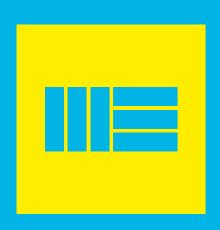
# HERITAGE STATEMENT

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU FEBRUARY 2024



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# 1.0 INTRODUCTION PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 28U

## INTRODUCTION **AND SUMMARY OF FINDINGS**

- Montagu Evans has been instructed by Advanced Research Clusters 1.1 GP Limited (also referred to within this report as the 'Applicant' or 'ARC') to provide consultancy services and produce this Heritage Statement in support of redevelopment proposals at Plot 4200 at ARC Oxford, Garsington Road, Oxford, OX4 2SU (also referred to as the 'Site').
- The proposals are submitted in full detail, with a supporting suite of application material including a Design & Access Statement, detailed application drawings (both prepared by Spratley & Partners), a Townscape and Visual Impact Assessment (prepared by McGregor Smith) and an overarching Planning Statement (prepared by Carter Jonas).
- This Heritage Statement should be read in conjunction with those documents noted above, though forms a standalone report identifying and assessing the proposals' potential impact on the historic (built) environment.

#### THE SITE

- The Site is located within the Cowley area of Oxford, situated circa. 4km to the south-east of the city centre. It is located within the 'ARC Oxford' complex, a well-established employment site comprising a total of 88 acres. ARC Oxford was previously known as 'Oxford Business Park', being renamed in September 2022. The Site is known as 'Nash Court' and is located along John Smith Drive, towards the western aged of ARC Oxford, with residential properties located further beyond to the west. The Site is bound by other development within ARC Oxford on the other three sides.
- Figure 1.1 outlines the redline boundary of the Application Site, whilst an aerial view from Google Earth is provided at **Figure 1.2**. The Site is located within the administrative boundary of Oxford City Council ('OCC').

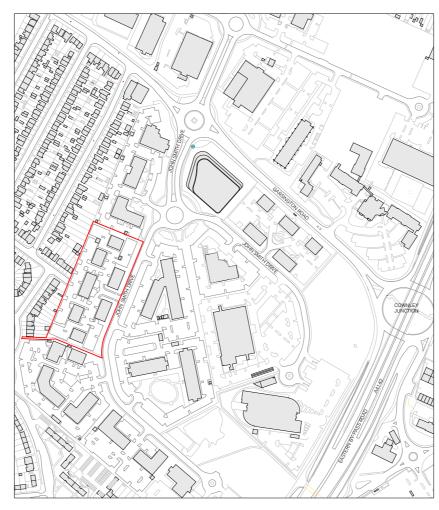


Figure 1.1 Site Location Plan

The Site does not include any statutorily designated heritage assets. It is not situated within a conservation area or subject to any other statutory heritage designation (Registered Park and Garden and/or World Heritage Site). Neither does the Site include any locally notable heritage asset (also known as 'non-designated heritage assets').

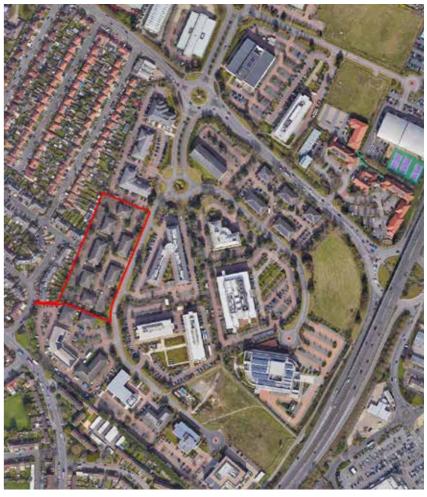


Figure 1.2 Aerial View of Site

Situated approximately 36om to the north/northwest of the Site is Temple Cowley Conservation Area, comprising the grade II listed Nuffield Press Building, located on the corner of Hollow Way Road, Garsington Road and Oxford Road. To the southeast of the Site, beyond the Eastern Bypass/flyover and the Thame Branch Railway, lies the Oxford Stadium Conservation Area, situated approximately 600m from the Site's red line boundary. The Central (City and University) Conservation Area is located approximately 3.15km to the north-west.

#### **POLICY CONTEXT**

- ARC Oxford is designated as a Category 1 employment site within the adopted Oxford Local Plan (2036). These sites are protected via Policy E1: Employment Sites for employment uses with proposals for their intensification, modernisation and regeneration for such purposes acceptable where they would use the most efficient use of land and not lead to unacceptable harm.
- The adopted Local Plan also identifies several 'Areas of Change'. These are areas of the city where significant change is expected or best directed. This includes the areas adjacent to the Cowley Branch Line (Policy AOC7: Cowley Branch Line), which is planned to be re-opened for passenger service at ARC Oxford. The Cowley Brance Line AOC is recognised as having the potential to deliver intensification of employment uses, with ARC Oxford containing a specific allocation (Policy SP10: Oxford Business Park) for delivery of employment uses. The policy also states that opportunities should be sought to enhance and promote sustainable travel modes to and from the area, as well as the need to undertake biodiversity surveys on undeveloped plots.

#### **ARC'S VISION**

- ARC has shared an ambition with the Council to deliver land for employment purposes at the ARC Oxford sit. Their vision seeks to cater to the life sciences and R&D sectors through laboratory enabled office space alongside wider site enhancements that improve its existing function and capitalise on planned investment in infrastructure - including the Cowley Branch Line.
- ARC are working to realise this Vision by bringing forward land for (re) development:

#### PLOT 2000, ARC OXFORD - RESERVED MATTERS APPLICATION

- Outline planning permission was granted in November 1992 (ref. 91/01303/ NO) for the development of 'Oxford Business Park', which consented the demolition of buildings associated with the former Cowley Motor Works factory and construction of 125,023sqm of office (B1) space and 10,451sqm of hotel (C1) space.
- In December 2022, the Applicant submitted a Reserved Matters application for the development of Plot 2000. This application is currently

being determined by the Council with the proposals comprising the erection of a laboratory-enabled office building for research purposes, as well as ancillary commercial space (ref. 22/02880/RES). The full description of these proposals is as follows:

- Erection of 1no. laboratory enabled office building for research and development with ancillary commercial space (all within use class E). Provision of new access, motor vehicle and cycle parking, landscaping and services infrastructure. Approval of reserved matters (access, appearance, landscaping, layout and scale) pursuant to planning permission 12/01424/EXT.
- Since submission of this application, the Applicant has held post-submission discussions with the Council to explore an amended design. It is understood that conversations are progressing with a revised scheme to be finalised in the short-term.

#### OTHER PLOTS AND THE CONNECTOR

ARC is currently preparing proposals seeking the (re)development of several other parcels (Plot 3000; Plot 5000; Plot 8200/8400; Plot 9200) alongside other site improvements including the formation of a landscaped path dedicated to pedestrians and cyclists through the centre of the site – known as The Connector. These emerging proposals are currently being consulted through pre-application engagement with Oxford City Council.

#### PLOT 4200 AND THE PROPOSED DEVELOPMENT

- 1.16 The proposals subject to this submission concern the proposed redevelopment of Plot 4200, otherwise known as 'Nash Court', situated on John Smith Drive, on the western edge of the wider campus.
- The proposals include the demolition of seven buildings across the Site and the erection of a single, best in class laboratory–enabled building on a peripheral development plot alongside enhancements to surrounding landscaping and existing footpaths.
- 1.18 The proposed building is comprised of a single, ground plus 2-storey building. The building will provide lab-enabled office space, alongside internal ancillary commercial space. It will provide car parking for 166 vehicles, as well as cycle parking for 138 bikes. Externally, the proposals will provide improvements to the external landscape including enhancements to an adjacent footpath beyond the southern boundary. It is expected

that the proposal will create approximately 500 new jobs during the operational phase and would generate £40 million GVA into the economy per annum. The total floorspace to be delivered totals circa. 12,500sqm (GEA) and will contribute to ARC's overarching vision for the campus.

The full description of development is as follows:

Demolition of existing office buildings and erection of 1no. laboratory-enabled office building for research and development with ancillary commercial space (all within use Class E). Provision of new access, enhancements to existing footpath, motor vehicle and cycle parking, landscaping and services infrastructure

#### PURPOSE AND STRUCTURE OF THIS REPORT

- The purpose of this Heritage Statement is to identify and assess the significance of the heritage assets which have the potential to be indirectly affected by changes to their setting arising from the redevelopment of the Site .The assessment has been undertaken in line with statutory provisions and relevant planning policy and guidance documents at both a national and local level and has been prepared to assist the City Council in determining the applications along with third parties as part of the consultation process.
- The focus of this submission is to identify the potential heritage setting impacts on listed buildings, conservation areas and non-designated heritage assets, within the identified study area. This includes assets beyond a 1km radius, including those experienced from higher level views across the City. Specifically, these include:
  - The Central (City and University) Conservation Area (and its associated listed buildings);
  - · Oxford Stadium Conservation Area;
  - Temple Cowley Conservation Area;
  - Nuffield Press (Grade II);
  - Hockmore Cottages, Bartholomew Road, South Side; and
  - St. Luke's Church, Temple Road.
- A number of viewpoints have been identified and agreed with the assistance of the City Council during various pre-application consultations. We include reference to these elevated views throughout this report, given their contribution to an understanding of the significance and setting of the city centre and its landscape setting.

- 1.23 This report is structured as follows:
  - Section 2.0 sets out the scope of the assessment and the use of visual aids to support this assessment;
  - Section 3.0 outlines the statutory provisions and relevant heritage planning policies and guidance, both at a national and local level;
  - **Section 4.0** summarises the historic development of the Site and the surrounding area of Cowley, in the context of the wider Oxford area;
  - Section 5.0 identifies the relevant heritage assets, summarises their significance and what their setting contributes to that significance, and identifies the principal framework for assessment;
  - **Section 6.0** includes an assessment of the application proposals on the significance of the identified heritage assets, based on statute and planning policy; and
  - The report is concluded at Section 7.0.

#### **SUMMARY OF FINDINGS**

- This report and its associated analysis conclude as follows:
  - There is no harm to the ability to appreciate or experience the architectural and historic significance of the grade II listed Nuffield Press building, nor the character and appearance (significance) of the Temple Cowley Conservation Area.
  - The proposals cause no harm to the ability to experience or appreciate the character and appearance of the Central (City and University) Conservation Area.
  - Likewise, we identify no setting harm in relation to the highly graded listed buildings within the city centre, including historic spires and the interrelationship between them discernible from elevated views surrounding the city.
  - · Similarly, we find no harm to the ability to appreciate the significance, character or appearance of the Oxford Stadium Conservation Area.
  - Finally, the proposals cause no harm to the setting, or indeed significance, of the non-designated heritage assets of Hockmore Cottages or St Luke's Church.

- The above conclusions on heritage impacts have been reached through 1.25 the application of best practice methodology, and on the basis of a good understanding of heritage assets' significance.
- This report, accordingly, meets the information requirements for applications potentially affecting heritage assets (see Para. 200, NPPF 2023).
- It follows from our findings that a grant of planning permission would be consistent with the Section 66 duty in the Planning (Listed Buildings and Conservation Areas) Act 1990, in relation to listed buildings, and with Paragraph 205 of the adopted Framework, which requires great weight to be given to the conservation of designated heritage assets.
- 1.28 Accordingly, also, the proposals do not conflict development plan policies Policy DH1 (High Quality Design & Placemaking), Policy DH2 (Views and Building Heights), Policy DH3 (Designated Heritage Assets) and Policy DH<sub>5</sub> (Local Heritage Assets).

#### ASSUMPTIONS AND LIMITATIONS

- The assessment has relied upon the following data.
  - National Heritage List for England maintained by Historic England
  - Oxford Historic Environment Record (HER)
  - · OCC Conservation Area Appraisals;
  - Design information related to the Proposed Development (including modelling used to represent the Proposed Development in the AVRs); and
  - The accuracy and modelling of identified 'Cumulative Schemes'.

# 2.0 SCOPE OF ASSESSMENT AND VISUAL AIDS

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU

## SCOPE OF ASSESSMENT AND VISUAL AIDS

#### STUDY AREA AND SCOPE OF ASSESSMENT

- In relation to the wider ARC Oxford Vision (see **Section 1.0**),
  pre-application consultation has been undertaken with Officers at OCC,
  identifying heritage assets within an identified study area which had the
  potential to be indirectly affected by future development at ARC Oxford.
  This included an initial identification of all heritage assets within a 5km
  radius of the Site's red line boundary (as shown in **Figure 2.1**).
- 2.2 Following this baseline scoping study, a total of 6 designated and non-designated heritage assets were identified as having the potential to be indirectly affected by the Proposed Development owing to a potential impact on their wider setting. These assets are identified and their locations relative to the Site represented at **Figure 2.2**. These include:
  - The Central (City and University) Conservation Area;
  - Oxford Stadium Conservation Area;
  - Temple Cowley Conservation Area;
  - Nuffield Press (Grade II);
  - Hockmore Cottages, Bartholomew Road, South Side; and
  - St. Luke's Church, Temple Road.
- 2.3 The above scoping exercise was informed by a thorough understanding of the baseline situation and significance of the heritage assets identified within the study area, site surveys and VuCity studies. It was also informed by a detailed assessment of the scale, form and siting of the Proposed Development, particularly intervisibility.
- The heritage assets identified to form part of this HIA are presented, and their significance assessed, in **Section 5.0** of this report.





Grade II

ARC (Plot 4200), Oxford





Application Site

Conservation Areas

#### **Listed Buildings**

- Grade I
- Gradell\*
- Grade II

Scoped in Listed Buildings and Non-Designated Heritage Assets

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#### **ACCURATE VISUAL REPRESENTATIONS AND VISUAL AIDS**

- 2.5 The assessment of possible heritage effects is supported and informed by a suite of viewpoints which have been developed into Accurate Visual Representations (AVRs), prepared by Rendered Image and presented by Macgregor Smith (see TVIA). The location of the viewpoints has been agreed with the Council during the pre-application process and has been informed by potential heritage effects.
- 2.6 The AVRs have been produced to include the following scenarios:
  - Existing = baseline photography
  - Proposed = Existing plus the wirelines and renders of the Proposed
     Development
  - Cumulative = Existing plus the Proposed Development (either represented in wireline or render), plus schemes in the surrounding area that are subject to an extant consent or valid planning application (as agreed with OCC during pre-application engagement).
- 2.7 The AVRs are independently prepared according to an industry standard method as set out within the accompanying TVIA. The variables include angle of lens, framing of shot and orientation. TGN o6/19 Visual Representation of Development Proposals Technical Guidance Note (2019) prepared by Landscape Institute recommend one set of considerations, but these are not universally applied and are not suited often to certain urban environments because the angle of lens, 50 degrees, often eliminates context in close and medium-distance shots.
- AVRs are merely tools of assessment, to be applied on site, and to act as aide memoires afterwards. They do not represent visual perception. The objective of an AVR is to simulate the likely visual changes that would result from a proposed development. AVRs are two-dimensional and cannot capture the complexity of the visual experience. It is an approximation of the three-dimensional visual experience the observer would receive on site. Neither do they capture transient significant effects arising from noise or traffic on perception, or that wider range of expectations and associations that anyone in an urban scene may have.

- Artists' impressions based on geometrically accurate information (models) or characteristics of computer-generated images (CGIs) may sometimes be used. Whilst not independently verified, these can be very helpful in establishing and assessing the way a proposal will affect its immediate environment (to take one example only) and/or convey particular characteristics of development. This is because the AVR methodology is generally less helpful for assessing up close effects or, for example, in capturing the interaction of new landscape with buildings.
- 2.10 The qualitative text accompanying the assessments set out in this report seeks to contextualise the relative views and contextualise the key heritage considerations within each. Inevitably one must accept that professional judgement is involved in this specialist area on the basis of the above and the importance of design quality in the operation of policy. A visit to the location from which the photographs were taken is required to appreciate and understand the potential affect on the setting of the identified heritage assets within the viewpoint.
- 2.11 The extensive scope in relation to the viewpoint identification and study area has been informed by the wider masterplan for the ARC Oxford campus. It has been refined and tailored to the scope of the proposals.

# 3.0 STATUTORY PROVISION, PLANNING POLICY AND GUIDANCE

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU

# STATUTORY PROVISION, PLANNING POLICY AND GUIDANCE

The following Section sets out the planning policy context for the Site and for the context of the assessment process.

#### **LEGISLATION**

#### PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

- The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the statutory duties of a decision maker in respect of development proposals which have the potential to affect listed building and conservation areas.
- The Site does not comprise, or indeed contain, any statutorily listed buildings, nor is it situated within a conservation area. The statutory provisions at Section 16 and 72 of the 1990 Act do not therefore apply, as they deal with proposals which directly affect a listed building (Section 16) and directly affect the character and appearance of a conservation area (Section 72).
- Whilst not containing any designated heritage assets, the Site is situated within the context of several listed buildings. The statutory provisions concerning the Proposed Development are therefore set out at Section 66(1) of the 1990 Act, which states:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

The Courts have confirmed that the 'special regard' makes harmful impact on heritage significance (special interest in the language of statute) weighted harm. This concept is reflected in the Framework provision, at Para. 205, which refers to the great weight given to conservation of the significance of a heritage asset or to aspects of setting contributing to the appreciation or experience thereof.

