

**NASH COURT, ARC OXFORD**  
DESIGN & ACCESS STATEMENT

&

P

S

# CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	4	<b>4.0</b>	<b>DESIGN APPROACH</b>	33
1.1	OVERVIEW	5	4.1	BUILDABLE ZONE	34
1.2	SITE LOCATION	6	4.2	SITE FRONTAGE AND LANDSCAPE OPPORTUNITIES	35
1.3	PROJECT BRIEF	7	4.3	GROUND PLANE OPPORTUNITIES	36
1.4	PLANNING CONTEXT - PRINCIPLE OF DEVELOPMENT AND USE	8	4.4	SITE CHALLENGES & OPPORTUNITIES	37
1.5	PLANNING CONTEXT - DESIGN, TOWNSCAPE AND HERITAGE	9	4.5	TWO BUILDINGS OR ONE	38
1.6	PLANNING CONTEXT - SUSTAINABILITY	10	4.6	A NEW USE: SCIENCE LAB PRINCIPLES - FLOOR PLAN	39
1.7	PLANNING CONTEXT - MOVEMENT	11	4.7	DESIGN CONCEPT	40
1.8	PROJECT TEAM	12	4.8	MASSING APPROACH	41
			4.9	IMPACT UPON LOCAL RESIDENTS	42
<b>2.0</b>	<b>WIDER CONTEXT</b>	13			
2.1	KNOWLEDGE ECONOMY	14	<b>5.0</b>	<b>FACADE STRATEGY</b>	43
2.2	LOCAL R&D PRECEDENTS	15	5.1	FACADE CONCEPT	44
2.3	SURROUNDING & HISTORICAL CONTEXT	16	5.2	FRONT FACADE DESIGN EVOLUTION	45
2.4	ARC VISION	17	5.3	MATERIAL PALETTE & SAMPLES	47
2.5	WIDER SURROUNDING LAND USE	18	5.4	PRECEDENT IMAGES	48
2.6	WIDER CONNECTIVITY - ROUTES AND LINKAGES	19	5.5	REAR FACADE DESIGN EVOLUTION	52
2.7	WIDER URBAN CONTEXT	20	5.6	WEST (REAR) ELEVATION DEVELOPMENT	54
<b>3.0</b>	<b>SITE CONTEXT</b>	21	<b>6.0</b>	<b>DESIGN PROPOSAL</b>	56
3.1	EXISTING SITE	22	6.1	PROPOSED SCHEME	57
3.2	EXISTING BUILDINGS	23			
3.3	EXISTING VIEWS AND KEY ASPECTS	25	<b>7.0</b>	<b>DESIGN DEVELOPMENT</b>	63
3.4	EXISTING SITE SECTIONS	26			
3.5	LAND USE	29	<b>8.0</b>	<b>PRE-APPLICATION CONSULTATION 01 - OCTOBER 2023</b>	64
3.6	BUILDING HEIGHTS	30			
3.7	ACCESS AND MOVEMENT	31	<b>9.0</b>	<b>PRE-APPLICATION CONSULTATION 01 - OCTOBER 2023</b>	65
3.8	TREE SURVEY	32			

<b>10.0</b>	<b>PRE-APPLICATION EXHIBITION</b>	66	<b>15.0</b>	<b>LANDSCAPE DESIGN</b>	96
<b>11.0</b>	<b>PRE-APPLICATION CONSULTATION 02 AND 03</b>	67	15.1	LANDSCAPING DESIGN	97
11.1	MASSING REFINEMENTS	68	15.2	LANDSCAPE PLAN	98
11.2	WEST ELEVATION DEVELOPMENT - GLAZING	70	15.3	REAR LANDSCAPE - MACGREGOR SMITH	100
11.3	WEST ELEVATION DEVELOPMENT	71	15.4	REAR LANDSCAPE - MACGREGOR SMITH	101
11.4	BOUNDARY TREATMENT - LANDSCAPE WEST ELEVATION	72	<b>16.0</b>	<b>CONCLUSION</b>	102
11.5	PRE-APP 03 - PROPOSED REAR FACADE BAY	73			
<b>12.0</b>	<b>FACILITIES</b>	74			
12.1	TENANT UNIT DESIGN STRATEGY	75			
12.2	END OF TRIP FACILITIES	76			
<b>13.0</b>	<b>TECHNICAL</b>	80			
13.1	PEDESTRIAN & CYCLE ACCESS	81			
13.2	VEHICLE ACCESS & PARKING	82			
13.3	DELIVERIES & WASTE MANAGEMENT	83			
13.4	MAINTENANCE & ACCESS	84			
13.5	FIRE STRATEGY	85			
13.6	ACCESS AND INCLUSIVITY STATEMENT	86			
<b>14.0</b>	<b>SUSTAINABILITY</b>	88			
14.1	SUSTAINABILITY POLICY DRIVERS	89			
14.2	PROJECT DRIVERS & CERTIFICATION	90			
14.3	CIRCULAR ECONOMY - SITE WIDE DEMOLITION STRATEGY	91			
14.4	CIRCULAR ECONOMY - PROPOSED DISASSEMBLY STRATEGY	92			
14.5	EMBODIED CARBON - STRUCTURAL STRATEGY TESTING	93			
14.6	OPERATIONAL CARBON - BE LEAN, BE CLEAN, BE GREEN	94			
14.7	SITE ENHANCEMENTS	95			

# 1.0 INTRODUCTION



## OVERVIEW

This Design & Access Statement has been prepared by Spratley & Partners and forms part of the planning application for the redevelopment of Plot 4200 (Nash Court), ARC Oxford Business Park, Oxford, OX4 2RU.

