributions in the relevant section below.

Comments:

Access

The Supplementary Transport Information document sets out that the applicant is in agreement that, should the PR8 development be brought forward ahead of the PR9

development, that improved pedestrian and cycle crossings over the A44 and bus stop improvements, that are proposed within the PR9 development application, would need to be delivered by the PR8 allocation (jointly). This includes active travel infrastructure on the western side of the A44.

It is agreed that an access and phasing strategy is proposed to demonstrate how each phase would meet access requirements for all modes. This is to be provided as part of the Tier 2 submissions, and a condition is requested to secure this.

Site Layout and Pedestrian and Cycle Routes

I note that there is agreement that a Design Code will be provided as part of the Tier 2 submissions to secure details such as street typologies, street hierarchy and parking.

Sandy Lane

The Supplementary Transport Information document notes that OCC has requested a fallback position with regards to the policy requirements for the Sandy Lane active travel connection across the railway in the event that the Network Rail proposals do not progress as expected.

The document sets out that OUD have commissioned further work on a fallback position and will submit this information as soon as it is completed. The County Council looks forward to reviewing this information as soon as it is available.

As noted in the council's initial transport response, it should be possible for an agreed fallback position to be secured through a S106 planning obligation. However, this needs to be identified and the county council would need to review and consider the further work referred to in paragraphs 2.5.5 and 5.1.6 prior to removing the outstanding objection, given the proposed development is directly related to the operation of the Sandy Lane route.

Roundham Lock

I note that further work has been commissioned to respond to Network Rail's objection to the increase in use of the level crossing at Roundham Lock and look forward to reviewing this work as soon as it is available.

A44 Corridor

The applicant has committed to work with OCC to develop and agree the improvements required for sustainable travel on the A44 corridor, and notes that these improvements would be required prior to occupation of the development. As access is a reserved matter, OCC will continue to work with the applicant on these schemes.

Bus stop Infrastructure

It is agreed that the phasing of bus stop infrastructure within the site, including location and walking routes to the stops, can be included within Tier 2 submissions with detailed design to be a reserved matter.

On-site Mobility Hub

It is agreed that minimum requirements for the on-site mobility hub should be included within a legal agreement or planning condition to ensure delivery. It is also agreed that a smaller mobility hub will be safeguarded for at the land reserved for the potential rail station. Detailed designs will be a reserved matter.

Potential Railway Station

Two plans have been submitted to demonstrate that 0.5ha of land within the site could be safeguarded for a potential rail station. The proposal for a two-platform station on the main line is the preferred option. However, it is still undetermined exactly where the land will be safeguarded within the site. I also note that the preferred option extends beyond the redline boundary of the site, albeit into land within the applicant's control. I understand that this area of land has nature conservation value and so the LPA will need to give consideration of the potential impacts here.

Since masterplanning is ongoing, the applicant proposes that a S106 obligation would be suitable for securing the safeguarded land and access requirements to the land, with greater detail to be provided at the Tier 2 stage. Given the proposed three tier approach to the development application, I consider that this could be secured with suitable wording within a S106 agreement.

However, it would be best to have a plan more clearly showing the potential safeguarded area(s). The current existing illustrative masterplan is unclear and there is no provision for the 0.5ha in the 'Parameter Plan 1 Development Zones' dated 30/11/23 nor any other plan I've found. Within the red line, the relevant land is shown as 'development zone' with part being overlain with 'building set back zone', although reference is made in text of the need to safeguard land in the Development Specification.

The access requirements for all modes to the potential station will also need to be clearly defined and safeguarded for in the S106 agreement.

Car and Cycle Parking

I note and welcome the extra comments on the provision for cycle and car parking, being in line with the County Council's adopted standards and requirements, including acceptance of on-site parking controls and car-free elements within the site.

Traffic Impact

The County Council requires that a Monitoring and Evaluation Plan is approved for the site to monitor the site's traffic and transport impacts. We accept that this could be provided in the Tier 2 submission and request that a planning condition is applied to secure this.

Public Rights of Way

I note and accept that a Public Rights of Way strategy outlining the approach to Public Rights of Way within the site will be submitted with the Tier 2 application. This will be required to set out any upgrades, treatments, temporary or permanent diversions or temporary closures that may be required for on-site rights of way. A condition is suggested below to secure this.

Innovation

I note that an Innovation Plan has now been submitted. Please see comments provided by the OCC Innovation Hub (iHub) in relation to this.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£12,032,379 Mobility Hub Contribution index linked to June 2022 using Baxter Index.

Towards:

As set out in the County Council's response dated 02 October 2023.

Justification:

As set out in the County Council's response dated 02 October 2023.

Calculation:

The latest estimate for delivery of a Mobility Hub near Oxford Airport is £21,610,829 including land costs, design, planning and construction.

The Mobility Hub is key to delivering the Partial Review development sites as well as those sites allocated in Woodstock. It is therefore considered fair that all Partial Review allocated sites, and the two sites allocated by West Oxfordshire District Council in Woodstock contribute proportionately toward the delivery of the Airport Mobility Hub.

In order to attribute contributions towards the development sites fairly, an assessment of the external peak period trip generation, and so proportionate traffic impact, of each development has been undertaken. This takes account of additional uses proposed on

each site, for instance the large expansion to Begbroke Science Park on PR8, and not only housing numbers. The external peak period vehicle trips for each PR development site and the two allocated Woodstock sites are set out in the forecasting report which underpins the assumptions on the modelling work that has been jointly undertaken and is as follows:

Combined peak period vehicle trips

PR6a = 1,019

PR6b = 768

PR7a = 549

PR7b = 221

PR8 OUD = 5477

PR8 Hallam Land = 177

PR9 = 713

Hill Rise Woodstock = 302

Banbury Road Woodstock = 611

Total = 9837 peak period trips

$£21,610,829 / 9837 = £2196.90$ per peak period trip

$£2196.9 * 5477$ (PR8 peak period trips) = **£12,032,379** index linked to June 2022 using Baxter Index.

£16,259,396 – A44 Highway Works Package – Bladon to Begbroke Hill index linked to June 2022 using Baxter index

Towards:

As set out in the County Council's response dated 02 October 2023.

Justification:

As above.

Calculation:

The Highway Authority has commissioned a cost estimate for the A44 corridor works as set out in the North of Oxford Corridor Strategy. The total cost estimate to deliver the bus priority measures and pedestrian and cycle facilities between the proposed Mobility Hub at Bladon Roundabout and the Begbroke Hill signalised junction is £21,611,905 (at June 2022 prices), inclusive of works to the Bladon Roundabout and Langford Lane junction.