#### PLANNING AND COMPULSORY PURCHASE ACT 2004

- s.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates that where in making any determination under the Planning Acts, regard is to be had to the development plan, and the determination must be made in accordance with that plan unless material considerations indicate otherwise.
- 3.7 The statutory development plan and the policies relevant to the assessment of heritage considerations are set out at **Table 3.1** below.

DEVELOPMENT PLAN POLICY	KEY PROVISIONS
Oxford Local Plan (2036)	Chapter 6: Enhancing Oxford's heritage and creating high quality new development
	<ul> <li>Policy DH1: High quality design and placemaking</li> </ul>
	<ul> <li>Policy DH2: Views and building heights</li> </ul>
	<ul> <li>Policy DH3: Designated Heritage Assets</li> </ul>
	<ul> <li>Policy DH5: Local Heritage Assets</li> </ul>
	Chapter 9: Areas of Change and Site Allocations
	<ul> <li>Policy SP10: Oxford Business Park</li> </ul>

**Table 3.1** Relevant Development Plan Policy

#### **NATIONAL POLICY**

#### **NATIONAL PLANNING POLICY FRAMEWORK 2023**

3.8 The development plan is supported by the planning policies set out in the NPPF. The relevant provisions are set out at **Table 3.2**.

NATIONAL POLICY	KEY PROVISIONS
National Planning Policy Framework (NPPF) 2023	Chapter 12 (Achieving well-designed places)  Paragraph 131  Paragraph 134  Paragraph 135  Paragraph 136  Paragraph 137  Paragraph 139  Chapter 16 (Conserving and enhancing the historic environment)  Paragraph 200  Paragraph 203
	<ul><li>Paragraph 205-209</li><li>Paragraph 213</li></ul>

Table 3.2 Relevant National Planning Policy

#### **MATERIAL CONSIDERATIONS**

- 3.9 In addition to legislation and policy, the assessment will take into consideration relevant planning guidance and any material considerations, including:
  - National Planning Practice Guidance (online)
  - Historic England, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015)
  - Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017)
  - Tall Buildings: Historic England Advice Note 4 (2022)
  - National Design Guide (2019)
  - OCC, Oxford Preservation Trust, Historic England Oxford View Cones Study (2015)
  - OCC TAN 7: High Buildings (2018)
  - OCC Central (University and City) Conservation Area Appraisal (2019)
  - OCC Oxford Stadium Conservation Area Appraisal (2014)
  - OCC Temple Cowley Conservation Area Appraisal (1986)
  - OCC Oxford Heritage Plan (2011)

#### **POLICY DISCUSSION**

#### **CASE LAW**

- Below, we identify the some of the case law that treats these matters, and amongst other things have essentially confirmed the Framework approach to heritage impact assessment (see below).
- Barnwell v East Northamptonshire District Council [2014] EWCA Civ 137
  bears on the interpretation of the statutory provisions of the Planning
  (LBCA) Act 1990 and consequent or parallel policies. The judgment
  confirms the great weight attached to the preservation or enhancement
  of the setting of listed buildings in accordance with Section 66 of the Act.

- 3.12 In Bedford BC v SSCLG [2013] EWHC 2847 (Admin) Jay J. clarified the meaning of 'substantial harm', which should be considered as harm so severe as to practically to remove the rationale for designation.
  Paragraph 25 of the judgment stated:
  - 'One was looking for an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced'.
- Thus, if harm is to be identified, then plainly this needs to be in the context of the significance of the affected asset and the effect that the proposed development will have on it, and any key elements of significance that the asset may have. The assessment of harm is to be made on the facts and circumstances of the case.
- 3.14 The approach taken by the Secretary of State in the recent decision relating to the Brentford Citroen Garage (ref: APP/G6100/V/19/3226914) also contextualises the level of harm that might arise in a development proposal. Paragraph 6.32 of the Secretary of State's letter states:

"Concern is expressed that one should not artificially lower the degree of harm on the basis that only one aspect of significance is harmed. That proposition on its own is obviously right, but the main point is a simple one — what harm does the proposal do to significance? If it affects to some degree one part of what makes an asset significant, but leaves the other 3 or 5 or 10 aspects of significance untouched, that must be relevant to the assessment of how much harm to significance would be caused. Assets rich in significance are inherently more robust. That is not to say that harm to one aspect is unimportant; but it does indicate that with such assets it takes harm to multiple aspects of significance for harm to be pitched high up the less than substantial scale."

The assessment of harm is therefore to be made on the facts and circumstances of the case.

#### **NATIONAL DESIGN GUIDE 2019**

- The National Design Guide provides a number of bullet points relating to 'Components of Good Design'. It explains that a well-designed place is unlikely to be achieved by focussing only on the appearance, materials and detailing of buildings alone, though also through making the right choices at all levels, including:
  - The layout (or masterplan);
  - · The form and scale of buildings;
  - Their appearance;
  - Landscape;
  - Materials; and
  - · Their detailing.

#### **OXFORD LOCAL PLAN 2036**

- OCC's Local Plan was adopted on 8th June 2020. It includes policies relevant to assessing a development's potential effects on heritage assets within the city. Policies concerning the city's heritage are included under Chapter 6: 'Enhancing Oxford's heritage and creating high quality new development'.
- 3.18 Policy DH1: High Quality Design and Placemaking places an importance on good design within the city, requirement developments to be of a high quality that creates or enhances local distinctiveness. Importance is places on the key design objectives and principles for delivering high quality development, set out within Appendix 6.1 of the Plan, which includes a 'design checklist' covering the following categories:
  - Responding to Site Character and Context
  - Natural Features and Resources
  - Movement
  - Designing development blocks, density and uses
  - Design of external spaces
  - Plots and buildings
  - Design and alteration of buildings

- 3.19 Importantly, the text supporting Policy DH1 notes that proposals should have a clear rationale and be informed by the unique characteristics of the site and its setting, whilst being informed and inspired by the unique characteristics which go beyond the site's red line boundary.
- 3.20 Policy DH2: Views and Building Heights notes that the City Council will seek to retain significant views both within Oxford and from outside its boundaries, in particular those to and from the historic skyline. It is noted that planning permission will not be granted for any building which would harm the special significance of Oxford's historic skyline. It is noted that planning permission will be granted where it can be demonstrated that the following criteria is met:
  - design choices regarding height and massing have a clear design rationale and the impacts will be positive; and
  - any design choice to design buildings to a height that would impact on character should be fully explained, and regard should be had to the guidance on design of higher buildings set out in the High Buildings Study TAN. In particular, the impacts in terms of the four visual tests of obstruction, impact on the skyline, competition and change of character should be explained; and
  - it should be demonstrated how proposals have been designed to have a positive impact through their massing, orientation, the relation of the building to the street, and the potential impact on important views including both in to the historic skyline and out towards Oxford's green setting.
- 3.21 It is noted in Policy DH1 that planning permission will not be granted for development proposed within a View Cone or the setting of a View Cone if it would harm the special significance of the view.
- As part of the supporting text for Policy DH1, it is also noted that land is scarce within the city, and an acknowledgement that it is an imperative to use land efficiently, with taller buildings having the ability to positively contribute to increasing density, enabling a more efficient use of land and may be an appropriate built response to the existing context.
- 3.23 Policy DH3: Designated Heritage Assets states that planning permission will be granted where development respects and draws inspiration from Oxford's unique historic environment, responds positively to the

- significance, character and distinctiveness of the heritage asset and locality.
- The policy (DH3) follows the principles of National Planning Policy, in that great weight will be given to the conservation to designated heritage assets, and to the setting of the asset where it contributes to that significance or appreciation of that significance.
- 3.25 In relation to harm, Policy DH3 follows the tests set out within the NPPF (2021), noting that substantial harm to grade II listed buildings should be 'exceptional', whilst substantial harm to grade II\* and grade I listed building s should be 'wholly exceptional'. Concerning less than substantial harm, Policy DH3 follows the balanced approach of the NPPF.
- 3.26 In terms of non-designated heritage assets, **Policy DH5: Local Heritage Assets** follows the national planning policy provision set out at Paragraph 203 of the Framework, stating that when assessing proposals affecting non-designated heritage assets, a balanced judgement will be made regarding the scale of any harm or loss of the asset and the benefit of the proposed development.
- Finally, as noted in **Section 1.0** of this report, the site is a Category 1 employment site under Policy E1: Employment Sites. In recognition of the need to maintain and promote Oxford's significant contribution to the local, regional and national economy, these sites are protected for employment uses with proposals for their intensification, modernisation and regeneration for such purposes acceptable where they would use the most efficient use of land and not lead to unacceptable harms.
- 3.28 Closely aligned with an Area of Change identified with the planned reopening of the Cowley Branch Line, ARC Oxford is also specifically allocated for development under Policy SP10: Oxford Business Park, which notes that planning permission will be granted for employment uses and that opportunities should be sought to enhance and promote more sustainable travel modes.
- 3.29 Neither policy specifically define the expected quantum of development, though Policy AOC7 advises the potential for impact on the historic character of the adjoining Oxford Stadium and Littlemore Conservation Areas, as well as listed buildings in the surrounding area.

#### TECHNICAL ADVICE NOTE 7: OXFORD HIGH BUILDINGS

3.31

- Technical Advice Note 7: Oxford High Buildings explains that Oxford has a rich cultural history, which underpins its quality and distinctive character and could be affected by buildings of inappropriate scale in certain locations. As noted previously, the City's approach to tall buildings has been addressed through the recognition of the Oxford View Cones and the 'Carfax Datum', with the city centre being treated as single, complex heritage asset, experienced from various vantage points around the city.
- Whilst acknowledging the importance of the Oxford View Cones and 'Carfax Datum' in planning decisions, TAN(7) identifies five circumstances in which a tall building could diminish the positive contribution that setting makes to the significance of a heritage asset:
- A new high building adjacent to a heritage asset (including individual buildings and areas) diminishes the historic, architectural or artistic interest of the asset due (at least in part) to its height relative to existing buildings. This harm could occur for various reasons including obstruction of valued views to or from the asset, visual competition and incongruous design.
- A new high building at some distance from an asset obstructs valued views towards that asset (due to its height) such that the obstruction diminishes the artistic or historic interest of the asset.
- A new high building at some distance from an asset changes informative views towards that asset, introducing visual competition in either the foreground or background such that it diminishes the historic or artistic interest of the asset.
- A new high building at some distance from an asset changes the historic character of informative views from that asset such that it diminishes the historic or artistic interest of the asset.
- A new high building within a Conservation Area or other area valued for its historic character and appearance is out of character due (at least in part) to its height relative to existing buildings. This diminishes the historic, architectural or artistic interest of the asset.
- 3.32 Point 4 of the above stands to be the most relevant point to the emerging proposals.

- 3.33 TAN(7) also notes that the Oxford View Cones are only part of a more complex relationship between the historic core and its setting, with the relationship between the city centre and surrounding context being appreciated in three main ways:
  - Views towards the city from the surrounding landscape with a distinctive cluster of historic buildings signalling the location of the historic core of the city in its landscape setting (including those identified within the Oxford View Cones).
  - Views out from elevated viewpoints within the historic city centre revealing the topographic position of Oxford in its landscape setting.
  - Views between the edge of the historic city centre and the floodplains of the Thames and Cherwell to the south and east of the city, illustrating the original siting of the city on dry ground adjacent to an early river crossing point.
- 3.34 Further to the identification of key baseline considerations concerning the introduction of tall / high buildings, the TAN(7) identifies three 'Areas of Greater Potential', where proposals for tall buildings are most likely to be appropriate, given that they are less constrained by heritage considerations and represent areas where there is potential for regeneration opportunities. This includes the 'South-Eastern Suburbs', which covers much of the Cowley area, including ARC Oxford (see Figure 3.1).
- The Site is also identified adjacent to an area the TAN7 defines as an 'Dynamic Area', where both growth and regeneration are envisaged as part of the Local Plan (see **Figure 3.2**).

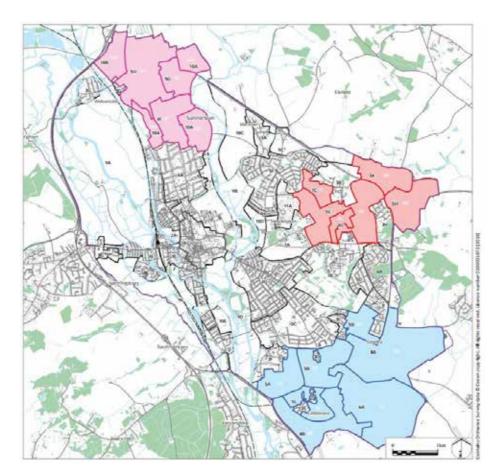


Figure 3.1 Areas of Greater Potential (Figure 7: Technical Advice Note 7: Oxford High Buildings)

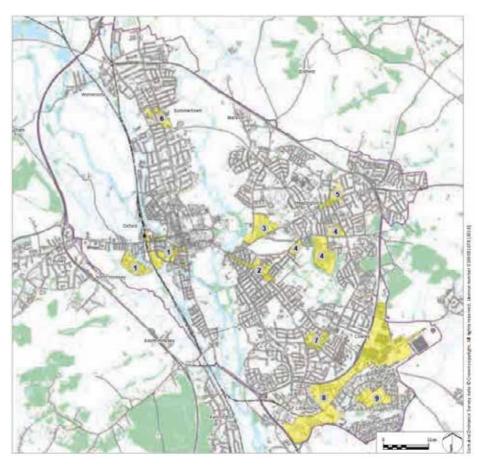


Figure 3.2 Dynamic Areas (Figure 8: Technical Advice Note 7: Oxford High Buildings)

- 3.36 The TAN(7) identifies four principal visual characteristics of the City, which are considered to contribute to the city's distinct character and sense of place. It notes that erosion of harm to the identified characteristics has the potential to affect the character of Oxford and also its setting, and consequently its significance (as well as the heritage assets situated within it). The four principal visual characteristics are as follows:
  - The iconic spires and silhouette of the historic city centre.
  - The open and natural character of the river floodplains.
  - The green (wooded or agricultural) backdrop to the city formed by the surrounding hills.
  - The enclosed and often imitate views within the city centre.
- 3.37 It is considered points 1 to 3 are most relevant to the emerging proposals.
- 3.38 To assess potential effects on the characteristics outlined above, the TAN(7) states that OCC will use the following four tests. The effects are then classes as 'positive', 'negative' or 'neutral'.

Visual Obstruction: Physical obstruction of a feature of interest.

Visual Competition: Siting a high building within the same view
of a feature of interest, where the high building is perceived to
'compete' with the feature in the foreground.

Skylining: Where a tall building breaks the skyline, horizon or silhouette (noting that skylining can add diversity and accent to views).

Change of Character: When the composition of a view is altered to the extent that its character is discernibly different to that of the existing.

It is important to note here that the effect of any visual change in a heritage assets setting will depend on the ways in which setting contributes to its significance. This is reaffirmed at Para. 5.8 of TAN(7). A further analysis of TAN(7): High Buildings is included in the TVIA prepared by Macgregor Smith. Thus, the test in relation to, for example, skylining, is not that any change noticeable above the horizon causes harm, but that any such change must still be assessed according to the accepted setting methodology.

- In relation to setting guidance (GPA3: The Setting of Heritage Assets) provides a clear approach to assessing a development's indirect affect on the significance of a heritage asset, which provides a parallel approach to the guidance set out in TAN(7). This includes an assessment which addresses the attributes of a proposed development in terms of its:
  - Location and Siting
  - Form and Appearance
  - Wider Effects
  - Permanence
- We draw more on this approach in **Section 6.0** of this report.

# 4.0 HISTORICAL DEVELOPMENT

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU

## HISTORICAL DEVELOPMENT

- This Section provides a description of the historical development of the Site and that of the surrounding area. This section and the heritage baseline provided at **Section 5.0** has been informed by on–site surveys, research, policy documents and the following secondary sources:
  - Historic maps (including Ordnance Survey Plans);
  - Historic photos (including aerial images from Britain from Above and Historic England);
  - Oxford City Council Conservation Area Appraisals (including Temple Cowley, Littlemore, Beauchamp Lane and Central (University and City) Conservation Areas);
  - Oxford: An Architectural Guide, Geoffrey Tyack (1998);
  - The Buildings of England: Oxfordshire, Jennifer Sherwood and Nikolaus Pevsner (1974);
  - Making Cars at Cowley: From Morris to Mini, Gillian Bardsley and Stephen Laing (2013);
  - British Motor Museum Archive (visited July 2023); and
  - · Other secondary sources.

#### SUMMARY OF HISTORIC DEVELOPMENT OF OXFORD

- The development of Oxford began in the Saxon period, as a strategic river crossing on the Thames. The settlement continued to develop as a fortified centre for trade and religion after the invasion of the Normans. In the west of Oxford, the 11th century Oxford Castle (Scheduled Monument) and St George's Tower (Grade I) signify the focal point of the Norman settlement.
- In the medieval period, the walled settlement focused on a central crossroads, marked by the 12th century Carfax Tower (Grade II). In this period, Oxford continued to attract religious houses, notably St Frideswide Priory which occupied a site to the east of St Aldgate's. A cathedral was constructed in the mid-12th century as part of this priory, and in the early 13th century, a spire was added to the central tower, becoming the first spire of Oxford. After the dissolution, this Cathedral would become the Chapel of Christ Church College, founded in 1546.
- Oxford was first established as a place of learning in the late 11th century and the academic halls and colleges of Oxford University developed in the 13th and 14th centuries, with the oldest colleges, Balliol and Merton, founded in the mid-13th century. During this time, college building was focused on the eastern side of the town.

