October 2022

ARC Oxford Public Consultation

Plot 2000

ARC Hawkins\ Brown Macgregor Smith

About ARC

Advanced Research Clusters (ARC) is Europe's leading network of science and innovation clusters at the cutting edge of major knowledge economies like Oxford and London.

Currently operating from several locations – including ARC Uxbridge, ARC West London, ARC Oxford and the Harwell Campus – our passion is supporting science and innovation businesses allowing them to thrive. Our clusters create the best possible environments for innovation to make a difference in the world.

What is ARC Oxford?
Formerly known as Oxford Business Park, ARC Oxford is a well-established business environment comprising 88 acres in the Cowley area of the city. It's currently home to over 35 members of the ARC Group focusing on science and innovation and is a thriving community of world-changing companies, set within a green, energising Campus.

In addition to work space, other uses found around the ARC Oxford site include Oxford Factory (café/restaurant), Oxford Works, a Premier Inn hotel and restaurant, David Lloyd Racket & Health Centre and a Bright Horizons day nursery. Plot 2000 sits at the eastern gateway to ARC Oxford.

ARC’s vision

Oxfordshire’s world-renowned reputation in the science and technology sector is no secret. Heavily influenced by Oxford University’s world number 1 ranking for research in this area, this has led to exponential growth of science and technology related businesses in the region, with subsequent demand for larger and suitable workspaces.

ARC’s vision is to transform ARC Oxford from a traditional Business Park into a modern Innovation Campus – a globally positioned place that feels like a part of Oxford – that will:

- Foster a well-connected ecosystem, promoting collaboration and interaction;
- Deliver world-class science and innovation facilities and supporting amenities;
- Provide a rich environment with a strong urban identity;
- Be sustainable, flexible and in contact with nature
- Be designed to integrate with the neighbouring community.

Plot 2000 is well placed to help ARC establish and further this vision

Site context

The Site

Plot 2000 is a vacant and undeveloped site, approximately 1.13ha in size and comprising largely of grassland with existing trees and ornamental planting on its perimeter.

It is bounded to the west by John Smith Drive, with Garsington Road lying to the north. Garsington Road meets slip roads off the Eastern By-Pass at the Cowley Junction roundabout just beyond the plot's north/north-eastern corner. The Eastern By-Pass itself runs in an elevated position to the east. A foot/cycle path runs just beyond the eastern boundary at ground level.

Plot 2000 is located in a commercial and urban context, with other development forming part of ARC Oxford located to the north, west and south. Further commercial development is found on the eastern side of the By-Pass, including the Oxford Retail Park and MINI plant. Residential development is found beyond the ARC Oxford complex to the north and east, with the closest residential properties located on Fern Hill Road and Phipps Road approximately 350m north and west of the site, respectively

Outline Planning Permission

An outline planning permission (application reference 12/01424/EXT) currently exists across ARC Oxford for the delivery of business and hotel uses on the site. This permission has therefore established the acceptability of such uses and catalysed much of ARC Oxford as it exists today.

This application will be the final 'Reserved Matters' permission pursuant to this outline planning permission. For the proposals on Plot 2000, detail must be provided in respect of **appearance, landscape, scale, layout** and remaining elements of **access**.

Site context
Heritage context

Site and innovation
Prior to the Business Park, the site was first developed in the early 20th century as a car factory site.

The site was typified by lower rise ‘factory’ blocks with distinctive roof-forms providing high-quality working environments, as well as ‘chimneys’ located throughout the site, offering markers within the local area, defining and linking the site with the surrounding context.

Pioneered by an innovative local start-up, the Morris Motor Company, precision manufacturing methods were refined by importing components from external manufactures and assembling them along conveyor belts. This allowed the site, whilst made up of several components, to operate as a single machine to speed up construction.

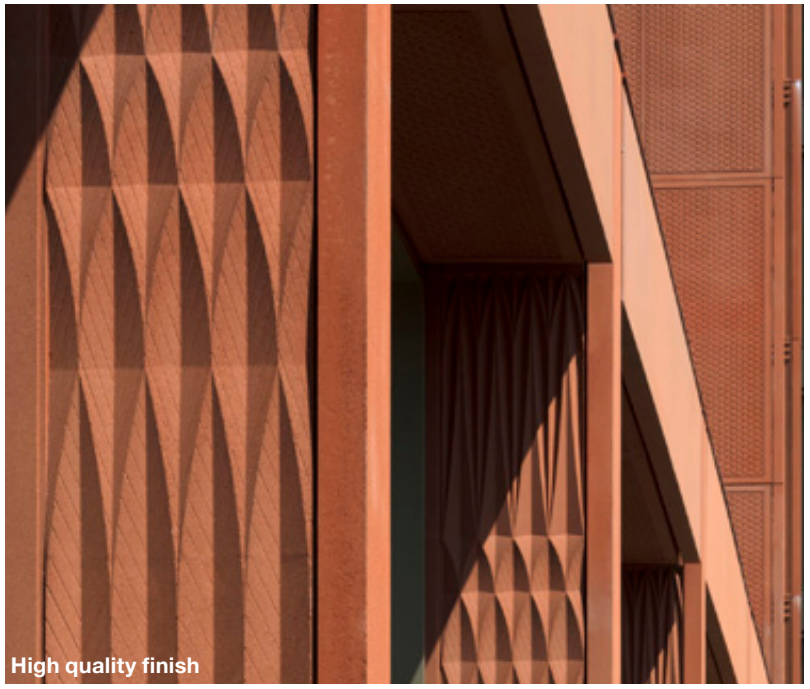
It is this holistic approach from which ARC take inspiration and are thusly seeking to replicate across ARC Oxford, whilst paying tribute to the history of this site.


Morris Motors factory


British Midland Motor factory


Campus before Oxford Business park developed


Innovative offsite manufacture


High quality finish

Relevant planning policy

The plan to the right has been adapted from the detail of the Oxford Local Plan Policies Map and other relevant planning policy documents adopted in Oxford. ARC Oxford is outlined in red.

Category 1 Employment Site

ARC Oxford (as Oxford Business Park) is identified as a Category 1 employment site. Policy E1 states planning permission will be granted for the **"intensification, modernisation and regeneration"** of land within employment sites for employment uses if it can be demonstrated it makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects.

Area of Change (AOC) and Site Allocation

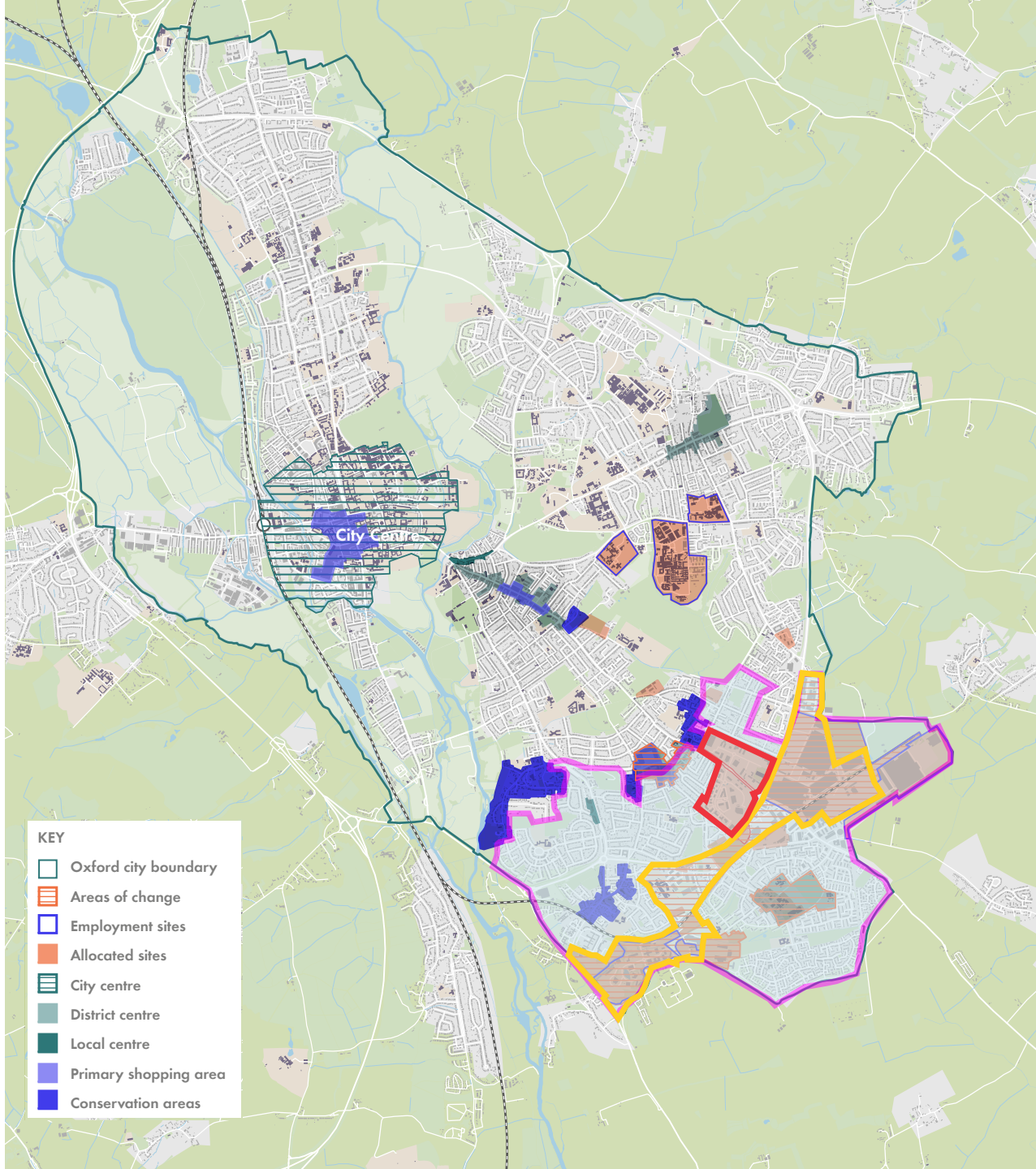
ARC Oxford sits amongst several AOCs, which the local plan considers should be **"where significant change is expected or best directed".** More specifically, ARC Oxford relates to the Cowley Branch Line AOC (Policy AOC7), where it is considered the planned re-opening of Oxford's Cowley Branch Line can provide opportunity to make more efficient use of space through intensification of existing sites.