This Document should be read in conjunction with the accompanying reports and application drawings.

This report describes and analyses the site and its surrounding area and explains the design process undertaken. This includes how the final proposal has been developed with consideration of plot-specific design principles for the site, with regard to the surrounding area and the client's brief and ambition/vision at ARC Oxford.

The scheme has been further developed through pre-application consultation with Oxford City Council, as the determining planning authority, Oxfordshire County Council, local residents and other key stakeholders.

The report evaluates the building design, its context and its potential to enhance the site and surrounding area. It clearly defines the design process that has been undertaken - in order to produce a scheme that is the best fit for the site and its setting.

The report also sets out how the proposed development would accord with the requirements of the NPPF and relevant Development Plan policies.



Figure 1. Concept sketch to illustrate the proposed scheme



## SITE LOCATION

The site is located within ARC Oxford, a business park located to the west of the Eastern By-Pass Road (A4142) in the Cowley area of the city. It is located 2.3 miles from Oxford City Centre and Oxford train station, one hour by train to Paddington and 50 minutes by car to London Heathrow. It contains a mix of building types and sizes which accommodate various businesses, co-working facilities and non-employment amenity offerings.

The Nash Court (Plot 4200) site comprises a series of 7 two storey office buildings of varying size. Constructed in the late 1990s, their form and materiality of this period, i.e. pitched tiled roofs and brick façades, both domestic in appearance.

The site is located at the western extent of ARC Oxford, with residential properties located further beyond to the west, though there is a 1.5m level change along the shared boundary with the site itself set lower. The site is bound by other development within ARC Oxford on the other three sides.

The business park forms part of ARC's (Advanced Research Clusters) network of science and innovation campuses, including ARC Uxbridge, ARC West London and Harwell Science and Innovation Campus.



Figure 2. Image to locate the site within Oxford



Figure 3. Google earth image to illustrate the over arching vision, image credit Facebook and Forbes



## PROJECT BRIEF

There is no disputing that Oxford is and has always been at the forefront of life sciences, education and innovation. The city is world renowned for these qualities and it is an integral part of its identity

The calibre of Oxford's education system is so much so that the university of Oxford is and has consistently been ranked one of the best universities in the world. The university and surrounding science parks are interwoven, creating a life science ecosystem that is second to none. These links are responsible for creating over 200 university spin-out businesses founded on the research and intellectual property generated by scholars. These businesses have also attracted over £2.5 billion in external funding. It is the unique environment of Oxford that is creating the conditions for innovation to thrive. Oxford's innovation ecosystem is growing and it is an interesting time for the city and its core sector.

Advanced Research Clusters (ARC) is a real estate investment company focused on providing homes for life science companies. One of the world's largest investors, Brookfield, purchased ARC in 2021 and together strive to provide the best working environments for its members. The company is dependent upon partnerships, and see them as the glue that holds clusters together.

ARC Oxford has strong life science credentials and is the closest of all the surrounding science parks to Oxford's city centre and the University of Oxford. The life science park is home to eighteen innovation companies, including Perspectum Diagnostics, Oxford Biomedica and Oxford Dynamics.

The site has a rich industrial heritage, having formed a key part in the industrial revolution and is now home to the world famous car, the mini. ARC Oxford believe a re-imagined and revitalised Oxford Business Park can play a significant role in the 4th industrial revolution by supporting high growth biotech businesses within Oxford. Oxford life science campus will

emerge as a leading life science cluster. The approach taken is to work collaboratively with Oxford City Council and local stakeholders to ensure any proposals are considered, with their economic vision, well suited to the context and are embedded within Oxford.

ARC Oxford's aim is to attract world leading R&D life science companies to Oxford by creating highly designed, considered developments with ambitious environmental, social and governance (ESG) goals at its core. Their target is to deliver and work with the best in this sector. This life science campus provides a rare opportunity to set a precedent for world leading R&D with a real sense of community.

As part of the brief, the seven existing two storey office buildings were reviewed with a view to their possible reuse, however it was found that they were not fit for purpose. The study concluded the buildings to be of poor quality, spatially and energy inefficient, lacking flexibility and not suited to modern life science use. Considering this, ARC prepared a brief to redevelop the site, maintaining their goal of creating a state of the art laboratory ready building with excellent ESG credentials. The project brief was to provide a building that would flourish by enhancing the existing and future social amenities within the park. The proposal was to be highly flexible and spatially and energy efficient, have a centralised facilities core and be able to accommodate a single tenant or up to four tenants per floor.

Target Occupier Group:

The proposed building intends to attract leading life science companies from pharmaceuticals, drug discovery and therapeutics who will need specialist infrastructure whether that be wet or dry lab enabled spaces as well as traditional office space.



PLANNING CONTEXT - PRINCIPLE OF DEVELOPMENT AND USE

USE

E1 Employment Sites

ARC Oxford is considered a Category 1 Employment Site.

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

Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:

- Residential development for staff linked to the employer (where this is permitted under Policy H3);
- Other complementary uses that support the successful economic function of the site; and/or
- Start-up incubator business will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.

**SP10 Oxford Business Park and Cowley Branch Line 'Area of Change'**

The Local Plan identifies several 'Areas of Change' (AOC) in Oxford, described as 'areas of the city where significant change is expected or best directed'.