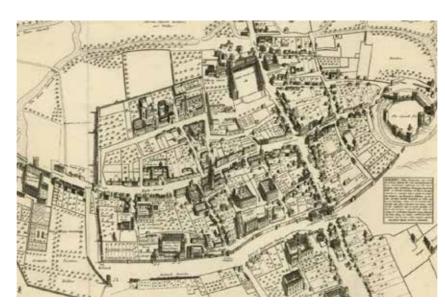


Figure 4.1 Agas' Engraving, 1578 (British Museum)

- As the Colleges were expanding, there was economic decline in Oxford and the University was able to capitalise on the resultant decay and desertion of areas of the centre by local townspeople. Oxford continued to expand as a centre of learning, despite violent hostilities between the townspeople and students, into the 18th century shaping its street layouts, architecture and townscape.
  - New College, founded in 1379, set the model for College architecture, comprising a Chapel, Hall, Library and Halls of Residence arranged around a quadrangle. College building in the 13th to 19th centuries featured towers and spires of different in Gothic and Classical styles. Agas' Engraving at **Figure 4.1** illustrates the plan form of these early colleges and shows the prominence of the spire of St Mary the Virgin to the north of the High Street. A church was recorded on the St. Mary the Virgin site since the 11th century, and a tower and spire were added in the early-14th century.
- By the 16th century, Oxford's medieval settlement had expanded beyond the city walls, with colleges building on open land and ribbon development along principal thoroughfares. Development in Oxford had a central focus until the 19th century, confined by the River Thames and River Cherwell and open land owned by the university. The 1750 map at **Figure 4.2** illustrates how Church Cowley, Littlemore and Iffley developed as independent settlements, well outside the boundaries of the city.



Figure 4.2 Map of Oxford and Church Cowley, 1750 (Old Maps Online)

- 4.8 At the end of the 18th century the population of the city was estimated to comprise approximately 9500 students and around 3000 local townspeople, with students clearly outnumbering that of the local population. The domestic population of Oxford increased in the mid-18th and 19th century, leading to the creation of suburbs particularly in the north of Oxford, in Jericho, and to a lesser extent, east of Magdalen Bridge in St Clements.
- The city boundary was extended in 1835, 1889, 1929 and 1957. The 1929 boundary extension included Temple Cowley and Cowley in the south, and Headington in the east. By the mid-20th century Oxford had two distinct centres, converging at Magdalen Bridge. In the west was Oxford's historic centre focused on the medieval walled city, with architecture from the Saxon period through to the 18th century. In the east, there was vast suburban development from the 19th to 20th century, stimulated by national population growth and industrial development in the south of Oxford.
- 4.10 Today, the Central (University and City) Conservation Area boundary encompasses the pre–19th century city and importantly, the large College owned meadows to the south and east. The historic city is bound in the east by the River Cherwell, the River Thames in the south and west, University Parks and St Giles' Church in the north.

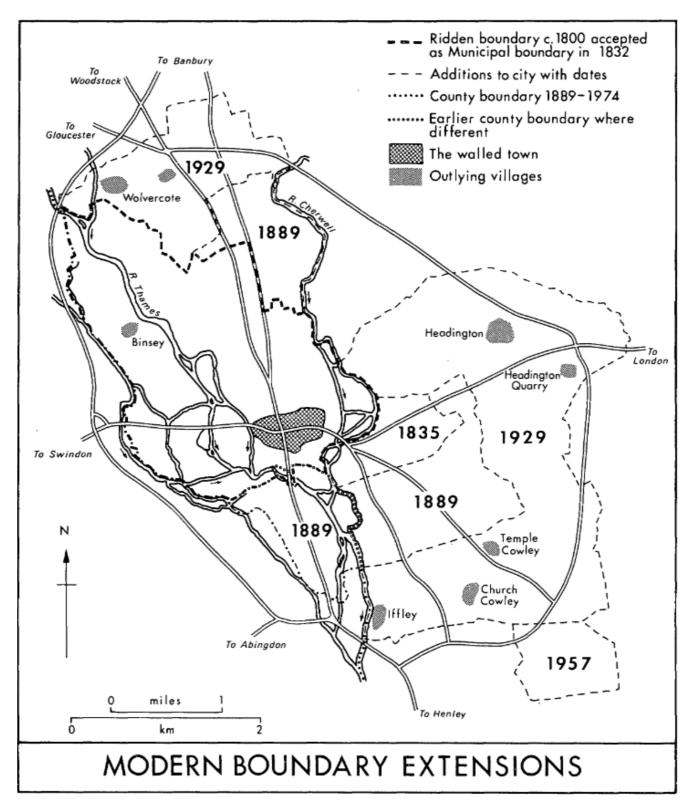


Figure 4.3 Map of boundary extensions in Oxford (British History Online)

### OVERVIEW OF HISTORICAL DEVELOPMENT OF COWLEY THE VILLAGE

- 4.11 The modern suburb of Cowley to the south–east of Oxford has developed out of the former medieval villages of both 'Cowley', known historically as 'Church Cowley', and 'Temple Cowley'. To its west is the former ancient settlement of Iffley and to the south, Littlemore.
- 4.12 Cowley developed around a medieval manor, with a parish church constructed by the 12th century. Temple Cowley derives its name from the Knights Templar, a devout Christian military order who held the manor at Temple Cowley in the 13th century. It was around this manor that the settlement grew and in 1841, the medieval manor house was incorporated into Cowley College. In the late–19th century Temple Cowley gained a military function, with Cowley College converted into 'Oxford Military College' in 1876 and Cowley Barracks constructed to the north of the college, on Hollow Way, in the same year.
- Despite some relatively small-scale residential and institutional expansion, from the medieval period until the late 19th century, both Temple Cowley and Cowley stood as rural agricultural settlements to the south of the medieval core of central Oxford, comprising ribbon development and open and arable fields. The villages were separated from Cowley St. John, a Victorian and Edwardian suburb to the south of Magdalen Bridge, by open fields, allotment gardens and college sports grounds.
- Prior to the turn of the 20th century, Oxford and its surrounding suburbs began to develop more of an industrial character, consistent with any large settlement in Britain at the time. Industry began to develop after 1790, when the Oxford Canal was completed (with the canal connecting Coventry to the River Thames at Oxford) and sped up once more following the opening of the Great Western Railway in 1844, which connected Oxford and High Wycombe. By the end of the 19th century there were already small industrial premises within Oxford and on its outskirts, such as the Steam Plough Works, later Engineering Works, to the north of Hockmore Street in the historic village of Cowley, shown at Figure 4.5 With some employed in industry, the population of Oxford was predominantly engaged in academic, artisan and white–collar employment during this time.



Figure 4.4 Ordnance Survey Map of Cowley, 1876 (National Library of Scotland)

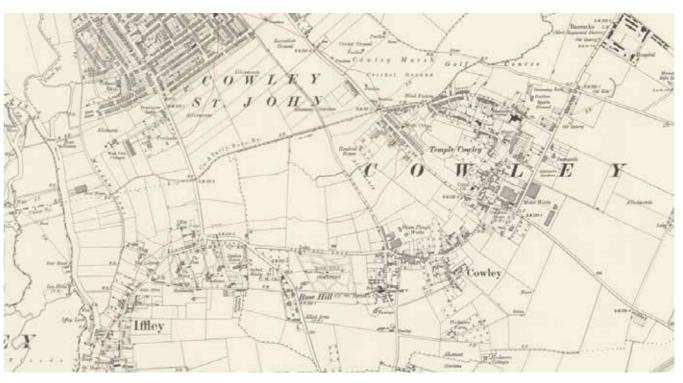


Figure 4.5 Ordnance Survey Map of Cowley, 1922 (National Library of Scotland)

#### THE MOTOR WORKS

- The demographic, employment pattern and development of Oxford was to change in the 20th century, sparked by the growth of the motor industry. In 1892, William Richard Morris (1877–1963) started a business constructing and repairing bicycles in his parents' garden. In 1901, he established his first shop on Oxford High Street and occupied a large stable complex on Longwall Street, close to Magdalen Bridge. In it, he quickly expanded into the motorcycle business. In 1904, Morris started the 'Oxford Automobile and Cycle Agency', which repaired cars at his Longwall workshop. By 1910, the Longwall workshop had been redeveloped and was known as the 'Oxford Garage'. Here, Morris constructed his first car in 1912, before founding 'WRM Motors' (William Richard Morris Motors) and securing an order for 400 of his first car model the 'Morris Oxford' in the same year.
- Later that year, with his business expanding, Morris purchased and converted the former Oxford Military College, located on the corner of Hollow Way and Garsington Road, Temple Cowley, into a new Motor Works. Morris differentiated himself from other British car manufacturers in realising the efficiency of the assembly line, a method of production revolutionised by Henry Ford in the USA in 1913. Morris realised the constraints of the three storey college wings, where parts and partially constructed cars would have to be moved between the floors during fabrication, so constructed a large factory building in the courtyard to the rear of the 19th century wings in 1914.
- These factory buildings, together with the former military college buildings, became known as 'Block A'. The large, open floor plan of this steel framed structure allowed for a more effective "flow system" on a single level. In the assembly line, the chassis of the car was fitted with disk wheels so the car could be moved along continuous tracks between workstations. At each workstation, workers constructed or assembled a different element of the car before moving it to the next station. Each workstation would be supplied with the necessary parts and as Morris developed his assembly line method, the process was increasingly mechanised, with parts delivered to each station by a complex system of overhead belts, cranes and conveyors.



Figure 4.6 Morris' Oxford Garage, 1910 (source: British Motor Industry Heritage Trust)



Former Military College as Morris Motor Works, early 20th century (source: University of Oxford)



Figure 4.8 Top floor of the east range of the former military college, 1935 (source: Historic England)



Figure 4.9 Morris Oxford cars lined up outside the former military college, 1916 (source: British Motor Industry Heritage Trust)



**Figure 4.10** Interior of Block A, 1919 (source: British Motor Industry Heritage Trust)



Figure 4.11 Wheels delivered mechanically to assembly line station, 1934 (source: British Motor Figure 4.13 Morris Minor Assembly Line, c.1950 (source: British Motor Industry Heritage Trust) Industry Heritage Trust)



**Figure 4.12** Assembly line No. 4, 1960 (source: British Motor Industry Heritage Trust)





**Figure 4.14** Wheel alignment test, 1959 (source: British Motor Industry Heritage Trust)

- 4.18 Morris perhaps chose Temple Cowley as the location for his motor works owing to its proximity to central Oxford, the Great Western Railway line, and the surrounding open fields. In 1919, WRM Motors rebranded and was to be known as 'Morris Motors' and after 1921, the works expanded rapidly onto open land to the east of Hollow Way. By 1926, 'Blocks B' to 'K' had been completed, occupying 40 acres of open land to the east of Hollow Way. 'Blocks L' to 'P' were completed by 1929, doubling the acreage of the Motor Works, and these 80 acres became known as the 'North Works' (see **Figure 4.15**). 'Block C' contained the largest manufacturing building, containing multiple parallel assembly lines. In 1925, the former military college was converted into administration offices and printing works for the Nuffield Press which printed all publications for the Nuffield Organisation the umbrella enterprise under which Morris' many businesses came.
- In 1926, Morris established the Pressed Steel Company on land to the east of the Morris Motor Works (see **Figure 4.15**), in partnership with the Budd Corporation of Philadelphia USA and J Henry Schroder and Co.

  Bank. The block system was continued on this new site, with Blocks R to V constructed for the manufacture of body panels for Morris cars (as shown in **Figure 4.17**). In 1937, factory buildings were constructed on land to the south of Garsington Road in order to build and repair aeroplanes, these became known as the 'South Works' (as shown in **Figure 4.17**).

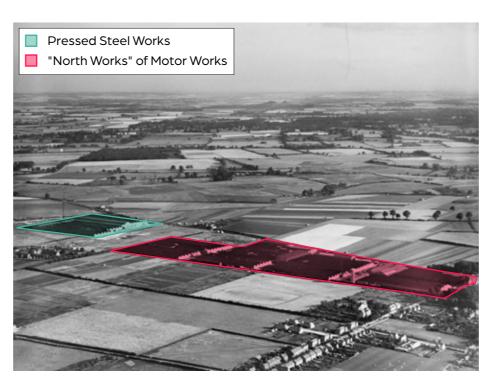


Figure 4.15 Aerial photograph taken from the north of North Works to right and Pressed Steel Works to left, 1928 (source: Britain from Above)

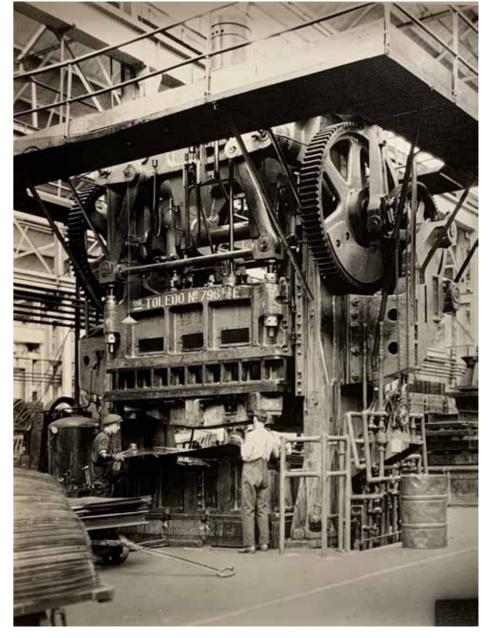
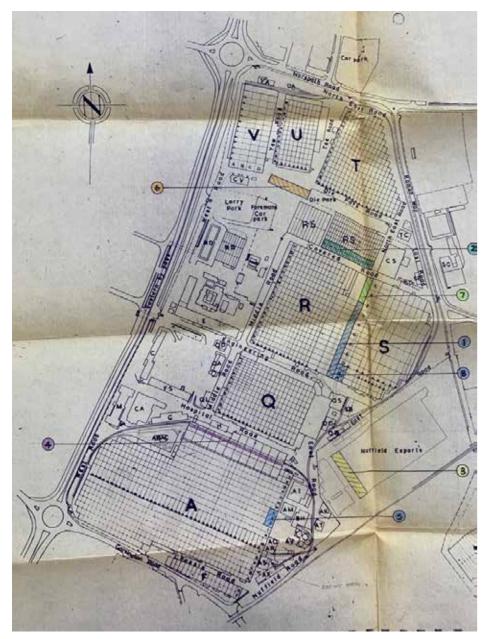
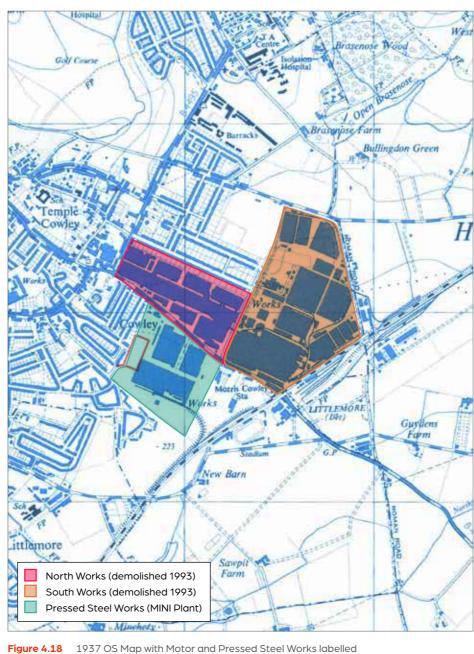


Figure 4.16 Pressing machine at the Pressed Steel Works, 1932 (source: British Motor Industry Heritage Trust).



**Figure 4.17** Plan of Pressed Steel Works, unknown date (source: British Motor Industry Heritage Trust).



rigure 4.16 1937 OS Map with Motor and Pressed Steel Works labelle

- 4.20 Figure 4.18 identifies the North and South Works associated with Morris Motors, and the Pressed Steel Works to the east. The Site outline is also identified, showing its location within the former Motor Works in Cowley. In 1958 the Eastern Bypass was completed, which separated the Motor Works to the west and the Pressed Steel Works to the east.
- The Motor Works and Pressed Steel factories were characterised by long factory buildings, constructed in brick or steel framing, and saw tooth roofs. The use of steel frame construction for factory buildings was both cost and time effective, allowing for the rapid expansion of the works. The open floor plan afforded by the steel structures allowed for an efficient flow system within the assembly lines. Saw tooth roofs were widely used in industrial buildings to maximise natural light on the factory floors, without comprising on costs. The short vertical edge of the saw tooth would be completely glazed to allow an even spread of light into the workspace below (see **Figures 4.19 & 4.20**). In addition to the manufacturing buildings, the factory sites contained offices, welfare facilities, canteens and other ancillary buildings.