Policy SP10 provides a site-specific allocation to ARC Oxford for the delivery of **employment uses, as well as other complementary uses.**

Area of Potential for Height and Dynamic Area

ARC Oxford lies within the 'South Eastern Suburbs Area of Greater Potential' (outlined in purple), detailed within Technical Advice Note (TAN) 7 (High Buildings) (October 2018). These areas are considered to be where **"proposals for high buildings are more likely to be appropriate"** in being less impactful on heritage and in areas able to contribution to regeneration opportunities.

ARC Oxford also lies adjacent to the 'Cowley Branch Line Dynamic Area' (outlined in yellow), which are defined as areas where **"significant change is expected or best directed".**



Key design principles

World class employment space

There is an opportunity to deliver high-quality and globally renowned office-space that can contribute to the burgeoning science and technology sector in Oxfordshire

Remaining part of Oxford

Whilst eminent on the global stage, the uses and design should be situated sensitively and constructively in its local context, including its history.

Landmark building

There is a significant opportunity to deliver a bold, yet high-quality and sensitively designed landmark building of height, recognisable from afar and an appropriate eastern entrance to ARC Oxford

Landscape-led approach

Due consideration should be given to the site's existing nature, including retaining trees where possible and continuing the existing successful landscape of ARC Oxford

Sustainable future

There is opportunity for this site to benefit from the future re-opening of the Cowley Branch Line, including transition to more sustainable modes, by remaining flexible to changing circumstances

Design team

Client Team

ARC
(Advanced Research Clusters)
Oxford Works
Building 4650
Oxford
OX4 2SU
Web: www.arcgroup.io

Planning Consultant

Carter Jonas
Mayfield House
256 Banbury Road
Summertown
Oxford
OX2 7DE
Web: www.carterjonas.co.uk

Cost Consultant

Core Five
American Express,
230 Blackfriars Rd,
London
SE1 8EE

Web: www.corefive.co.uk

Architect

Hawkins\Brown Architects
159 St John Street
London
EC1V 4QJ

Web: www.hawkinsbrown.com

Landscape Architect

Macgregor Smith
Christopher House
11-12 High Street
Bath
BA1 5AQ

Web: www.macgregorsmith.co.uk

Transport consultant

Stantec
Caversham Bridge House
Reading
RG1 8DN

Web: www.stantec.com

Building Services (MEP)

Spie
Second floor, Unit 2B
Stratford Court
Cranmore Boulevard
Solihull
B90 4QT
Web: www.spieuk.co.uk

Structural Engineering

Bayhnam Miekle
8 Meadow Road
Edgbaston
Birmingham
B17 8BU

Web: www.bm-p.co.uk

Sustainability

Hawkins\Brown Architects
159 St John Street
London
EC1V 4QJ

Web: www.hawkinsbrown.com

Acoustics, vertical transportation, utilities

Hoare Lea
12-13 Stable St
London
N1C 4AB

Web: www.hoarelea.com

Proposed development

37,000m²
Approx GEA including car parking

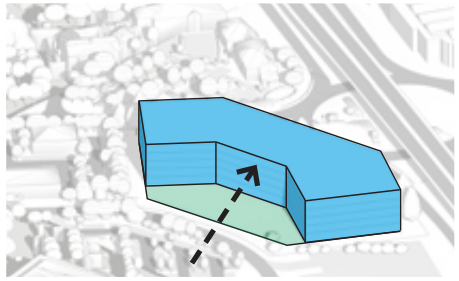
4,340m²
Building footprint at Ground Floor

14 storeys
Maximum building height, including enclosed/ concealed plant

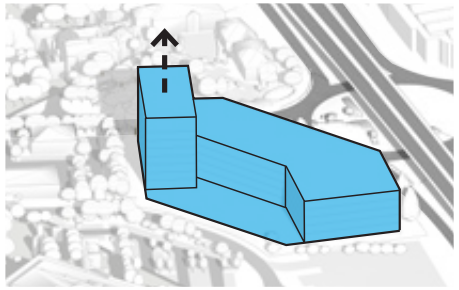
Visualisation of building approach from the west

Design and features
Key design moves

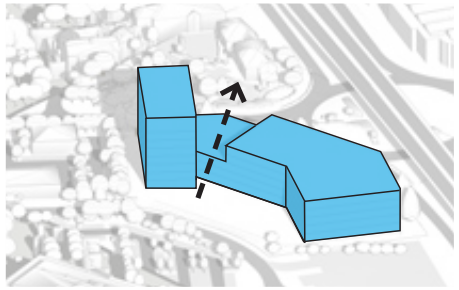
01. Site context
- Retaining the majority of trees to the North, East and West boundaries
- Creating green pockets on the site perimeter



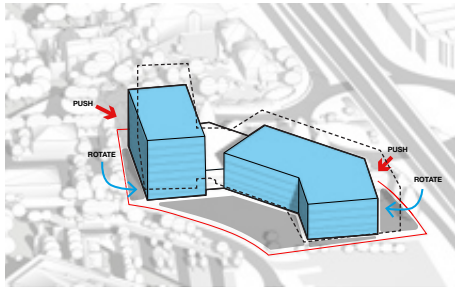
02. Forming the footprint
- Extruding the building footprint, and pushing back to create a large greenspace



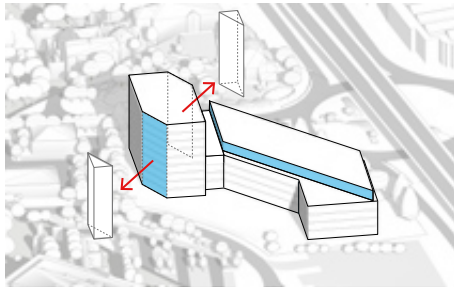
03. Creating the ‘tower’
- Pulling up one corner to create height, offering views over Oxford and beyond
- A landmark for the city



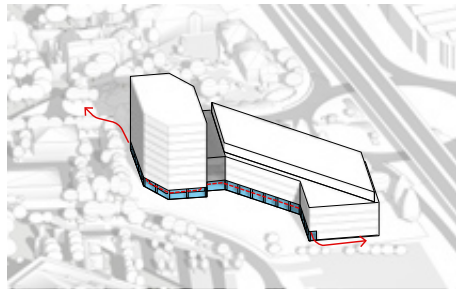
04. Breaking down the massing
- Giving each block a clear character
- Reducing the overall scale and mass



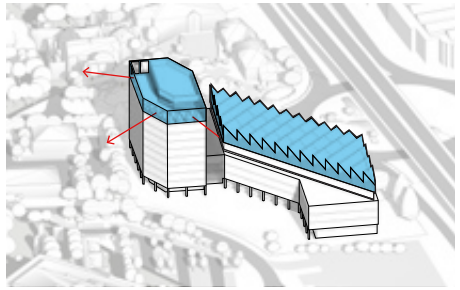
05. Refining the form
- Building form rotates to gently ‘splay’ into the site
- This gives a feeling of generosity and enhances the sense of arrival for pedestrians and cyclists



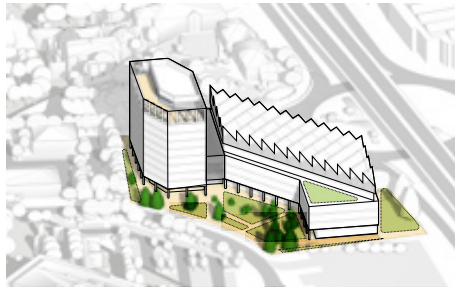
06. Chamfering and carving
- ‘Tower’ form is chamfered to reduce the massing appearance from key views
- ‘Factory’ form is carved to offer a dynamic floor area and access to a lower-level podium terrace



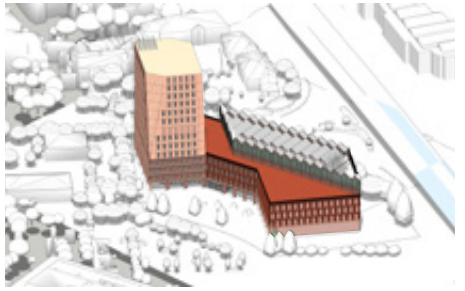
07. Colonnade connection
- The proposed colonnade is extended to wrap at ground floor offering the enhanced connectivity to north (from Garsington Road) and east (from Eastern by-pass) guiding pedestrians and cyclists into the site



08. ‘Factory’ saw-tooth roof
- The proposed saw-tooth roof on the ‘factory’ form is oriented to face south
- This maximises the efficiency of PV panels and ensures the saw-tooth profile is visible from all sides
- All plant is concealed on the ‘factory’ form beneath the saw-tooth structure



