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# Planning Statement

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Oxbox, 7000 Alec Issigonis Way, Oxford, OX4 2ZY



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## 1. Introduction

### 1.1. Background

- 1.1.1. This Planning Statement has been prepared by Savills on behalf of Oxford Biomedica ('the Applicant') to accompany a full planning application submitted to Oxford City Council ('the Council') in respect of proposals for Phase II development works at Oxbox facility, 7000 Alec Issigonis Way, Oxford, OX4 2ZY. The Applicant is seeking full planning permission for a two-storey extension to the existing building, the relocation of an existing fire escape, the provision of additional parking and associated infrastructure works ('the Proposed Scheme').
- 1.1.2. Oxford Biomedica is a gene and cell therapy company, specialising in the development of gene-based medicines. They are leading viral vector specialists, focusing on delivering life-changing gene and cell therapies to patients, and have over 25 years' experience in the industry. They contributed immeasurably to the manufacture and distribution of the AstraZeneca vaccine throughout the Covid-19 pandemic as the primary manufacturer of the vaccine, producing over 100 million doses. Their operations are based across several locations throughout Oxfordshire.
- 1.1.3. Phase I of Oxford Biomedica's redevelopment of the site involved the provision of 4,200m<sup>2</sup> of manufacturing suites for viral vector production, alongside warehousing, cold chain facilities and support laboratories. The works that are the subject of this application form part of Oxford Biomedica's Phase II, which concerns the expansion of the facility to accommodate up to a further six GMP cleanroom suites.
- 1.1.4. The description of development for the proposal is:

*"Two-storey side extension to existing Oxbox facility, relocation of fire escape, additional car parking, cycle shelter, and associated infrastructure and building work."*

Further details on the Proposed Scheme are set out in Section 4.

### 1.2. Purpose and Structure of this Planning Statement

- 1.2.1. Pre-application advice was sought from OCC (Ref: 22/02541/PAC) for internal alterations including plant mezzanine space within the proposed extension, relocation of existing fire escape and erection of one new fire escape, relocated external plant and exhausts, extension to accommodate further Class E(g) floorspace, roof louvres and additional car parking. This Planning Application has been tailored in response to this advice.
- 1.2.2. This Planning Statement is intended to provide an overview of the Proposed Scheme, describe the application proposals, and provide the site context, planning policy context, and planning assessment. Detailed consideration is given to the principle of development and assesses the proposals against relevant development plan policies and other material considerations.
- 1.2.3. This document is structured as follows:

**Section 1** – Introduction

**Section 2** – Site and Surroundings

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- Section 3** – The Proposed Scheme
- Section 4** – Planning Policy Context
- Section 5** – Planning Appraisal
- Section 6** – Conclusion

## 1.3. Form and Structure of the Planning Application

1.3.1. In addition to this Planning Statement, there are accompanying documents to support this Planning Application. Table 1 provides an overview of the Application documents submitted within the Planning Application. Table 2 sets out a schedule of the plans and drawings included as part of this Planning Application.

Document Title
Planning Application Form (and Certificates and Notices)
Cover Letter, prepared by Savills
Planning Statement, prepared by Savills
Community Infrastructure Levy Form, prepared by Savills
Statutory Planning Application Fee
Design and Access Statement, prepared by WHP
Air Quality Assessment, prepared by NoiseAir
Transport Statement, prepared by HVJ Transport
Travel Plan, prepared by HVJ Transport
Noise Impact Assessment, prepared by Bureau Veritas
Ecological Assessment Report, prepared by GS Ecology

