

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: 06/08/2024

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 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 directly 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 Hill, Begbroke, OX5 1PF

Strategic Planning

This County Council response follows that of:

- 12 September 2023
- 2 October 2023
- 31 January 2024
- 29 April 2024

This response indicates no transport objection subject to conditions and matters to be agreed through S106 negotiations.

This response, together with the previous responses, indicates no remaining County Council objection on this outline application.

We are aware that there is currently a further PR8 development brief public consultation and assume that the development brief will shortly be able to be finalised, so that can be used when the case officer is reporting on this application.

Officer's Name: Lynette Hughes

Officer's Title: Principal Strategic Planner

Date: 06/08/24

Application no: 23/02098/OUT

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

Transport Schedule

Recommendation:

No objection subject to:

- Ø **S106 Contributions** as summarised in the table below and justified in the county council's previous responses to the application.

- Ø **Planning Conditions** as set out in the County Council's response dated 31 January 2024.

Contribution	Amount £	Price base	Index	Towards
Mobility Hub outside of the site	£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	£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• A44 Segregated pedestrian and cycle facilities between Bladon Roundabout and Begbroke Hill junction.
Public transport services	£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 per TRO*	March 2022	RPI-x	<ul style="list-style-type: none"> • TRO(s) in order to consult on and implement Controlled Parking Zone(s), or alternative parking restrictions, within the site. • TRO in order to consult on and implement a traffic restriction on Sandy Lane.
Travel Plan Monitoring	See table within 'Travel Plan' comments section of previous response	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	£128,571	September 2023	Baxter	Improvements to existing PRoW in the vicinity of the site to enable improved access for future residents.
Canal Towpath	£884,090	October 2023	Baxter	Canal towpath surface upgrade.
Canal Bridge	£1,418,760	November 2023	Baxter	Contribution towards the provision of an active travel bridge over the Oxford Canal connecting the development site with allocated site PR7b.

*There may be a need for more than one TRO for CPZs within the site. This will depend upon how many parcels of the site are packaged together for the CPZ at the same time.

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 is required to safeguard land for on-site mobility hubs and infrastructure requirements to be agreed.
- A S106 obligation is required in order to deliver an active travel bridge over the railway line near to the location of the Sandy Lane level crossing. Trigger for delivery of the bridge to be agreed.

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 responses dated 02 October 2023 and 31 January 2024.
- This response provides an update on the County Council's position regarding Sandy Lane and the requirement for an active travel bridge over the railway.
- This response also updates on S106 requests related to Traffic Regulation Orders, the Canal Towpath contribution and the Canal Bridge contribution and deletes a previously requested contribution towards works that are now completed between Cassington and Peartree.

Comments:

Sandy Lane

OCC's view is that a pedestrian / cycle bridge between the PR8 site and the eastern side of the railway is essential to meet the policy requirements for high quality sustainable transport links from the Partial Review sites. It also helps make acceptable the transport impact of development in the area. Walking and cycling across the railway line solely via the level crossings will not be acceptable as a sustainable or safe option. It is noted that the Transport Assessment for the development envisages Sandy Lane becoming an active travel route in accordance with the Local Plan and emerging development brief.

The applicant has indicated a willingness to provide an active travel bridge over the railway at, or near to, the Sandy Lane level crossing. The offer is welcomed, although the design and precise location of such a bridge is not known. The offer follows Network Rail's announcement that it is not proceeding with its anticipated Transport and Works Act Order for bridges at Sandy Lane and Yarnton Lane. The design Network Rail prepared for a bridge is the starting point, but the suitability of any bridge proposal will need to be assessed in relation to the emerging masterplan for the site, particularly the location of the secondary school.