These works are required in order to accommodate the proposed developments in this area by enhancing the sustainable transport offer in the area and enabling the modal shift to sustainable transport required.

The A44 corridor works are most directly related and relevant to the PR8, PR9 and two WODC allocated sites in Woodstock: Land East of Hill Rise and Land North of Banbury Road.

It is considered fair that the cost for delivery of this necessary infrastructure be met proportionately from these developments according to the development's traffic impact.

Combined peak period vehicle trips

PR8= 5477

PR8 Hallam Land = 177

PR9= 713

Hill Rise Woodstock = 302

Banbury Road Woodstock = 611

Total = 7280 peak period trips

$£21,611,905 / 7280 = £2968.67$ per peak period trip

$£2968.67 * 5477$ (PR8 peak period trips) = **£16,259,396** (index linked to June 2022 using Baxter index).

£13,542,033 A44 Highway Works Package – Cassington Road to Pear Tree Index linked to January 2023 using Baxter Index

Towards:

As set out in the County Council's response dated 02 October 2023.

Justification: As above

Calculation:

Oxfordshire County Council is currently implementing a scheme for bus priority and enhanced pedestrian and cycle facilities on the A44 between Cassington Road and Pear Tree interchange. The purpose of this scheme is to allow for the delivery of allocated housing sites along the A44 corridor. The scheme is being forward funded using Growth Deal funding. Oxfordshire County Council has a policy to claw back and recycle Growth Deal funding wherever possible.

The latest cost for the scheme is £18,000,000.

This figure has been divided amongst the PR8, PR9 and allocated Woodstock sites as set out above based on each site's proportionate impact.

The proportionate contribution sought from the PR8 (OUD) development is therefore **£13,542,033** index linked to January 2023 using Baxter index.

£4,064,524 Public Transport Service Contribution indexed from October 2021 using RPI-x

Towards:

As set out in the County Council's response dated 02 October 2023.

Justification:

As set out in the County Council's response dated 02 October 2023.

Calculation:

The upgrade requires an additional six vehicles to deliver. The County Council uses a declining subsidy model to calculate the costs of such services, which is equivalent to £787,500 per vehicle (£175,000 in the first year, then declining at a linear rate to zero). The total cost of providing these services is therefore £4.725 million (at October 2021 prices).

These costs are to be apportioned between development sites PR8 and PR9 using the proportionate traffic impact methodology outlined above.

Combined Peak Period Vehicle Trips

PR8= 5477

PR8 Hallam Land = 177

PR9= 713

Total = 6,367

$£4,725,000 / 6,367 = 742.1$ per peak period trip

$£697.31 * 5477 = £4,064,524$ indexed to October 2021 using RPI-x

£56,136 - Public Transport Infrastructure Contribution indexed from October 2021 using Baxter Index

As set out in the County Council's response dated 02 October 2023.

£3,320 Traffic Regulation Order Contribution indexed from March 2022 using RPI-x

As set out in the County Council's response dated 02 October 2023.

£128,571 Public Rights of Way Contribution indexed from September 2023 using Baxter Index

Towards:

As set out in the County Council's response dated 02 October 2023.

Justification:

As set out in the County Council's response dated 02 October 2023.

Calculation:

The County Council's previous response set out that a contribution of £150,000 was required from the total PR8 allocation towards upgrading Public Rights of Way in the locality of the allocation site. However, this did not take account of the 300 units proposed in the Hallam Land application (23/03307/OUT).

A proportionate contribution of £21,429 is sought from the Hallam Land application and therefore an equivalent reduction is made on the request from this application.

The calculation is below:

£150,000 / 2,100 (total homes across OUD and Hallam applications) = £71.43 per dwelling.

£71.43 * 1,800 dwellings = £128,571

£TBC Travel Plan Monitoring Fee

As set out in the County Council's response dated 02 October 2023.

£TBC - Canal Towpath Contribution

As set out in the County Council's response dated 02 October 2023.

£TBC – Canal Bridge

As set out in the County Council's response dated 02 October 2023.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Traffic Monitoring and Evaluation Plan

Prior to implementation a Traffic Monitoring and Evaluation Plan (MEP) shall be submitted to and approved by the Local Planning Authority, the actions within the MEP shall thereafter be implemented. The (MEP) shall record how the trip generation and mode share of the site evolves during build-out and occupation. Survey design shall account of multi-modal trips from all access points, including walking and cycling only accesses in addition to main vehicular accesses. The survey data will inform whether the targets and mode shares set out in the Transport Assessment and Travel Plans are achieved and will inform whether additional measures, to be identified in the Framework Travel Plan shall be implemented.

Public Rights of Way

Prior to implementation an on-site Public Rights of Way strategy shall be submitted to and approved by the Local Planning Authority and thereafter implanted in full. The Public Rights of Way strategy shall outline upgrades and treatments required for on-site rights of way as well as any temporary diversions or closures required during construction.

Phasing and Access Strategy

Prior to implementation a Phasing and Access Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Phasing and Access Strategy shall demonstrate how each phase of the development will be accessed by all modes including details on active travel links and access to public transport services and the delivery of on-site highway infrastructure and active travel routes. The access strategy for each phase shall have regard to the standards set out in the Oxfordshire Street Design Guide and of the need to promote active and public transport. The Phasing and Access Strategy shall then be implemented accordingly.

Access

Prior to commencement of the development, details of the access arrangements at the Begbroke Hill / A44 junction between the development site and adopted highway shall be submitted to and approved by the Local Planning Authority. The proposed access arrangements shall include enhanced pedestrian and cycle crossings and, unless already delivered, a pair of bus stops including shelters on the A44 at the Begbroke Hill junction. The design be in accordance with the Oxford Street Design Guide and LTN1/20 standards. The approved access arrangements shall be implemented thereafter.

Highway Works

Prior to the commencement of the development, details of a scheme of improvements on the A44 corridor between the Begbroke Hill junction and the Cassington Road junction shall be submitted to, and approved by, the Local Planning Authority. The improvements shall include segregated pedestrian and cycle facilities, to LTN 1/20 standards on the eastern side of the A44 along the extent indicated above, bus priority measures including a southbound bus lane on the approach to the Cassington Road junction and unless already delivered, signalised pedestrian and cycle crossings at the following locations:

- Around mid-way between the Begbroke Hill and Sandy Lane junctions on the A44
- At the Sandy Lane junction on the A44
- On the northern arm of the A44 / Spring Hill Road / Fernhill Road junction at Begbroke

The scheme of A44 highway works shall then be implemented in accordance with approved plans.