ARC Oxford lies adjacent to the 'Cowley Branch Line' AOC, identified due to the potential offered from the proposed opening up of passenger services along the Cowley Branch Line. Policy AOC7 (Cowley Branch Line) states planning permission will be granted for new development within the AOC where it takes opportunities

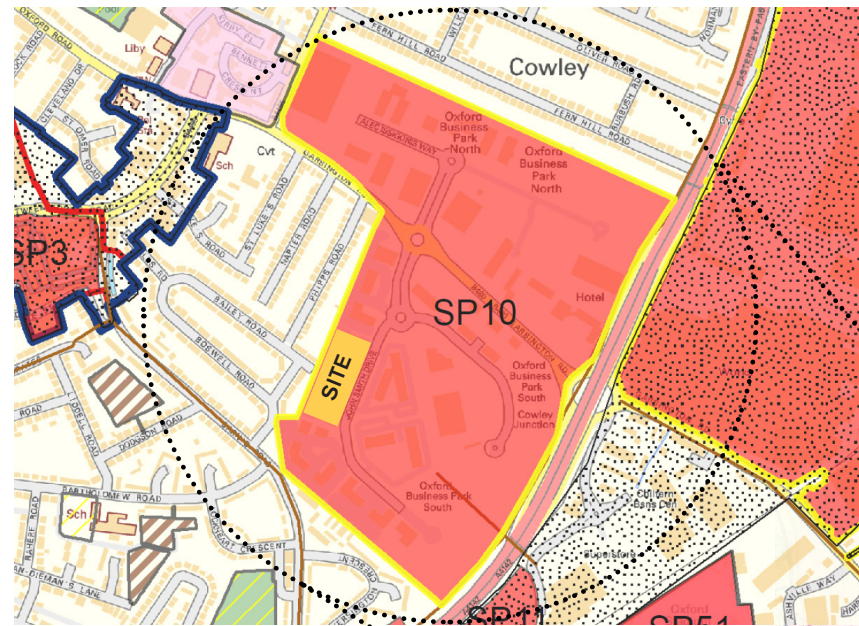


Figure 4. Oxford policy plan extract- enlarged showing site location in context of SP10 outline

to deliver elements, where relevant, including enhanced tree cover and making more efficient use of space through intensification of existing sites, such as rationalisation of car parking.

ARC Oxford (referred to as Oxford Business Park) is subject to a site-specific allocation associated with AOC7. Policy SP10 states planning permission will be granted for B1 and B2 employment uses, with other complementary uses considered on their merits. It adds that opportunities should be sought to enhance and promote more sustainable travel modes to the site, recognising at paragraph 9.75 that 'access to the site would be enhanced considerably with the opening up of the Cowley Branch Line to passengers'.

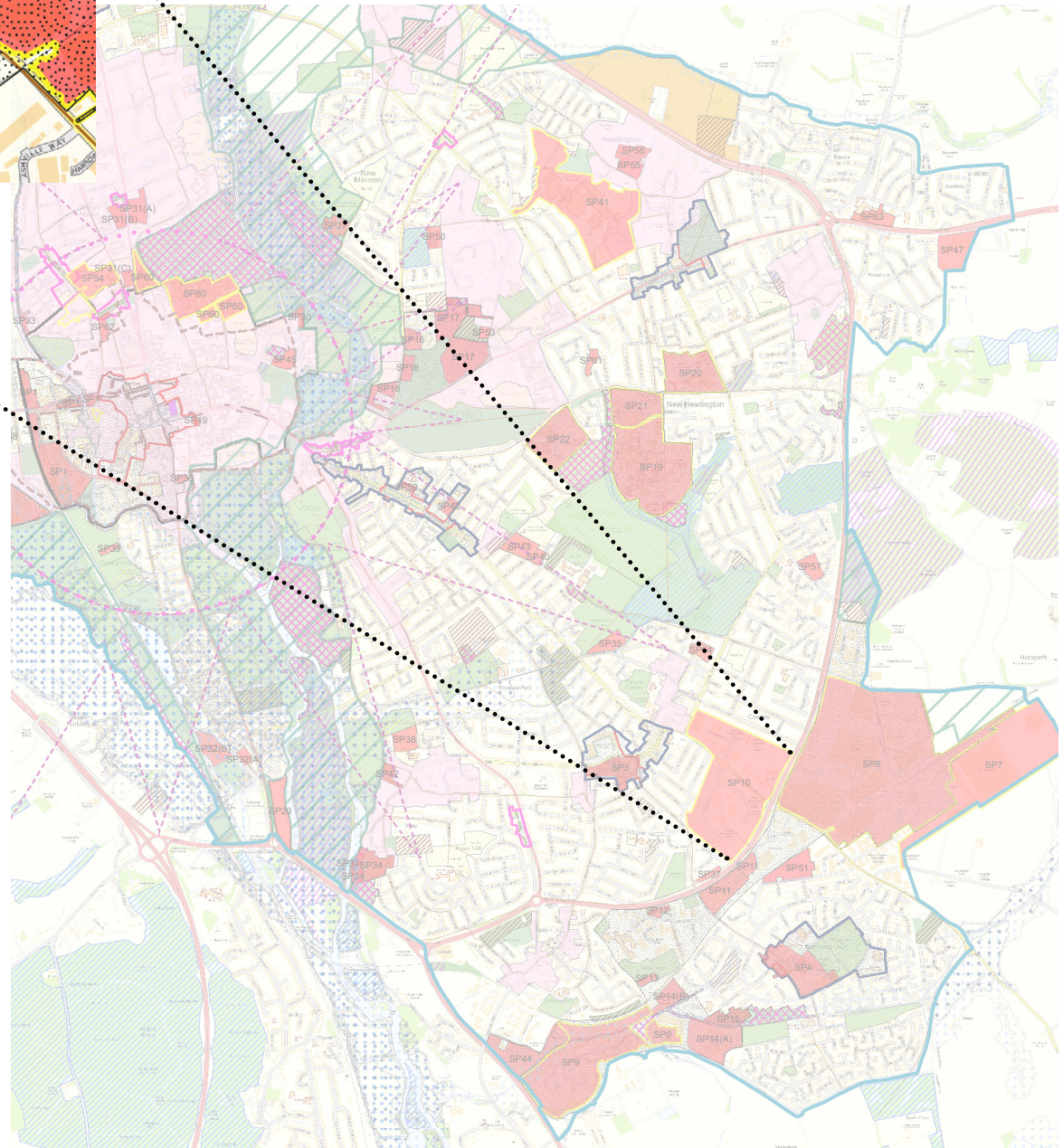


Figure 5. Oxford policy plan extract - overview map showing SP10 location and National Cycle Route 57



