

HVJ TRANSPORT LTD

TRANSPORT STATEMENT

APPLICATION 3: PROPOSED CAR PARK ALTERATIONS AND EXTENSION

AT

THE OXFORD BIOMEDICA SITE

PLOT 7000, ALEC ISSIGONIS WAY, OXFORD

PROJECT NO. P1211

JULY 2023

HVJ Transport Ltd

Registered in England and Wales 10192691.

12, Chaundy Road, Tackley,
Oxfordshire, OX5 3BJ
Tel Office: 01869 331729



CONTENTS

1	INTRODUCTION AND BACKGROUND	2
2	PLANNING POLICY GUIDANCE	4
3	DESCRIPTION OF SITE	6
4	PROPOSED DEVELOPMENT	10
5	SUMMARY	13

APPENDIX A –Proposed site plan



1 INTRODUCTION AND BACKGROUND

- 1.1 This statement is based on instructions from Oxford Biomedica (OXB) and relates to the proposed “Phase II” alterations and extensions to the existing building and surrounding car park areas at their research facility in the Oxford Business Park on Alec Issigonis Way, Oxford.
- 1.2 The Biomedica campus is a world class facility specialising in the development and manufacture of a variety of viral vectors to deliver gene and cell therapies. Growth and demand in these specialist areas means there is an urgent need for an expansion in OXB’s manufacturing capacities.
- 1.3 The development site, also known as Oxbox, is OXB’s new commercial manufacturing centre, located in Oxford. Phase I, which became operational in 2020, includes 4,200m² of developed area consisting of six GMP clean room suites, warehousing and cold chain facilities and support laboratories. Phase II will provide for flexible expansion for a further six GMP clean room suites and office and warehousing space.
- 1.4 Pre application advice was sought from Oxford City Council (OCC) in relation to a proposal for a two storey extension to the building to accompany the internal expansion of activities into the currently vacant ‘fallow’ space as well as alterations to the external car parking arrangements. Overall the principle of the extension was supported and although, under current OCC Policy, additional vehicle parking on existing non-residential sites is not generally supported, if it can be demonstrated there is a need for this and the additional parking would be policy compliant, this could also be supported.
- 1.5 This statement has been prepared to review the proposed alterations of the site layout and car park relative to the level of development of the site and the current policy and parking standards as set out by OCC. It forms part of a suite of documents in support of this application and in particular, should be read in conjunction with the Planning Statement and the Design and Access Statement (DAS). A supporting Travel Plan document, also prepared by HVJ Transport is also provided in conjunction with this statement.
- 1.6 This statement has been written with reference to the following planning frameworks and transport guidance documents:
 - National Planning Policy Framework (NPPF) July 2018.
 - Oxfordshire County Council Street Design Guide
 - Oxfordshire County Council - Parking standards for new developments (2022).
 - Oxford City Council Local plan 2036
 - Oxford Transport Strategy
 - Oxford City Council Parking standards, Transport Assessments & Travel Plans SPD.



Background

- 1.7 The site was originally used as a Royal Mail sorting office before being adapted for use by OXB. Planning permission was previously granted in January 2018 (Planning Ref. 17/02657/VAR) for external alterations to be made to the building in order to allow the construction of extra windows.
- 1.8 A further application (Ref. 18/00813/FUL) was made to adapt the building internally to enable it to be used by OXB. The approval facilitated the operational and commercial uses of the building and helped to meet the expansion needs of OXB at that time.
- 1.9 The application resulted in the provision of almost 15,000m² of space used as Class B1(a) office, Class B1(b) research and development usage and Class B8 warehousing usage with areas used for the provision of operating plant and equipment. This now falls under the use classification of Class E development use (Commercial, Business and Services –office, research and development and light industrial process) under the current planning use classifications. Application 18/00813/FUL was also supported by a Transport Statement, a Servicing and Delivery Management Plan and a Framework Travel Plan.
- 1.10 In response to continued market growth, the most recent planning approval has enabled OXB to invest in facilities and equipment that will enhance their competitive edge and ensure the company maintains its leading status in the specialist field of gene-based medicines.
- 1.11 The relatively new cell and gene therapy market continues to grow robustly heading towards global value of > 90 billion USD by 2030 and OXB already have demonstrated expertise and a successful track record of commercialisation in this new and innovative sector.
- 1.12 Building on this track record, OXB will fit out the remaining fallow space within the existing facility as permitted under the extant planning permission as well as construct a two storey extension to the building. Provision of additional flexible and high cadence manufacturing capacity will generate a significant number of both local direct and indirect high skilled jobs in the area.
- 1.13 To support these additional heads it is proposed to provide increased car and cycle parking within the site boundaries in proportion with the development area and increased staffing levels.