Table 1: Application Documents

Drawing Reference	Drawing Title	Scale and Size
J9860-3013	Site Location Plan	1:1250 @ A3
J9860-3001	Existing Site Plan	1:250 @ A0
J9860-3007	Existing Ground Floor Plan	1:200 @ A1
J9860-3006	Existing First Floor Plan	1:200 @ A1
J9860-3009	Existing Roof Plan	1:200 @ A1
J9860-3002	Existing Elevations	1:125 @ A0
J9860-3003	Proposed Site Plan	1:250 @ A0
J9860-3010	Proposed Ground Floor Plan	1:200 @ A1
J9860-3011	Proposed First Floor Plan	1:200 @ A1
J9860-3012	Proposed Roof Plan	1:200 @ A1
J9860-3004	Proposed Elevations	1:125 @ A0
J9860-3006	Swept Path Analysis	1:250 @ A0

Table 2: Schedule of Plans and Drawings

## 2. Site and Surroundings

### 2.1. Site Description

- 2.1.1. The Oxbox Facility ('Oxbox') is Oxford Biomedica's commercial research and development centre located at the former Royal Mail Sorting office at 7000 Alec Issigonis Way, Oxford, OX4 2ZY, (shown on Figure 1).
- 2.1.2. The site has established lawful use of (former) Class B1(a) and B1(b) (now Use Class E(g)(i) and Class E(g)(ii)) and B8 uses and comprises the Oxbox building and associated external plant areas, surface car parking, loading bays and hardstanding. There are two gated accesses to the site off Alec Issigonis Way and a slip road. The southern access provides access to staff parking via the slip road while the northern access primarily provides access for HGVs.
- 2.1.3. Oxbox is located in the north-western corner of the Oxford Business Park. The site is bound to the north by residential properties along Fern Hill Road and Hollow Way, the rest of Oxford Business Park to the east, Garsington Road to the south and Hollow Way to the west.



*Figure 1: The subject site (outlined in red) and surroundings*

### 2.2. Planning and Environmental Designations

- 2.2.1. There are no statutorily or locally listed buildings on the site, however the Grade II listed former Nuffield Press, East Wing and Attached Former School House is located to the west across Hollow Way.
- 2.2.2. According to Environment Agency mapping, the site is in Flood Zone 1 and therefore has a low probability of flooding from rivers and the sea.
- 2.2.3. The Development Plan for OCC comprises the Oxford Local Plan 2016-2036 and the associated Local Plan Policy Map. The site (and wider Oxford Business Park) is designated as an Allocated Site and Category 1 Employment site under Local Plan Policy SP10 (Oxford Business Park) as identified on Figure 2, and is subsequently considered a key site for delivering managed economic growth to 2036. The site is also located



## 3. The Proposed Scheme

### 3.1. Overview

- 3.1.1. As previously referenced, Phase I of Oxbox comprises 4,200 m<sup>2</sup> of developed area consisting of six good manufacturing practice (GMP) suites four for viral vector production and two for fill-finish, along with warehousing, cold chain facilities and support laboratories. Construction and commissioning of Phase I was completed at the end of 2019. This section provides a detailed description of the Proposed Scheme for Phase II.
- 3.1.2. The design of the Proposed Scheme has been informed by detailed site and context analysis, considering the site constraints and Oxford Biomedica's operational requirements for Phase II. The preferred siting of the extension has been chosen to minimise disruption to existing servicing and access arrangements and to minimise any potential impact of the Proposed Scheme on surrounding properties, most notably residential properties located north of the site on Fern Hill Road.

### 3.2. Description of the Proposed Scheme

- 3.2.1. Oxford Biomedica now seeks to facilitate its 'Phase II' occupation, which will require internal and external works at the subject site. The proposed works would facilitate the expansion of much needed additional space to the existing building and associated ancillary structures including plant to support the activities at Oxbox.
- 3.2.2. In accordance with section 55(2) of the Planning Act 1990 (as amended) the internal alteration works do not comprise 'development' and therefore do not fall under planning control. This is subject to the proposed uses remaining within those consented under ref. 18/00813/FUL (former Use Class B1(a), B1(b), now Class E(g)(i and ii)) and B8).
- 3.2.3. The description of development for the proposal is:
- "Two-storey side extension to existing Oxbox facility, relocation of fire escape, additional car parking, cycle shelter, and associated infrastructure and building work."*
- 3.2.4. Key elements of the proposed scheme include the following:

- Two-storey extension to accommodate further Class E(g) floorspace
- Relocation of existing fire escape
- Relocated external plant
- Additional car parking including identification of EV Charging spaces
- Cycle shelter
- Security fencing / boundary treatments
- Smokers hut and breakout area (retrospective)

### 3.3. Pre-Application Consultation

- 3.3.1. In-depth pre-application consultation has been carried out with the Local Planning Authority under reference number 22/02541/PAC. The pre-application sought to understand the Council's view on whether the

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proposed Phase II works would constitute Permitted Development, acceptability of relocated and additional car-parking and agreement on principle and method for regularising minor variations to the approved schemes.

3.3.2. A pre-application meeting was held between Savills, Oxford Biomedica and Oxford City Council on 9 December 2022 and consisted of an on-site tour and general discussion of the Proposed Scheme. Written advice was received on 19 January 2023 providing Oxford City Council's informal feedback.

3.3.3. A summary of the advice received is outlined below:

Internal alterations to the building would not require planning permission.

The site would not benefit from Class H and I permitted development rights and an extension and any plant would need to be applied for under full planning.

The principle of an extension to facilitate further Class E(g) floorspace would be supported. The extension was considered to be subservient to the main building and its detailed design would not appear out of character.

The principle of additional plant to support an employment use would be supported.

The principle of regularising variations to 18/00813/FUL and 19/01373/FUL.

Whilst the principle of additional vehicle parking 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 be supported.

3.3.4. Further details on the design development over time can be found in the Design & Access Statement (DAS) that accompanies this planning application.

3.3.5. Further to this overview of design development, the following section 4 presents details of the current proposals and design included within this Planning Application.

## 4. Planning Policy Context

### 4.1. Introduction

- 4.1.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that development proposals shall be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise.
- 4.1.2. The Development Plan in respect of the Proposed Scheme comprises the Oxford Local Plan 2016-2036 (adopted 2020) and its policies map.
- 4.1.3. This section of the Planning Statement outlines a summary of the context relevant for the determination of this planning application.

### 4.2. National Planning Policy

- 4.2.1. The NPPF was first published 27 March 2012 and last revised on 05 September 2023. It provides a framework for the Government's planning policies and sets out how these should be applied. The NPPF is a material consideration in all planning decisions.
- 4.2.2. It sets out the Government's economic, environmental and social planning policies for England and articulates the Government's commitment to a plan-led system where local planning authorities should approve development proposals that accord with the development plan without delay.
- 4.2.3. In assessing and determining development proposals, the NPPF at Paragraph 11 states that the local planning authorities should apply a presumption in favour of sustainable development.
- 4.2.4. NPPF Paragraph 83 states that planning policies and decisions should recognise and address specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven and creative or high technology industries. The NPPF (Section 6) emphasises the need for planning to support building a 'strong, responsive and competitive economy' and Paragraph 83 continues to state that 'significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development'. The Government recognises that the UK has long been a world-leader for innovation in Life Sciences.

### 4.3. Emerging Policy

- 4.3.1. OCC has started work the development of a new Local Plan. At the Full Council Meeting held on 7 November 2023, the Full Council voted to proceed with consultation of the Draft Submission Local Plan (Regulation 19). This consultation on the Draft Submission Version of the Plan will run for over seven weeks from 10 November 2023 until 3 January 2024 and will ask for views on whether the Plan meets the tests of soundness set out in paragraph 35 of the NPPF.