Design Code

Prior to implementation, a Design Code shall be submitted to, and approved in writing by, the Local Planning Authority. The Design Code shall outline the street hierarchy, street typologies and the provision and type of LTN 1/20 compliant pedestrian and cycle routes and infrastructure. The Design Code shall set out the detailed approach to achieving the 'people first' vision of the development.

The Design Code shall also set out the car and cycle parking strategy and typologies for the development site, which shall be in accordance with Oxfordshire County Council's Parking Standards. This shall detail the provision of car-parking spaces, car parking controls, car-free development, EV charging infrastructure, and cycle parking facilities for

residential, employment and visitor / local centre uses in accordance with the relevant standards.

Construction Traffic Management Plan

A Construction Traffic Management Plan shall be submitted with each Reserved Matters application and for each phase of the development to the Local Planning Authority and agreed prior to commencement of works. The Construction Traffic Management Plans shall be implemented thereafter. This shall identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Parking and Travel initiatives for site related worker vehicles,
- Engagement with residents and neighbours.
- The Construction Traffic Management plans must be in accordance with the Framework Construction Traffic Management Plan.

Construction Access

Prior to commencement of the development hereby permitted, details including the layout, visibility, construction, drainage and assessment of highway and traffic impacts of any temporary or construction access onto the local highway shall be submitted to, and approved by, the Local Planning Authority. Any temporary or construction access shall be implemented in accordance with the approved plans.

Framework Travel Plan

Prior to first occupation an updated Framework Travel Plan shall be submitted to and approved by the Local Planning Authority and implemented thereafter.

Residential Travel Plan

Within three months of first occupation a Travel Plan for the residential dwellings shall be submitted to and approved by the Local Planning Authority and implemented thereafter.

School Travel Plan

Prior to the first occupation of each school within the development site, a School Travel Plan shall be submitted to and approved by the Local Planning Authority and implemented thereafter.

Officer's Name: Tim Peart

Officer's Title: Senior Transport Planner

Date: 31 January 2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Lead Local Flood Authority

Recommendation:

Objection

Detailed comments:

The applicant has addressed majority of the LLFA comments however calculations for the different storm events needs to be provided. The applicant has completed a source control calculation for each catchment but does not show the water level and storm duration outputs for all storm events including the 1:100 year storm event plus 40% climate change. The LLFA does not require the entire surface water network to be modelled at this stage however, storm event outputs needs to be presented for the attenuation features.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 18/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Archaeology

Recommendation:

Archaeological mitigation as outlined below.

Conditions:

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition along the lines of:

- 1 Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2023).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a programme of archaeological mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2023).

Detailed comments:

Following on from my previous comments, the further phase of archaeological trial trenching at Begbroke has now been completed, and the applicant has submitted an

interim report on the results of this work in the updated Environmental Statement, which should be read in conjunction with the previously submitted trial trench report from the phase 1 trenching of the site. The full report of the second phase of trenching will be submitted to OCC and CDC once approved by the County Archaeological Service.

The archaeological potential of the site has been considered in a detailed archaeological desk-based assessment, geophysical survey and trial trench evaluation. The investigations on the site have recorded settlement activity from the Bronze Age, Iron Age, Roman and Anglo Saxon periods. The first phase of trenching in the developable area of the site recorded dense Iron Age and Roman complex farmstead and settlement areas, as well as Bronze Age funerary features and pits, a smaller, isolated Iron Age settlement and Anglo Saxon activity.

The most recent trenching on the floodplain areas of the proposal site has recorded limited evidence from the Bronze Age, through two possible barrows were recorded north of the Rowel Brook. The most extensive remains from this phase of trenching relate to Iron Age settlement, with some features suggesting industrial activity in the area. A series of ditches were recorded which contained Roman pottery, and an area of square enclosures on the southern side of the site could be part of an Anglo Saxon settlement, though dating evidence was not recovered at this stage

The remains recorded during these preliminary investigations will need to be subject to a further stage of archaeological mitigation, secured via a condition. There were some areas of the site which were not accessible during the pre-determination stage, due to constraints surrounding services, ecological factors and land access. These areas will also need to be assessed if the development is granted permission.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 4th January 2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Innovation

Introduction

Oxfordshire County Council's Innovation Service (iHUB) welcome the Framework Innovation Plan for the proposed Begbroke Innovation District. We see that it substantially follows the guidance given in the OCC Innovation Framework (IF) and as a living document, Oxford University Development have committed to develop this plan through the subsequent stages of Neighbourhood Guides and Reserved Matters Applications. Most of the aspects of innovation previously discussed have been considered or sign-posted in this Framework Innovation Plan; OCC iHUB comments below are therefore few.

Sustainability Vision for Begbroke Innovation District

We were pleased to note that in the Framework Energy and Sustainability Strategy (referenced in the Innovation Framework Plan), centralised heating had been considered as we discussed, albeit found to be unsuitable without the availability of a nearby waste heat source. We see that local air source heat pumps are favoured in the plan over ground source heat pumps, which though more efficient, have more complex requirements as well as large spatial requirements. We note that district or centralised ground source heat pump installations are sometimes used when space is tight and may make GSHP an option, particularly for the commercial areas. For example, Home – Celsius Energy save space by drilling bore holes in a cone shape, with the apex at ground level resulting in a small footprint.

The creation of a mobility hub (3.5.1) incorporating Mobility as a Service (Maas) is welcomed, as is the possibility of secondary 'neighbourhood' mobility hubs as mentioned in the Framework Site-Wide Travel Plan.

The importance of traffic and active travel monitoring and the use of object recognition cameras (e.g., VivaCity) has been recognised. It would also be helpful to consider siting of their installation along with streetlighting and/or provision of other appropriate infrastructure such as smart posts connected to power and data. These could be considered along with the need for other monitoring such as air quality (3.9.1).

Innovation to address challenges and goals

With regards to working towards Oxfordshire becoming a zero-carbon economy (4.1.5). It is noted that the ambition for Begbroke Innovation District is to be zero carbon in operation and that energy will be supplied by on-site renewables as far as possible. We note in the Framework Energy and Sustainability Strategy, the consideration of battery

storage for maximising the proportion of renewably generated energy used on site; there may be exciting opportunities in innovation of battery design which could be incorporated (or designed-in to be retrofitted) in the construction period or early life of this development.

Future Proofing Innovation

It is noted that that impact of autonomous connected vehicles will be considered in later versions of the Innovation Plan and the intention that the iHUB will be engaged in this.