Figure 4.19 Interior of factory building showing roof structure and glazing of sawtooth roofs, 1951 (source: British Motor Industry Heritage Trust)



**Figure 4.20** Exterior of factory building showing sawtooth roofs (source: British Motor Industry Heritage Trust)



**Figure 4.21** Interior of body shop at Pressed Steel Works, illustrating length of factory floors, 1951 (source: British Motor Industry Heritage Trust)



By 1930, the 'North Works' occupied over 80 acres of land in Cowley, expanding to 210 acres in the second half of the 20th century. This large-scale industrialisation of Cowley attracted workers from all over the country, resulting in rapid suburban expansion in the 20th century (as shown in **Figures 4.24 and 4.29**).



Figure 4.22 Morris Cowley Railway Station, c.1950 (Steve Banks)



Figure 4.23 Train carrying Morris cars, 1989 (Steve Banks)



Figure 4.24 Aerial of Cowley Motor Works showing Pressed Steel Works in foreground and the North Works in background, 1937 (source: Historic England)

- 4.24 During the First World War, Morris converted his factory for the production of munitions, including the production of 'mine sinkers'. During the Second World War, the South Works continued to manufacture and repair planes for the RAF while the Morris Industries Exports buildings were used to manufacture tanks (see **Figures 4.25–4.27**). The Motor and Pressed Steel Works further contributed to the war effort in the manufacture of mines, torpedoes, military vehicles and other essential military equipment.
- 4.25 During the Second World War important military and industrial buildings were camouflaged using green and brown paints across their walls and roofs in order to blend their distinctive form into the landscape and protect them from enemy bombing. This technique was carried out at the Cowley factories (as shown in **Figure 4.27**).
- 4.26 Thus, and notwithstanding the acknowledged high value of the City Centre, an important chapter in the history of Oxford is its association with motor manufacturing in this part of the city. That industrial profile dates back to the arrival of the canal, tying the city into the industrial heart of the Midlands and so attracting industry in the late–18th century. This effectively set the city on a course for industrialisation which contrasts with other historic cities.



Figure 4.25 Repairing planes in the South Works, 1940 (source: British Motor Industry Heritage Trust)



Figure 4.26 Manufacture of torpedoes during WW2 (source: British Motor Industry Heritage



Figure 4.27 Completed tanks ready for distribution, note camouflaged factory buildings (source: British Motor Industry Heritage Trust)

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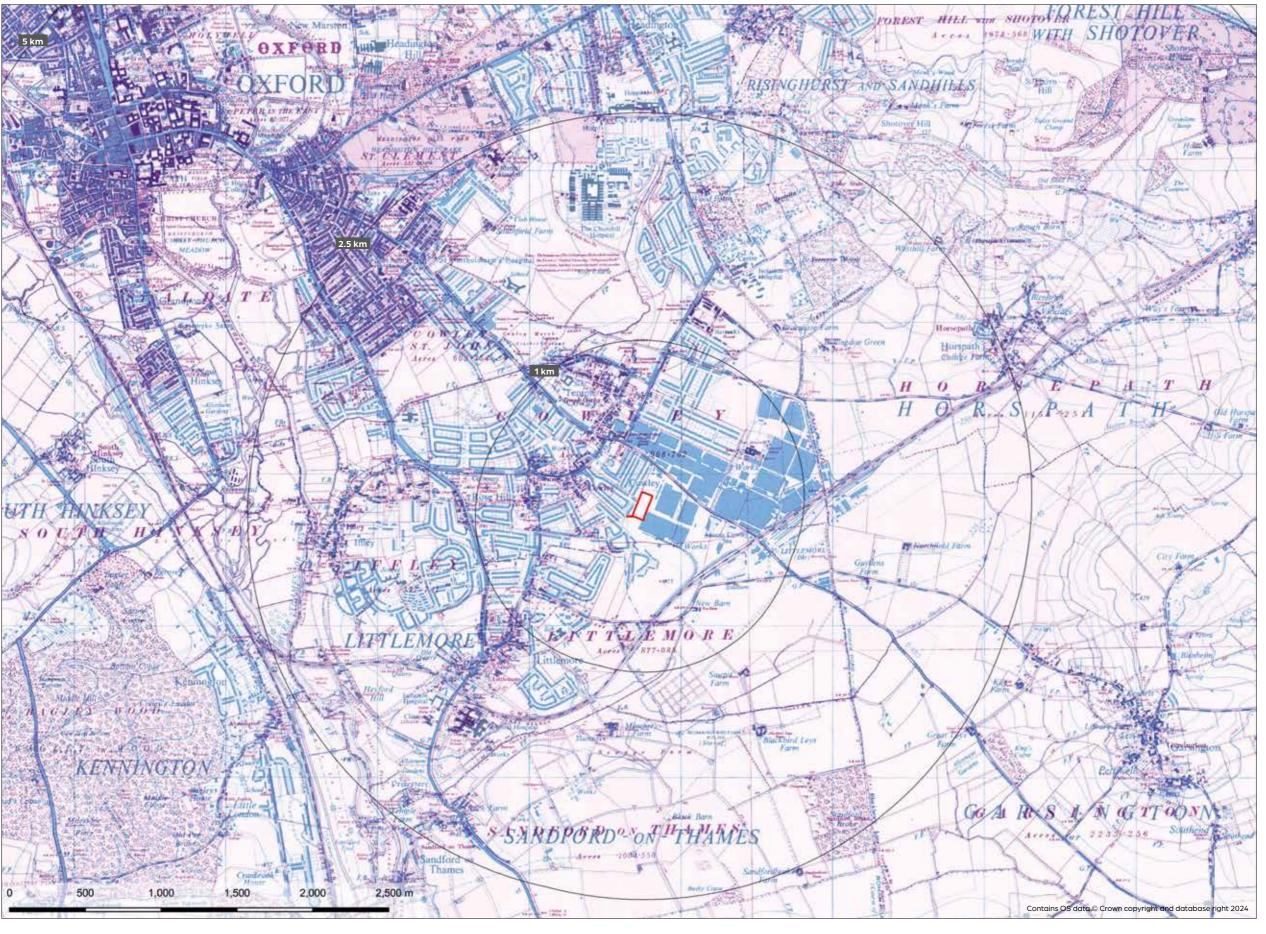
#### SUBURBAN DEVELOPMENT

By the end of the 1930s, around 7000 houses had been built by the council and private developers to accommodate a growing middle-class population, alleviate city centre slums and house migrant industrial workers in the suburbs of Oxford. South of Oxford, these developments focused between Littlemore and Temple Cowley, creating the Rose  $\,$ Hill and Florence Park estates. The Florence Park Estate is an example of speculative 'Build to Rent' suburban neighbourhoods constructed between 1933 and 1937 for the workers of Cowley Motor Works (see Figure 4.28). Figure 3.29 shows an 1888 OS Map overlaid with a 1937 OS Map and illustrates the pattern of residential and industrial development in Cowley in the early-20th century. The cul-de-sacs and planned neighbourhoods of Rose Hill and Florence Park, and factory buildings are shown in blue against the ribbon development of the medieval settlements in purple.



Figure 4.28 Florence Park Estate advertisement (source: Oxfordshire History)







**Figure 4.30** Aerial of Florence Park Estate and the Steam Plough Works, 1937 (Britain from Above)

- 4.28 Suburban residential development between the medieval settlements of Littlemore, Iffley, Cowley and Temple Cowley continued to densify following the Second World War. The nature of these developments was typical of suburb housing in this period, comprising rows of semi-detached and terraced houses set within front and back gardens. Houses were typically built cheaply and designed in a simple vernacular style with minimal detailing, featuring brick, rendered or pebbledash façades. This prompt building programme was likely driven by the industrial expansion, being able to accommodate a growing workforce.
- 4.29 Figures 4.30, 4.31 and 4.32 illustrate the extent of 20th century development in Cowley during the 1930s and 50s. In Figure 4.33, the Oxford Stadium is shown at the centre of the aerial image and to the right is the Motor Works, starting at the former college buildings in Temple Cowley, with the historic village of Cowley to the north, already surrounded by 20th century housing developments. In the background of the image, Iffley remains at that time a semi-rural village settlement.



Figure 4.31 Ordnance Survey Map of Cowley, 1938 (source: National Library of Scotland)



Figure 4.32 Ordnance Survey Map of Cowley, 1967 (source: National Library of Scotland)



Figure 4.33 Aerial of Cowley, 1953 (Historic England)

4.30 Attempts were made to contain the urban sprawl of Oxford through the introduction of a Green Belt in 1956 and the laying of the Bypass after 1958; however, there was continued demand for workers housing. After 1957, over 2000 houses were constructed to the south of the Eastern By-Pass Road creating the Blackbird Leys Estate. This Estate was the first in Oxford to introduce multistorey flat blocks, with two 15 storey towers at

its centre, one being known as the 'Windrush Tower' (see Figure 4.34).

- 4.31 Between 1911 and 1971, the population of Oxford more than doubled from 53,000 to 108,000. This increase was undoubtably encouraged by the growth of the motor industry in Cowley, which came to employ over 22,500 people by 1971. These employment figures were split between the Motor Works and Pressed Steel Works which employed approximately 12,000 and 10,000 workers in Cowley respectively.
- Towards the end of the 20th century, the medieval villages formerly characterised by open fields, piecemeal ribbon development and local ragstone construction had been entirely absorbed by inter and post-war housing developments, occupied primarily by industrial workers employed at Morris Motors or the Pressed Steel Company. The map at Figure 4.36 is effective in illustrating the pattern of residential development in Oxford and its suburbs. The laying of the Eastern Bypass contributed to this fundamental change in character from rural landscape towards industrial urban landscape, in annexing historic settlements such as Littlemore, from Cowley.



**Figure 4.34** Windrush Tower, Blackbird Leys Estate, 1962 (source: Historic England)



**Figure 4.35** Terrace houses on Sundew Close, Blackbird Leys Estate, 1962 (source: Historic England)

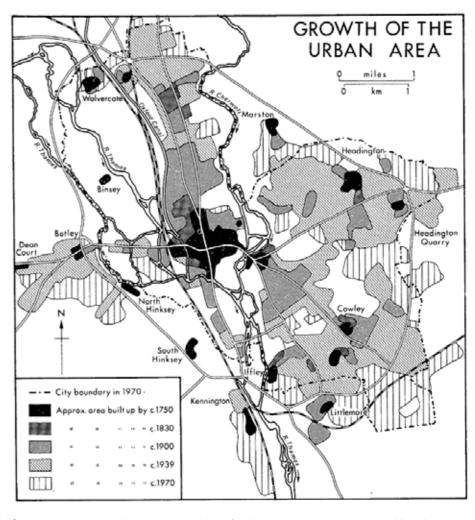


Figure 4.36 Map showing urban growth in Oxford in the 20th century (source: British History Online)

#### **RECREATIONAL ACTIVITIES**

- In addition to housing, commercial and leisure facilities were provided for the new population of south Oxford. This included a Greyhound Racing Track, as shown to the south of the railway line in **Figure 4.37**, close to the motor works and by 1939, the first iteration of 'Oxford Stadium' was constructed at the racetrack.
- 4.34 Greyhound racing was historically popular amongst the working class, and the establishment of a dog racing track in such close proximity to the industrial district suggests that the Oxford Stadium may have been patroned by the employees of Morris Motors and the Steel Pressing Company. The Oxford Stadium remained popular throughout the 20th century, and still operates today.
- The Nuffield Organisation created leisure facilities for its employees, including the Morris Motors Athletic and Social Club in Cowley. Figure
   4.38 is a souvenir programme for a sports meet at the Morris Motors Athletic and Social Club in 1925, showing an illustration of the North Works surrounded by open fields.



**Figure 4.37** Aerial of Oxford Stadium, 1953 (Britain from Above)



Figure 4.38 Programme for Morris Motors Sports Meet, 1925 (source: Bardsley and Laing)

#### **LATE 20TH CENTURY CHANGE**

- The last cars to be built on the assembly lines of the Morris Motor factory were completed on December 23rd, 1992. In 1993, the Rover Group (previously British Leyland Motor Corporation) consolidated their car manufacturing plants and had the North and South Works demolished. The land was redeveloped with industrial and commercial units, and 'Oxford Business Park' (now 'ARC Oxford') after 2001. The Pressed Steel Works to the east of the Eastern Bypass were retained to manufacture MINIs. The former North and South works have maintained the industrial character established in Cowley in the early 20th century.
- Of the original 1912 motor works, the former School House and attached chapel (1852) and north and east wings (1877) remain and are listed at Grade II.



Figure 4.39 Last car constructed in the South Works, 1992 (source: British Motor Industry



Remains of assembly line during demolition, 1993 (source: British Motor Industry



Figure 4.41 2004 Satellite Image of Cowley and wider Oxford area, showing the establishment of 'Oxford Business Park' (Google Earth)

#### HISTORICAL CONTEXT OF THE SITE

- 4.38 The area now occupied by ARC Oxford, formed part of the North and South Works prior to their demolition in 1993.
- 4.39 Until the turn of the 20th century, the Site was undeveloped arable land and allotment gardens, as illustrated in the historic OS Mapping set out through this section. In the early–20th century, houses were constructed to the immediate east of the Site. These are still present in the 1953 aerial image at **Figure 4.33**.
- 4.40 The Site remained as arable land until the construction of the South Works in the late–1930s. After this time, the land to the south of Garsington Road South Works was occupied by industrial buildings, including those with saw tooth roofs, characteristic of the Motor and Pressed Steel Works, as shown in **Figures 4.42 and 4.43**.
- The historic maps and aerial photographs shown previously at **Figure**4.31 to 4.33 demonstrate that the Site remained undeveloped until the late–1950s or early–1960s, when a long factory building was constructed at a right angle to Garsington Road.



Figure 4.42 Aerial image of Site and wider Cowley Motor Works, 1930 (Britain from Above)

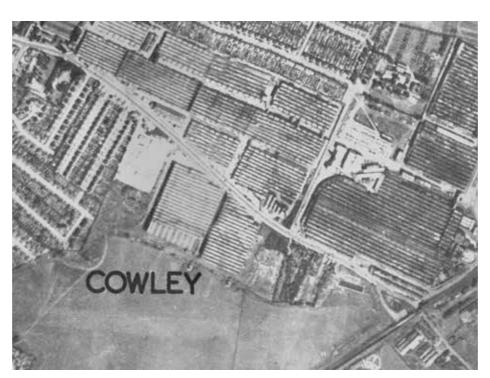


Figure 4.43 Detail of 1945 Satellite Image of Site and wider Cowley Motor Works complex (Google Earth)



**Figure 4.44** Aerial image of the Site in 1952, prior to the construction of the Eastern Bypass (Britain from Above)

- In 1958–9, the Eastern Bypass was laid, and a roundabout between Garsington Road and the bypass was constructed. The construction of the bypass necessitated the demolition of the Edwardian houses to the east of the Site. The Bypass divided the Pressed Steel Works in the east from the Motor Works in the west though both remained operational and maintained use of the railway. The aerial image at **Figure 4.45** looks west at the Site occupied by the Motor Works in 1993, with the Bypass roundabout in the foreground, the North Works to the right and the South Works to the left, connected by a conveyor bridge.
- In 2001, the Site was cleared for the development of the Oxford Business Park. The satellite images at **Figures 4.46 and 4.47** shows the piecemeal development of the business park site and the more recent establishment of 'ARC Oxford'. As part of this redevelopment and new chapter, the Site was redeveloped with a commercial development known as 'Nash Court'. Nash Court, as now know, is formed of a series of seven individual office buildings, each of two storeys in height.



Figure 4.45 Aerial of the Motor Works prior to demolition, 1993



Satellite Image of the Site and wider Oxford Business Park site, 2004 (Google



Satellite Image of the Site and wider Oxford Business Park site, 2022 (Google Earth)

## 5.0 HERITAGE BASELINE

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU

### **HERITAGE BASELINE**

- This Section of the Heritage Statement identifies the significance of the identified heritage assets in the baseline that may be affected by the Proposed Development. The location of the heritage assets identified in this assessment are shown at **Figure 5.1**.
- The heritage assets identified here are the result of a scoping exercise undertaken during design development stages of the Proposed Development. The selection of heritage assets has been informed by a comprehensive site visit, site surveys and VuCity modelling/ testing. They have also been informed by a thorough assessment of the form, scale and character of the Proposed Development.
- This scoping exercise considered the intervisibility between the heritage asset and the Proposed Development, intervening development as well as separating distances. Where heritage assets have been scoped out of inclusion within this report, it was determined that the Proposed Development would introduce no change to the setting, or indeed the significance of the heritage asset.
- 5.4 Identification of distant assets within the study area (for example the Central (City and University) Conservation Area) arises from the potential for the Proposed Development to be appreciated from within higher level views, for example from the Church of St. Mary's, Carfax and St. George's Tower (Oxford Castle).
- 5.5 It is important to note here that apart from the elevated views from St. George's Tower, Castle Mound and St. Michael at North Gate (each representing a historic defensible position within the city centre), the elevated views within the city core are considered to contribute to the significance of the conservation area only, rather than the individual buildings/ heritage assets themselves. This notion is supported by published Evidence Base supporting TAN: 7 High Buildings¹.
- 5.6 The heritage assets scoped into the assessment are identified in **Table 5.1** below.