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## 4.4. Oxford City Council Supplementary Planning Documents (SPD) and Technical Advice Notes (TAN)

4.4.1. Oxford City Council has adopted multiple SPDs and TANs in order to provide further guidance in respect of planning applications. The following are of relevance to this proposal and have been considered in the preparation of this planning application:

Affordable Housing and Planning Obligations SPD

TAN 5: Health Impact Assessment

TAN 8: Biodiversity

TAN 12: Car and Bicycle Parking

TAN 14: Sustainable Design and Construction

## 4.5. Adopted Local Planning Policy

4.5.1. The Oxford Local Plan 2036 was adopted on 8 June 2020, and contains detailed policies which planning applications will be judged against for the period 2016-2036. The Local Plan envisions Oxford as a global centre for the knowledge-based economy. Growth will be associated with a liveable and sustainable environment that balances economic, social and environmental needs, ensuring that the city remains a highly desirable place to live, work and visit.

4.5.2. The site (and wider Oxford Business Park) is designated as an Allocated Site and Category 1 Employment site under Local Plan Policy SP10 (Oxford Business Park) as identified on Figure 2, and is subsequently considered a key site for delivering managed economic growth to 2036. The site is also located within an Area of Change and within the geographical area of the Eastern Arc, meaning the Local Transport Plan 4 has identified it as an area where future travel demand will be focused.

4.5.3. These relevant Local Plan designations have informed the principle of development, as outlined in section 2 of this statement.

### Employment Policies

E1 - Employment Sites: Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects.

SP10 - Oxford Business Park: Planning permission will be granted for B1 and B2 employment uses at Oxford Business Park. Other complementary uses will be considered on their merits and opportunities should be sought to enhance and promote more sustainable travel modes to the business park.

## Sustainability Policies

S1 - Sustainable development: When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

RE4 - Sustainable and foul drainage, surface and groundwater flow: All development proposals will be required to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off and reduce the existing rate of run-off on previously developed sites.

RE6 - Air quality: Planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced.

RE8 - Noise and vibration: Planning permission will only be granted for development proposals which manage noise to safeguard or improve amenity, health, and quality of life.

G2 - Protection of biodiversity geo-diversity: Development that results in a net loss of sites and species of ecological value will not be permitted.

## Design Policies

DH1 - High quality design and placemaking: Planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness.

DH3 - Designated heritage assets: Planning permission will be granted for development that respects and draws inspiration from Oxford's unique historic environment (above and below ground), responding positively to the significance character and distinctiveness of the heritage asset and locality.

DH7 - External servicing features and stores: Bike and bin stores and external servicing features should be considered from the start of the design process.

RE7 - Managing the impact of development: Planning permission will only be granted for development that ensures the amenity of communities, occupiers and neighbours is protected, provides mitigation measures where necessary and does not have unacceptable transport impacts.

## Transport Policies

M1 - Prioritising walking, cycling, and public transport: 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.

M3 - Motor vehicle parking: Parking requirements for all non-residential development will be determined in light of a submitted Transport Assessment or Travel plan, which must account for Local Plan objectives to promote and achieve a shift towards sustainable modes of travel.

M4 - Provision of electric charging points: Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.

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M5 - Bicycle parking: Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision set out within the Local Plan.

## ***National Planning Practice Guidance (PPG)***

- 4.5.4. The PPG provides further information in support of the implementation of planning policy. Relevant categories which have guided the preparation of this planning application include environmental impact assessment, air quality, flood risk, historic environment, light pollution, noise, natural environment, sustainability, transport and waste.
- 4.5.5. The following section 6 contains an assessment of the Proposed Scheme's compliance with the relevant national and local planning policies outlined in this section.

## 5. Planning Appraisal

### 5.1. Introduction

- 5.1.1. Following an analysis of Oxford City Council's development plan and material considerations alongside taking into consideration the nature and context of the Proposed Scheme, a number of planning policy themes have been identified. The Proposed Scheme has been assessed in respect of the relevant planning policies and an analysis of compliance with these policies in relation to the key planning policy themes is set out in the following sections. The scheme has been designed and justified with these policy considerations in mind.