2 PLANNING POLICY GUIDANCE

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012, revised in July 2018, February 2019 and again in July 2021 sets out the Government's policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced. Section 2 of the document '*Achieving sustainable development*', sets out how the planning system will operate to achieve this. In particular, paragraph 10 states: '*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.*'
- 2.2 Paragraph 111 gives clear guidance on how highways related issues are to be considered in determining development applications: '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

Oxford Transport Strategy (OTS)

- 2.3 The OTS forms part of the broader Oxfordshire County Council Local Transport Plan 4 (LTP4) and has been developed to complement the vision and goals of the LTP4 which are:
- To support jobs and housing growth and economic vitality across Oxfordshire.
 - To support the transition to a low carbon future.
 - To support social inclusion and equality of opportunity.
 - To protect and, where possible, enhance Oxfordshire's environment and improve quality of life.
 - To improve public health, safety and individual wellbeing.
- 2.4 The key objectives of the OTS as set out below, respond to these goals and address the specific requirements for Oxford within the context of the LTP.
- Support the growth of Oxford's economy by providing access to appropriately skilled employees and key markets.
 - Ensure business sectors are well connected to each other and are provided with effective and reliable access to strategic networks.
 - Provide effective travel choices for all movements into and within the city.
 - Promote modes of travel and behaviours which minimise traffic and congestion.
 - Focus development in locations which minimise the need to travel and encourage trips by sustainable transport choices including walking, cycling and Door to Door travel (e.g. cycling or walking in combination with public transport).
 - Provide a fully accessible transport network which meets the needs of all users.
 - Provide an accessible city centre which offers a world class visitor experience.



- Tackle the causes of transport-related noise and poor air quality within the city by encouraging and enabling cycling, walking and Door to Door travel.

Oxfordshire County Council Local Transport and Connectivity Plan 2022 –2050 July 2022 (LTCP)

- 2.5 The vision of the LTCP is to deliver a net-zero Oxfordshire transport and travel system and the main focus in achieving this is by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice.
- 2.6 To deliver the vision, OCC will work in partnership with employers and businesses in the county to promote walking, cycling and public transport such as through the development of travel plans.

Oxford City Council Local Plan 2036

- 2.7 Section 7 (*Ensuring efficient movement into and around the city*) of the Local Plan sets out transport policy that is designed to promote sustainable travel through prioritising walking, cycling, and public transport.
- 2.8 Policy M1: Prioritising walking, cycling, and public transport states that: *“Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.”*
- 2.9 Section 7 of the plan also includes the following specific transport policies:
- Policy M1: Prioritising walking, cycling, and public transport.
 - Policy M2: Assessing and managing development.
 - Policy M3: Motor vehicle parking.
 - Policy M4: Provision of electric charging points.
 - Policy M5: Bicycle Parking.

Oxford City Council Car and Bicycle Parking Technical Advice Note (TAN) (March 2022)

- 2.10 This technical advice note provides guidance for Policy M3: ‘Motor Vehicle Parking’ and M5: ‘Bicycle Parking’ of the Oxford Local Plan 2036. The City Council’s vehicular parking policy has two main constituent parts, residential and non-residential development, as such the TAN addresses these types of development. These parking standards have also been incorporated into the Oxfordshire County Council Vehicular and Cycle Parking Standards (2022).



3 DESCRIPTION OF SITE

3.1 The 1.8ha. site sits within the Oxford Business Park which lies just inside the Eastern Bypass Road and approximately 4.0km southeast of Oxford city centre (Refer Fig. 1).