09. Varied landscaping
- High quality landscaping and green space is offered at many levels
- Publicly accessible ground floor ‘gardens’ are at the heart of the design
- Upper podium roof terraced areas offer private space for users

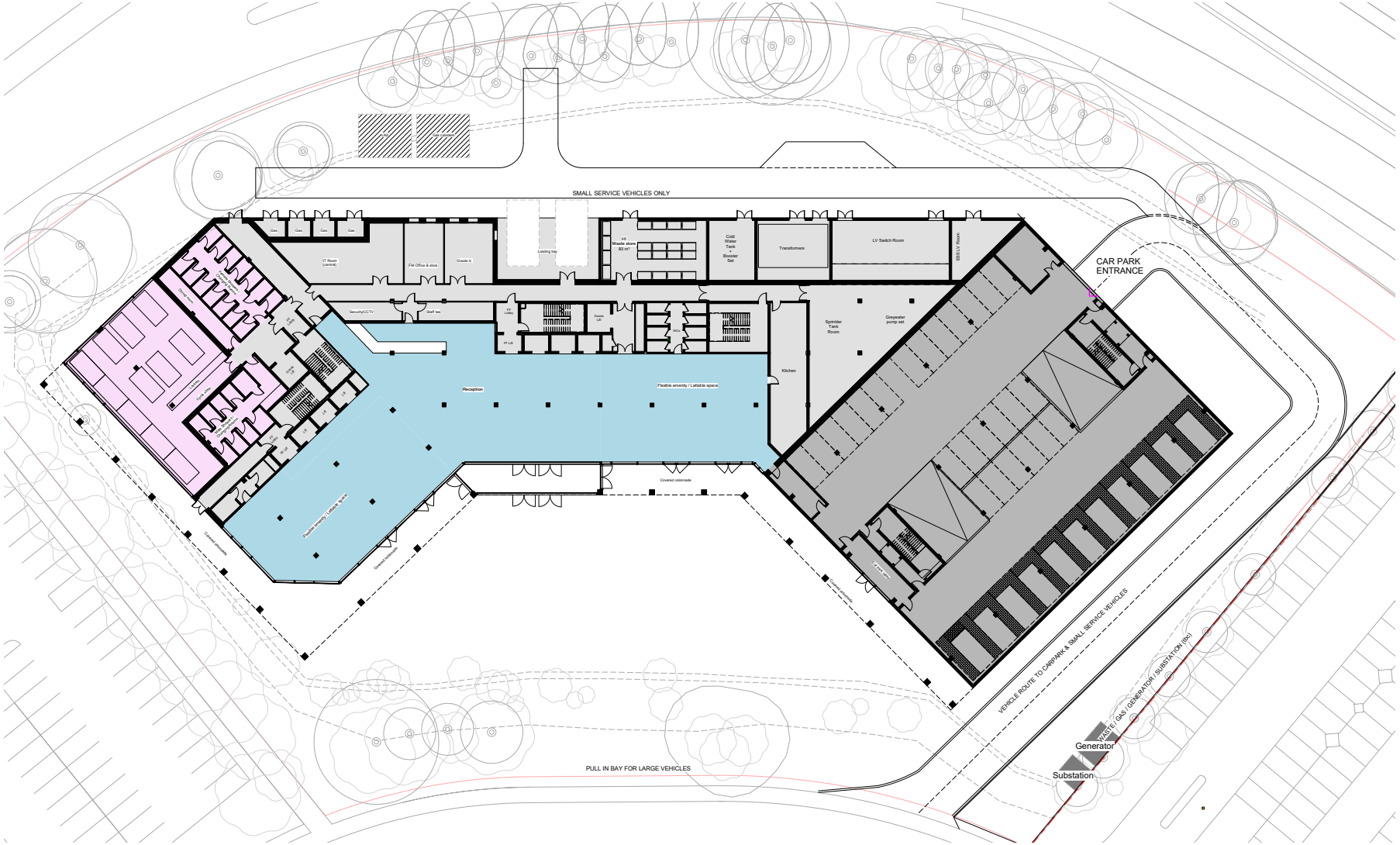


10. Final adjustments
- Following consultations with the planners the carpark moved from basement to the southern end of the site, to make the proposal more sustainable
- The tower silhouette and height were adjusted in response to advice received from the planners

Design and features
Ground floor plan

Key features

- Pedestrian access to the building will be focussed to the western side of the plot, with a new amenity space leading to a central entrance with a generous reception area
- Colonnades will connect the ground floor from east to west
- A Travel Hub will be provided with an entrance on the eastern side of the plot
- The car park entrance and servicing (including deliveries and waste management) will be focussed to the rear (eastern) side of the plot fronting the Eastern By-Pass, whilst providing segregated cycle/pedestrian routes



Legend:

- Lab/Office
- Reception/FOH/ Amenity
- Travel Hub
- Core/Plant
- Car Parking
- Terrace
- Boundary Line

0 25m

N

Design and features
The colonnade

- The colonnade has been designed to wrap around the ground floor, providing enhanced connectivity from the north (Garsington Road) to the pedestrian/cycle route running just beyond the east of the plot
- This will help guide pedestrians and cyclists into the site, segregating them from vehicles and the busy slip road, whilst also providing clear-way finding to the landscaping, amenity areas and building entrance.

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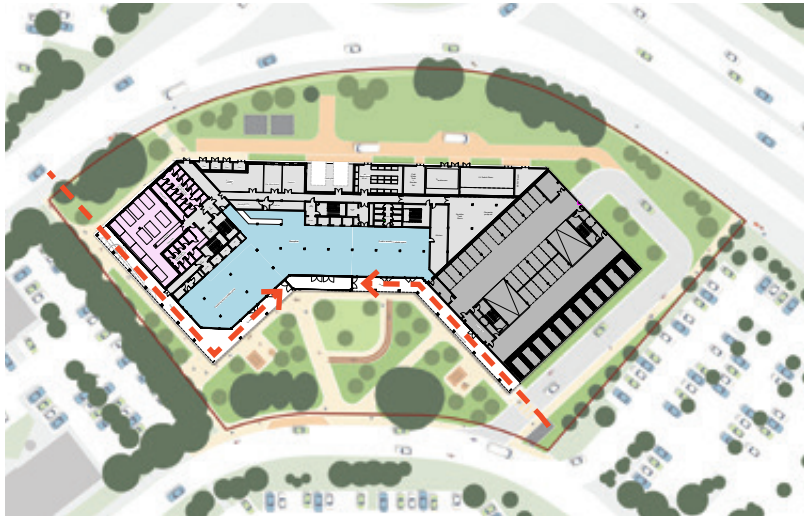


Design and features
Travel hub & car parking

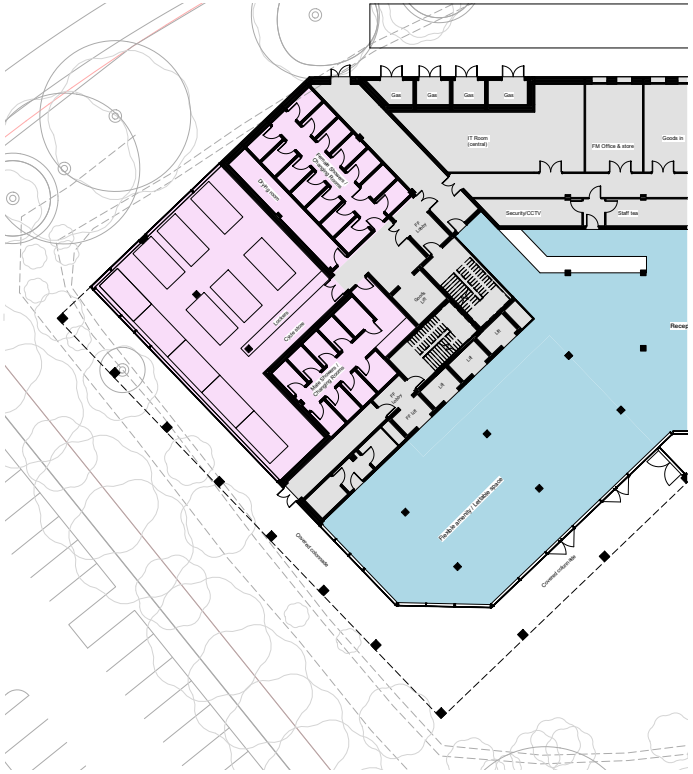
Travel Hub

- The dedicated Travel Hub will provide over 200 cycle parking spaces, changing rooms, lockers and shower facilities to encourage walking and cycling.
- It is well-placed to provide an efficient and logical connection to existing cycle routes