An important aspect of future proofing will be flexibility in infrastructure to accommodate the scope and pace of innovation in the medium to long term. This is well illustrated when considering private car parking space which as private vehicle ownership falls, may need to be repurposed to accommodate turning circles and idling space for what is anticipated to be a growth in shared, public connected and autonomous vehicles (i.e. small minibus size vehicles). Or the provision of more space for kerbside last-mile deliveries.

Whilst drones may or may not become a universal home delivery service, in a mixed development such as proposed at Begbroke, consideration will need to be given to commercial drone deliveries; minimising noise nuisance and choosing flight paths that mitigate safety and privacy concerns of residents.

Finally, we could find no reference to consideration of 5G and 6G infrastructure which will be essential for the growth in the internet of things (IoT) and the digital future.

Officer's Name: Peter Taylor
Officer's Title: Innovation Planning and Project Manager
Date: 09/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Property- School Sites

Recommendation:

No objection subject to S106 Property requirements as per comments below.

Introduction:

These comments relate to the three proposed school sites, a 3 FE Primary, a 2FE Primary and an 1100 place Secondary school, that form part of the proposed Begbroke Innovation District development.

We provided a response to the application on 11 September 2023 (sent 12 September 2023) and this response supersedes that previous Property – School Sites response.

OCC has provided the applicant with our Design Criteria for Primary and Secondary schools and other supporting guidance and has been working closely with the applicant through the PPA process. We have also attended the Design Review workshops and provided feedback on the proposed locations as the masterplan has developed. The applicant has now provided additional information required to assess the suitability of all the proposed school sites.

We note that there is not yet a finalised Development Brief for the site. OCC responded on the development brief consultation which closed in December 2023.

Key issues:

Lack of information on the Secondary School site, in particular the required noise mitigation for the site, and the proposed location of the 2nd Primary school were reasons for the previous objection.

For the Secondary School site, the applicant has now provided OCC with sufficient information on the proposed mitigation that will be provided to achieve OCC's agreed required noise level at the boundary of the Secondary school site.

The location shown for the 2nd Primary school has been amended following the response from OCC and further discussions with the applicant. Again, of particular concern was the required noise level being achieved at the school boundary. The amended location for the school shown on the updated Parameter Plan 1 now meets OCC Design Criteria for Primary Schools and the required noise level on the school site.

More detailed evidence on the mitigation to achieve the agreed noise levels, site levels (the school sites in relation to the highways network) layout etc. and OCC's S106 site requirements will be required during the applicant's subsequent Tier 2 neighbourhood guide proposals and the Tier 3 reserved matters application for each school.

Detailed comments:

All school sites must be transferred freehold to OCC fully remediated and serviced, suitable for use by a school of the required size.

These comments are based on each individual school site.

Primary School 1

Layout

The Education Authority requires that the new primary school be designed and built as up to 3 forms of entry. An initial assessment has been undertaken to show that a 3FE school is feasible on this site however further assessment will be required to confirm the final number of FE, layout of the school and required location of the services, access points etc. A proving layout will need to be developed with the applicant and OCC which indicates the overall building position and surrounding external areas. All details will need to be agreed and set out on a s106 obligation plan for the site.

The proposal to locate Primary School 1 close to the local centre and on the main spine road into the development in the centre of the site is supported.

The site area required for a 3FE primary school is a minimum of 3.01ha and the application documentation and drawings identify a site size of 3.2ha has been safeguarded for the school. The shape and proportions are generally in line with OCC requirements. External areas inclusive of hard play, habitat, playing field, car parking, service areas and pedestrian circulation all appear to be possible to include satisfactorily within the defined school boundary. All details will need to be set out on a s106 obligation plan for the site and will inform the applicant's subsequent Tier 2 neighbourhood guide proposals and the Tier 3 reserved matters application for the school.

Site Access

The location of the school site off a spine road, with highway access achievable from two sides of the site boundary meets OCC's requirements in terms of locating the site in the development with connectivity to the road network. The vehicular access points are to be 6m wide with 2m pedestrian paths either side. These access points must abut adopted highway and the locations shall be agreed with OCC and set out on s106 obligation plans.

Roads in the vicinity of the school site shall be designed to enable coaches to visit the school site and park in the layby, with a continuous circular route out of the development. The roads around schools shall be designed to ensure that there are no dead ends to avoid vehicles reversing near children.

The applicant will need to demonstrate that the proposed levels around the school site shall create level access into the school site, both vehicular and pedestrian and will create a level access to the school building no greater than 1:21. All levels will need to be agreed and set out on s106 obligation plans.

Coach Parking and Pupil Drop Off

Coach parking for the purposes of school trips shall be included on the highway to the northern boundary road within easy walking distance of the school building and pedestrian accesses into the school. The developer will be required to produce a travel plan framework. The provision for drop-off will need to be agreed with the OCC Highways team, based on the developers' evidence-based assessment of the school's pupil numbers and requirements.

SuDS

In addition to the LLFA comments on the development, the LLFA expectations for SuDS use on School Sites is as follows:

The LLFA recognise that the on-surface stormwater storage on school site can present significant health and safety and management risks, and that attenuation/tank storage is no longer acceptable due to long term sustainability.

Therefore, on surface attenuation provision that account for the outfalls from school sites shall be provided external to any school site.

This surface water storage shall form part of the overall surface water management infrastructure and shall fall under the responsibility of the appointed Management and Maintenance Company to maintain in perpetuity.

This will increase sustainability and maximise environmental gain through water resources, biodiversity, landscape, educational functionality, and amenity, as well as reduce overall capital and maintenance liability.

Development around the school site boundary

The adjacency of buildings up to 22m high (D&A Statement 4.8 Masterplan framework) to the east and north needs further consideration. OCC design guidance does not allow for overshadowing or overlooking of the school site in a way that may impact daylight standards or the daily operations of the school. An overshadowing report will be required to confirm the school site will not be impacted.

Services

The ES notes the presence of an existing medium pressure gas main crossing the site and overhead cables (5.17.2 and 5.17.3) and the need for new substations. No overhead cables or underground cables within 5m of the boundary of the site are permitted. Please refer to OCC design requirements for full details.

Acoustics

The school and playing fields need to be situated in a quiet part of the development. The noise levels on unoccupied playing fields used for teaching sport shall not exceed 50dB Laeq,30min, therefore this level is required at the boundary of the school site.