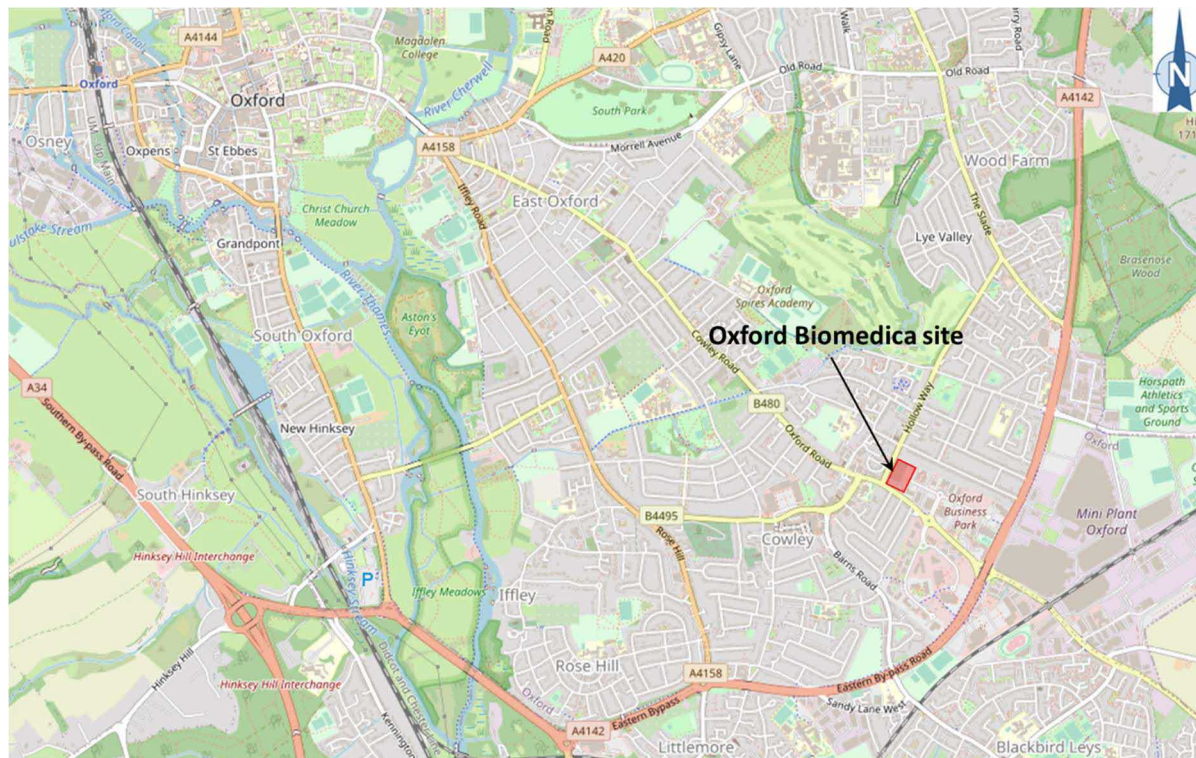


Figure 1: Site location plan

- 3.2 The site takes access from Alec Issigonis Way which is a single carriageway 7.5m wide road that runs internally within the Oxford Business Park. It connects to the Oxford Business Park access road approximately 170m from the front gates of the OXB site. The roundabout then connects to the main Garsington Road (B480) a further 120m away.
- 3.3 The large former sorting office building occupies the majority of the site with loading bays and some parking provided at the front. There is a large parking area on the southern side of the building and a single row of spaces along the northern site boundary (Refer Figs 2 & 3). Under the current layout, the site provides 128 staff parking spaces plus 7 visitor spaces, 4 disabled spaces and parking for 32 bicycles. The large truck parking area to the southeast of the building has informally been used to provide an additional 44 spaces.
- 3.4 The closest existing bus stops to the site are located on Garsington Road, approximately 400m walk from the site and 112m north-west of the Oxford Business Park-Garsington Road-John Smith drive roundabout. Additional stops are also located on Garsington Road approximately 450m walk from the site and 300m south-east of the Oxford Business Park-Garsington Road-John Smith drive roundabout (Refer Fig. 2).



- 3.5 The nearest railway station is Oxford which is located 6.5km from the proposed development site. Whilst it is a fair distance from the development it can be reached directly by using the N1/5 bus which can be accessed via stops on either Oxford Road to the north or Garsington Road.
- 3.6 The internal roads in Oxford Business Park such as Alec Issigonis Way have a good quality 2m wide footway which connects to the Oxford Business Park-Garsington Road-John Smith drive roundabout. This then connects to existing footways on Garsington Road which are well maintained and 2m wide on both sides of the road and provide connections to the nearest bus stops.
- 3.7 A segregated cycle path is available on Garsington Road and provides links to the cycle route connections to Oxford. Given the high quality facilities in the local area, cycling can be considered an attractive option for travel to and from the site.
- 3.8 Overall, the site has good accessibility to many local amenities within suitable walking and cycling distance and the site is also readily accessible via public transport services.