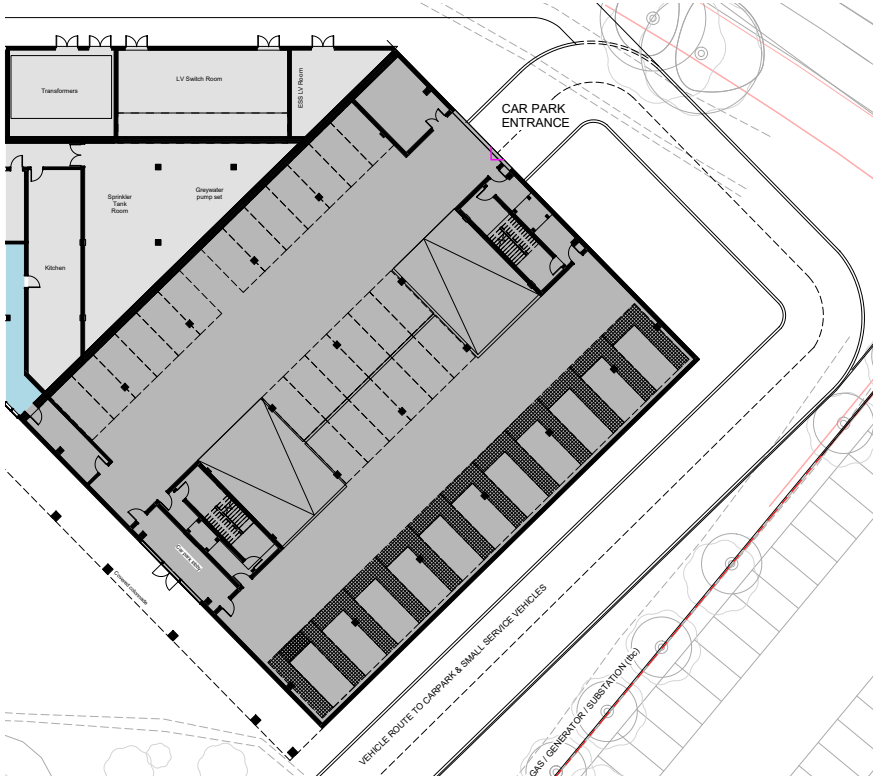
Car park

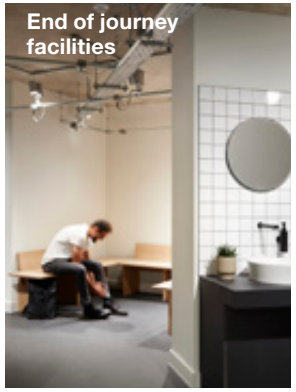
- Approximately 340 car parking spaces (including disabled provision) will be provided, 25% of which will be provided with Electric Vehicle Charging points.
- The car park will be specifically designed to be repurposed into employment space in the future, should demand for parking reduce as a result of improvements to accessibility – including the reopening of the Cowley Branch Line

Travel Hub

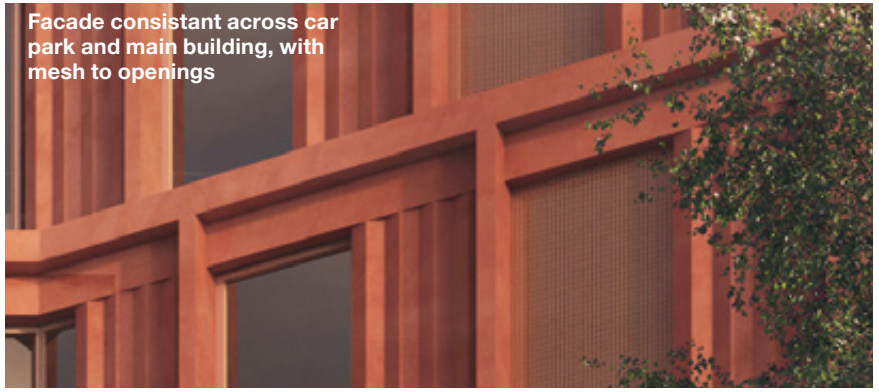


Car park




End of journey facilities

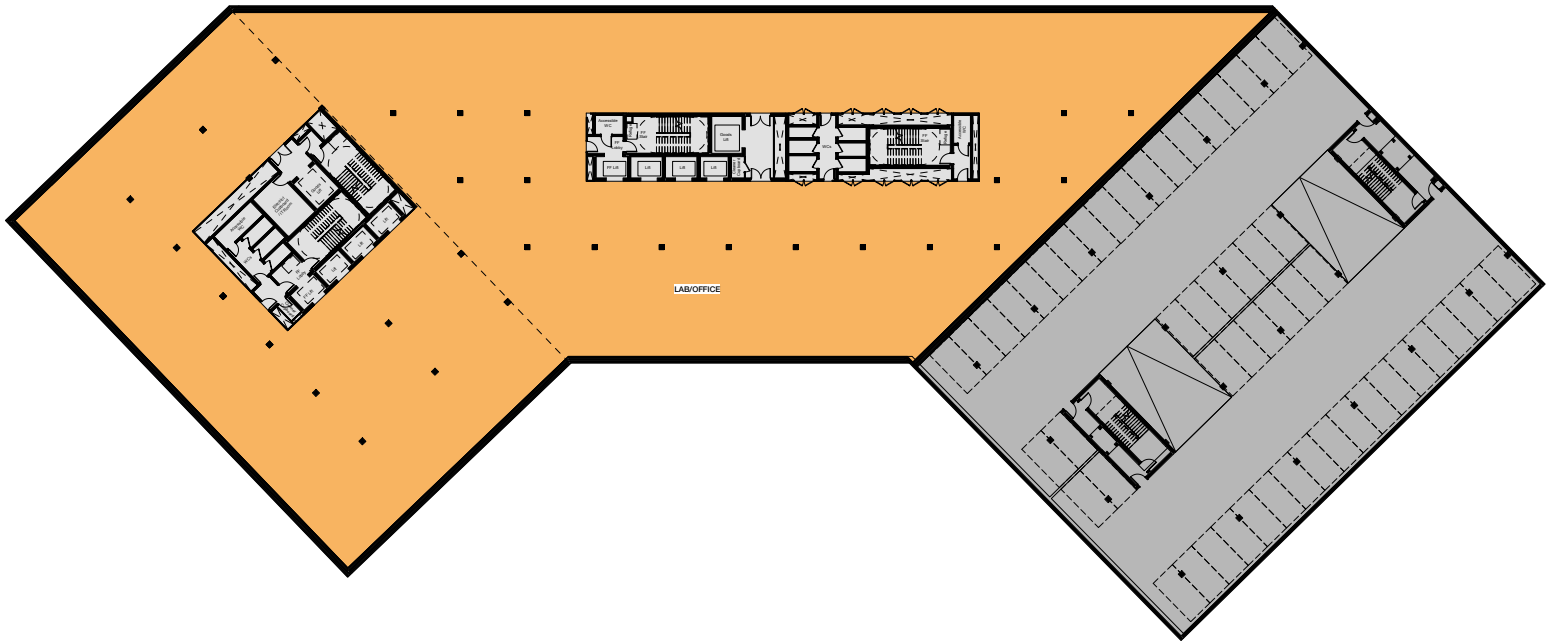

Mix of cycle storage


Facade consistant across car park and main building, with mesh to openings

Design and features
Typical upper floor plan

Key features

- At Levels 01-03, the building provides laboratory-enabled office space.
- This is designed to offer maximum flexibilty for future occupiers.
- The split level carpark is concealed within the building facade, so it appears the same from the outside.



Legend:

- Lab/Office
- Reception/FOH/ Amenity
- Travel Hub
- Core/Plant
- Car Parking
- Terrace
- Boundary Line

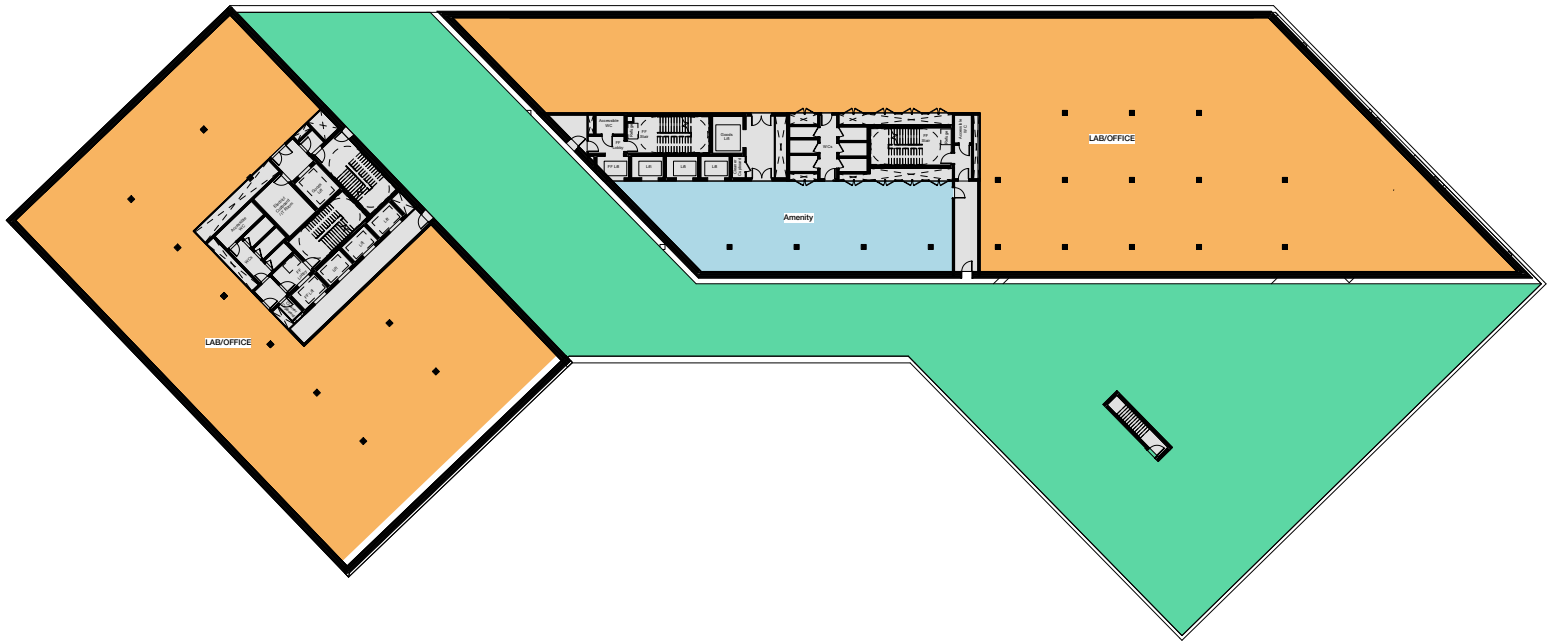
N

0 25m

Design and features
Fourth floor plan

Key features

- At Level 04, the dynamic floor plate also provides indoor and outdoor amenity space.
- The podium terrace is south facing and connects both the ‘tower’ and ‘factory’ forms.