PLANNING CONTEXT - DESIGN, TOWNSCAPE AND HERITAGE

**DH1 High quality design and place-making**

Developments will be expected to be supported by a Design and Access Statement that explains the design rationale, including constraints and opportunities as well as supporting text and/or visuals. These should address points set out in the design checklist at Appendix 6.1, which includes:

- Responding to site character and context;
- Natural features and resources;
- Movement;
- Designing development blocks, density and uses;
- Design of external areas;
- Plots and buildings;
- Ensuring quality; and
- Design and alteration of buildings.

**RE2 Efficient Use of Land**

Planning permission will only be granted where development proposals make efficient use of land.

Development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader considerations of the needs of Oxford, as well as addressing the following criteria:

- The density must be appropriate for the use proposed;
- The scale of development, including building heights and massing, should conform to other policies in the plan. It is expected that

sites at transportation hubs and within the city and district centres in particular will be capable of accommodating development at an increased scale and density, although this will also be encouraged in all other appropriate locations where the impact of so doing is shown to be acceptable;

- Opportunities for developing at the maximum appropriate density must be fully explored; and
- Built form and site layout must be appropriate for the capacity of the site.

**DH2 Views and building heights**

Planning permission will be granted for developments of appropriate height or massing, as demonstrated by the following criteria, all of which should be met:

- Design choices regarding height and massing have a clear redesign rationale and the impacts will be positive;
- 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 term of the four visual tests of obstruction, impact of 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 into the historic skyline and out towards Oxford's green setting.

ARC Oxford lies within an 'Area of Greater Potential' (The South-Eastern Suburbs), considered to be areas less constrained by heritage considerations and areas where there

is more potential to contribute to regeneration opportunities. Evidence in the High Buildings TAN suggests that buildings in this location begin to become visible from the Historic Core (taken from St. Mary's) and pose a potential sky-lining risk at a height of 15m.

**DH5 Local Heritage Assets**

Planning permission will only be granted for development that respects and draws inspiration from Oxford's unique historic environment. Where the setting of an asset is affected, a heritage assessment should include a description of the extent to which the setting contributes to the significance of the asset, as well as an assessment of impact of the proposal on that setting.

In the case of local heritage assets, planning permission will only be granted for development affecting these assets if it is demonstrated that due regard has been given to the impact on the asset's significance and its setting.

**DH7 (External servicing features and stores)**

Planning permission will be granted where it can be demonstrated that external servicing features have been designed as an integrated part of the overall design or are positioned to minimise their impact.