MAP REF.	NAME	GRADE (IF APPLICABLE)			
Designated Heritage Assets					
Listed Buildings					
1	The Nuffield Press, East Wing and attached Former School House	II			
Conservation Areas					
А	Oxford Stadium				
В	Temple Cowley				
С	Central (City and University)				
Non-Designated Heritage Assets					
Locally Listed Buildings					
2	Hockmore Cottages, Bartholomew Road, South Side				
3	St Luke's Church, Temple Road				

**Table 5.1** Heritage Assets with potential to experience a setting effect.

The following text provides a comprehensive overview of the significance of those heritage assets identified in **Table 5.1**.

s<sup>1</sup>. tified in **Table 5.**1

<sup>1</sup> Oxford City Council, Oxford High Buildings Evidence Base Report, October 2018, Page 15.





Application Site

#### coped in ConservationAreas 🛚

- A. Oxford Stadium CA
- B. Temple Cowley CA
- C. Central (City and University) CA

#### Scoped in Listed Buildings

#### Grade

 The Nuffield Press, East Wing and attached Former School House

#### Scoped in Non-Designated

- Hockmore Cottages,
   Bartholomew Road, South Side
- 3. St. Luke's Church, Temple Road

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#### **DESIGNATED HERITAGE ASSETS**

#### **LISTED BUILDINGS**

#### THE NUFFIELD PRESS, EAST WING AND ATTACHED FORMER SCHOOL HOUSE (GRADE II)

- 5.8 The Nuffield Press was designated in 1987 and is located approximately 38om to the north/ north-west of the Site.
- 5.9 On the south-west corner of the site is the original school building, constructed in 1851 for Cowley College in a coursed rubble stone with ashlar dressings, with a Welsh slate roof with stone ends and lateral stacks. The original school building is L-shaped in plan and stands at 2-storeys in a Gothic Revival style, with pitched dormers, casement windows with stone mullions and lintels. The building holds both architectural and historic interest as a former school building associated with Cowley College, as well as standing as an example of mid-19th century educational architecture.
- The school building was converted into a Military College in the mid-late-19th century, being extended in 1877–8 by Sir T. G. Jackson, with the existing proportions/ layout of the military complex disenable on the 1897 Ordnance Survey Map. Known as the 'East Wing', the late-19th century extensions are built in a Renaissance Revival style and are formed of three-storeys with a ten-window range, rendered with terracotta dressings and enrichments with highly ornate and high-quality relief mouldings. The street facing façade onto Hollow Way comprises red brick quoins and dressings, gauged arched windows with a Dutch gable, with the inner face more ornate and of higher architectural quality (owing to intricate terracotta dressings).
- In 1912, William Morris converted the site for his Morris car factory, with Morris Oxfords produced at Nuffield Press from 1913. With the expansion of his motoring industry, Morris pursued other commercial and charitable interests. In 1925, Morris converted the former college buildings into the offices for his publishing company, the Nuffield Press.

- 5.12 As found today, the former school building and military college buildings stand as residential properties, within a new residential quarter situated on the site of the former Morris factory works (formerly shown on the 1910–1922 Ordnance Survey Map).
- 5.13 This association with Morris contributes to the building's historic interest, as well as the building standing as an example of the changing character of the area through the 19th century and into the 20th century, with a change of focus from semi-rural, village characteristics to a focus on industry and commerce.

- Like many buildings in the Cowley area, the setting of the listed building has seen a high degree of change, stemming primarily from the urban extension of southern Oxford, coupled with the establishing of Oxford Business Park in the late–20th century. This includes the redevelopment of former Cowley Motor Works to the south/south–east of the Site, now forming part of ARC Oxford. This modern, former industrial and now commercial setting makes no contribution to the significance of the listed building.
- 5.15 The roofline of the existing buildings on Site sits within the established height datum of the residential areas separating the listed building from the Site. There is no intervisibility between the Site and the listed building and the Site makes no contribution to its significance.



Figure 5.2 The Nuffield Press

#### **CONSERVATION AREAS**

#### **OXFORD STADIUM CONSERVATION AREA**

- 5.16 The Oxford Stadium Conservation Area is located to the southeast of Oxford city centre and circa. 650m to the south of the Site, adjacent to the industrial district of Cowley. The conservation area is bound to the north by a branch railway line and Sandy Lane to the south. The conservation area was designated in April 2014.
- Ordnance Survey Map and in 1939, the first Oxford Stadium was constructed. At the time of construction, the stadium was situated in open fields associated with Littlemore, in close proximity to industrial Cowley. The stadium has undergone numerous periods of alteration associated with changing ownership and only the Tote building, North Terrace and Western Terrace survive from the original 1939 stadium. Today, Oxford Stadium accommodates grey hound racing, speedways and go karting within its oval track. The conservation area comprises the tracks, grandstand, concrete terraced seating, starting traps, kennels and associated facilities, the speedways sheds and tunnel, post-war Nissen hut and carparks.
- The significance of the conservation area derives primarily from its historic interest. Oxford Stadium, in particular those elements which survive from the original 1939 stadium, serve to illustrate the history of greyhound racing in Oxford, and more widely, as a now rare example of the sport in England.
- The location of the track adjacent to the industrial district of Cowley is illustrative of how greyhound racing became a popular leisure pursuit amongst working people. The stadium holds local historical associations with the development of the Blackbird Leys Estate in the post-war period, becoming a leisure facility for the local community. The conservation area derives national historic significance in its association with the Greyhound Racing Association and later Speedway competitions. The buildings within the Oxford Stadium Conservation area are not of special architectural interest.



Figure 5.3 Oxford Stadium

- Aside from a historical association with its immediate setting, the wider setting of the conservation area makes no contribution its significance, which is primarily an inward facing sporting arena. High fences and stands obstruct views in and out of the area to the south, and views within the conservation area are focused primarily on the track, Speedway Pits and starting traps, though there is an awareness of the industrial context in which the area is situated with visibility of industrial uses beyond the conservation area's boundary to the north.
- There is no intervisibility between the Site and the Oxford Stadium
  Conservation Area, owing to intervening distance and development.
  The Site makes no contribution to the character and appearance of the conservation area, nor an understanding of its historic development.



Figure 5.4 Image illustrating views out of the conservation area to the north/

#### **TEMPLE COWLEY CONSERVATION AREA**

- The Temple Cowley Conservation Area is located circa. 370m to the north of the Site. It is bound to the west by Garsington Road, to the east by Hollow Way and to the north by Crescent Road. Temple Road cuts through the centre of the conservation area, linking Garsington Road with Crescent Road. The conservation area designated in 1986.
- The conservation area is situated circa. 2.5km from the City Centre of Oxford, with its name derived from the long-lost association with the medieval house of the Knights Templar, once located to the south-east of the city. It is predominately characterised by its residential character and includes an eclectic mix of historic buildings dating from different periods in Oxfords development history. This includes traditional, former rural properties constructed from stone and ashlar, including the Former Manor House, as well as portions of ragstone wall to Junction Road and Temple Road. Later Victorian properties also make up the historic streetscene, primarily along Temple Road and Junction Road, including residential semi-detached and terrace, red brick properties with pitched Welsh slate roofs with gables.
- 5.24 Later, late-19th civic buildings also make up the character of the area, including a former red-brick L-shaped former School building, associated with the former village of Temple Cowley (as showing on the 1897 OS Map. Equally, close to Oxford Road lies the grade II listed Nuffield Press building, designated at Grade II. Constructed as a former school building and later a Military College, the buildings stand as examples of the dominant car trade within Cowley during the early-mid-20th century.
- 5.25 Modern residential development stands as a feature within the boundary of the conservation area, comprised of the redevelopment and reuse of the former Military College/ Cowley Motor Works site. Within this area, there is a general inward facing, residential character.



Figure 5.5 Nuffield Press, Former Military College, Temple Cowley Conservation Area



Figure 5.6 Modern residential development within the former Nuffield Press / Military College site

- The setting of the conservation area contributes neutrally to its significance. The western boundary of the is dominated by the busy, arterial route of Oxford Road, which includes a high volume of traffic and has been subject to significant change, notably to the south which includes ARC Oxford (former Oxford Business Park), residential development and infrastructure including a petrol station.
- There is no intervisibility between the Site and the Temple Cowley
  Conservation Area, owing to intervening distance and development.
  The Site makes no contribution to the character and appearance of the conservation area, nor an understanding of its historic development.



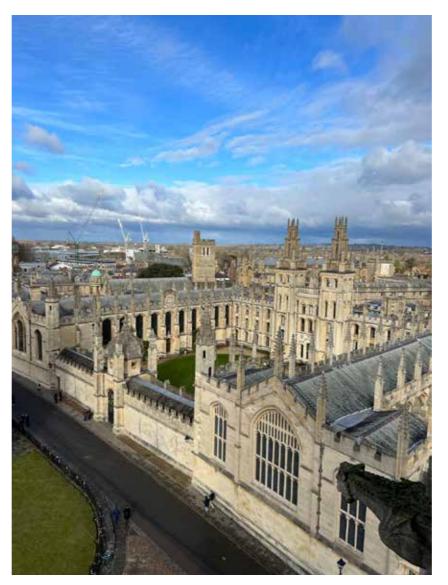
Figure 5.7 Setting of Temple Cowley Conservation Area to the south

#### **CENTRAL (CITY AND UNIVERSITY) CONSERVATION AREA**

- The Oxford (University and City) Conservation Area is located circa. 3.15km to the north-west of the Site, and covers the City Centre of Oxford, including its nationally recognised University College buildings. The conservation area was first designated in 1971, with subsequent boundary extensions in 1974, 1981, 1985, 1998 and 2019 respectively.
- The area comprises a high concentration of designated heritage assets, and is known for its high value townscape, architecture and historic association with world-class education, containing the oldest university in the English-speaking world.
- The historic, medieval core of the city centre is defined by the medieval town walls and medieval gates/ towers which are now situated within a highly mixed townscape of medieval, 18th, 19th and 20th century buildings. Much of the development within the city stems from the establishing of the University, first mentioned in the 11th century, with a series of Colleges being established in the 13th and 14th centuries. Many of the University College buildings continue the architectural form, style and typology of these early-Medieval educational buildings, which plays an important role in the area's character and appearance, with the city standing as a centre for education, a core contributor to its special interest.



High Street, Central Conservation Area



All Souls College, Central Conservation Area

The conservation area is defined by its fairly regular street pattern, derived from the Saxon development of the medieval city. This results in a series of wide roads which cut across the city centre, with narrow and more intimate streets running off these principal thoroughfares containing slim, Georgian and Victorian terraced buildings, which follow tenement plots with streets lined with both residential properties and shops.

- Architecturally, the typology, scale and form of buildings is varied, as illustrated by the nine distinct 'Character Zones' of the Draft Conservation Area Assessment. Taking up approximately half of the conservation area, the College architecture and typologies is acutely distinguished by the arrangement of buildings, the defensible boundaries and common us of materials such as limestone. Further to the impenetrable lower levels and relationship with the surrounding townscape, these Colleges offer a unique roofscape and skyline to the City, known internationally and referred to by Victorian poet Mathew Arnold as the 'City of the Dreaming Spires'.
- Further to the architectural interest, the City holds a high degree of historic association with some of the World's most well-known philanthropists, politicians, sportsmen and notables of many other fields of education, literature and so on. This historic association contributes greatly to the area's importance as a City built around education and notability, core to its overarching special character and appearance.

- Owing to the city centre typology of the conservation area and the subsequent urban sprawl of the 18th and 19th centuries, its setting varies on differing sides of the city. The areas surrounding the city core have been influenced by the underlying landscape character of the area, as well as transport infrastructure (i.e. roads, railways, canals etc.) and the introduction of industry.
- To the north, the area is dominated by the Victorian and Edwardian residential suburbs of Jericho and the larger detached villas of northern Oxford. This area is predominately characterised by relatively large-scale and grand Victorian residential properties, set back from street frontages and within large domestic plots, with high levels of planting/vegetation. The predominant material palette is brick (both red and yellow stock) with stone dressings, which evoke a general mid-late-19th century character. This residential and suburban green character is best experienced along the lengthy principal approach roads into the city, including the tree-lined routes of Banbury Road and Woodstock Road.

- 5.36 To the south of the city, there is a varied character comprising the former rural historic villages of southern Oxford (including Cowley, Littlemore and Hinksey), situated within larger areas of early-mid-2oth century residential developments (notably to the south-east). Within these areas, there are slivers of Victorian and Edwardian development, notably in Hinksey and lifley, whilst the flat floodplains either side of the River Thames retains elements of the former rural landscape that once surrounded the city. These rural slivers and enclaves of Victorian development make a positive contribution to the setting of the conservation area, though they are experienced within a heavily changed and altered townscape.
- 5.37 This changed and altered setting is most apparent within the Cowley area, located to the south-east of the historic city. This includes a predominant industrial and commercial character, with level of activity and movement only enhanced by the heavily populated south-eastern Bypass. Within this area, buildings are of a significantly larger scale and of a courser grain to that seen within the city centre, mainly owing to their associated uses (car manufacturing, commercial and offices).
- As set out in local planning policy documents, including the adopted Local Plan and associated guidance documents, including the 2015 Oxford View Cones Study and more recently the Technical Advice Note 7: High Buildings (2018) and its supporting Evidence Base Report (the 'EBR'), viewpoints towards, within and out of the city core are essential to understanding the importance of Oxford as a medieval city and its relationship with former rural village and surrounding landscape.
- Throughout the pre-application process concerning the wider ARC Oxford Vision, a number of elevated views have been identified from across the city core, which together play an important part in understanding the historic development of the city, its relationship with the surrounding landscape, its topographical context and ultimately, the significance of the Central (City and University) Conservation Area. These include elevated views from St. Mary the Virgin, Carfax Tower, the Church of St. Michael at North Gate, St. Georges Tower and the Cupola of the Sheldonian Theatre.
- It is important to note that elevated views from these positions are considered to make a positive contribution to the character and appearance (significance) of the conservation area as a whole, rather than the individual significance of each specific heritage asset (other than the defensible positions of Oxford Castle and the Church of St. Michael at North

- Gate). This notion is supported by supporting text within the EBR supporting the adopted TAN:7 guidance document.
- The contribution made to the Central (City and University) Conservation
  Area from elevated viewpoints within the city include their ability to
  provide opportunities to experience and appreciate the historic character
  of the city core and the architectural quality of the historic spaces and
  establishments within it, including medieval quadrangles, tightly knit
  street networks and an eclectic roofscape of spires, pitches and towers.
  Furthermore, the elevated views provide longer-range views of the areas
  surrounding the city core, illustrating the historic relationship between the
  city and its rural, landscaped setting.
- The roofline of the existing buildings on Site sits within the established height datum of the residential area of Cowley. As such, the buildings are not distinguishable in long distance and elevated views from within the conservation area. There is currently no or extremely limited intervisibility between the Site and the Central Conservation Area. If visible, such visibility is appreciated from elevated positions, across a great distance of approximately 4km. The Site makes no contribution to an understanding of the conservation area or an appreciation of its surrounding landscaped context.

### NON-DESIGNATED HERITAGE ASSETS LOCALLY LISTED BUILDINGS

#### HOCKMORE COTTAGES, BARTHOLOMEW ROAD, SOUTH SIDE

- 5.43 The Hockmore Cottages are located approximately 28om to the southwest of the Site and were identified as a non-designated heritage asset by OCC in 2018.
- The Cottages comprise two storey domestic properties, constructed in ragstone with a tile roof. They are shown on the 1876 Ordnance Survey Map (see **Section 4.0**) to the south of the historic village of Cowley. In the 19th century, the cottages were surrounded by open fields and gardens, associated with the rural landscape beyond the confines of the historic city.
- The cottages hold local historical interest as a fragment of the rural farming character of the Cowley area, prior to its development in the 19th century and are an illustration of local vernacular architecture.



Figure 5.10 Hockmore Cottages

#### **CONTRIBUTION OF SETTING TO HERITAGE VALUE**

- 5.46 The setting of the Hockmore Cottages makes no contribution to the appreciation of their significance as they have entirely lost their original rural context. The cottages were surrounded by suburban development by the mid–20th century, with Herschel Crescent to the immediate south laid before 1938.
- There is no intervisibility between the Site and the locally listed building, owing to intervening distance and development. The Site makes no contribution to the significance of the building.

#### ST. LUKE'S CHURCH, TEMPLE ROAD

- St. Luke's Church is situated to the north of the Site, immediately to the north of the Grade II listed Nuffield Press Building, on the eastern side of Oxford Road (B480) and to the south of Temple Road. It is currently home to the Oxfordshire History Centre.
- The Church dates from the 1930s, with the foundation stone being laid in 1937 and work completed by the end of the following year. It was designed by architect Harold Sidney Rogers, a former Mayor of Oxford, who worked with J. Max Surman, submitting the designs to the Royal Institute of British Architects, where it placed third in the region's 'Building of Outstanding Merit' category. It was built by local building firm T.H Kingerlee and Sons and was able to accommodate 460 people upon its construction.