Primary School 2

Layout

The Education Authority requires that the 2nd primary school will be designed and built as up to 2 forms of entry. The timing of the delivery will be dependent on the phasing plan and housing mix and will be subject to further discussion with the county.

The site area required for a 2FE primary school is a minimum of 2.22ha and the applicant's documentation and drawing ref: BEG-HBA-XX-ZZ-SK-A-SK19f now identifies a site size of 2.22ha.

The revised location is acceptable as the school and playing fields need to be situated in a quiet part of the development and the noise levels on unoccupied playing fields used for teaching sport shall not exceed 50dB Laeq,30min, at the boundary of the school site. The noise levels at the boundary of the proposed site meets this requirement.

The shape of the site should be rectangular. Site dimensions are required to confirm if the shape and proportions are in line with OCC requirements. A proving layout has been provided which confirms the external areas inclusive of hard play, habitat, playing field, car parking, service areas and pedestrian circulation can all be satisfactorily accommodated within the defined school boundary. All details will need to be set out on a s106 obligation plan for the site and inform the applicant's subsequent Tier 2 neighbourhood guide proposals and the Tier 3 reserved matters application for the school.

Site Access

The roads around schools must be designed to ensure that there are no dead ends to avoid vehicles reversing near children and shall be designed to enable coaches to visit the school site and park in a layby, with a continuous circular route out of the development.

The vehicular access points are to be 6m wide with 2m pedestrian paths either side. These access points must abut adopted highway and the locations shall be agreed with OCC and set out on s106 obligation plans.

The applicant's proving layout demonstrates that the proposed levels around the school site shall create level access into the school site, both vehicular and pedestrian and will create a level access to the school building no greater than 1:21. All levels will need to be agreed and set out on s106 obligation plans.

Coach Parking and Pupil Drop Off

The requirements are as per Primary School 1 above on the southern boundary to the school site.

SuDS

The requirements are as per Primary School 1 above.

Development around the school site boundary

OCC design guidance does not allow for overshadowing or overlooking of the school site in a way that may impact daylight standards or the daily operations of the school. An overshadowing report will be required to confirm the school site will not be impacted.

Services

No overhead cables or underground cables within 5m of the boundary of the site are permitted. Please refer to OCC design requirements for full details.

Acoustics

The school and playing fields need to be situated in a quiet part of the development. The noise levels on unoccupied playing fields used for teaching sport shall not exceed 50dB Laeq,30min, therefore this level is required at the boundary of the school site.

1100 Place Secondary School

Layout

The Education Authority requires that a new Secondary School be designed and built as up to 900 places with land safeguarded for expansion by a further 200 places. The land requirement is for a total site area of 8.03ha: 6.77ha core site with a further 1.26ha secured for future expansion.

Extensive discussions have taken place with the applicant over the proposed location of the secondary school. The location shown is restricted, mainly by Sandy Lane to the north, the central park to the west and the railway line to the east. The site will require mitigation for noise, the brook to the southeast, site levels, drainage etc. A proving layout has been provided to confirm the proposed site can accommodate the required layout of the school and confirm the external areas inclusive of sports pitches, hard play, habitat, car parking, service areas and pedestrian circulation can all be satisfactorily accommodated within the defined school boundary. These details will need to be set out on a s106 obligation plan for the site and will inform the applicant's subsequent Tier 2 neighbourhood guide proposals and the Tier 3 reserved matters application for the school.

ES Section 5.12.1 proposes the infill of the existing brook with a replacement channel located outside the school boundary and linked to a 2,960m² flood storage area. This requires approval from OCC as the LLFA (see SuDS below).

Site wide regrading is also proposed, and levels need to be agreed to ensure the school site has level access to the highway network. The applicant has provided a proving layout to demonstrate that the proposed levels around the school site shall create level access into the school site, both vehicular and pedestrian and will create a level access to the school building no greater than 1:21. The level details will need to be set out on a s106 obligation plan for the site and will inform the applicant's subsequent Tier 2 neighbourhood guide proposals and the Tier 3 reserved matters application for the school.

Site Access

The location of the school site adjacent to the railway line restricts permeability into the site and careful consideration will be needed to ensure sufficient vehicle and pedestrian access points are provided to ensure the operation of the school is not compromised.

OCC's requirements in terms of locating the site in the development with connectivity to the road network is to ensure that roads around schools shall be designed to ensure that there are no dead ends to avoid vehicles reversing near children. Roads shall be designed to enable coaches to visit the school site and park in a layby, with a continuous circular route out of the development.

The vehicular access points are to be 6m wide with 2m pedestrian paths either side and a minimum of 6 vehicle / pedestrian access points are required. These access points must abut adopted highway and the locations shall be set out on s106 obligation plans.

Acoustics

The school and playing fields need to be situated in a quiet part of the development. The OCC noise levels requirement on unoccupied playing fields used for teaching

sport is 50dB Laeq,30min. The ES notes the need for schools to be sited and designed to provide a suitable external noise environment and for school buildings to be naturally ventilated where possible. Noise attenuation in the form of bunding and a 2.5m acoustic fence alongside the eastern site boundary with the railway is proposed to achieve a 10 dB reduction in predicted noise levels.

This will need to be set out on a s106 obligation plan for the site and will inform the applicant's subsequent Tier 2 neighbourhood guide proposals and the Tier 3 reserved matters application for the school.

Development around the school site boundary

A location close to the extension of the existing science park is welcomed to promote greater interaction between the school and neighbouring business uses.

The adjacency of buildings up to 22m high (D&A Statement 4.8 Masterplan framework) to the north needs further consideration. OCC design guidance does not allow for overshadowing or overlooking of the school site that may impact daylight standards or on the daily operations of the school and an overshadowing analysis will be required to demonstrate the school site will not be impacted.

Coach Parking and Pupil Drop Off

Coach parking for the purposes of school trips shall be included on the highway and within easy walking distance of the school building and pedestrian accesses into the school. The provision for drop-off will need to be agreed with the OCC Highways team, based on the developers' evidence-based assessment of the school's pupil numbers and requirements.

An on-site coach drop-off facility is also required located adjacent to the sports hall. This will need to be strategically situated to enable the area to double up for other functions once the school day commences and adjacent to the sports hall/ playing field for out of hours events.

SuDS

The requirements are as per Primary School 1 above.

Services

The ES notes the presence of an existing medium pressure gas main crossing the development site and overhead cables crossing the secondary school site (5.17.2 and 5.17.3) No overhead cables are permitted to cross the school site nor underground cables within 5m of the boundary of the site. The ES also refers to the need for new substations. Please refer to OCC design requirements for full details on the permitted distances from the school boundary.