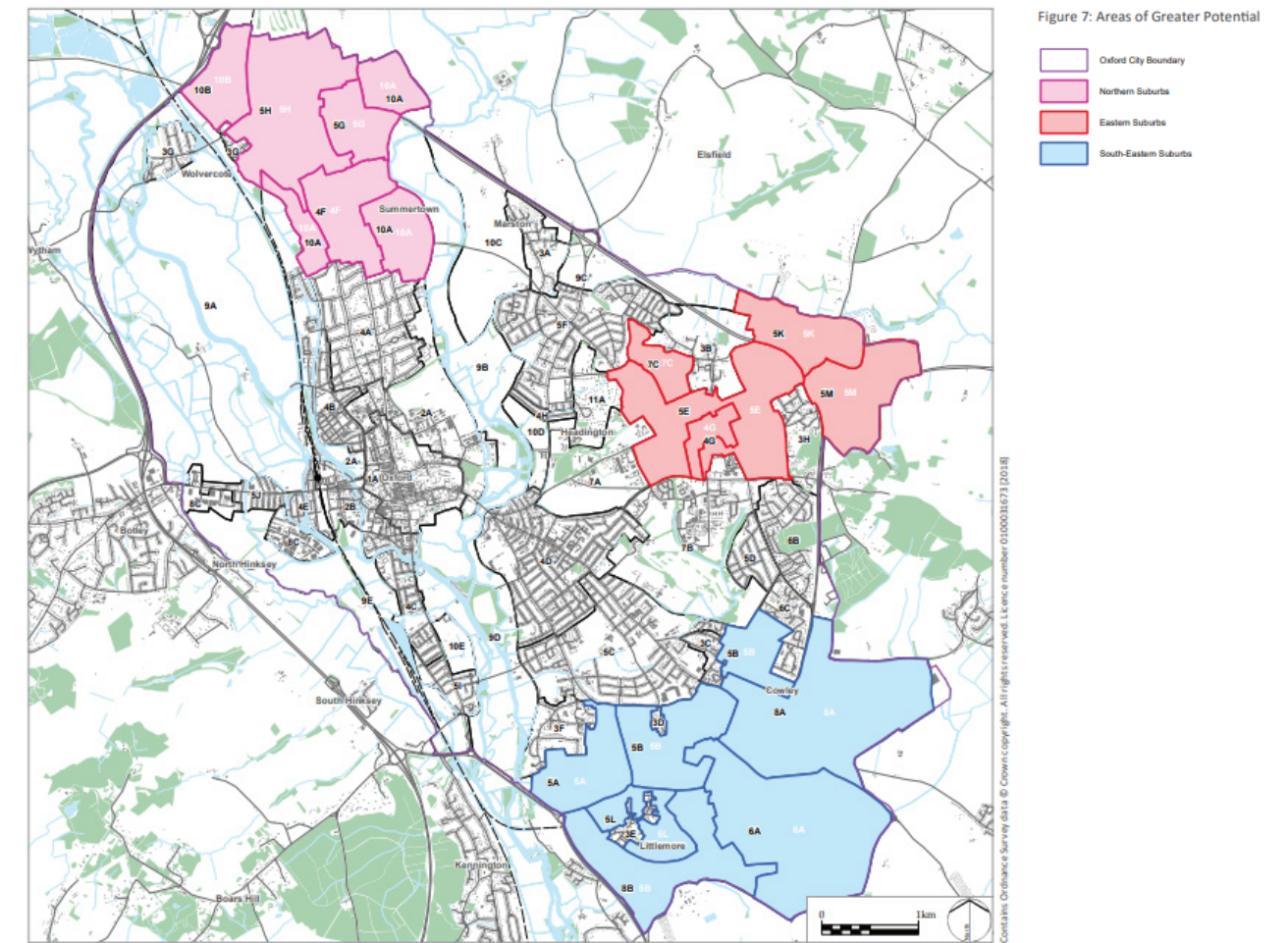


Figure 6. Map of Oxford illustrating the city boundary and its outlying districts

**RE1 Sustainable Design and Construction**

Planning permission will only be granted where it can be demonstrated that the following sustainable design and construction principles have been incorporated, where relevant:

- Maximise energy efficiency and use of low carbon energy;
- Conserve water and maximise water efficiency;
- Use recycled and recyclable materials and source them responsibly;
- Minimise waste and maximise recycling during construction and operation;
- Minimise flood risk including flood resilient construction;
- Be flexible and adaptable to future occupier needs;
- Incorporate measures to enhance biodiversity value.

## Energy statements

An Energy Statement will be submitted to demonstrate compliance with this policy for new-build non-residential schemes over 1,000m<sup>2</sup>. The Energy Statement will include details as to how the policy will be complied with and monitored.

Carbon reduction in new-build non-residential developments of 1000sqm or more

Planning permission will only be granted for non-residential development proposal that meet BREEAM Excellent standard (or recognised equivalent assessment methodology) in addition to the following reductions in carbon emission which are also required.

Planning permission will only be granted for development proposals of 1,000 m<sup>2</sup> or more which achieve at least a 40% reduction in the carbon emissions compared with a 2013 Building Regulations (or future equivalent legislation) complain base case. This reduction is to be secured through on-site renewables and other low carbon technologies and /or energy efficiency measures.

## Heat networks

The City Council will encourage the development of city-wide heat networks. If a heat network exists in close proximity to a scheme, it is expected to connect to it and this will count towards the development's carbon reduction requirements. Evidence will be required to demonstrate why connection to the network is not possible.

## Water efficiency - non-residential developments

Proposals for non-residential development are to meet the minimum standard of 4 credits under the BREEAM assessment.

**M1 - Prioritising walking, cycling and public transport**

Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.

**Walking**

To promote walking in the city and improve the pedestrian environment, development proposals must meet the needs arising from the development and take opportunities to achieve improvements. Proposals shall:

- Ensure that the urban environment is permeable and safe to walk through and adequately lit, with good and direct connections both within and across the wider network;
- Make improvements to the pedestrian environment including the provision of high quality crossing points where needed, seating, signage and landscaping;
- Support high quality public realm improvement works (refer to Policy DH1) and ensure that footways are sufficiently wide to accommodate the level of use.

**Cycling**

In order to promote cycling in the city and ensure an accessible environment for cyclist, the Council will seek to ensure that development:

- Provides for connected, high quality, convenient and safe (segregated where possible) cycle routes within the developments and the wider networks that are permeable and can accommodate the anticipated growth in cycling;
- Provides for accessible, convenient located, secure cycle parking facilities in both private and publicly-accessible locations;

- Makes provision for high quality on-site facilities that promote cycle usage, including changing rooms, showers, dryers and lockers.

**New pedestrian and cycle route**

New (or improved) pedestrian and cycle routes are shown on the proposals maps. Proposals will be expected to facilitate and deliver these links to serve needs arising from development and where opportunities arise to secure improvements. Planning permission will not be granted for development that would jeopardise future delivery of these links.

**Public transport**

In order to safeguard and promote the provision of public transport in Oxford development that will add to demands on public transport should contribute towards improvements to bus network infrastructure including pedestrian and cycle routes to bus stops, shelter, passenger seating, waiting areas, signage, timetable information and infrastructure relating to zero emissions.

**M2 Assessing and managing development**

A Transport Assessment must be submitted for development that is likely to generate significant amounts of improvement, in accordance with the requirements as defined in Appendix 7.1. Transport Assessments must assess the multi-modal impacts of development proposals and demonstrate the transport measures which would be used to mitigate the development impact.

Where a Travel Plan is required under this policy and a substantial amount of movement is likely to be in the form of delivery, service and dispatch vehicles, a Delivery and Service Management Plan will be required.

A Construction Management Plan must be provided for developments of:

- 20 dwellings or more;

- 500m<sup>2</sup> or more of non-residential floorspace;
- Any size in a location where construction activities are likely to have a significant impact on the adjacent or surrounding road network.