- The building costs came to £33,675 and were covered by William Morris, 5.50 who took a personal interest in the project, given his neighbouring Cowley Motor Works, visiting the site across its construction as well as upon completion. Many of the Church's congregation would come from the nearby motor works, with it being likely Morris sought to provide a 'community asset' for his work force.
- Architecturally, the Church stands as an impressive and imposing ecclesiastical building, constructed from stone with fairly blank elevations to both its central naïve and tower, with pitched gables and a pair of round-headed windows with stone tracery evoking a simple, yet neo-Gothic character.
- The Church's significance can be summarised by its historical association with the expanding industrial past of the Cowley area, built by funds provided by William Morris, serving many of the community who worked in the area during the early-mid-20th century. Further interest is derived from its architectural character, standing as a good example of 20th century ecclesiastical architecture.



Figure 5.11 St. Luke's Church. Temple Road

- The Church is located on the northeastern edge of Oxford Road, at its 5.53 junction/transition with Garsington Road and Between Towns Road. It stands as a prominent feature within the streetscene, set back within its own boundary plot and separated from the road network by railings and piers.
- To the south is the former Military College and former Morris Motor Works 5.54 buildings, which have been converted into residential apartment buildings with associated modern built form further east. From Oxford Road/ Garsington Road, the Church and Morris Motor Works buildings form a collective group of historic buildings, with historical links with William Morris and his impact on the Cowley/ south-eastern Oxford area.
- Beyond this immediate historical context, the Church is seen within an area which has undergone significant levels of change and reads as a modern, highly mixed townscape of little quality. Any contribution made to significance by virtue of setting is therefore limited to its imposing presence within the streetscene, as well as historical association and visual relationship with the former Morris Motor Works complex to its immediate south, which form part of the building's early-mid-20th century context.
- There is no intervisibility between the Site and the St. Luke's Church, 5.56 owing to intervening distance and development, nor is there any existing association between the Site or the heritage asset. The Site, therefore, makes no contribution to the significance of the building.

# 6.0 ASSESSMENT OF THE PROPOSALS PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 25U

## ASSESSMENT OF THE PROPOSALS

6.1 This Section of the report considers the potential impact of the Proposed Development on the significance of the identified heritage assets (see Section 5.0) and assesses the proposals against relevant planning policy and the statutory provisions.

#### THE PROPOSED DEVELOPMENT

- 6.2 As outlined in Section 1.0 of this Statement, the Proposed Development seeks to introduce a new purpose built, lab-enabled building, including the demolition of all buildings across the Site and the creation of a 'best in class' asset for the ARC Oxford campus. In summary the Proposed Development includes:
  - The introduction of a new lab-enabled building, at ground plus 2-storeys, creating approximately 12,500sqm (GEA) of new floorspace.
  - The reduction in overall parking numbers, incorporating a total 166 car parking spaces, located to the rear of the building (including 40% mode share and an 85-space reduction than the existing situation).
  - The provision of 138 new bike spaces.
  - The creation of a new building which achieves BREEAM 'Excellent' and totalling in excess of a 40% overall reduction in carbon emissions.
  - The introduction of an improved landscape scheme, including enhanced access, improvements to an adjacent footpath and numerous biodiversity enhancements.
  - The creation of 500 new jobs during the operational phase.
- 6.3 The features listed above are described at length in the submitted Design & Access Statement, prepared by Spratley & Partners, and the Planning Statement prepared by Carter Jonas. The description of development for which planning permission is sought is as follows:

Demolition of existing office buildings and erection of 1no. laboratoryenabled office building for research and development with ancillary commercial space (all within use Class E). Provision of new access, enhancements to existing footpath, motor vehicle and cycle parking, landscaping and services infrastructure

#### ASSESSMENT OF IMPACT

- 6.4 The following assessment considers the potential heritage effects arising from the Proposed Development, with reference to the suite of architectural plans/ drawings set out within the submitted information and Design & Access Statement.
- 6.5 The supporting plans/ imagery demonstrate how a successful and integrated lab–enabled building, informed by a contextual analysis of the surrounding sensitivities (including the importance of the wider landscape setting to the city centre), can be provided across the Site. We reproduce copies of plans, sketches and copies of AVRs prepared by Rendered Image for reference purposes.
- As previously discussed, the Site does not include any designated or non-designated heritage assets. It is located within a south-eastern suburb of Oxford which has experienced a high degree of change over the course of the past two centuries. This includes a transition in character, from an area once comprising rural, arable land (as shown in historic mapping in **Section 4.0**), to an area with a focus on industrial, commercial and residential development. This has resulted in a highly mixed townscape, with the immediate context being that of commercial premises, travel infrastructure and mid-late-20th century residential development.



Figure 6.1 Sketch of Proposed Front Elevation (Spratley & Partners)

- 6.7 Owing to the Site not comprising any heritage asset, any potential effects arising from the emerging development parameters will be indirect, with the proposal located within both the wider and extended settings of the heritage assets identified within this report.
- 6.8 Much like the baseline assessment of setting, GPA3 provides appropriate guidance for assessing the potential effects arising from a proposal on the setting (and ultimately significance) of heritage assets. It notes the importance of a staged approach, with an assessment addressing the following points:
  - Location and siting
  - Form and appearance
  - Wider effects
  - Permanence
- 6.9 The following paragraphs set out an assessment of the Proposed
  Development and its potential indirect (setting) impact on the Grade II listed
  Nuffield College, Temple Cowley Conservation Area, the Central (City and
  University) Conservation Area (including potential impacts on elevated
  views), Oxford Stadium Conservation Area, and Hockmore Cottages a
  non-designated heritage asset.

#### **DESIGNATED HERITAGE ASSETS**

#### NUFFIELD PRESS, EAST WING AND ATTACHED FORMER SCHOOL HOUSE (GRADE II) AND THE TEMPLE COWLEY CONSERVATION AREA

- 6.10 The Nuffield Press building and the Temple Cowley Conservation Area are located approximately 38om from the north-western boundary of the Site at their closest point. For the purposes of this assessment, owing to a shared setting relationship and shared significance and interaction with the Site, we have grouped the impact assessment of Nuffield Press and the Temple Cowley Conservation Area, as any identified impacts arising from the Proposed Development are likely to be aligned across both assets.
- The significance of Nuffield Press is derived from both its architectural interest, incorporating elements of an 1851 former school building (Cowley College) and a later Military College (1877–8). The building has further historic interest for its association with William Morris and the beginnings of the Cowley Motor Works, which spread further south to historically include the Site.



Figure 6.2 Viewpoint 9: View southeast opposite Garsington Road and St Luke's Road Junction – Proposed

- The conservation area is predominately characterised by its residential character and includes an eclectic mix of historic buildings dating from different periods in Oxfords development history. This includes traditional, former rural properties constructed from stone and ashlar, including the Former Manor House, as well as portions of ragstone wall to Junction Road and Temple Road.
- 6.13 Within the context of the conservation area and the setting of the listed building is an appreciation of modern residential development, comprising the redevelopment and reuse of the former Military College/ Cowley Motor Works site. Within this area, there is a general inward facing, residential character.
- 6.14 As found today, the relationship between the Site as the former Cowley Motor Works has been all but eviscerated through its redevelopment into Oxford Business Park in the late-20th century. Much like the Site, the setting of the listed building and conservation area has seen a high degree of change, stemming from urban expansion across southern Oxford. As found today, this setting of both assets makes little contribution to their significance.
- The Proposed Development seeks to redevelop the Site through the removal of seven buildings which make no contribution to setting or indeed the significance of the listed building or conservation area. The replacement building includes a single building, of ground plus 2-storeys, plus additional rooftop amenity. At the scale proposed, the Proposed Development, as demonstrated by Viewpoint 9 (View southeast opposite Garsington Road and St Luke's Road Junction), will not be visible within

the context of Nuffield Press or the conservation area, and will be situated within a context of modern development of a similar scale to that proposed, marking a point of differing character and within an area which has always historically accommodated buildings of a larger footprint and differing in character to the context seen further north. We do not consider, given the lack of intervisibility and the existing setting relationship between the Site, conservation area and listed building, that the Proposed Development stands to cause an adverse setting impact. Accordingly, the significance of the Nuffield Press building, and the character and appearance of the conservation area will be unaffected and ultimately preserved.

#### **CENTRAL (CITY AND UNIVERSITY) CONSERVATION AREA**

- 6.16 As noted in **Section 5.0**, the character and appearance of the Central (City and University) Conservation Area is primarily derived from its association with the internationally renowned university establishment, its high concentration of designated heritage assets, being known for its high value townscape, architecture and historic association with world-class education, containing the oldest university in the English-speaking world.
- The Site is situated some 3.5km to the south–east of the conservation area, within its extended setting. Owing to the historic, often medieval street network, as well as the dense urban form of the city centre, the Proposed Development will only be appreciable from elevated views out of the conservation area, including those identified earlier within this section (Viewpoint 13: Church of St Mary the Virgin; Viewpoint 29: Carfax Tower; Viewpoint 30: St George's Tower/ Oxford Castle).
- As noted, the Site is located some 4km from these elevated views, beyond the immediate and wider setting of the conservation area, which includes open green space, associated mature foliage/ tree canopies and swathes of residential, urban sprawl across the southern suburbs of the city. Within the context of the Site, one is able appreciate and experience the changing character of the city within and surrounding this location, including larger footprint industrial development associated with the MINI/ BMW plant, as well as larger scale residential development of the Blackbird Leys Estate and Templars Square. The Site makes no contribution to the significance of the conservation area by virtue of setting, and stands as a distant feature, with the land subject to the emerging proposals historically being of a different character to that of the city centre, as well as the surrounding residential suburbs.

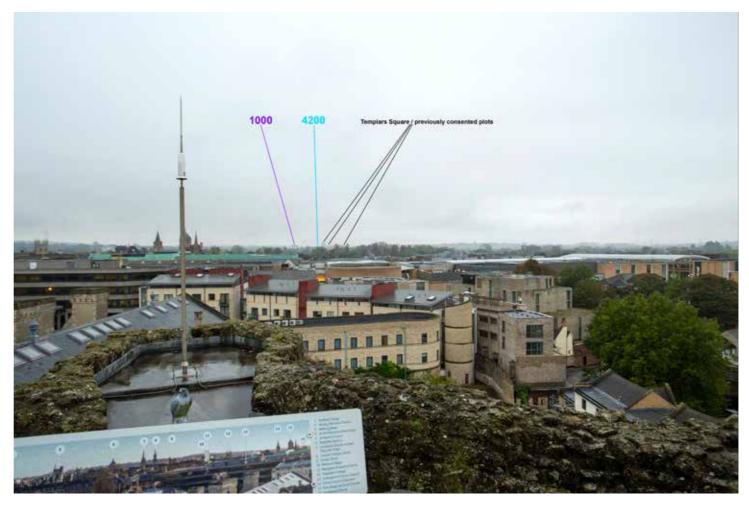


Figure 6.3 Viewpoint 30: St George's Tower (Oxford Castle) – Proposed

- 6.19 Whilst making no contribution to the setting of the city centre, and with the principles of proposed redevelopment being accepted both within adopted planning policy and associated guidance, one must still consider the potential impacts arising on key characteristics of setting and explore how successful the Proposed Development is in respecting what is important about the setting of the conservation area<sup>2</sup>.
- 6.20 As shown in the supporting imagery prepared by Rendered Image, the Proposed Development may lead to some incidental, glimpsed visibility of the uppermost edge of the development, though the vast majority of the Proposed Development will be screened from view by vegetation and interposing built form, forming part of the varied roofscape of southern Oxford.
- 2 18/00330/F (Planning Application ref.) & APP/G2625/V/19/3225505 (Appeal/ Planning Inspectorate's Report ref.)
- When visible, best represented by Viewpoint 30 (St. George's Tower), the Proposed Development will be set within the backdrop of mature vegetation and tree canopies, limiting intervisibility over such distances, with the proposals barely discernible. Whilst the western uppermost corner of Proposed Development is visible in views out of St. George's Tower, the clear separating distances between the Proposed Development and the viewing location (including conservation area) ensures that the proposals will sit within the context of a wider urban setting and will not intrude on the wider and extended landscape setting of the city. Importantly, in each of the elevated views, the visual connection with the far-reaching scarp face of the Chiltern Hills will remain a prominent landscaped feature in the far distance, and the Proposed Development will not interfere with this key component of the landscape setting of the city.

- 6.22 It is important to note here that visibility of a proposal does not equate to a harmful impact. This opinion has been supported in recent decisions, including the recent call-in decision on Edith Summerskill House<sup>3</sup>, where the Planning Inspectorate stated, 'visibility is not the same as harm'. The Summerskill decision also made clear that when assessing a proposals impact on setting of a designated heritage asset, it is only the significance that the asset derives from its setting that is affected.
- In this regard, the massing of the Proposed Development is limited to ground plus 2-storeys, is located within an area which has undergone significant levels of change over the course of the past 200 years and is made up of a collection of buildings which make no contribution to the significance of the Central (City and University) Conservation Area, or its associated listed buildings. Equally, if and when glimpsed through dense tree coverage and intervening built form, only the upper most element of the proposals will be visible, seen/read in the wider context of modern buildings, including industrial units at the MINI/BMW plant, the recently approved Trinity building, as well as taller buildings within the southern Oxford suburb (including Templars Square and Blackbird Leys Estate). Incidental, glimpsed visibility will not affect one's ability to appreciate the multi-layered history of Oxford's past from any of the elevated views within the city centre, including the swathes of residential development and former rural village links with the city centre, the latter of which is somewhat blurred through late-19th and 20th century urban expansion. Furthermore, it is considered that the proposals will not constitute an adverse effect on the landscape setting of the city, nor alter its relationship with its surrounding topographical context, with surrounding ridgelines remaining readily discernible and the proposals being read as part of a consistent height datum in this part of southern Oxford.
- 6.24 Equally, intervisibility between spires, towers, existing College buildings and former rural Parish churches will also remain evident in elevated views, primarily within the foreground and which are of significant importance.
- 6.25 It is our judgement, therefore, that Proposed Development will result in no harm to the significance of the Central (City and University) Conservation Area, nor diminish the importance of St. George's Tower as a historic defensible structure.

#### **OXFORD STADIUM**

- 6.26 Oxford Stadium Conservation Area is situated to the south/south-east of the Site, approximately 65om from the Site's southern boundary.
- 6.27 The significance of the conservation area has been assessed in detail within **Section 5.0** of this report, though can be summarised as deriving from its historic interest, particularly those elements which survive from the 1939 iteration of the stadium/ dog track. More widely, the conservation area is illustrative of the demographic of the area during the early-mid-20th century, being situated adjacent to the industrial district of Cowley and being illustrative of how greyhound racing became a popular leisure pursuit amongst working people during the 20th century.
- 6.28 The setting of the conservation area makes a limited contribution to its significance, with any contribution stemming from its immediate context of

- industrial townscape, as well as mid-20th century housing developments associated with the area's industrial past (and present). The wider setting of the stadium is considered to make no contribution, owing to the high levels of change located along the southern bypass and the lack of historic association with earlier Victorian suburbs further north.
- The Proposed Development will result in the introduction of built form within the wider setting of the conservation area, on land that makes no contribution to its significance and understanding as an early-mid-20th century dog track. Equally, owing to dense vegetation on the northern edge of the conservation area, as well as intervening built form located to the south/south-east of the Eastern By-Pass, and existing development at ARC Oxford, it is not considered that the proposals will be visible from any part of the conservation area (as demonstrated in **Figure 6.4**).



6.20

Figure 6.4 View 33: Oxford Stadium - Proposed

<sup>3 20/01283/</sup>FUL (Planning Application ref.) & APP/H.5390/V/21/3277137 (Appeal / Planning Inspector's Report ref.)

#### **NON-DESIGNATED HERITAGE ASSETS**

#### HOCKMORE COTTAGES, BARTHOLOMEW ROAD, SOUTH SIDE

- 6.31 As noted in **Section 5.0**, the Hockmore Cottages comprise a pair of two-storey, semi-detached, domestic properties, thought to date from the mid-19th century (being identified on the 1876 Ordnance Survey Map). They hold both local historical and architectural interest, standing as remnants of a former rural landscape, as well as displaying local architectural/ construction techniques.
- 6.32 The setting of both buildings is considered to make no contribution to an understanding of their historic, rural setting, which is now comprised of modern residential development of a relatively low quality.
- 6.33 The Proposed Development will be located approximately 28om to the northeast of the cottages, beyond their immediate residential context and within an area already experiencing high levels of change.
- 6.34 At the scale proposed (ground plus 2-storeys), the proposals will not be visible from within the immediate setting of the non-designated heritage assets, and even if glimpsed through gaps between existing built form (comprising modern residential development) the Proposed Development will form part of a wider setting that makes no contribution to the significance or understanding of the buildings. It will form part of their wider urban/ suburban context, in an area that has experienced high levels of change since the introduction of industrial/ commercial uses during the 20th century. This is best illustrated by View 5: View East from Bartholomew Road and Lockheart Crescent Junction (see **Figure 6.5** and the supporting TVIA).
- 6.35 As such, owing to the lack of contribution made by setting, coupled with the lack of intervisibility, we consider the proposals will have no adverse effect on the significance of the non-designated cottages, which will

primarily remain in their intrinsic value as relics of a former rural landscape, which is now much changed.