Figure 2: Aerial view of the Oxford Biomedica site (Source: Google Maps)



Figure 3: Plan of existing site

- 3.9 In terms of the operation and safety of the road network, records are kept of personal injury collisions (PICs) and a guide to the local accident patterns can be viewed at www.crashmap.co.uk. This website uses data approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.10 Data for this area indicates that there have been no reported incidents within the road network of the Oxford Business Park over the past 5 years. However, a number of incidents have been reported along the B480 Garsington Road (Refer Fig. 4 and Table 3.1). This road is particularly heavily trafficked as it provides a direct connection from central Oxford and Cowley to the Eastern Bypass Road which is 300m to the east of the Oxford Business Park junction. This section of road is used by a range of vehicle types due to the proliferation of industrial and commercial premises in this particular area.



Location	Distance from OBP / B480 Roundabout	Date	Severity	Number of Vehicles Involved	Number of Casualties Involved
B480 / Hollow Way jctn.	300m NW	20/12/2021	Slight	1	1
B480 / Hollow Way jctn.	300m NW	04/11/2018	Slight	2	1
B480 / Hollow Way jctn.	300m NW	01/01/2021	Serious	1	1
B480 to west of OBP jctn.	250m NW	18/12/2018	Slight	2	1
B480/OBP roundabout	0m	15/11/2019	Slight	2	1
B480	100m SE	03/07/2020	Serious	2	1

Table 3.1: Personal Injury Collisions (PIC) data

3.11 Vehicles accessing the site predominantly do so from either end of Garsington Road and utilise the Oxford Business Park roundabout where only one Slight PIC has been reported. The majority of the injury related incidents have occurred on Hollow Way, therefore, based on the proximity of the incidents to the subject site there, is no evidence that the proposed development, would cause a material change as the recorded incidents do not relate to access/ egress to the subject site. It is considered that the proposed development presents no highway safety issues that would exacerbate the existing situation.