**M3 - Motor vehicle parking (non-residential developments)**

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

*In the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous level and the Council will seek a reduction where there is good accessibility to a range of facilities.*

Where the proposal is for the expansion of an existing operation on an existing large site, a comprehensive Travel Plan should be submitted that looks at the development in the context of the whole site, and demonstrates that opportunities will be sought to enhance and promote more sustainable travel to and from the wider site. The Travel Plan will be kept under review to ensure that future opportunities to encourage a shift towards sustainable modes of travel are taken.

**M4 - Provision of electric charging points**

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

**M5 - Bicycle Parking**

Planning Permission will only be granted for development that complies with or exceeds the

minimum parking provision as set out in Appendix 7.3 (1 space per 5 staff).

Bicycle parking should be well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure.

For new non-residential development, the City Council will seek the provision of showers and changing facilities in accordance with the thresholds and minimum standards set out in Appendix 7.3.

**Applicant****ARC**

Quad Two, Rutherford  
Avenue, Harwell  
Campus, Oxfordshire,  
OX11 0DF

**Structural and Civil  
Engineer****Baynham Meikle**

8 Meadow Road,  
Edgbaston,  
Birmingham,  
B17 8BU

**Planning  
Consultant****Carter Jonas**

St. Catherine's  
Court, Berkeley  
Place, Bristol,  
BS8 1BQ

**Mechanical and  
Electrical Engineer****Dalkia**

3160 Park Square,  
Solihull Parkway,  
Birmingham  
Business Park  
B37 7YN

Together to Net Zero.

**Cost Consultant****Thomas &  
Adamson**

1st Floor, 11  
Haymarket, London  
SW1Y 4BP

**Transport & Waste  
Consultant****Stantec**

Caversham Bridge  
House, Waterman  
Place, Reading,  
RG1 8DN

**Architect & Lead  
Designer****Spratley &  
Partners**

7 Centenary Business  
Park, Station Road,  
Henley-On-Thames,  
Oxfordshire,  
RG9 1DS

**Sustainability/ Net  
Zero Champion****Planet Mark**

Axys House Heol  
Crochendy Parc,  
Nantgarw, Cardiff,  
CF15 7TW

**Landscape  
Architect****Macgregor Smith****Macgregor Smith**

Christopher  
House 11-12  
High Street Bath  
BA1 5AQ

**Sustainability/  
BREEAM  
Consultant****Sustainably Built**

Office 15, York Eco  
Business Centre Amy  
Johnson Way, Clifton  
Moor York, YO30  
4AG



**2.0**

**WIDER CONTEXT**

KEY

**Life science parks**

- 1 Begbroke Science Park
- 2 Oxford North Science Park
- 3** ARC Oxford
- 4 Oxford Science Park
- 5 Abingdon Business Park
- 6 Abingdon Science Park
- 7 Culham Science Park
- 8 Milton Park
- 9 Grove Technology Park
- 10 Harwell Innovative Centre

**Oxford University mathematical, physical, life science departments & teaching**

- 1 Old Road Campus - Medical Research
- 2 Biology
- 3 Chemistry
- 4 Computer Sciences
- 5 Earth Sciences
- 6 Engineering Sciences
- 7 Materials
- 8 Physics
- 9 Statistics
- 10 Life Sciences Interface Doctoral Training Centre
- 11 Begbroke Science park