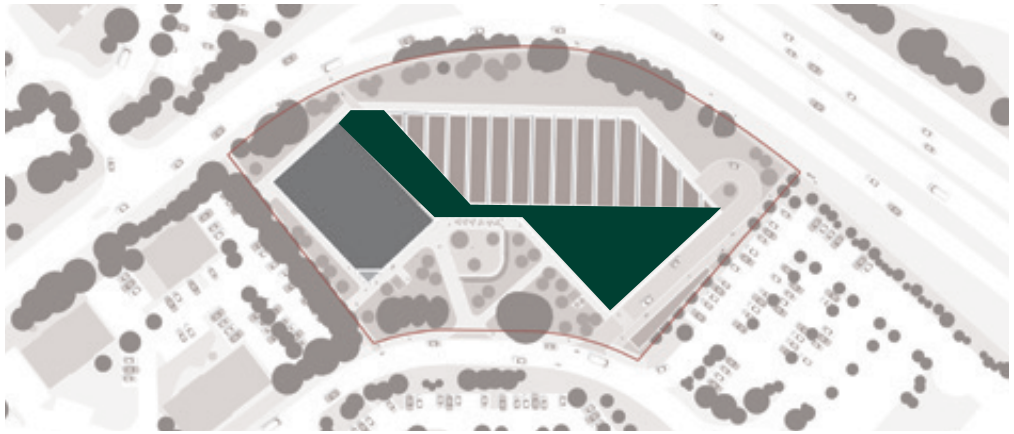
Legend:

- Lab/Office
- Reception/FOH/ Amenity
- Travel Hub
- Core/Plant
- Car Parking
- Terrace
- Boundary Line

N

0 25m

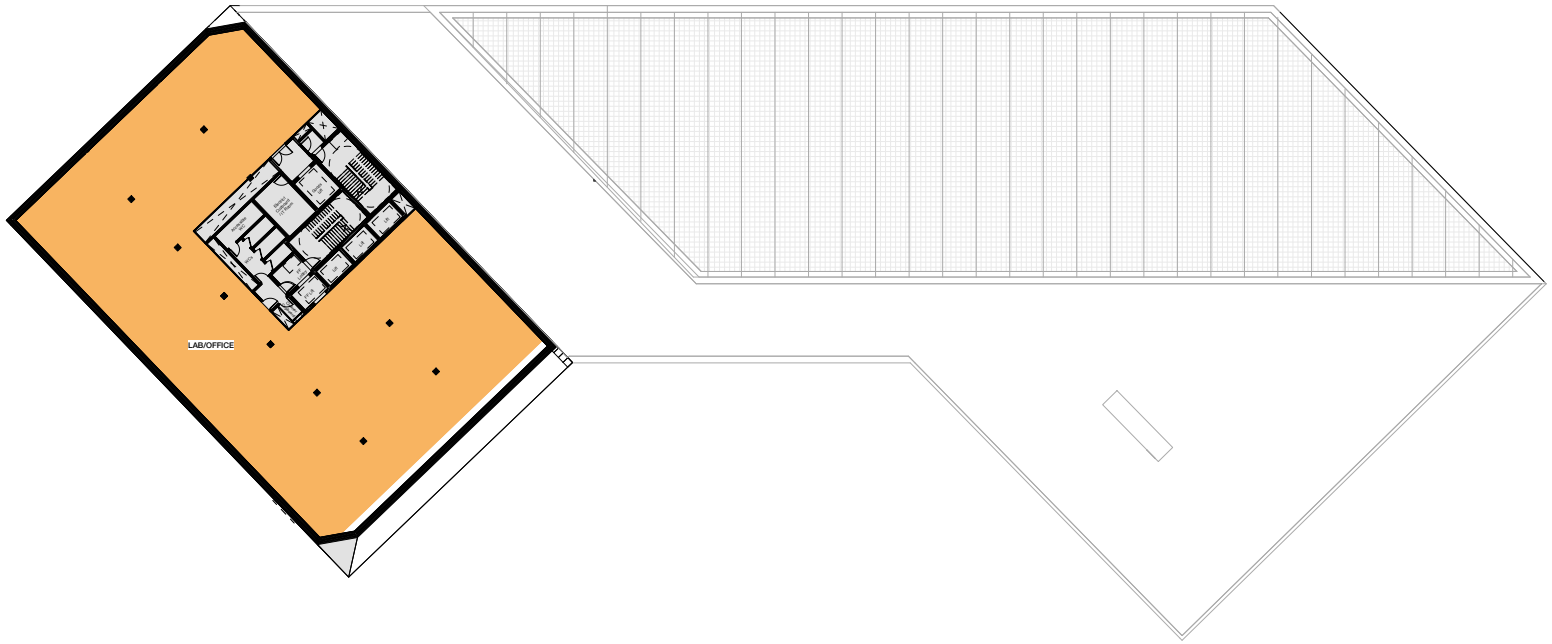
Design and features
Fourth floor terrace



Design and features
Typical tower floor plan

Key features

- At Levels 05-12, the building provides laboratory-enabled office space.
- There is a plant floor at Level 06, which is concealed behind the facade to appear like the rest of the tower.
- A ‘clubroom’ on Level 13 will give wide reaching views accross Oxford, and provide concealed plant area.



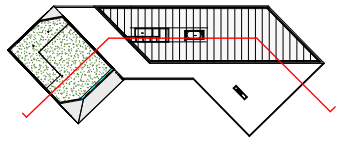
Legend:

- Lab/Office
- Reception/FOH/ Amenity
- Travel Hub
- Core/Plant
- Car Parking
- Terrace
- Boundary Line

N

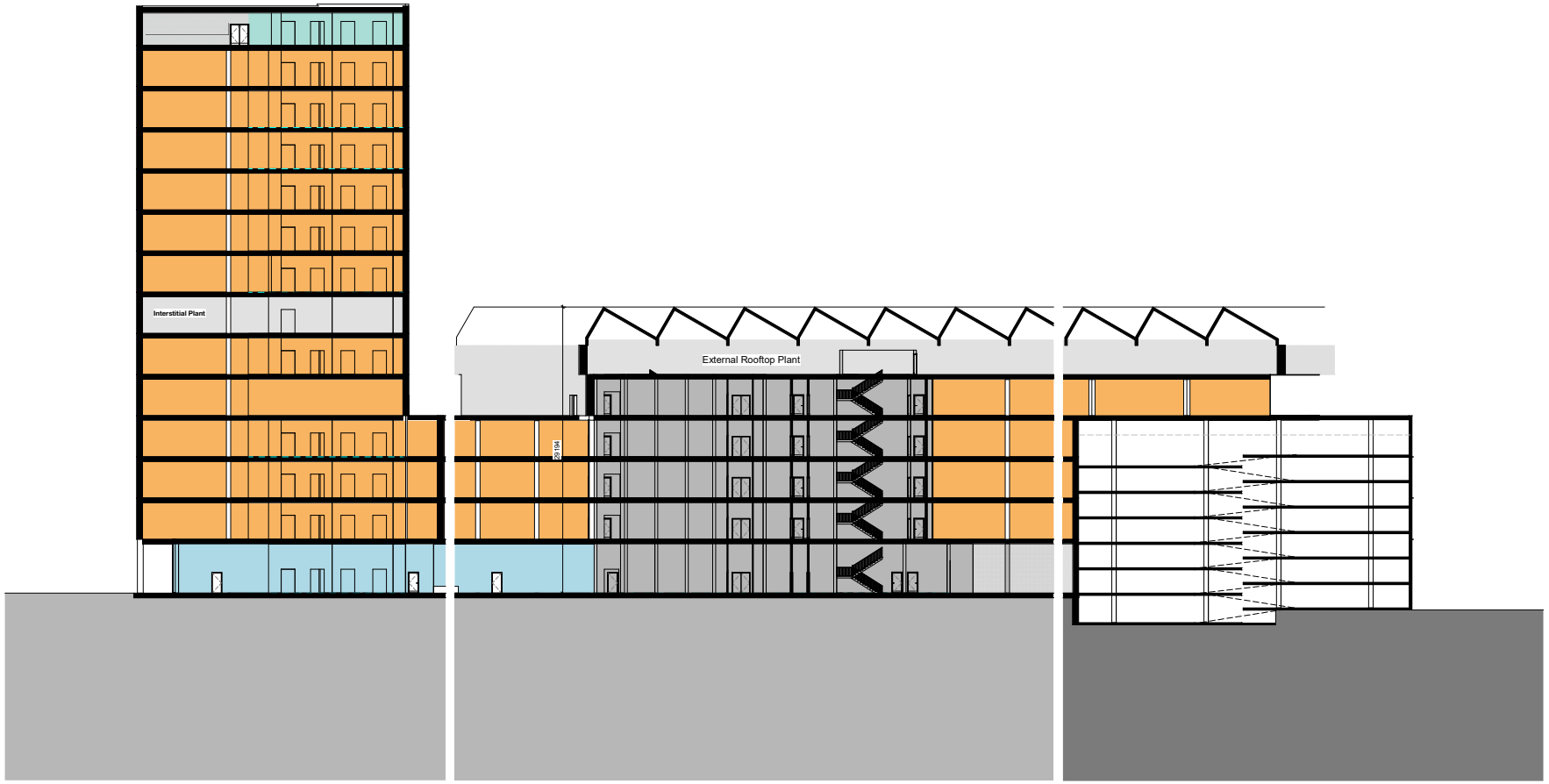
0 25m

Design and features
Long section



Key features

- The ‘tower’ is approx. 60m high, with a ‘clubroom’ on Level 13 offering wide reaching views across Oxford. It also contains a concealed plant area.
- The ‘factory’ block is topped by a saw tooth roof, concealing plant associated with the development and will include solar panels. It is approx. 30m from the ground at its tallest point.