### 5.2. Principle of Development

- 5.2.1. NPPF Section 6 affords significant weight to the need to support economic growth and productivity and the need for planning decision-making to be rooted in supporting a strong local and national economy. The HM Government's Life Sciences Vision seeks to support the growth of clusters of excellence, including the Oxford-Cambridge Arc as critically important to the UK economy becoming a leading global hub for life sciences but also accelerating life-changing innovation. The Oxford Local Plan envisages Oxford as a global centre for research and innovation, while Oxford's Employment, Economy and Education & Skills Topic Paper sees science and technology as vital in mitigating against economic uncertainties.
- 5.2.2. Oxford Biomedica is an established life science stakeholder in Oxford, operating several facilities for research and development use. The proposed extension has been designed to meet the specific needs for Oxford Biomedica delivering further research and development floorspace to support their ongoing operations.
- 5.2.3. Local Plan Policy E1 (Employment Uses) supports the intensification, modernisation and regeneration of employment sites for employment purposes where it is demonstrated that it makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects. The site forms part of The Oxford Science Park's designation as one of nine allocated Category 1 employment sites.
- 5.2.4. The Proposed Scheme does not seek to alter the existing employment uses on site and will not result in a loss in floorspace. Rather, the Proposed Scheme will increase the amount of employment floorspace by 998 sq.m, intensifying and optimising the site for employment purposes. The additional floorspace will support the evolving needs of Oxford Biomedica through the delivery of further research and development floorspace.
- 5.2.5. When Royal Mail occupied the site, large areas of hardstanding were required for the high frequency of delivery vehicles coming and going from the site. Oxford Biomedica do not require such large areas of hardstanding with substantially less comings and goings from delivery vehicles. Therefore, it is considered the proposed extension will make better use of the site for employment purposes generating further employment floorspace.
- 5.2.6. As such, it is considered that the proposals would align with the aims of Policies E1 and SP10 and be acceptable in principle. Furthermore, pre-application discussions with Oxford City Council have confirmed that the principle of an extension to deliver further employment floorspace acceptable.

## 5.3. Design

- 5.3.1. Policy DH1 of the Oxford Local Plan 2036 states that planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness, and where proposals are designed to meet the key design objectives and principles for delivering high quality development.
- 5.3.2. The proposed extension, at two storeys in height, matches the eaves height of the existing building, replicating the general height and form of the existing building. In respect to the roof ridge, the extension will be sited below the existing roof ridge creating a subservient extension to the existing building. The footprint of the extension occupies a relatively small footprint orientated to the south-east corner of the existing building. Considering the footprint of the proposed extension in relative terms with the overall scale of the existing building and wider site, it is considered that the proposed extension would be subservient to the main building.
- 5.3.3. The proposed extension seeks to retain a similar materiality to the existing building with use of brick and metal cladding and dark grey metal windows. It is considered the chosen materials are of a high-quality and ensure the proposed extension blends into the existing character of the Site and wider area.
- 5.3.4. The relocated fire escape and plant surrounding the extension is considered necessary for the safe function of the premises and is located in suitable locations adjacent to the extension to ensure these features do not adversely impact the appearance of the building. In addition, a green metal wire fence is proposed to match the boundary fencing surrounding the site and is a common form of fencing found on commercial sites in the area. It is considered that the use of green, metal fencing is entirely appropriate and ensures that the delivery and service yard remains a secure area clearly separated from the employee and visitor car-parking.
- 5.3.5. A smokers hut has been erected on site located near to the building entrance and adjacent to the car-park. This does not benefit from planning permission and this application seeks to retrospectively secure consent for this element. The smokers hut is sited well away from the site boundaries and is a minor addition in the context of the wider site serving a functional use, allocating a location for smoking or vaping for employees and visitors.
- 5.3.6. In regard to landscaping, retained landscaping and vegetation will assist in softening the appearance of the built form. The incorporation of soft landscaping and outdoor seating area will break up the high levels of hardstanding on site and integrate the additional car-parking with the site's character. The delivery and servicing yard will be retained as hardstanding due to the nature of the use of this area for heavy duty vehicles.
- 5.3.7. In summary, it is considered that the proposals would comply with Policy DH1 and deliver a high-quality design consistent with the character of the Site and surrounding area.