A trigger of delivering the bridge by the 500th occupation has been suggested by the applicant. This may be acceptable provided that those dwellings are delivered towards

the A44 end of the development site and that there is no direct road connection between those dwellings and Sandy Lane (in order to minimise the potential increase in movements at the level crossing). However, the trigger also needs to take account of the timing for delivering the schools on site and will also require a restriction on the proposed expansion to Begbroke Science Park prior to delivering the bridge. The trigger shall ensure any bridge structure is accessible to all and that the structure provides active travel users with access to services. I consider that a suitable trigger can be agreed and set out in the S106 agreement for the development.

The bridge is necessary to enable development of the OUD land in the PR8 allocation, and so an obligation for OUD to deliver the bridge is necessary. Proportionate financial contributions towards the bridge will also be sought from the two other applications for development at the PR8 allocation as the bridge is also required to enable the development at the PR8 allocation as a whole. A detailed cost estimate for the bridge will be required in order to secure contributions from the other landowners at PR8.

A separate planning application will be required for the bridge and OCC will be keen to engage in the process, with a particular interest in how the bridge relates to the land adjoining the railway line reserved for a secondary school, the land safeguarded for a potential future rail station at Begbroke, and on the need to provide an attractive and direct route for active travel.

The proposal to deliver an active travel bridge over the railway line addresses the Highway Authority's previous objection to the planning application.

In terms of the safety impact at Sandy Lane level crossing, as well as at the Roundham and Yarnton Lane level crossings, it is for Network Rail to assess the safety impact of the development at those level crossings and provide an opinion based on their methodology.

The applicant has proposed to fund a Traffic Regulation Order (TRO) to enable a vehicle traffic restriction on Sandy Lane, which in turn enables and encourages active travel on the route. OCC can proceed with the TRO at the appropriate time and in consultation with relevant stakeholders. It is envisaged that the making of any TRO would coincide with the provision of the active travel bridge over the railway line. It is recognised that properties to the east of the railway line but west of the existing canal bridge that has a 3T limit will need to be able to have continued service, and this will need to be addressed through the TRO.

Yarnton Lane (also known as Green Lane)

The County Council considers that Yarnton Lane will be an important active travel route for existing residents of Yarnton to access services in Kidlington, but is less directly related to development at PR8, hence upgrades to Yarnton Lane were not identified in the contributions sought in our previous responses.

OCC will be working up an active travel improvement for this route and looking at options for funding its delivery. We will continue to work with Network Rail on the level crossing closures and any replacement structures necessary.

Canal Towpath Contribution

Oxfordshire County Council has received a cost estimate from the Canal and Rivers Trust (October 2023) for upgrades to the section of canal towpath (between the A44 overbridge to Roundham Lock. The total cost estimate is £1,142,778. A proportionate contribution of £47,489 has been agreed with the developers at PR7b. This leaves £1,095,289 required from the PR8 allocation to extend the upgrades from the location of the new bridge up to Roundham Lock.

It is proposed to apportion the remaining amount required between the PR8 applicants based on residential units as agreed in the PR7b application.

2,230 units are proposed across the PR8 allocation (1,800 from OUD, 300 from Hallam and 130 units from Newcore).

On that basis a contribution of £884,090 is sought from the development towards upgrades to the canal towpath.

$\text{£1,095,289} / 2,230 \text{ (total PR8 units)} = \text{£491.16 per unit.}$
 $\text{£491.16} * 1,800 \text{ (OUD units)} = \text{£884,090}$ at October 2023 prices.

Canal Bridge Contribution

Oxfordshire County Council's cost estimate for the delivery of a canal bridge between PR8 and PR7b is £1,847,947 at November 2023 prices. A contribution of £90,181 has been agreed with the developers for site PR7b. This leaves £1,757,766 required from the PR8 to fund the delivery of the bridge.

As with the canal towpath contribution above, it is proposed to apportion the remaining amount based on residential units.

$\text{£1,757,766} / 2,230 \text{ (total PR8 units)} = \text{£788.2 per unit}$
 $\text{£788.2} * 1,800 \text{ (OUD units)} = \text{£1,418,760}$ at November 2023 prices.

Planning Conditions:

As set out in the County Council's response dated 31 January 2024.