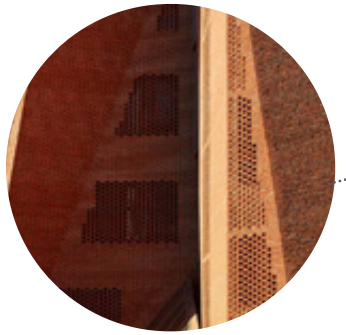


Legend:

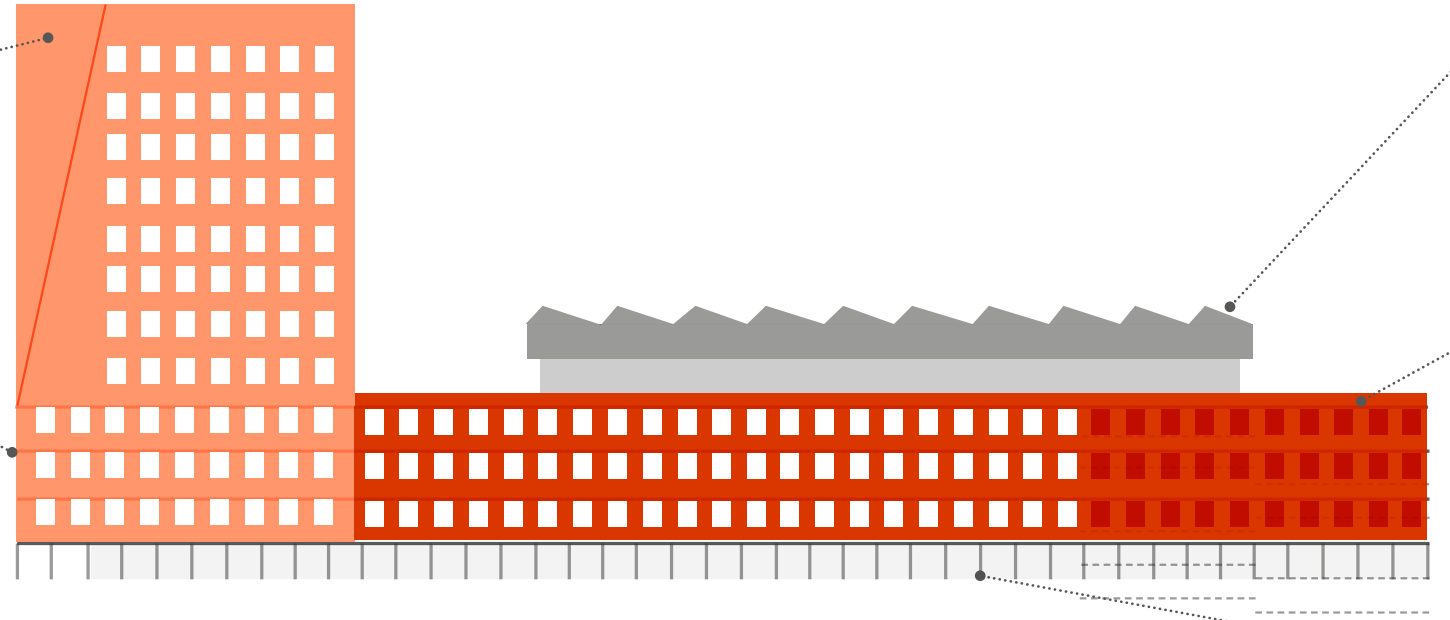
- Lab/Office
- Reception/FOH/ Amenity
- Travel Hub
- Core/Plant
- Car Parking
- Terrace
- Clubroom

0 25m

Material palette
Design development



Tower



Factory Roof

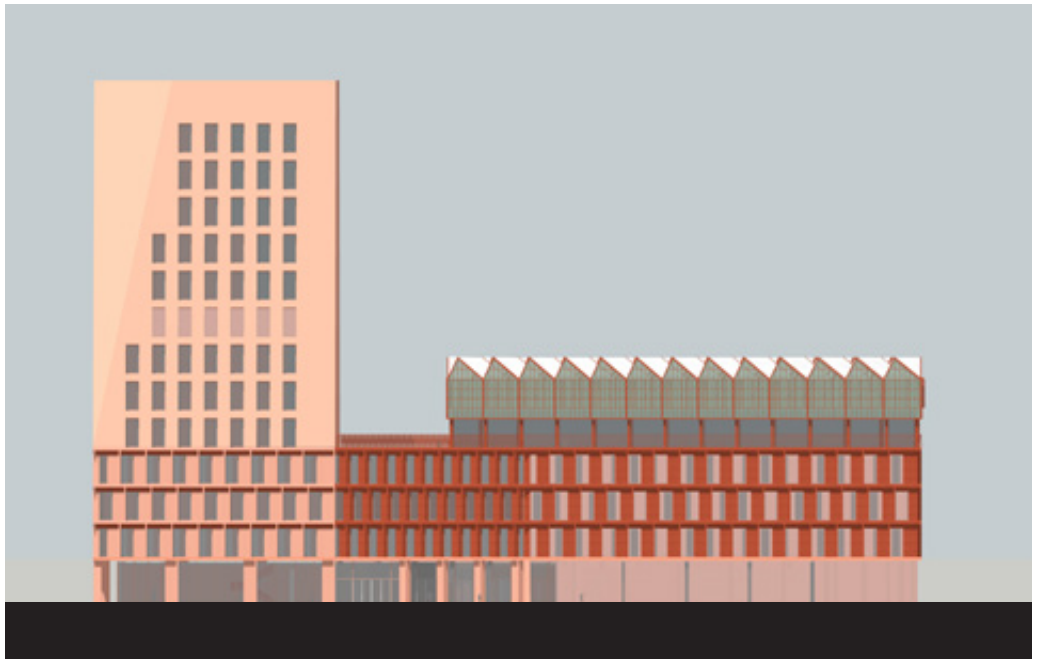
Factory Block

Colonnade

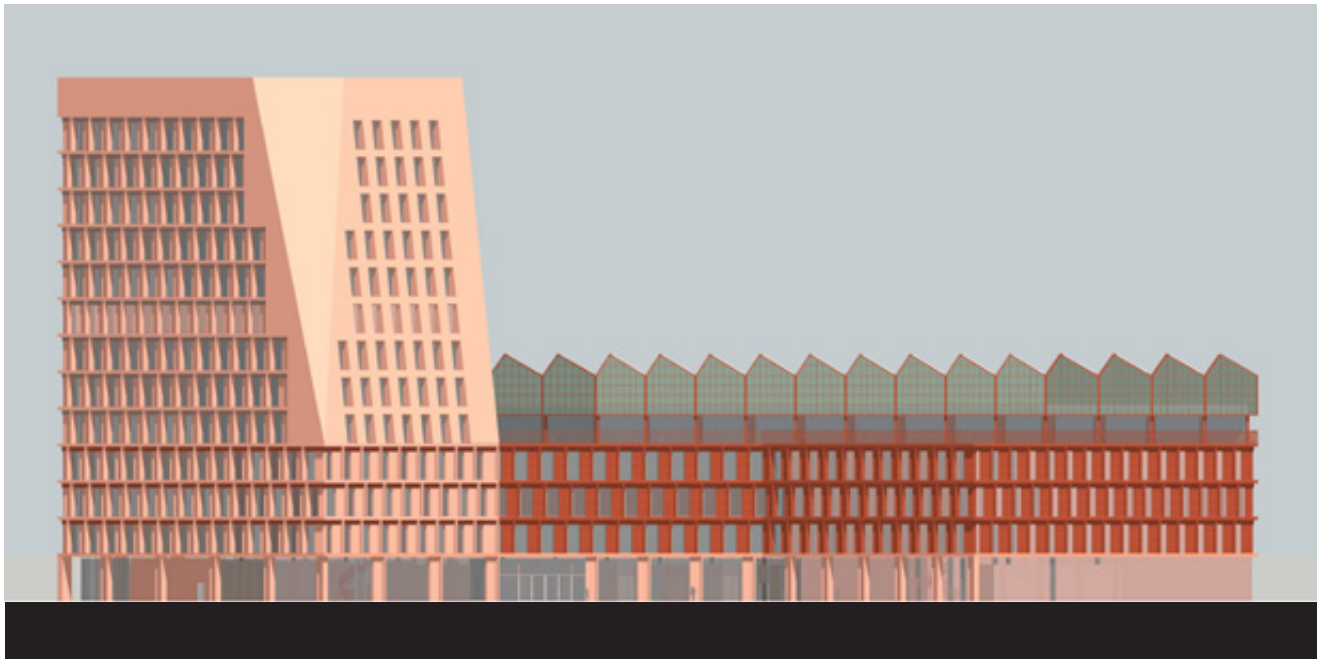
We are looking to use materials that offer a high quality, robust and long lasting finish; that tonal appear warm and tactile; and that are reminiscent of factory buildings. It is also important they are innovative, sustainable and can be manufactured off-site.