Community Use

We note the application refers to the provision of a 4-court sports hall on the school site with access for community use. The community use of all the school buildings

will be determined by the operating academy and cannot be mandated by OCC. Therefore, we cannot mandate this as a S106 requirement within the school boundary.

The Design and Access statement (page 167) also includes the shared use of a full-sized artificial turf senior football pitch within the secondary school site. This will also be at the discretion of the operating academy to determine community use and this area (0.8ha) should not be counted towards the social infrastructure requirements.

Officer's Name: Deborah Wyatt

Officer's Title: Strategic Liaison Manager

Date: 19/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Public Health

Recommendation

No further objections

Comments

The Public Health team welcomes the opportunity to review the amended health impact assessment submitted regarding the proposed development of PR8 Begbroke Innovation District (OUD).

The team has assessed the revised HIA and is pleased to note that its comments and recommendations have been addressed.

Two items to be noted:

- Typo in 5.41 which should read 'near schools'.
- Sections 5.138 through to 5.146 have provided further detail on the capacity of local primary care services following concerns that we expressed as part of the previous iteration of this HIA. Whilst there may be capacity within practices for the population growth associated with this development, the collective impacts of developments in this area need to be considered.

Public health recommends that the case officer meets with the ICB to consider the collective impact of the strategic sites in and around Yarnton prior to determining whether mitigation may be needed for PR8 in the form of funding to increase primary care facilities to address the cumulative population growth proposed.

Officer's Name: John Lee
Officer's Title: Health Improvement Practitioner
Date: 16/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Archaeological Archives

Recommendation

No objection from the Heritage Service, subject to S106 contributions as summarised below:

	Amount:	Index
Increasing the capacity and improved efficiency of the Museum Resource Centre at Standlake near Witney	£17,971	Index linked from July 2023 using RPIX
The storage of archaeological archives at the Museum Resource Centre	£8,719	Index linked from July 2023 using RPIX

Background

The National Planning Policy Framework, September 2023 at paragraph 205 states: *“Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted”.*

Cherwell Local Plan 2011 - Policy ESD 15 states:

“New development proposals should... Conserve, sustain and enhance designated and non designated ‘heritage assets’ (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings...”

Oxfordshire County Council’s Museums Service is nationally recognised and operates as the leading local repository for heritage archives and artefacts in the county. The Service receives archaeological material and archives from excavations in advance of developments throughout Oxfordshire. The Leading Archaeologist for Oxfordshire County Council, as part of the planning process, writes briefs for each development

outlining that archives are to be deposited with the Museums Service. The Service is the only museum to take in Oxfordshire's archaeological deposits for their future preservation and accessibility, thereby allowing the county's residents, researchers, schools and other interested parties use and access to this collection. The standard of care of the collections, documentation arrangements and use of heritage items meet the requirements of the Museum Accreditation Standard administered by the Arts Council England.

Contribution of £17,971 index linked from July 2023 towards the expansion of capacity and improved efficiency of the Museums Resource Centre, Standlake

Justification

Archaeological archives from developments are stored at the Museums Resource Centre (MRC) in Standlake, near Witney. Capacity at the MRC to store archaeological archives is limited with shelving being at full capacity. With the extent of development taking place in the county, it is essential that the storage capacity at the MRC is expanded to accommodate archaeological archives from new development.

OCC's medium-term strategic approach to expanding storage capacity at the MRC is to replace static shelving with roller racking, which will provide a more efficient and effective means of storage and increase shelf capacity by 50%. OCC's long term strategy is to build an extension to the MRC.

Calculation:

To estimate the likely volume of heritage finds from development a review was undertaken of a sample of development sites with similarly dated finds to those likely to be found. The sites reviewed had a total site area of 292.44 ha and a total of 4.99m³ archaeological finds were recovered and stored at MRC. Therefore, on average, one hectare is expected to generate 0.02m³ of archives to be stored. The development is 170.4 hectares, therefore the estimated size of the archive from the development is 0.02m³ x 170.4 ha = 3.41 m³.

The cost of installing roller racking to store 1m³ of archaeological archives is £5,270 based on a quote dated to July, 2023, therefore the cost of roller racking to store the estimated volume of archaeological archives is:

$$£5,270 \times 3.41 \text{ m}^3 = £17,971 \text{ index linked from July 2023 using RPIX}$$

Contribution of £8,719 index linked from July 2023 towards the cost of storing archaeological archive material

Justification

The Society for Museum Archaeology describe a public accessible repository as being “An accredited repository for the collection, curation and safe guarding of archaeological archive material which is pro-actively managed and developed by staff qualified to ensure continued public engagement with, and the best possible access to the archaeological resource, for the purposes of enquiry, exhibition, learning, research, inspiration, enjoyment and general interest.”

In 2009 the Chartered Institute For Archaeology published ‘The Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives’ in which it states “*All archaeological projects that include the recovery or generation of data and/archaeological materials (finds) will result in a stable, ordered, accessible archive. All archaeologists are responsible for ensuring that the archive is created and compiled to recognised standards, using consistent methods, and is not subject to unnecessary risk of damage or loss. It is the responsibility of all curators of archaeological archives to ensure that archives are stored to recognised standards for long-term preservation and made accessible for consultation*”.

For the Oxfordshire Museums Service this entails archaeological specialists recording and documenting what each archive contains that comes into the collection, tracking its location, and promoting it to other organisations for loans. Alongside conservators potential hazards are identified, documented and handling procedures put in place, and that specialist storage conditions are identified and acted upon to ensure the long-term preservation, as an example metalwork needs to be stored at a different humidity to organic material. These procedures and conditions are monitored and reviewed and problems mitigated against, such as bug control.

Archaeological archives are, in principle, stored by the Museums Service in perpetuity. Given that fundamental policy, it is however considered reasonable that developers cover the cost of storage of archaeological archives for a period of 20-year on the basis that OCC would subsume the costs of storage after that period.

Calculation:

The operational costs of managing and retaining the archives at the MRC are:

MRC Running costs per year	Cost
Staffing*	£206,088
LPG (gas)	£17,000
Equipment, maintenance and non-utility services	£7,290
Water / electric	£34,103
Specialist IT software systems	£1,320
Total annual running costs	£265,801

*For note, the staffing costs cover the MRC team who are all involved in the care of/access to collections at the site.

Archives are taken into storage on the principle of holding 'in perpetuity' but the following costings are based on a 20-year term (i.e. £5,316,020 index linked from July 2023 using RPIX). The total storage space presently is 2,079m³.