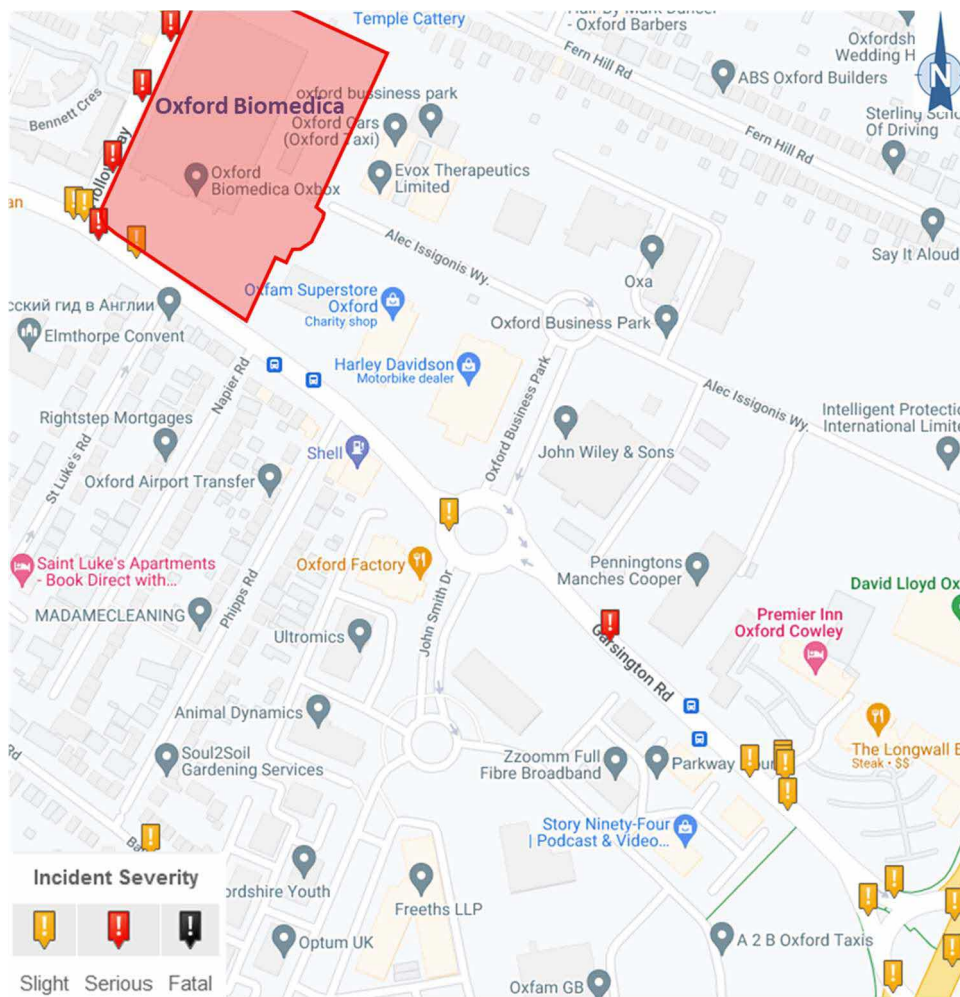


Figure 4: Local reported personal injury collisions (Source Crashmap.co.uk)



4 PROPOSED DEVELOPMENT

- 4.1 Under this scheme it is proposed to construct a new 2 storey extension to the front (east) elevation of the existing building that will provide additional office and communal space, manufacturing (R&D) and warehouse space as summarised in Table 4.1. The external parking and manoeuvring areas are also being rationalised.
- 4.2 As noted, the provision of increased floor areas both in the new extension and through the expansion internally into the 2200m² of fallow area of the building will bring both manufacturing capacity and job opportunities in highly specialised fields. It is anticipated that up to 550 staff will be employed at the facility with up to 360 staff being on site at any one time due to the shift system working arrangements.

Building component	Existing (m ²)	Proposed (m ²)	Increase (m ²)
Offices (B1)	3375	3875	500
W'housing / manuf. (B8)	4020	6720	2700
Fallow space (Phase I)	2200	*	
Sub total	9595	10595	1000
Plant areas	5360	9760	4400
Total areas	14955	20355	5400

*The area of Phase I fallow space is now developed into warehousing and manufacturing space as part of Phase II

Table 4.1: Existing and proposed floor area configurations

Site routing and servicing

- 4.3 The D&A statement describes the access routes for pedestrians and vehicles through the site. The main parking and pedestrian areas are concentrated in front of the southern end of the building where the main entrance exists. This ensures there is good separation of pedestrians, parked cars and the large vehicle parking and manoeuvring areas which are concentrated at the eastern side of the building. The main points of entry and exit to the site remain unchanged.
- 4.4 Also included in the D&A Statement are drawings detailing the swept path analysis for both the Heavy Goods Rigid and Articulated vehicles that will continue to visit the site. The drawings indicate that the layout will comfortably accommodate these vehicles and will facilitate their entry and exit from the site in a forward gear.

Parking

- 4.5 As shown on the proposed site plan provided in Appendix A, the areas at the front of the building are to be reconfigured to provide additional parking spaces and delivery arrangements. The existing articulated vehicle loading bays in front of the building provide level access into the warehousing area of the building and will be retained.



- 4.6 The key alterations include the provision of dedicated bicycle and motorcycle parking, a regularised parking layout on the redundant truck parking area together with outdoor seating and amenity spaces and improved landscaping. As has been noted, the expansion into the fallow areas of the existing building together with the additional space delivered by the proposed extension, will enable the workforce at the site to grow commensurately.
- 4.7 It is acknowledged that OCC Policy M3 states that *“In the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous level.”* The policy also states, *“Where the proposal is for the expansion of an existing operation on an existing large site, a comprehensive travel plan should be submitted that looks at the development in the context of the whole site, and demonstrates that opportunities will be sought to enhance and promote more sustainable travel to and from the wider site.”*
- 4.8 OCC have previously acknowledged the importance of the work undertaken at Oxford Biomedica and the benefits brought by attracting high skilled professionals to the area. Through the Pre-application process OCC have also confirmed that if it can be demonstrated there is a need for additional parking, this aspect could also be supported.
- 4.9 The unique capabilities of OXB in servicing an important specialised medical market are delivered through high-skilled staff with a range of specialisms who are not always locally based. It is therefore also important that parking is available for those reliant on travel by private car. However, the company are committed to alternative means of transport where necessary and practical, and through the implementation of the Travel Plan, people are encouraged to transfer to more sustainable modes of transport.
- 4.10 It should be noted that OXB has a track record of commitment to promoting options for alternative, more sustainable travel modes to their staff at this and each of their other sites. An approved framework Travel Plan was already in place for this site and a Travel Plan was also implemented for the nearby WIC House OXB site.
- 4.11 To this end, and as part of this application, an updated full Travel Plan has been prepared by HVJ Transport to supersede the existing Framework Travel Plan and should be read in conjunction with this statement.
- 4.12 Table 4.2 summarises the parking provision proposed for the site. It serves to highlight the modest (25%) increase in car parking provision relative to the significant (125%) increase in staff.