We are proposing to use pre-cast concrete, combined with lightweight perforated mesh, and timber/aluminium composite glazing. The pre-cast concrete will be pigmented to warm brick tones, with different colours for the tower and factory blocks.

Elevations
Proposed elevations

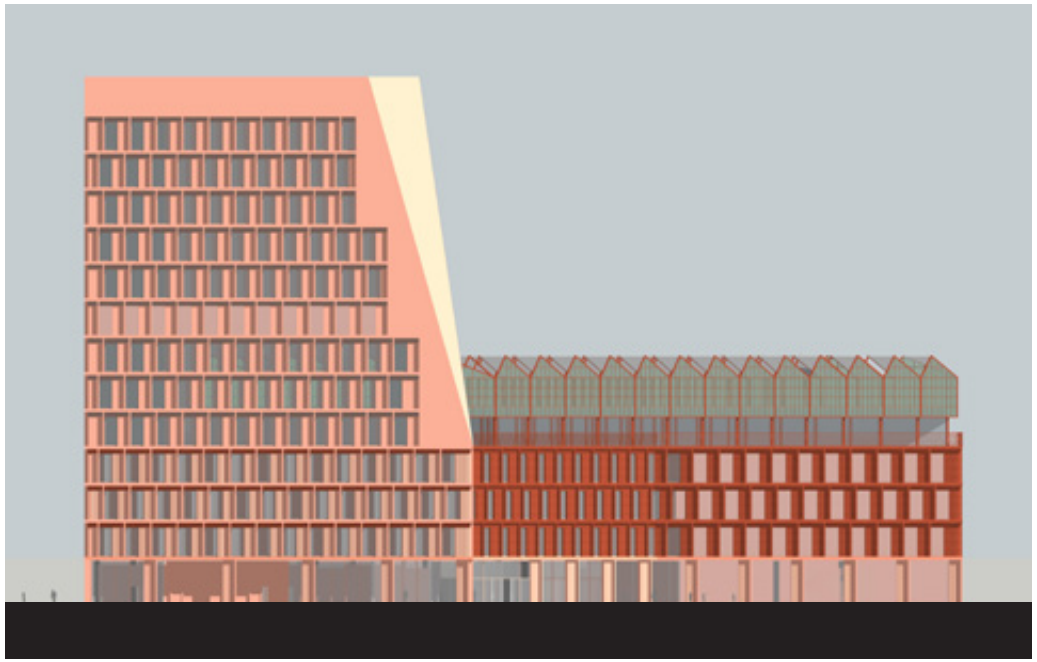


South Elevation

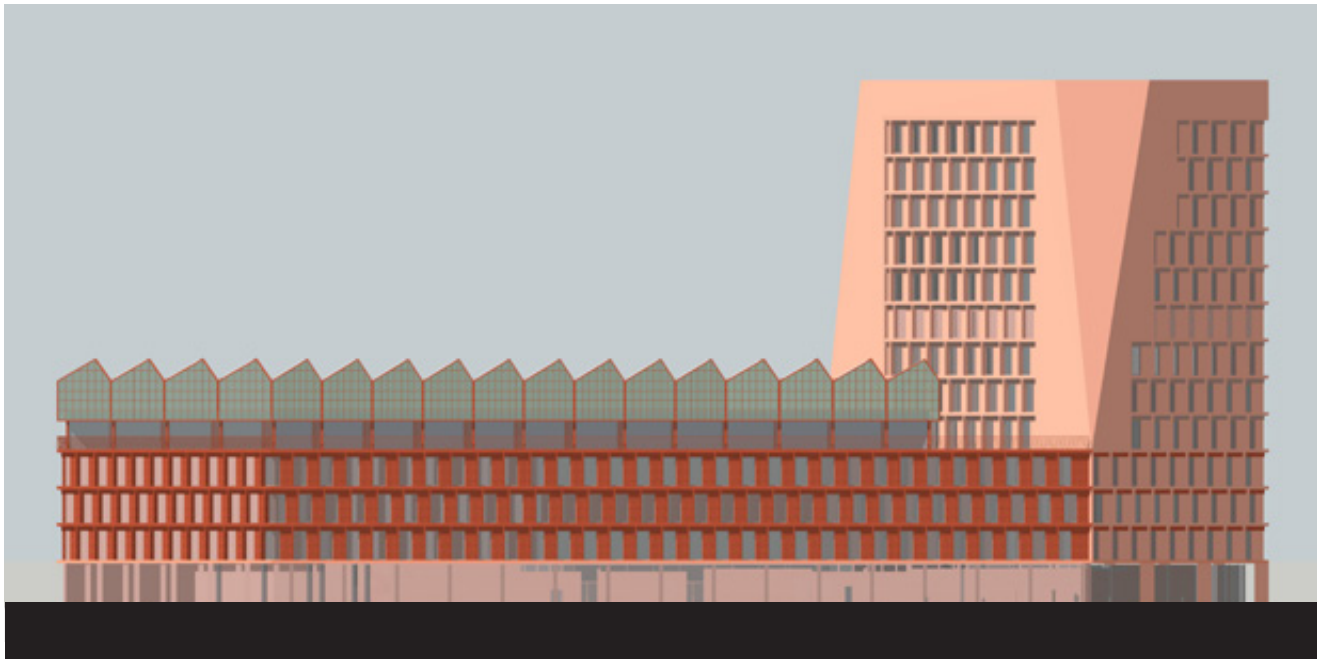


West Elevation

Elevations
Proposed elevations



North Elevation



East Elevation

Views
Local Views

The proposals will take account of several views, including those local and immediate to the site, more moderate and a long distance view from the viewing platform of St. Marys. These views will be verified and considered as part of a Townscape and Visual Impact Assessment to be submitted with the planning application. We have initially modelled the following local views and the long view from St. Mary's Church.

1. From Garsington Road - North
On the Northern corner of the plot is an important pedestrian route that connects the lower and the upper part of ARC Oxford, which is split in two by Garsington Road. The Tower marks this important gateway to the site and the broader masterplan.

2. From Garsington Road - East
The view above the elevated highway is experienced by commuters along the Eastern By Pass Road and those entering ARC Oxford from the East.

3. From John Smith Drive - North West
The primary pedestrian approach to the base of the tower.

4. From John Smith Drive - South West
Primary facade of the building with redefined landscaping connecting the exterior and interior of the building with a series of proposed trees and a combination of soft & hard landscaping.

Views
Local Views

Key

1. From Garsington Road - North

2. From Garsington Road - East

3. From John Smith Drive - North West

4. From John Smith Drive - South West

Views
Long view - St. Mary’s Church

Key

5. From St. Mary’s Church - The silhouette of the taller volume went through many iterations that reduced the overall width and redistributed the massing from the top to the base to achieve a less top-heavy design.

Views
CGI from entrance courtyard

Views

CGI from John Smith Drive approach

Landscape & Environment

Key

- Existing Trees
- Proposed Trees
- Pedestrian Surface
- Shared Pedestrian/Cyclist Surface
- Vehicular Lay-bys
- Vehicular Surface
- Areas of Soft Planting
- Areas of Lawn
- Hedge
- Pavilion Structures
- Arrival Frames
- Bleacher Seating
- Bistro Seating
- Existing Trees Retained
- Removed Trees
- Removed Saplings
- Removed as per arb Recommendation

Integrated Water Management

Maximise Mature Tree Retention

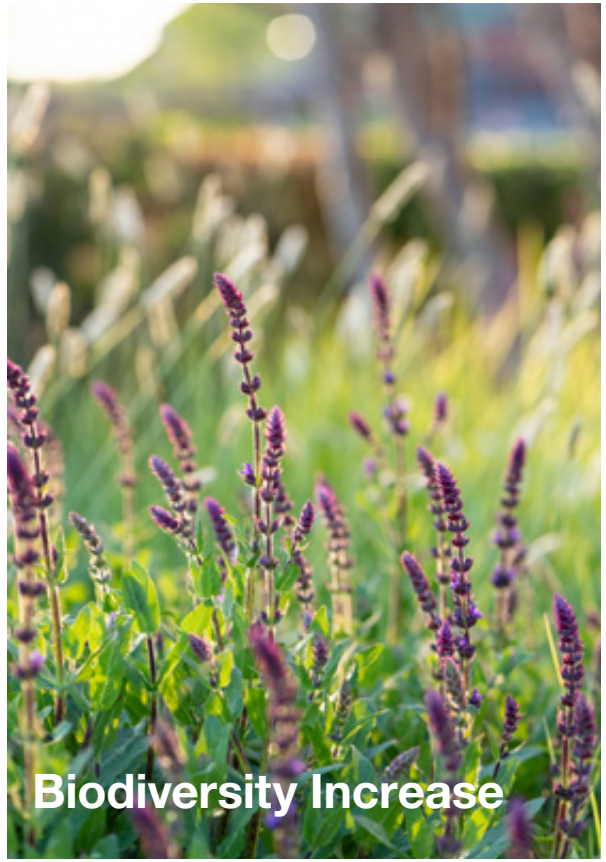
Improved Pedestrian/ Cycle Connections and Travel Hub