**Vehicular Access Routes**

- Primary roads

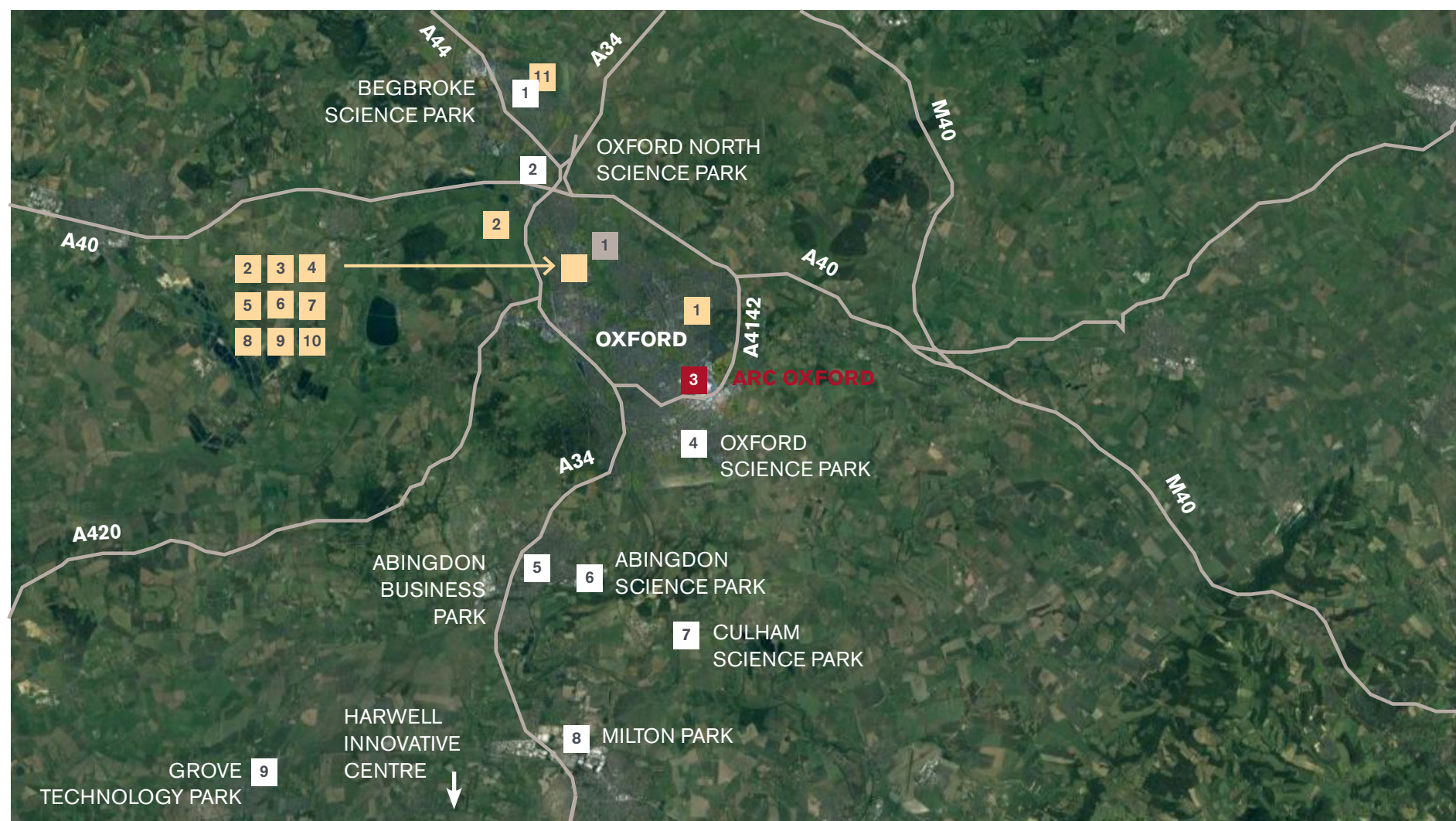


Figure 7. Map to show the site and various other major R&D parks within Oxford and the local area

ARC Oxford is one of several existing life science and R&D clusters in the city of Oxford. The emergence and success of these clusters is founded in the successful relationship it fosters between its academic institutions (particularly, the University of Oxford) and the business sector.

ARC Oxford itself is well connected, with various transport links including the A34 and excellent bus services linking it with the City Centre and rail stations. These links will only improve with the reopening of the Cowley Branch Line and other improvements (including the Eastern ARC bus route).

Therefore, ARC Oxford is well placed to build upon the success of the life science and R&D sector in Oxford.



**Mission Street, Botley**

Location:

135-137 Botley Road, Oxford

Planning application ref:

22/03076/FUL

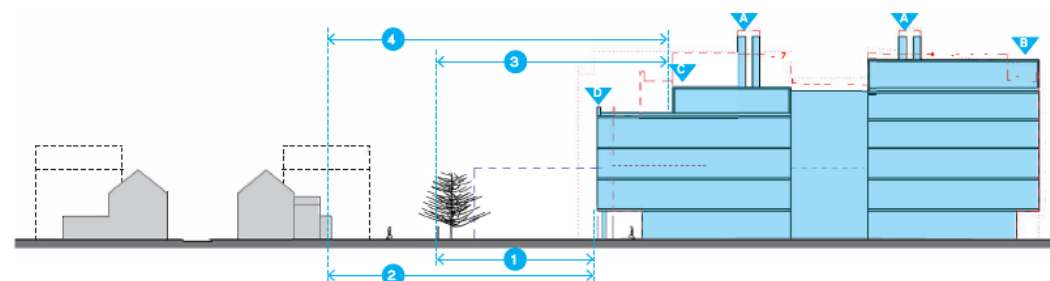


Figure 8. Visualisation and section to show an overview of the Botley Road planning application

**Trinity House, Oxford Business Park**

Location

Oxford Business Park:

Planning application ref:

22/03067/FUL

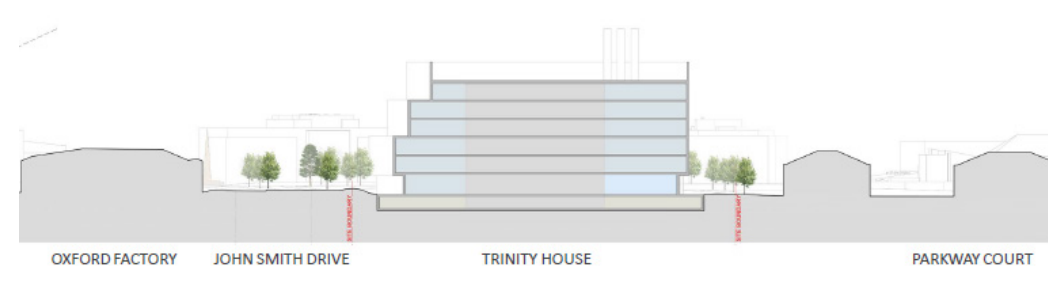


Figure 9. Visualisation and section to show an overview of the Trinity House planning application



## SURROUNDING & HISTORICAL CONTEXT

This area of Oxford has a rich history deeply intertwined with industrial development. It is marked by its transition from a hub of traditional manufacturing to a modern business park. The area gained prominence primarily due to its association with the British automotive industry and the establishment of the Morris Motors factory.

### EARLY INDUSTRIAL BACKGROUND

The Cowley area's industrial heritage dates back to the late 19th century when various industries began to take root. However, it was the establishment of the Morris Motors factory by William Morris, later Lord Nuffield, in 1912 that had a transformative impact. The factory became a major employer, contributing significantly to the local economy. The Morris Motors plant in Cowley produced iconic British cars, including the Morris Minor and the Mini, which became emblematic of the region's manufacturing prowess.

### THE MINI FACTORY

The Cowley plant, often referred to as the Mini factory, played a pivotal role in the history of the British automotive industry. The production of the ground breaking Mini, began in the late 1950s and continued for decades. The Mini's innovative design and affordability made it a global success and an enduring symbol of British engineering. The factory's output supported the local community, and its legacy is still fondly remembered by many.