The cost of storing archives at the MRC for 20 years per 1m³ (i.e. total running costs/total storage m³) is £2,557

Therefore the cost of storing the archaeological archives at MRC will be:

$£2,557 \times 3.41\text{m}^3 = £8,719$ index linked from July 2023 using RPIX

Officer's Name: Angie Bolton

Officer's Team: Oxfordshire Museums Service

Officer's Title: Curator of Archaeology

Date: 23/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Other

Waste Management – see our first response dated 12 September 2023.

Library Service – see our first response dated 12 September 2023.

Education – see our previous two responses dated 12 September and 2 October 2023.

Specialist Housing – see our first response dated 12 September 2023.

Adult Day Care Community Support Services – our first response dated 12 September 2023 indicated that a contribution was to be confirmed for increased capacity at a community support centre. The response indicated: 'A development of this size will create demand for Adults Day Services. Demand in this area would be picked up by Oxford Community Support Service and Bicester and Abingdon Day Centres. An analysis of the capability of the centres to meet the needs of the development is being undertaken. Contributions may be sought when the study is concluded. Alternatively, space may be sought within the proposed community building.' Further work is taking place to assess the mitigation required for adult day care infrastructure. A response will be submitted detailing the mitigation required as soon as this work is complete.

Officer's Name: Lynette Hughes
Officer's Title: Principal Planning Officer
Date: 31/01/2024

Application no: 23/02098/OUT

Location: Begbroke Science Park, Begbroke Hill, Begbroke, OX5 1PF

Appendix 1 –

County Council Comments on PR8 Draft Development Brief

Land East of the A44 (Begbroke)

Date: 19 December 2023

Strategic Planning

Timing of Development Brief

2. This development brief is being consulted on after all the others for the Partial Review allocated sites. It is understood that the other development briefs are all finalised although only some are on Cherwell District Council's [webpage](#) at the time of writing.
3. Ideally this development brief should have been consulted on earlier as an outline planning application covering much of the allocated site was lodged in July 2023 without the benefit of a confirmed brief. The planning application is from Oxford University Developments (OUD) and it followed a period of preapplication engagement. The applicants have a website <https://oud.co.uk> and the planning application reference number is 23/02098/OUT which can be found on Cherwell District Council's [planning register](#). The application is for housing, expansion of Begbroke Science Park, schools, retail and related uses. Consultee responses to the application which can be found on the planning register include those from Oxfordshire County Council, the latest of which at the time of writing is dated 2 October 2023. We noted in our response that comments we make on this draft brief should be taken into account when the case officer reports on that application. OUD have lodged amendments to the application to address objections and comments lodged by us and other parties and Oxfordshire County Council is preparing a response to these amendments.
4. Also, within the allocation, there is a recently submitted planning application on land to the south by Hallam Land Management for up to 300 homes, ref 23/03307/OUT. At the time of writing Oxfordshire County Council is preparing a response to the application.

Specialist Housing and Housing Number

5. Cherwell District Council has advised that Policy BSC 4 of the adopted Cherwell Local Plan Part 1 (adopted July 2015) does not apply to the Partial Review allocated sites. The County Council has an interest in affordable specialist housing related to our Social Care functions, for example for older people or those with disabilities. No

provision for such specialist housing is made in the development brief nor the current application 23/02098/OUT. We understand this to be the policy position so have no comment. As the housing on the site is allocated for Oxford's unmet need, the affordable housing elements need to be agreed with Oxford City Council.

6. The development brief does not address the possibility of more houses on the site than identified in the allocation which anticipates 1,950 homes. Application 23/02098/OUT anticipates some 1,800 homes, so together with the anticipated 300 on the land to the south, we think consent might be granted for some 2,100 homes which will provide more housing for Oxford's unmet need.

Green Belt and Site Context

7. Some 65 hectares of the 190-hectare allocation remain in the Green Belt. Page 10 of the draft development brief refers to a Local Nature Reserve, nature conservation area and informal canalside parkland. It also refers to a walking and cycling route linking to Oxford and via a canal bridge with PR7b to Oxford Parkway Station, which we support. Further details of green infrastructure are provided on pages 52 to 59. We do not seek any amendments.
8. The information between pages 18 and 20 provide useful site context and the map clearly identifies the land which remains in the Green Belt.

Comprehensive Scheme

9. We seek clarification of the text on page 33. The text advises that 'a single comprehensive, outline scheme is to be approved for the entire site'. As there is a current application which does not cover all of the site, 23/02098/OUT, we are not clear how there can be such a scheme for the whole allocation. Nevertheless, we support the intentions, which include a design code for the entire site. We seek that the text be amended to clearly indicate how the intent will be achieved given that the first application does not cover the whole site.

Sandy Lane

10. The development framework on page 3 (and on page 30) may require amendment to provide for an alternative bridge arrangement than the one proposed by Network Rail at Sandy Lane. However, we recognise that there is text in the key on page 3 which states '...potential for alternative bridge further north with restricted vehicular access, subject to agreement between OUD and Network Rail'. There is also text on page 29 indicating: 'Alternative land use arrangements will be considered through future planning applications subject to evidenced justification...' and text on page 42 indicating: '...potential restricted vehicle access via a bridge further north may be delivered, subject to agreement between Network Rail and OUD'.

Railway Station

11. The development brief envisages a future Begbroke railway station at a location able to be accessed by cars both from the west and east. Policy requirements include safeguarding 0.5ha for such a station.
12. The term Rail Halt has been used in the Local Plan, presumably to acknowledge that a large railway station is not envisaged. However, the term 'halt' is outdated. We use the term railway station.
13. As the railway line in this location is double tracked, there will need to be one platform northbound (on the west) and one platform southbound (on the east) connected via a bridge or tunnel.
14. Amendment should be made to the brief, for example on the development framework on page 3 (and on page 30) to show the zone for the railway station extended northwards. This would recognise the option that is now within 23/02098/OUT, although we would direct you to our Transport comments on the application which at the time of writing include a transport objection.
15. Amendment may need to be made to the text of the brief under 6.4.8 on page 51 following further discussion with Network Rail and other interested parties. At this point in time there has been no business case prepared about services to such a station. We expect this would be part of a stopping service between Oxford and Banbury like the next station at Tackley which currently has 13 trains stop in each direction on weekdays and a lesser number on Saturdays.

Transport Development Management

Sandy Lane and Railway Station

16. Comments on Sandy Lane and the future Railway Station above in the strategic comments are supported by Transport Development Management.