## 5.4. Heritage

- 5.4.1. Paragraph 199 of the NPPF states that when considering the impact of a Proposed Scheme on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Policy DH3 of the Oxford Local Plan seeks to ensure that development respects and enhances the historic environment.

- 5.4.2. The site does not contain a listed building nor is located within a conservation area. The site is adjacent to the Hollow Way Conservation Area located to the west of the application site. Grade II listed Nuffield Press, East Wing and attached former school house is located on the western side of Hollow Way directly opposite the Oxbox site. Therefore, the site falls part of the setting of designated heritage assets.
- 5.4.3. As the extension and proposed external alterations are located on the eastern portion of the site, well screened by the existing building and established western boundary planting, it is considered that the proposal would unlikely harm the character, appearance or significance of the designated heritage asset.

## 5.5. Amenity

- 5.5.1. Policy H14 states that planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes, and does not have an overbearing effect on existing homes. Policy RE7 states that planning permission will only be granted for development that ensures that the amenity of communities, occupiers and neighbours is protected. Policy RE8 states that planning permission will not be granted for development proposals that will generate unacceptable noise and vibration impacts.
- 5.5.2. The proposed extension will be situated a considerable distance from the northern site boundary which is shared with residential properties on Fern Hill Road. The extension would also be situated a considerable distance from residential properties to the south of the site on Garsington Road. Given the considerable distances between the Proposed Scheme and nearby sensitive uses, it is considered that the extension would unlikely be detrimental upon neighbouring amenity including impact on daylight, outlook, privacy or an overbearing presence.
- 5.5.3. The proposed plant will also be located a considerable distance from nearby residential properties located on Fern Hill Road and Garsington Road and replaces existing plant which will be displaced by the siting of the extension. In the cases of both nearby residential roads, considerable distance separates to proposed plant locations with these properties. Existing plant located closer to residential properties on Fern Hill Road have been previously assessed as acceptable with an existing acoustic timber barrier in place to retain noise at an acceptable level.
- 5.5.4. A Noise Impact Assessment, prepared by Bureau Veritas, accompanies this application and should be read alongside this planning statement. The Noise Impact Assessment concludes that the noise impact of the plant operation would be low at the nearest sensitive receptors and therefore no additional noise mitigation measures would be required. Given the considerable distances between the proposed plant and nearby residential premises, it is considered unlikely that there will be an unacceptable noise impact from the proposed plant.

## 5.6. Transport

- 5.6.1. Policy M3 states that the parking requirements for all non-residential development including expansions of floorspace on existing sites will be determined in the light of the submitted Transport Assessment or Travel Plan, which must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel. The presumption will be that vehicle parking will be kept to the minimum necessary to ensure the successful functioning of the development.

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- 5.6.2. This application seeks to regularise car-parking arrangements located within the southern portion of the site. A total of 40 additional spaces have been provided on site without the benefit of planning permission with this application seeking to secure planning permission for an amended car-parking arrangement.
- 5.6.3. A Transport Statement, prepared by HVJ Transport, accompanies this application. The transport statement states with the additional operational space and further increase in staff numbers by 200 resulting from Phase II works, it is proposed to reconfigure 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. Additional car parking provision has been minimised to provide only an additional 52 spaces (191 total) relative to a significant increase in staff of 200 (360 total). This represents a modest increase of 37% in car-parking relative to the significant 125% increase in staff. While Policy M3 does discourage the implementation of additional car-parking, 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 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, through the implementation of the Travel Plan accompanying this application.
- 5.6.4. Policy M4 requires a minimum of 25% of spaces to be provided with electric vehicle charging. The Proposed Scheme seeks to provide 12 EV charging spaces accounting for 25% of the additional spaces proposed on site.
- 5.6.5. Policy M5 states that planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision. A cycle shelter is proposed to the east of the building with space for provide 100 spaces which exceeds OCC standards. The shelter also provides space for 13 motorcycle parking spaces as it is noted no provision has been previously provided on site.
- 5.6.6. The existing Framework Travel Plan, approved under planning reference 18/00813/CND2, has been updated to a full Travel Plan which accompanies this application. The full Travel Plan seeks to supersede the previous framework plan and is written in support of the site configuration proposed under this application.