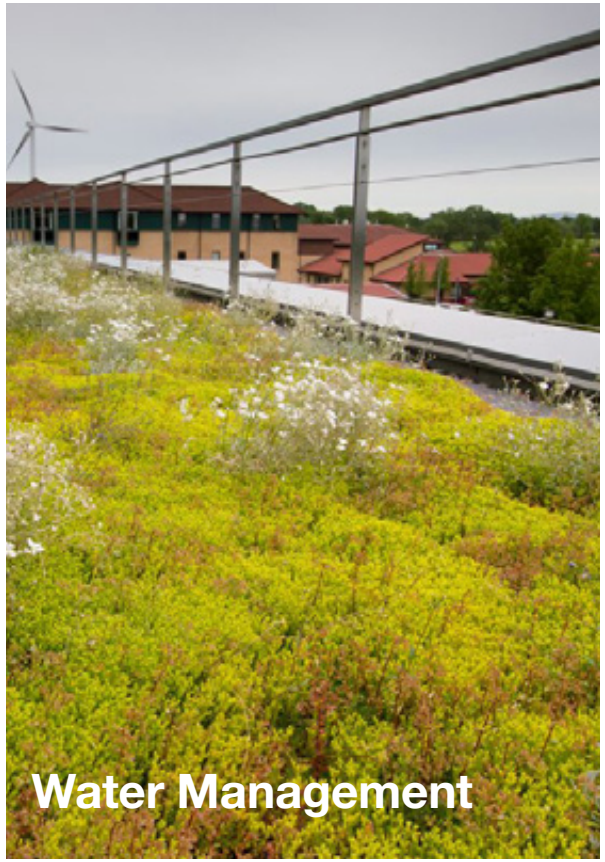
Multifunctional Landscape

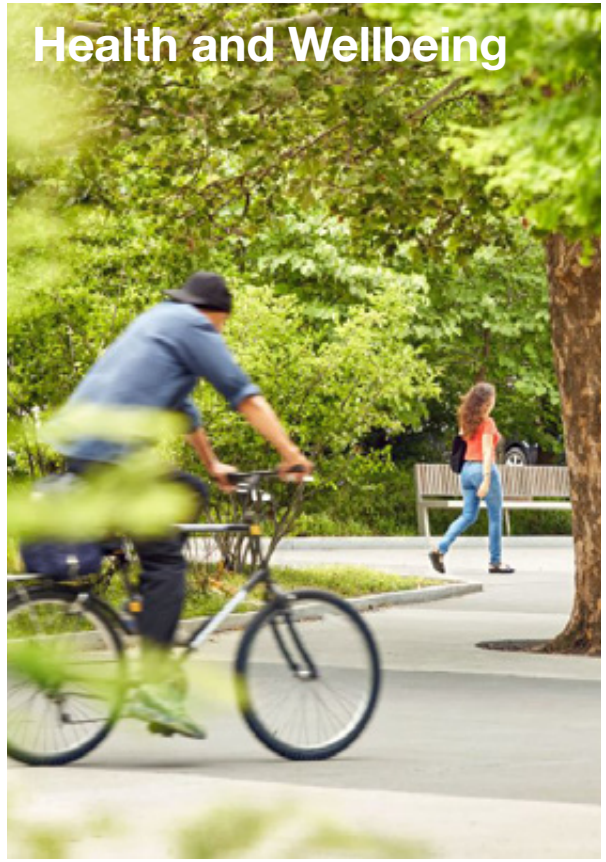
5%
Targeted Biodiversity Net Gain

44no.
Trees Planted

1400m²
of New Biodiversity Roof





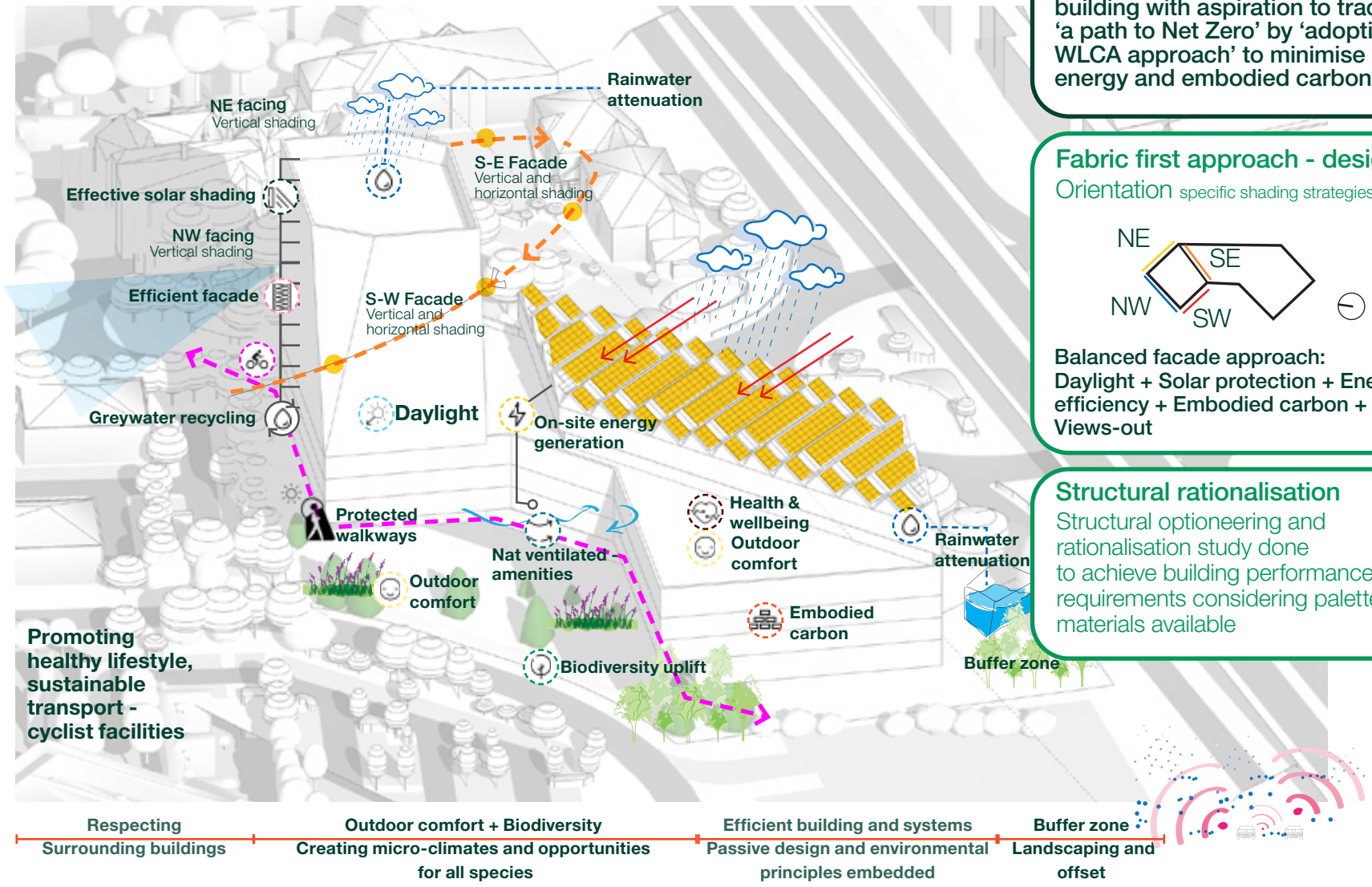


Sustainability objectives

A key objective is to minimise energy demand by optimising passive design opportunities and a fabric first approach.

Below are environmental design principles that will be sought on the scheme in response to the overall site and climatic conditions:

- **Form and fabric first approach**: Balance between daylight, solar gains and solar protection, embodied carbon and views-out
- Promotion of **natural ventilation in amenity spaces**
- Reducing **embodied carbon** - Use minimum **50% GGBS** as cement replacement
- **Biodiversity uplift** to achieve **5%** min net gain target
- **Outdoor comfort** - creating microclimates
- Integrating **PV panels** to factory block roof
- **Water efficiency** - rainwater harvesting and greywater recycling
- **Minimum Targets**: min BREEAM 'Excellent' rating, WELL certified, 40% reduction in carbon emissions Part L 2021



Project Aspiration

Designed to deliver efficient high performing, climate resilient building with aspiration to track 'a path to Net Zero' by 'adopting WLCA approach' to minimise energy and embodied carbon.

Fabric first approach - design

Orientation specific shading strategies

Balanced facade approach: Daylight + Solar protection + Energy efficiency + Embodied carbon + Views-out

Structural rationalisation

Structural optioneering and rationalisation study done to achieve building performance requirements considering palette of materials available

Feedback and Next Steps

Programme

Construction

A Construction Management Plan will be agreed with Council well in advance of works which will (amongst others) seek to:

- Reduce deliveries outside of peak traffic hours in the morning and afternoon;
- Monitor, manage and minimise noise, dust and vibration throughout the construction period; and
- Maintain clear lines of communication throughout the construction process.

Feedback

Thank you for reviewing the information in this document. Once you have had the opportunity review, we would be interested to hear your views and receive your comments.

You can get in touch in one of the following ways:

- By submitting your views on the feedback form on the website at:
https://www.arcgroup.io/oxford/plot-2000

- By emailing your views to: **james.ellis@carterjonas.co.uk**

- By posting your response to:
Plot 2000 consultation, Carter Jonas, Mayfield House, 256 Banbury Road, Oxford OX2 7DE

The public consultation will be open from **Monday 24th October – Sunday 6th November 2022**. We look forward to receiving your thoughts on the proposals.

Once this consultation has concluded, we will review all feedback and seek to finalise the detailed designs ahead of submission of a planning application to the Council in late November 2022.