	Existin	Proposed	Increase	
Staff leve	160	360	200	125%
General staff parking	128	160	32	25%
Visitor	7	7	0	0%
Disabled	4	6	2	50%
EV	0	12	12	100%
Total cars	139	191	52	37%
Cycle	32	100	68	213%
Motorcycle	0	13	13	100%

Table 4.2: Existing and proposed parking space allocations

- 4.13 For comparison purposes only, the latest Oxfordshire County Council Parking Standards (2022) require provision of 1 space per 45m² of Class E (Office, R&D and light industry) floor area which for this site would require 235 spaces. This further highlights the modest level of increase in the total parking provision of this proposal and the extent to which car journeys, relative to staffing of this level, are significantly lower than would be otherwise required at a new site. This approach is aligned with the County Council's desire to restrict / reduce on-site parking so as to influence people's travel behaviour and encourage alternative active travel modes to be used rather than that of the private car.
- 4.14 The OCC standard recommends that a minimum of 25% of all vehicle parking spaces are provided with EV charging points. The additional 32 standard spaces would require provision of 8 EV spaces. As shown in Table 4.2 a total of 12 EV spaces are provided.
- 4.15 OCC standards require that disabled parking allocations are considered on a case by case basis. Through consultation with the site managers it is clear that the existing 4 spaces are never fully utilised and often remain entirely unused. Based on the experience to date it is proposed to provide a total of 7 spaces and continue to monitor levels of use.
- 4.16 Previously, there was no provision on site for motorcycle parking. OCC standards require 1 space per 400m² up to 2000m² then 1 space per 1000m² thereafter. This equates to 13 spaces which have been provided.
- 4.17 For bicycle parking the OCC standards require 1 space per 400m² up to 235m² then 1 space per 5 staff thereafter which equates to 72 spaces for the proposed site. As shown in Table 4.2, 100 cycle parking spaces have been provided.



5 SUMMARY

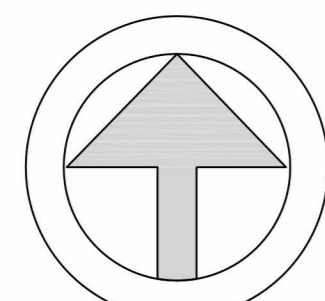
- 5.1 OXB are proposing to fit out the remaining space within their existing facility (Oxbox) on the Oxford Business Park as permitted under the extant planning permission Reference 18/00813/FUL. As part of this suite of current applications, it is proposed to provide an extension to the building to provide additional office, warehousing and manufacturing space.
- 5.2 Commensurate with the additional operational space, it is proposed to undertake reconfiguring of the external areas of the site to provide additional staff parking for cars, motorcycles and bicycles and a rationalisation of the large vehicle turning and parking areas.
- 5.3 Pre application advice from Oxford City Council indicated that overall, the principle of the extension was supported and although, under current OCC Policy, additional vehicle parking on existing non-residential sites is not generally supported, if it can be demonstrated there is a need for this and the additional parking would be policy compliant, this could also be supported.
- 5.4 In minimising the level of additional parking provision in line with the aims of the OCC policy, the following initiatives have been undertaken as part of the design process for this proposal:
- Additional car parking provision has been minimised to provide only an additional 32 spaces (160 total) relative to a significant increase in staff of 200 (360 total).
 - 12 dedicated EV charging spaces have been provided when none previously existed.
 - There was previously no provision on site for motorcycle parking and 13 spaces have now been provided in line with the OCC standards.
 - An additional 68 (100 total) cycle parking spaces have been provided which is 38% more than required by the OCC standards.
 - The existing Framework Travel Plan has been updated to a full Travel Plan for the site.
- 5.5 As demonstrated by the design approach and the level of consultation undertaken with OCC by OXB, it is clear that every effort has been made to ensure that high-skilled staff who may not be locally based can be engaged by OXB without generating an excessive increase in private car journeys. As noted above, significant steps have been taken to ensure alternative active travel modes can be used at this facility and this is supported by an updated Travel Plan for the site.
- 5.6 Based on this assessment, the proposal provides a sensible and pragmatic response to the challenge of servicing the specialist requirements of this important sector whilst also addressing the need to minimise car journeys in line with the OCC policies for development on existing sites. The proposal is aligned with the relevant standards and policies and there are no transport reasons that should prevent development of the scheme as proposed.