### OXFAM BUILDING

Another notable landmark in Cowley is the Oxfam building. While not directly related to the automotive industry, this building has historical significance due to its association with international charity Oxfam. Oxfam's presence in Cowley serves as a reminder of the area's diverse contributions beyond manufacturing.

### TRANSITION TO BUSINESS PARK

In recent years, Cowley has undergone a significant transformation from its industrial roots to a modern business park. The decline of traditional manufacturing prompted the need for revitalization. Former factory spaces were redeveloped to accommodate new businesses, fostering innovation and entrepreneurship. This transition reflects the broader shift in the global economy towards technology and services.

### COWLEY BRANCH LINE

The Cowley Branch Line is proposed to be re-opened for passenger services from December 2026. This proposal, including a proposed new station serving ARC Oxford, will enhance accessibility for employees and visitors and underscores the strategic commitment to modernising infrastructure to allow continued growth of the site. Such a move aligns with the trend towards sustainable and integrated urban development, encouraging the use of public transportation and reducing reliance on private cars.



Figure 10. Oxfam House, John Smith Drive

Image credit: LoopNetUK



Figure 12. Plant Oxford (AKA the Mini Factory)

Image credit: Auto car



Figure 13. Historic Photo Of Cowley Roundabout

Image credit: Facebook



Figure 11. Aerial View Of The Campus



ARC VISION

ARC has developed a 'Vision' to transform the ARC Oxford site from a traditional Business Park to an 'Innovation Campus', building on strategic opportunities and planned investment in the area to deliver world-class accommodation and amenities to support the science and innovation sector.

This Vision is defined by five guiding principles through which ARC considers it can "Reprogram the Campus":

- Enhanced sense of arrival
- Enhanced connectivity
- Enhanced landscape structure and public realm
- Supporting facilities and amenities
- Planning for a sustainable future

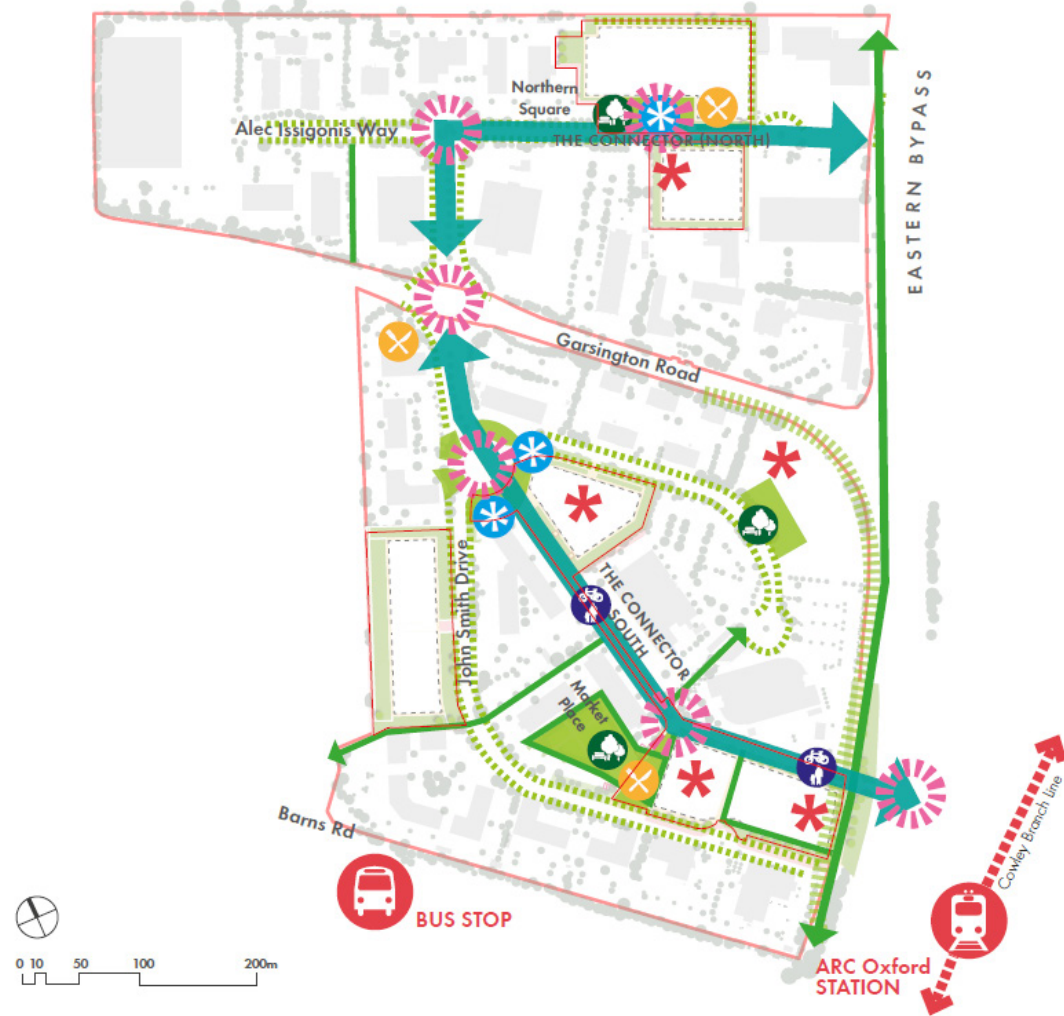


Figure 14. Image to illustrate ARC's vision of an innovation campus reconnecting Cowley to Oxford



Figure 15. Image to illustrate the over arching vision, image credit facebook and Forbes