## 5.7. Air Quality

- 5.7.1. Policy RE6 states that planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced.
- 5.7.2. Due to the potential impacts from proposed construction activities and the proposed additional car-parking, an Air Quality Assessment, prepared by NoiseAir, accompanies this application. The Air Quality Assessment identifies that there is a low risk of dust soiling impacts and a negligible risk of increase in particulate matter concentrations due to unmitigated construction activities for human health. However, through good site practice and the implementation of recommended mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. The residual effects of dust and particulate matter generated by construction activities, including construction vehicles on air quality are therefore considered to be not significant. In addition, the Air Quality Assessment concludes that additional vehicles generated by the additional car-parking would have a negligible impact on air quality and pollutant levels at the nearest sensitive receptors.

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## 5.8. Drainage

- 5.8.1. Policy RE4 states that all development is required to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off.
- 5.8.2. The site is located in Flood Zone 1 and is therefore not at significant risk of flooding from any sources. The site currently comprises of large expanses of hard impermeable surfaces and therefore the development will unlikely cause any additional runoff.
- 5.8.3. A drainage strategy with surface water drainage details accompanies this application and included in the Design and Access Statement. The drainage strategy states that the surface water drainage is designed as partially infiltration, and, in accordance with the runoff destination hierarchy, the preferred destination of surface water runoff is therefore discharge into private SW sewer located in the site.

## 5.9. Ecology

- 5.9.1. Policy G2 states development that results in a net loss of sites and species of ecological value will not be permitted.
- 5.9.2. An Ecological Assessment, prepared by GS Ecology, accompanies this application and states that there are no priority habitats on the site nor is there any evidence of any protected species on site. The Ecological Assessment recommends that new planting comprises predominantly native and wildlife-friendly species and that the existing bird and bat boxes installed on site are monitored and retained as part of the proposed development.

## 5.10. Sustainability

- 5.10.1. The NPPF has an overarching theme of encouraging sustainable development throughout the policies and paragraphs contained in the framework. Paragraph 8 stipulates the three overarching objectives in order to achieve sustainable development in plan-making and planning decisions. These objectives are categorised by economic, social and environmental objectives
- 5.10.2. The accompanying Design and Access Statement, prepared by WHP, provides a sustainability strategy. The design of the extension has been designed in accordance with BREEAM "principles while not being formally assessed for BREEAM accreditation. The sustainability strategy includes use of a heat recovery VRF system and primary air handling units. Appendix 6 of the Design and Access Statement provides further detail on the full scope of sustainability measures proposed as part of the application.

## 6. Conclusion

### 6.1. Summary

- 6.1.1. This Planning Statement has been prepared in support of the Proposed Scheme at Oxbox. It has considered the application proposal against relevant planning policies and considerations and has been submitted with all required assessments and statements. The submission of this Application follows thorough pre-application consultation with Oxford City Council.
- 6.1.2. The development plan identified Oxford Business Park as one of the City's most important Category 1 Employment Locations (Policy E1). The Proposed Scheme seeks to intensify employment floorspace and support the ongoing needs of Oxford Biomedica, a key local employer with global impact through their essential research and development. A high-quality design is proposed, aligned with the existing character of the site while meeting the needs for the intended use.
- 6.1.3. The application proposal is considered to comply with the Development Plan, particularly Local Plan Policies E1 and SP10 which seek to guide development on this Site, as well as material considerations including the NPPF. On this basis and having regard to NPPF paragraph 11, it is requested that Oxford City Council grant planning permission for the Proposed Scheme without delay.

**Emma Andrews**  
Director



**Ben Tattersall**  
Planner