APPENDIX A

Proposed site plan

NORTH



SCALE BAR 1:250



© COPYRIGHT - ALL CONTENT ON THIS DRAWING IS THE PROPERTY OF DERELL CONSULTANTS.

THIS DRAWING HAS NOT BEEN COMPILED FROM TOPOGRAPHICAL MEASURED BUILDING SURVEY. DERELL DOES NOT ACCEPT LIABILITY FOR ACCURACY OF THIS INFORMATION. OR ANY DISCREPANCIES FOUND WITHIN. ANY DISCREPANCIES SHOULD BE NOTIFIED TO THE ARCHITECT IMMEDIATELY. THE EXTENT OF LAND OWNERSHIP IS TBC BY THE CLIENT/CLIENT'S LEGAL REPRESENTATIVES. THIS DRAWING IS SUBJECT TO FULL VERIFICATION BY MEASURED AND STRUCTURAL SURVEY. ENGINEERING DESIGN, CONFIRMATION OF BOUNDARIES, EASEMENTS AND COVENANTS. THIS DRAWING IS SUBJECT TO FULL CONSULTATION WITH STATUTORY BODIES AND ASSOCIATED CONSENTS.

THERE IS DESIGN DEVELOPMENT YET TO TAKE PLACE THAT MAY AFFECT REPORTED AREAS AND DRAWINGS. AND THE DRAWINGS SHOULD BE TREATED AS APPROXIMATE. THEREFORE ANY DECISION TO BE MADE ON THE BASIS OF THESE PREDICTIONS, WHETHER AS TO PROJECT VIABILITY, PRE-LETTING, LEASE ARRANGEMENTS OR THE LIKE SHOULD INCLUDE DUE ALLOWANCE FOR THE POSSIBLE INCREASE OR DECREASE INHERENT IN THE DESIGN DEVELOPMENT AND BUILDING PROCESSES.

ALL INTERNAL AREAS GIVEN ARE APPROXIMATE ONLY AND SUBJECT TO DESIGN DEVELOPMENT. PLEASE NOTE THE INFORMATION IS BASED ON OS INFORMATION AND SUBJECT TO FULL TOPOGRAPHICAL INFORMATION. THE DRAWINGS SHOULD BE TREATED AS APPROXIMATE. THEREFORE ANY DECISION TO BE MADE ON THE BASIS OF THESE PREDICTIONS, WHETHER AS TO PROJECT VIABILITY, PRE-LETTING, LEASE ARRANGEMENTS OR THE LIKE SHOULD REFER BACK TO THE LEGAL OWNERSHIP AND LAND REGISTRY PLANS. ALL BOUNDARIES SHOWN ARE 'OR THEREBY' AND ARE THIS INDICATIVE ONLY.

Car parking Spaces
187 Standard spaces
12 EV spaces
6 Disabled spaces
7 Visitor spaces
192 in total

Revision	Change Ctrl	Project No	Drawn by	Date
6				7-6-23
5				30-5-23
4				24-5-23
3				18-5-23
2				12-5-23
1				26-4-23
0				

Derell Consultants
 Derell Consultants
 Castle Park, Frodsham
 Cheshire, WAG 6SP
 Tel: +44 (0)1928 734881
 www.derell.co.uk

WHP
 Engineers of manufacturing systems
 Riverside House, Delta Bank Road,
 Metro Riverside Park, Gateshead
 NE11 9DU

Oxford Biomedica

Client
Oxford Biomedica Oxbox
 manufacturing facility
 Cowley

Project
Proposed Site Plan

Scale (s)	Date	Drawn	Checked
1:250 @ A0	26.4.2023	D.C	D.C

Drawing status
PLANNING APPLICATION

Drawing no	Sheet	Revision
J9860-3003	01 OF 01	6

Smokers hut

Location of temporary fire escape stairs during construction of extension. Access spaces would be out of use during works

2No. new CRF chillers

Existing vent pipe to be retained above roof level

Motor bike and cycle store
Two tier cycle rack

Outdoor seating area for staff on 'fake' grass

12No. EV Charging Points