Various Text and Map Amendments

17. The development framework on page 3 has blue arrows shown in the key to indicate vehicular access but those aren't included on the plan for the PR8 site. There are blue arrows indicating the vehicle access for PR9 opposite on the same plan. Amendments should be made to include blue arrows.
18. The figure 2 on page 5 is meant to indicate not only existing key sustainable movement routes but also proposed ones. However, amendments need to be made as follows:
 - The ped / cycle route through Cutteslowe Park and over the A40 overbridge to Wren Rd should be shown.

- The Banbury Road, south of the Cutteslowe Roundabout should be indicated with an arrow. Woodstock Rd, south of the Wolvercote Roundabout has a green line and arrow indicating onward connection, Banbury Road should have the same.
- The route between Sandy Lane and the proposed new canal bridge to PR7b which is indicated on the plan on page 3 and is a requirement of policy should be shown. The proposed route through PR7b is already shown.

19. On page 12 (2.1.3) – references the County Council's Local Transport Plan and strategy for 'Park & Ride and Rapid Transit' should be updated to refer to the LTCP and strategy for Mobility Hubs and strategic public transport network.

20. References throughout the document to 'Transport Hub' should be updated to 'Mobility Hub'.

21. On page 42 (6.4.2) the 5th point which begins 'crossing opportunities will be explored....' should be clearer that it is referring to the crossing of the railway / Sandy Lane replacement bridge. It follows a point about the bridge but read on its own it isn't clear what it is referring to and might raise concern about whether or not crossings of, the example, the A44 are going to be delivered.

22. On page 45 it should be noted that the primary street should have a width of 6.5m for a bus route. This is needed also in Figure 16.

23. On page 47 the section on Tertiary Streets should be reviewed to encourage the 'living streets' concept. Streets may be narrower than for 'living streets' without parking and which potentially operate in a one-way system.

Controlled Parking

24. OCC has adopted new parking standards which have a specific standard for 'edge of Oxford' sites. This sets out a lower level of residential and employment car parking, more akin to Oxford City standards. In order to enforce this, prevent inappropriate overspill parking, and to prevent the site from becoming an informal park and ride (given new bus services and potential rail halt) OCC will be looking to adopt the streets and implement a CPZ. Prior to adoption, a scheme of private parking enforcement will be required which directly mirrors the operation of a CPZ. This has been done recently at the Barton Park development. Text should be included on the need for the scheme of parking enforcement.

Bus route

25. It is envisaged that there will be a bus route in future through the site. Reference should be made to the desirability of higher densities in locations close to a bus route.

Mobility Hub

26. The County Council wants to see a mobility hub created on the site by the local centre, enabling interchange between bike, e-bike, e-scooter, walking and public transport services. Reference should be made to this both within section 6.4 on movement and access and in section 6.6.2 on the local centre.

Lead Local Flood Authority

27. The development brief does not contain a lot of advice on how the development will follow the principles of sustainable drainage. The brief should mention how the development will follow the SuDS discharge hierarchy. We would like the brief to better explore:

- The SuDS features that will be implemented to attenuate and treat surface water before being discharging at greenfield run off rates.
- The use of infiltration techniques that will be implemented on site.
- How the surface water network will benefit the local area and reduce flood risk.
- The offsite drainage features that will be implemented to mitigate flood risk.
- How the development proposals sit with the different flood zones.
- How drainage integrates with landscape elements.

28. On this site we expect a full Flood Risk Assessment that forms the basis for a Sustainable Surface Water Management Strategy. We acknowledge that work has progressed through the current planning applications.

Property - Schools

School Site Areas and Sports Hall Requirements

29. The school site area requirements in Local Plan Policy PR8 are incorrect. The areas we are seeking for the schools are 8.03ha for a 1,100-place secondary school, 3.02 ha for a 3FE primary and 2.22ha for a 2FE primary. The PR8 requirements are referred to Page 1, Page 15, Page 28 and Page 61. On Page 61 there is an additional paragraph: 'The exact size of the required school sites is to be agreed with OCC with consideration of the site constraints and topography'. We assume the lack of correct figures in the development brief and plan policy will not be an issue. The applicant, OUD, is aware of the County requirements and we have agreement with them on providing the required areas.

30. Regarding the 4-court sports hall, a standard school sports hall is typically 18m x 28m or 33m (for three or four courts respectively) x 7.5m high, whereas a community sports hall for school use and formal club-level use outside school hours, designed to larger Sport England dimensions, typically 20m x 34.5m (with four courts) x 7.5m high. Additional funding would be required from the developer to meet the larger hall

requirements as the standard contributions being sought by the County Council are insufficient to cover a larger hall.

School locations

31. School locations have been shown on several maps e.g. on Page 3, Page 10, Page 14.
32. The 3FE primary school location is agreed and consistent with the OUD outline planning application.
33. The locations for the secondary school and the 2FE primary school have been the subject of considerable discussion. The OUD outline application shows different locations to those in the draft development brief. We expect the amendment to the OUD planning application to include amended sites, which we expect we will agree to as, providing they meet the County Council requirements, we will have no reason to object. Those locations are not the same as the development brief locations. The District Council may therefore wish to consider updating the development brief to reflect what might be agreed locations for the schools by that time prior to finalising the brief. At the very least, we would expect the development brief to be clear on the possibility of alternative locations for the schools being acceptable.
34. Schools should be located close to local centres so parents who have to drive can make use of car parking facilities in those locations and not congest the area around the school. This is captured on Page 62 for Primary 1 which says: 'Pupil drop off parking should be provided within the local centre as although walking and cycling are preferred it is recognised that, for a variety of reasons, for some parents driving to or from school may be the only option'. Of course, if this is the case for Primary 1, the question of how to deal with parents driving to or from school will also arise with Primary 2. However, there should not be any implication in the development brief that drop off car parking will be provided on the school site (that is never done) and it may also be the case that surrounding streets will not have suitable space for car parking spaces on the street and other shared spaces may need to be provided if there is no proximate local centre.
35. On Page 43 it is noted that although Sandy Lane will be closed to through vehicle movements, there will need to be provision for some uses. The primary school is mentioned. We note that the OUD proposed location of the secondary school would also result in vehicles associated with the school e.g. for staff and deliveries, needing to access the secondary school along the route of that road.

Education

36. The development brief refers throughout specifically to a 3-form entry primary school and a 2-form entry primary school. Some flexibility in the wording would be more

useful, as the exact sizes of the schools will depend on the local context at the time of construction. “Up to” 3- form entry and 2-form entry would be more accurate.