#### ST. LUKE'S CHURCH, TEMPLE ROAD

- 6.36 The significance of St. Luke's Church is considered to derive from it standing as an imposing ecclesiastical building, with a neo-Gothic style, associated with the historic evolution of this part of southern Oxford and the expanding industries, including William Morris and his nearby Cowley Motor Works
- As found today, any historic association with William Morris is derived from its immediate setting relationship with the Nuffield Press Building (Grade II), as well as the Temple Cowley Conservation Area. As noted in Section 5.0, the building's wider setting has undergone high levels of change and now reads as a modern, highly mixed townscape. The Site forms part of this modern, wider setting and makes no contribution to an understanding of the asset or an appreciation of its significance.
- The Proposed Development will introduce new built form to the wider setting of the church, within the context of large format office development, associated with the redevelopment of Oxford Business Park and now, ARC Oxford. It will be located approximately 454m to the south-east of the non-designated heritage asset, and will share no intervisibility from within its immediate setting, where it derives much of its interest through its association with Nuffield Press and the former Morris Motor Works.
- Given the scale proposed on to the Site (at ground plus 2-storeys) and the lack of invisibility, contribution made by setting and much of the interest of the building deriving from its architectural and historic interest, we do not consider that the Proposed Development will introduce a material change to the wider setting of the church building, and its significance will be preserved.



6.38

Figure 6.5 View 5: View East from Bartholomew Road and Lockheart Crescent Junction – Proposed

## 7.0 CONCLUSION AND PERFORMANCE AGAINST POLICY

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU

# CONCLUSION AND PERFORMANCE AGAINST POLICY

- 7.1 This Heritage Statement has been prepared by Montagu Evans LLP, in support of an application for full planning permission concerning the redevelopment of Nash Court, also known as 'Plot 4200' at ARC Oxford, Garsington Road, Oxford, OX4 2SU.
- 7.2 The Proposed Development seeks to secure full planning permission for the demolition of seven buildings across the Site, introducing a new, market leading and purpose-built laboratory building, comprising ground plus 2-storeys. The proposed building is set to deliver a total of approximately 12,500sqn (GEA) of lab-enabled floorspace, with associated internal and ancillary commercial facilities. Car parking is to be reduced from the existing provision, totalling 166 spaces, whilst storage for bicycles is proposed to accommodate 138 bicycle spaces.
- 7.3 The proposals will create approximately 500 new jobs upon completion and during operational stages, whilst also generating £40 million GVA for the economy each year.
- The proposals presented as part of the full-submission material have been supported by a thorough analysis of the historic development of the Site and the wider context of Oxford, placing the Site in the context of the city's expansion over the past 200 years (see **Section 3.0**). They are also supported by an assessment of significance for the identified designated and non-designated heritage assets (see **Section 4.0**), in line with Paragraph 200 of the NPPF. Additionally, they have been developed through extensive pre-application engagement with Oxford City Council.
- 7.5 This has resulted in a proposal which seeks to introduce high quality architecture to the ARC Oxford campus, responding to its surrounding context both in terms of design, form, use and scale, ensuring that the

- surrounding sensitivities, including the setting of heritage assets is maintained and where possible, enhanced.
- In our professional opinion, the Proposed Development stands to preserve the significance of the identified heritage assets across Oxford and its surrounding suburbs, for the following reasons:
  - The lack of contribution the Site (and its immediate context) makes to the significance of the identified heritage assets;
  - The form of existing development across the Site and the extent of change within this part of Oxford over the course of the past two centuries;
  - The presence of larger grain, larger footprint buildings within southern/ south-eastern Oxford;
  - The continued ability to appreciate what is important within the wider and extended settings of the identified heritage assets, including the city centre's relationship with the southern suburbs (and former villages) and wider landscape setting, which is vast;
  - The continued ability to experience Oxford's topographical context, including far reaching ridgelines and the Chiltern Hills;
  - The high-quality design and architecture delivered across the Site; and
  - The historic character of the wider setting of the city centre is retained and such an appreciation in informative views is not affected, owing to separating distances and scale of development. Whilst the ability to identify Cowley may be marginally increased though incidental glimpsed intervisibility, such an ability is not in itself harmful and, from an historical perspective, and for reasons described within this report, in some ways potentially stands to benefit one's experience of the city and its multi-layered past (legibility of urban form).
- 7.7 Therefore, concerning **Policy DH3: Designated Heritage Assets**, this Heritage Statement, along with the supporting Design & Access Statement and suite of architectural drawings supporting the application, demonstrate that the proposals:
  - Have attributed great weight to the significance (and setting) of the surrounding designated heritage assets;
  - The layout, form and density of the Proposed Development has been designed so to ensure the significance of such heritage assets is preserved and the Proposed Development does not detract from what is important to provide an understanding of the asset or its significance;

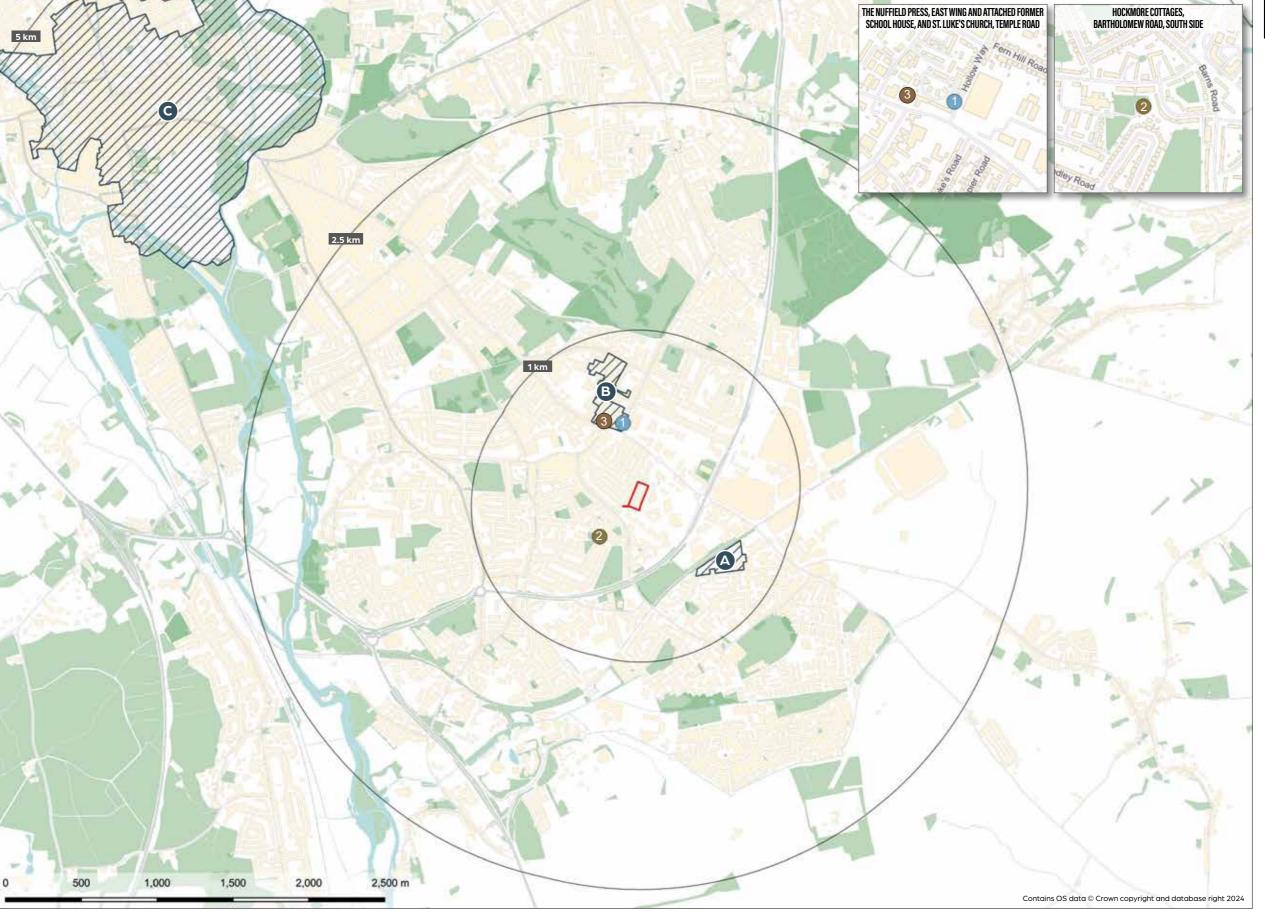
- Are contextual in relation to architectural styles and typologies seen within the local area, including across the wider ARC Oxford campus; and
- Do not harm the significance of the identified designated heritage assets and their significance is consequently preserved.
- 7.8 Thus, we do identify any conflict with Policy DH3 of the Local Plan.
  - In relation to **Policy DH5: Local Heritage Assets**, we equally consider that the Proposed Development stands to cause no harm to the significance of the non-designated heritage assets at Hockmore Cottages or St Luke's Church, given the lack of intervisibility and the extent of change already seen within their immediate and wider setting. We therefore note that the Proposed Development meets the requirements of Policy DH5 of the Local Plan.
- Representations prepared by Rendered Image have demonstrated that from elevated views within and surrounding the city, the Proposed Development will not form a detracting feature, will not skyline, nor will it compete with any other asset which contributes to the intrinsic value of the skyline of Oxford city centre or its landscape setting. The special significance of the city's historic skyline will therefore be preserved. We therefore find no conflict with Policy DH2 of the Local Plan.

7.11

We acknowledge that our conclusions are a matter of professional judgement. If the decision maker comes to a different conclusion, identifying harm resulting from the Proposed Development on the significance of the identified designated heritage assets by virtue of a change to their setting, then such harm to the historic built environment must be minor, and sit at the lowest end of less than substantial harm. In line with Paragraph 208 of the NPPF, such harm must be considered in the context of the public benefits of the proposals, and as such, the Development Plan as a whole. Commentary of the wider Public Benefits underpinning the proposals is set out in full as part of the Planning Statement prepared by Carter Jonas.

## APPENDIX 1: HERITAGE ASSET MAP

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU



**SCOPED HERITAGE** 

Application Site

- A. Oxford Stadium CA
- B. Temple Cowley CA
- C. Central (City and University) CA

#### Scoped in Listed Buildings

The Nuffield Press, East Wing and attached Former School House

#### coped in Non-Designate

- Hockmore Cottages, Bartholomew Road, South Side
- 3. St. Luke's Church, Temple Road

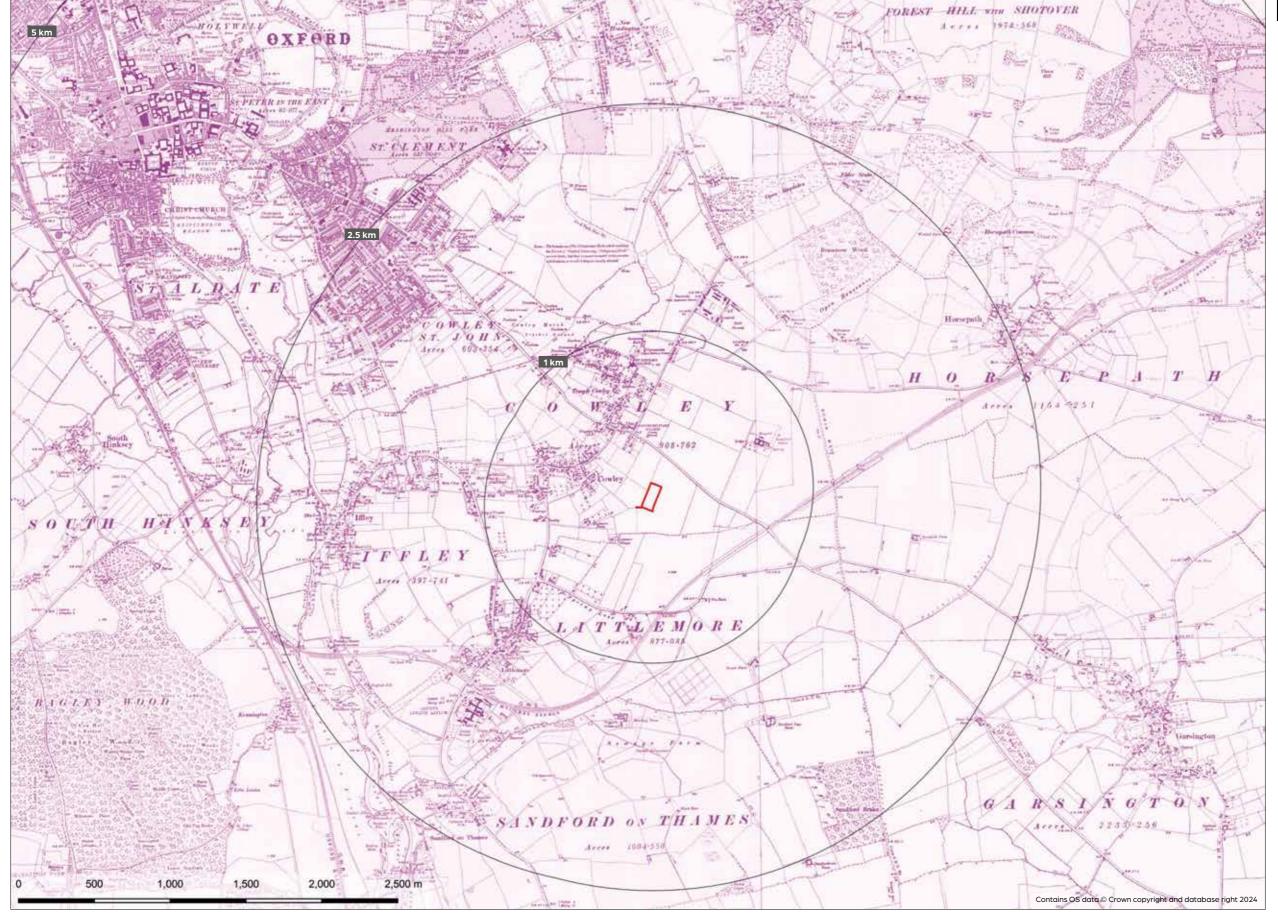
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LOCATION:

ARC (Plot 4200), Oxford

## APPENDIX 2: HISTORIC MAP OVERLAYS

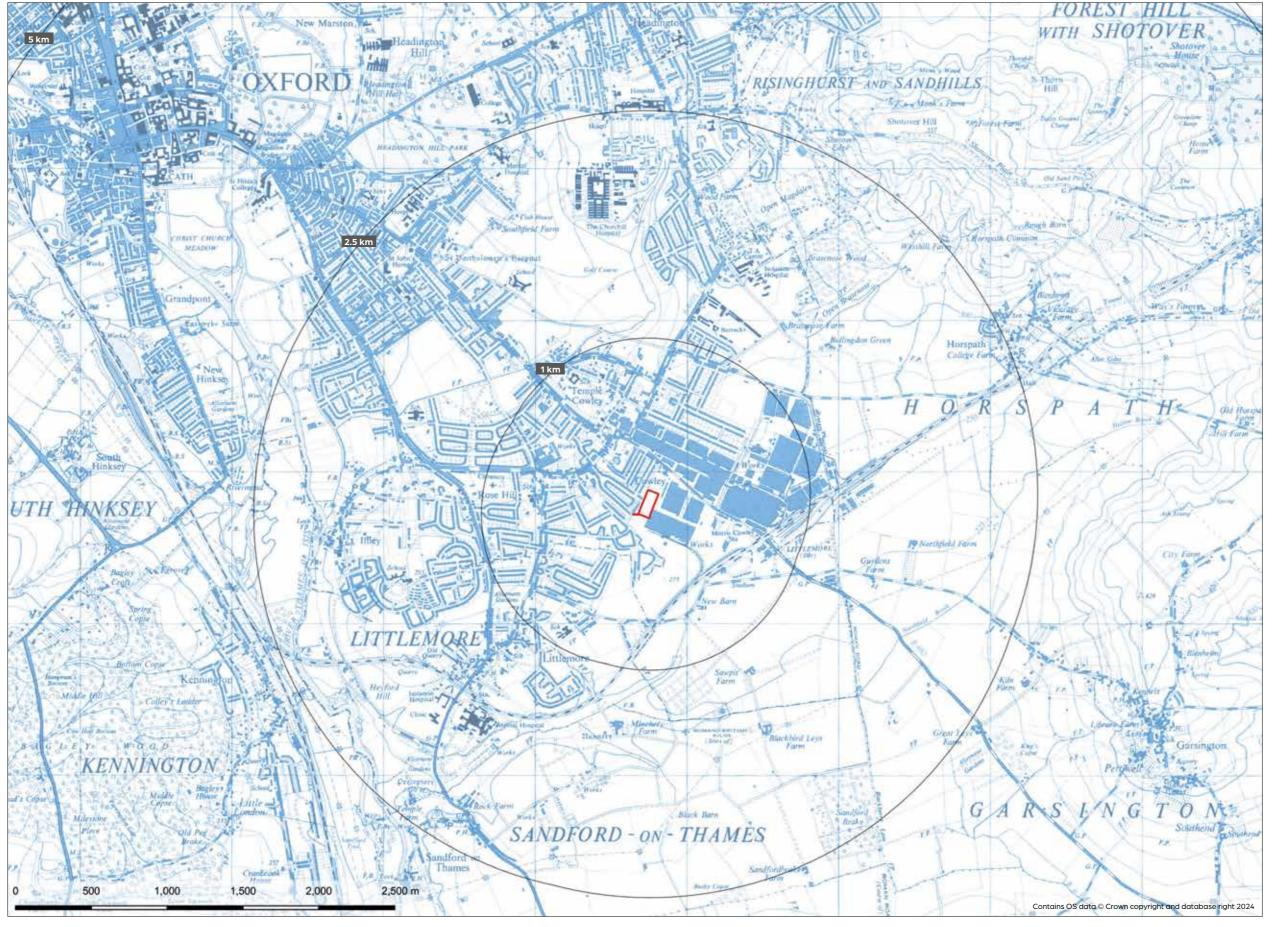
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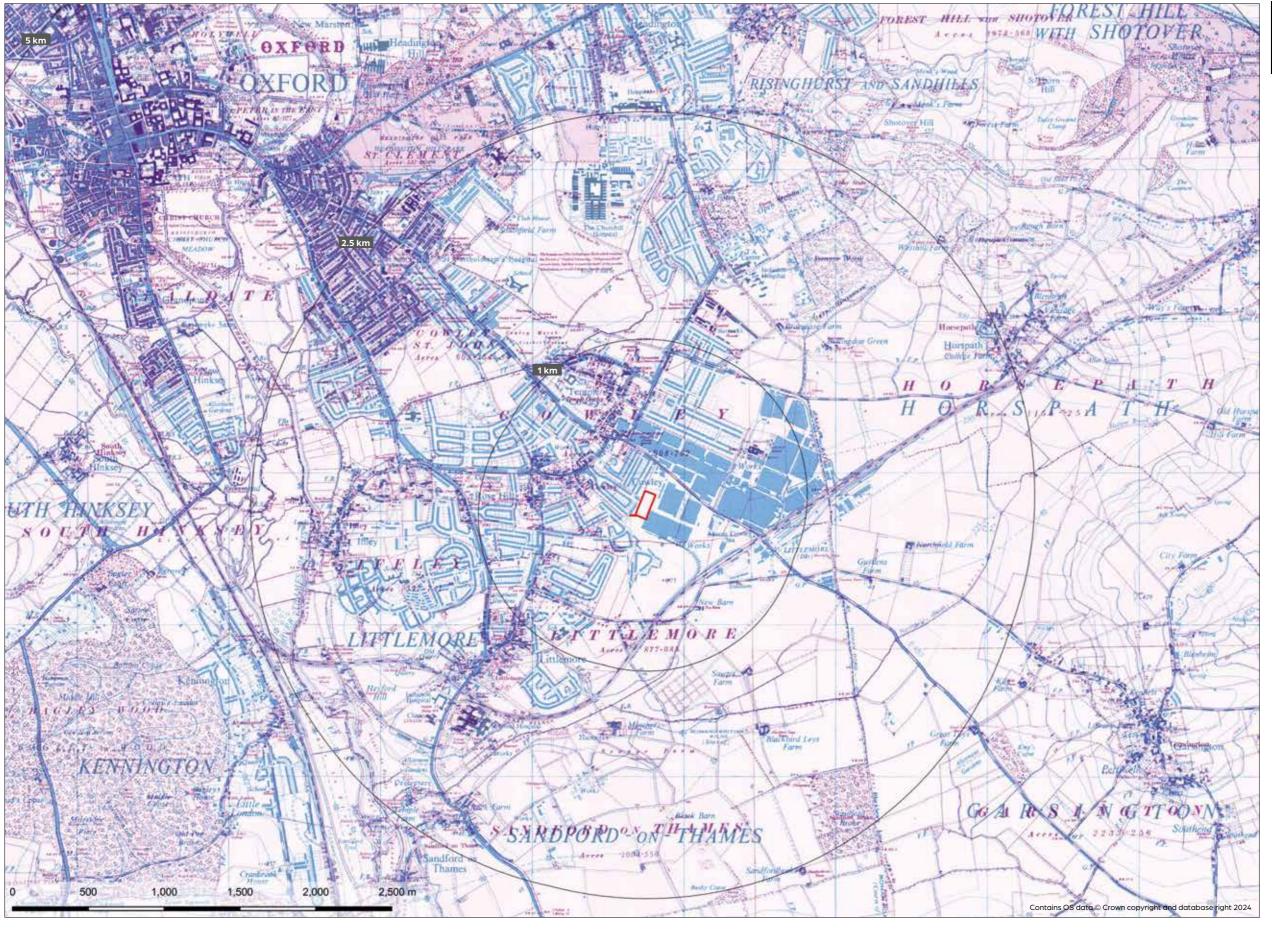
LOCATION: ARC (Plot 4200), Oxford **DATE:** February 2024

**SCALE:** 1: 25,000@ A3 FIGURE:



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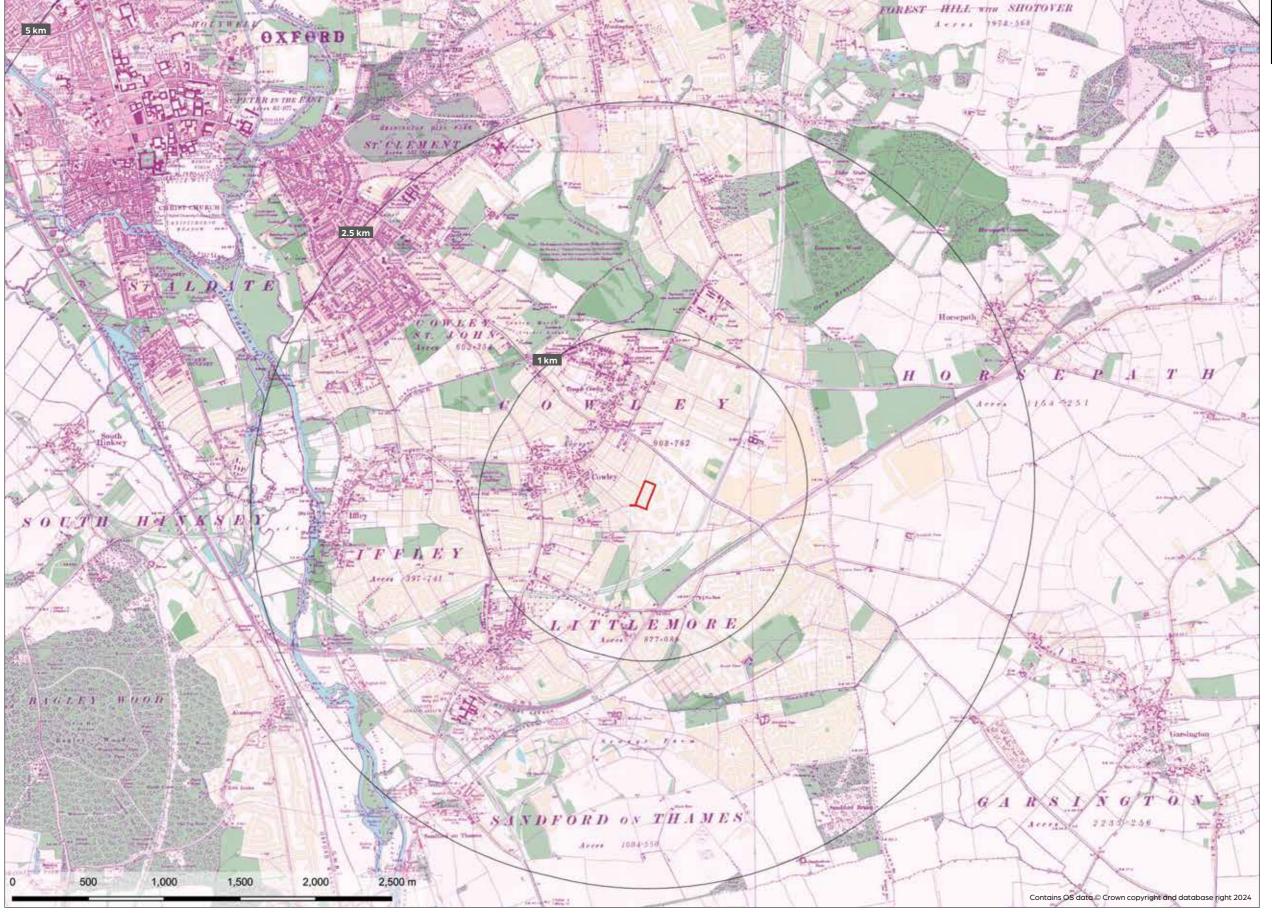
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LOCATION: ARC (Plot 4200), Oxford **DATE:** February 2024

**SCALE:** 1: 25,000@ A3 FIGURE:

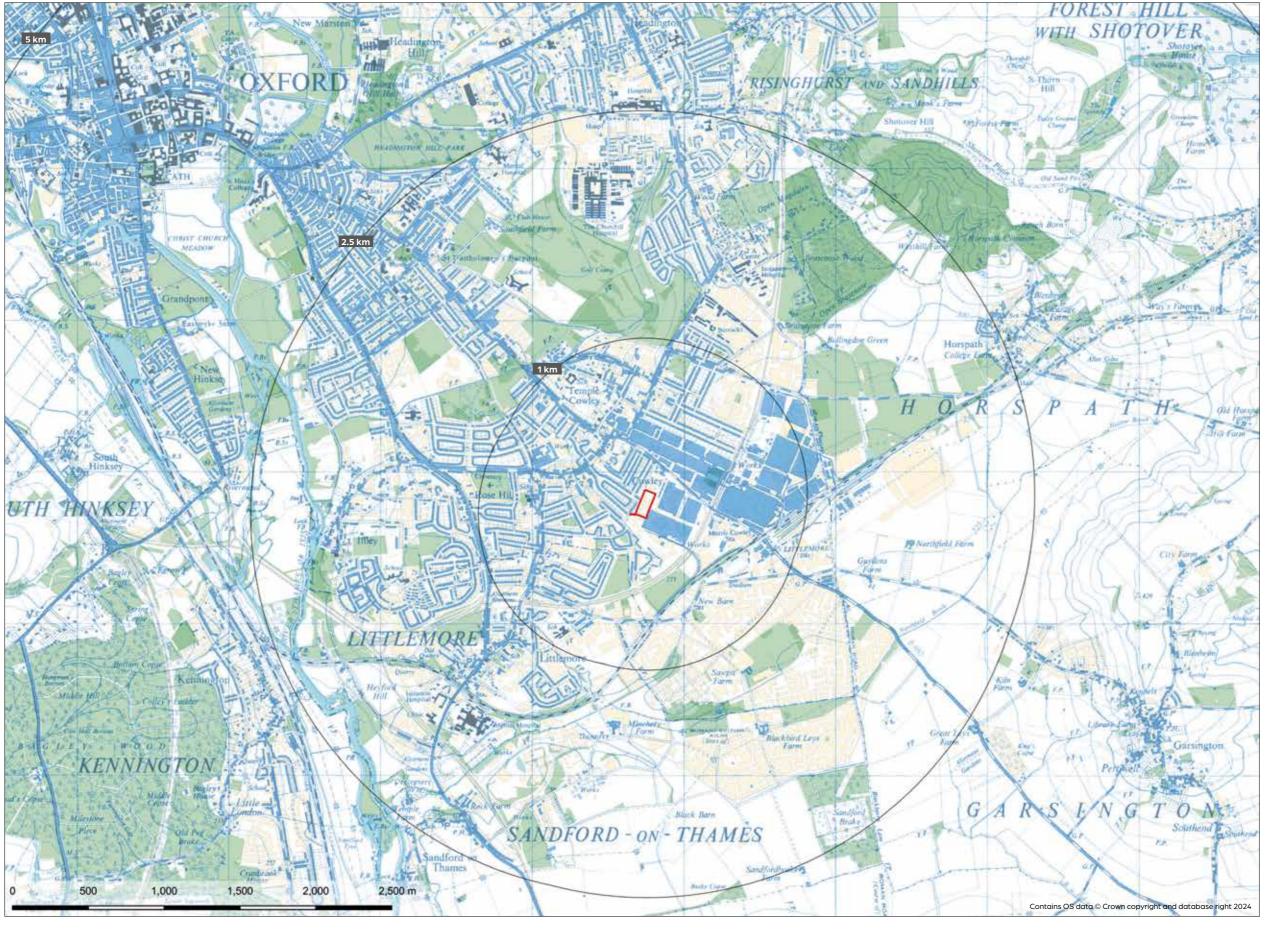






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LOCATION: SCALE: FIGURE: A NORTH
ARC (Plot 4200), Oxford February 2024 1: 25,000@ A3



## APPENDIX 3: STATUTORY LIST ENTRY

PLOT 4200, ARC OXFORD, GARSINGTON ROAD, OXFORD, OX4 2SU

## THE NUFFIELD PRESS, EAST WING AND ATTACHED FORMER SCHOOL HOUSE

#### Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1047081

Date first listed: 29-Oct-1987

List Entry Name: THE NUFFIELD PRESS, EAST WING AND ATTACHED FORMER SCHOOL HOUSE

Statutory Address 1: THE NUFFIELD PRESS, EAST WING AND ATTACHED FORMER SCHOOL HOUSE, HOLLOW WAY

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

<u>Understanding list entries</u> (https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

Corrections and minor amendments (https://historicengland.org.uk/listing/the-list/minor-amendments/)

#### Location

Statutory Address: THE NUFFIELD PRESS, EAST WING AND ATTACHED FORMER SCHOOL HOUSE, HOLLOW WAY

The building or site itself may lie within the boundary of more than one authority.

County: Oxfordshire

District: Oxford (District Authority)

Parish: Non Civil Parish

National Grid Reference: SP 54639 04264

#### **Details**

HOLLOW WAY, COWLEY 1. 5353 (West Side) 26/733 The Nuffield Press, East Wing and attached former School House II 2. Formerly school and military college, then car factory, now mainly offices for printing works. Former School House 1852; East Wing 1877-8 by Sir T G Jackson; C20 alterationr, restored 1983. East Wing. Rendered with terracotta enrichments and brick dressings. Plain-tile hipped roof with truncated ridge stack to right above a Dutch gable. Renaissance-Revival style. 3-storey, 10-window range of mainly 2-light cross windows with glazing bars. Brick surrounds and cut-brick aprons. The 3rd bay from right breaks forward slightly under the gable and has a tall window at 2nd floor. Terracotta moulded strings. To rear there are elaborate terracotta pilasters and entralatures dividing the bays and floors, with recessed blank ovals on 2nd floor. Rubble stone wall to left where intended cowl was left unfinished. Attached to left of East Wing is the former School House. Coursed rubble stone with ashlar dressings and Welsh slate roof with stone end and lateral stacks. L-plan. 2 storeys and attic. Front to Hollow Way is of 5-window range: mostly 2-light stone mullioned and transomed windows to ground and 1st floors. Gable to right has canted oriel to 1st floor and 3-light attic window. Two 3-light roof dormers. Front to Oxford Road is similar, of 4-window range with canted bay ground floor window to gable to right and small attic oriel. Three 2-light roof dormers. Ground floor and gable windows have hood moulds. Stone-coped shouldered gable parapets with kneelers, and stone parapets. Interiors altered but Lord Nuffield's office from 1912-63 in School House, has been retained. The School House was built for Cowley College and the East Wing for the Oxford Military College. In 1912 William Morris, later Lord Nuffield, converted the East Wing for the Morris car factory and from 1913 'bullnose' Morris Oxfords were produced in it. "Car parts were received and any machining and drilling carried out on the ground floor; the first floor being used for assembling the chassis frame and the fitting of engines and wheels. Car bodies were fitted to the chassis on the second floor while the loft was used for storage and painting wheels." (Stratton, M., From Trestles to Track: The Conservation of Historic Car Factories in the UK. Research paper for HBMCE by Institute of Industrial Archaeology, 1986, ptl, plO; pt2, p18 and p38-9. Sheppard, J.M., Nuffield Press, A Jubilee History, 1985, p5, 12 - 23 and illustrations). The other buildings at the Nuffield Press

are not of special architectural interest.

Listing NGR: SP5463904264

#### Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 245980

Legacy System: LBS

#### **Sources**

#### **Books and journals**

Sheppard, J M, Nuffield Press A Jubilee History, (1985), 5

Sheppard, J M, Nuffield Press A Jubilee History, (1985), 12-23

'Research Paper for the Historic Buildings and Monuments Commission' in Research Paper for the Historic Buildings and Monuments Commission, , Vol. 2, (1986), 38-39

'Research Paper for the Historic Buildings and Monuments Commission' in Research Paper for the Historic Buildings and Monuments Commission, , Vol. 2, (1986), 10

'Research Paper for the Historic Buildings and Monuments Commission' in Research Paper for the Historic Buildings and Monuments Commission, , Vol. 2, (1986), 18

#### Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



#### Map

This map is for quick reference purposes only and may not be to scale. This copy shows the entry on 01-Feb-2024 at 15:34:23.

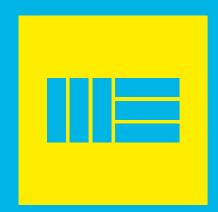
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End of official list entry

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